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CPE 75 – 150 PRODUCT DESCRIPTION

The CHICAGO PNEUMATIC CPE 75-150 compressor is a quiet, complete and ready-for-use unit for the production of compressed air in industrial applications.

OVERVIEW

The CHICAGO PNEUMATIC CPE 75-150 consists of a single-stage screw rotary compressor with oil injection technology, standard low-sound enclosure, AIRLOGIC microprocessor, totally-enclosed fan-cooled (TEFC) motor with wye-delta starting and efficient gear-drive transmission. Maximum operating pressure is 125 psig for 75 hp, 175 psig for 100-150 hp. The CHICAGO PNEUMATIC CPE 75-150 is designed for indoor installation and carries a standard 1 year warranty. Upon satisfactory commissioning, the warranty shall be extended to a CP SECURE 5 Year Warranty (see warranty policy for details).





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MAJOR COMPONENTS

1. Dry air suction filter. Before being ingested, the atmospheric air is filtered by a panel pre-filter placed on the cabinet of the machine. The air is then filtered again by the 2 micron air filter element at the inlet of the compressor
2. Inlet assembly equipped with intake regulator and solenoid valve for idle or discharge operation, able to avoid oil backups due to eventual and sudden stops under load
3. 5 on 6 lobe rotary screw compressor airend that assures:
 - Maximum yield and maximum efficiency in any condition of operation
 - Low noise level
 - Low air losses and/or blow-by
4. Asynchronous, 460V, three-phase electric motor, 2 pole, class F insulation, top-mounted junction box and TEFC protection which provides resistance to dust, debris and liquids, increasing motor and compressor life
5. Efficient cooling system with forced ventilation and air flows via dedicated turbine or axial fan for optimum heat transference to package ambient
6. The drive transmission from the electric motor to the compression unit is performed via a set of high efficiency gears.
7. Oil filter to hold eventual solid particles in suspension in the oil helping to prevent contamination into the airend and compressed air.
8. High efficiency air/oil separator element to ensure the best separation of oil from the compressed air. Separation shall take place through at least three methods, including but not limited to: impact separation, gravitational separation and centripetal separation. The receiver tank collects and recycles the lubricant for distribution throughout the fluid circuit. Lubricant carryover with new components is 3ppm.
9. Integrated air/oil cooling blocks of industrial-grade, treated aluminum with finned pack for the cooling of application air and lubricating oil before injection into the compression chamber.
10. Filtering panel for pre-filtration of all the air incoming in the machine.
11. Full cabinet enclosure which is aesthetically pleasing, primed and powder-coated with UV resistant epoxy paint to a minimum of 2 mils. Cabinet is formed from varnished steel sheet and lined internally with acoustic insulating material.



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ELECTRICAL PANEL

- Electrical control panel in a metallic enclosure with keyed entry in compliance with the safety standards in force featuring:

- NEMA 1 electromechanical protection
 - Automatic wye-delta starter
 - Thermal protection for the electric motor
 - Single-phase safety transformer with protection upstream and downstream by means of circuit breakers
 - Power fail circuitry and AIRLOGIC microprocessor
- Identification label indicating the serial number, the model and the identification data of the compressor





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CONTROL SYSTEM

The AIRLOGIC is an intelligent electronic controller that offers a 4 line x 16 character digital display and the opportunity to choose 3 of 25 languages. Navigation is simple and logical which facilitates entry of new parameters and access to compressor information. This controller has many standard features:

- Weekly programming
- Selection of 2 pressure bands
- Password protection of functional parameters
- Remote control and monitoring
- Running time percentage
- Regulates pressure band within a minimum of 3 psi.
- Manages the wye-delta starting transition
- Controls all operations related to the use of the compressor: loading, idling, stop and restart of the compressor
- Performs the control and the regulation of the machine
- Signals any eventual malfunction in progress
- Stops the compressor due to alarm in progress
- Displays the information on the machine maintenance program
- Networking capability for 4 compressors

The AIRLOGIC has a number of built-in safety features to protect the compressor's operation:

- Rotation detection
- Air loss detection through oil separator
- Limitation on the number of motor restarts
- Protection against starting under pressure and at low temperature
- Auto restart is not possible after a certain laps of time
- Protection against overpressure in the oil vessel and against high oil temperature
- Test of input/output
- Recording history, up to ten events, of fault parameters that can help a technical diagnosis

The CHICAGO PNEUMATIC CPF 75-150 ensures that no energy is wasted by generating pressure that is not required. The regulation system will automatically change its method of control as air usage patterns change, ensuring maximum energy efficiency at all times.

Standard Operating Method

The CHICAGO PNEUMATIC CPF 75-150 runs in load/unload operation. This kind of regulation is most efficient when air consumption is variable and includes long periods of low air demand. This system is based on a load period that will pressurize a receiver tank and then prevents wasted power consumption while the compressor runs idle until the pressure drops below the minimum level. The compressor is regulated through a pressure sensor whose pressure range is set on the AIRLOGIC.



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Maintenance Indication

The CHICAGO PNEUMATIC CPF 75-150 compressors are equipped with a service monitoring system that provides a countdown indication of when maintenance is due, allowing service work to be booked in advance, and a flashing maintenance indicator if the service period is exceeded.

Outlet and Free Contact

An outlet for serial port connection is available. The combination of 2 AIRLOGIC becomes a permutation system which manages the priority sequence and the operation programming. Two free contacts for remote start and general fault remote are available.

SAFETY DEVICES

High Pressure Sensor

- This protects the compressor against any abnormal rise in delivery pressure

Safety Valve

- Exhausts air if compressor runs over maximum working pressure
- Protects the compressor and down stream equipment from potential damage

Automatic Blow-Down Valve

- De-pressurizes compressor when compressor stops
- Prevents accidental starting of the compressor under load

Minimum Pressure Valve

- Ensures optimum internal pressure for oil circulation before producing compressed air
- Prevents potential airend failure and optimum oil separation

Thermostatic Bypass Valve

- Ensures oil reaches optimum temperature before passing through the cooler
- Prevents thermal overload on the main motor during start up on cold days.

Non-Return Valve

- Stops reverse rotation of airend/motor
- Ensures no air/oil mixture exhausts through the air inlet filter on shutdown

High Temperature Thermostat

- Stops the compressor when air/oil temperature exceeds design parameters
- Reduces risk of airend failure

Motor Thermal Overload

Thermal overloads are fitted to both the main and fan motors to prevent burn outs and expensive rewinds.



CONTROL DEVICES

- Minimum pressure check-valve
- Rapid discharge for quick, automatic depressurization system to ensure a reliable idle restart without foaming the lubricant or damaging components
- Visible oil level via sight glass on the separator tank
- Gauge for the reading of the air-oil separator pressure
- Pressure transducer for the setting and the reading of the operation pressure
- Thermal probe for the control and the reading of the temperature value of the air/oil mixture delivered to the airend

LUBRICATING SYSTEM

The CHICAGO PNEUMATIC CPE 75-150 is supplied with an 8,000 synthetic blend lubricant. Within the compression unit, the air and lubricating oil are mixed together and sent to the oil/air separation system in order to reduce the oil carryover in suspension. The oil and the compressed air are separately cooled by means of a final air and oil cooler. It is kept in constant transit by the pressure difference of the compressed air circuit, thereby avoiding the use of power consuming oil pumps. Proper filtration and effective cooling ensure optimal operating conditions for the oil and grant performance longevity of the compressor. The oil has three main functions:

- Lubrication of the airend and reduction of frictional losses
- Cooling of the airend by transmitting heat from the compression elements
- To provide a seal between the rotors of the airend

DRIVE COUPLING

The gear drive used on the CHICAGO PNEUMATIC CPE 75-150 compressors requires no maintenance and no periodic change. A rigid housing is fitted to guarantee perfect alignment between the motor and the airend, this combined with the flexible coupling reduces vibration and extends the life of the compressor. The coupling is also a sacrificial piece that provides added protection to the airend and motor. Should the airend lock-up for any reason, the coupling will break, thereby preventing the motor from burning-up.

THE LATEST EVOLUTION OF THE ASSYMETRICAL PROFILE AIREND

Combining proven technology with advanced materials and production methods, we have developed a new airend that sets the standard for efficiency and reliability. The oil flooded asymmetrical screw type element ensures peak performance with no loss in efficiency throughout the life of the compression element.

COOLING AIR

Cooling air is drawn in at high level to ensure the minimum amount of dust contamination enters the package. The inlet baffles optimize the air flow entering in the unit allow the compressor to be installed next to a wall which lowers the installation space required and saves on maintenance costs. The baffles also minimize the velocity of cooling air entering the package which prevents pre-filters air particulates. A large turbine fan gives the benefits of increased cooling efficiency, reduced noise levels and reduced power consumption. The aftercooler reduces the



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compressed air temperature to approximately 18°F above ambient temperature where approximately 70% of the water vapor in the air condenses into water droplets and can be removed via drain or moisture separator. This protects down stream equipment from water contamination, increasing the reliability of pneumatic equipment and reducing product contamination.

TEFC MOTOR

The TEFC motor is protected from dust and water which increases the lifespan of the motor. With superior cooling efficiency from the turbine fan, optimum cooling of the motor and the compressor is achieved. The TEFC motor ensures motor efficiency for the life of the compressor.

INLET BAFFLES

The inlet baffles reduce inlet air velocity, allow the compressor to be installed next to a wall which reduces the levels of airborne contamination entering the package and lowers overall maintenance costs.

EASY MAINTENANCE

The CHICAGO PNEUMATIC CPE 75-150 is designed so that all the major internal parts are easily accessible for rapid maintenance operations. To replace the suction filter just remove the cover and replace the filter element. The particular construction of the cover allows this operation even if a warm air duct is installed, without removing any other component. The external filter panel can be easily removed from its position for period cleaning. For the discharge of the condensate of the oil separator, the topping off of the oil and/or replacement of oil, only the front panel needs to be removed. For the replacement of the oil filter and of the air-oil separator filter only the cover and the front panel should be removed.

AIR DUCTING

The CHICAGO PNEUMATIC CPE 75-150 is designed to allow easy installation of both the incoming and the outgoing via ductwork. The incoming air can be conveyed on the right side of the machine without creating any interference with any component of the compressor. The outgoing air can be conveyed by the upper side of the machine and this does not interfere with the normal maintenance operation of the machine.



HANDLING

- THREE points accessible for the handling
- Possibility to use both a hand pallet as well as a forklift
- Distribution of the lifting points is in line with the center of gravity
- Lifting points provide easy handling after removal from the transport pallet

INSTALLATION

The compressor-motor assembly is assembled on the frame of the machine by means of flexible supports which allow the installation of the compression unit to be directly onto a stable, flat surface without need of further anti-vibration provisions.

The self-supporting cabinet does not request any floor fastening bolt or device, although it is recommend that the compressor be mounted to a stable fixture to reduce vibration transmission.

For the installation, only the following connections need to be performed:

- Connection to the electric network:
- Connection to the compressed air use network



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CPF 175 – 200 PRODUCT DESCRIPTION

The CHICAGO PNEUMATIC CPF 175-200 compressor is a quiet, complete and ready-for-use unit for the production of compressed air in industrial applications.

OVERVIEW

The CHICAGO PNEUMATIC CPF 175-200 consists of a single-stage screw rotary compressor with oil injection technology, standard low-sound enclosure, AIRLOGIC microprocessor, totally-enclosed fan-cooled (TEFC) motor with wye-delta starting and efficient gear-drive transmission. Maximum operating pressure is 175 psig. The CHICAGO PNEUMATIC CPF 175-200 is designed for indoor installation and carries a standard 1 year warranty. Upon satisfactory commissioning, the warranty shall be extended to a CP SECURE 5 Year Warranty (see warranty policy for details).





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MAJOR COMPONENTS

1. Dry air suction filter. Before being ingested, the atmospheric air is filtered by a panel pre-filter placed on the cabinet of the machine. The air is then filtered again by the 2 micron air filter element at the inlet of the compressor
2. Inlet assembly equipped with intake regulator and solenoid valve for idle or discharge operation, able to avoid oil backups due to eventual and sudden stops under load
3. 5 on 6 lobe rotary screw compressor airend that assures:
 - Maximum yield and maximum efficiency in any condition of operation
 - Low noise level
 - Low air losses and/or blow-by
4. Asynchronous, 460V, three-phase electric motor, 2 pole, class F insulation, top-mounted junction box and TEFC protection which provides resistance to dust, debris and liquids, increasing motor and compressor life
5. Efficient cooling system with forced ventilation and air flows via dedicated turbine or axial fan for optimum heat transference to package ambient
6. The drive transmission from the electric motor to the compression unit is performed via a set of high efficiency gears.
7. Oil filter to hold eventual solid particles in suspension in the oil helping to prevent contamination into the airend and compressed air.
8. High efficiency air/oil separator element to ensure the best separation of oil from the compressed air. Separation shall take place through at least three methods, including but not limited to: impact separation, gravitational separation and centripetal separation. The receiver tank collects and recycles the lubricant for distribution throughout the fluid circuit. Lubricant carryover with new components is 3ppm.
9. Integrated air/oil cooling blocks of industrial-grade, treated aluminum with finned pack for the cooling of application air and lubricating oil before injection into the compression chamber.
10. Filtering panel for pre-filtration of all the air incoming in the machine.
11. Full cabinet enclosure which is aesthetically pleasing, primed and powder-coated with UV resistant epoxy paint to a minimum of 2 mils. Cabinet is formed from varnished steel sheet and lined internally with acoustic insulating material.



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Standard Operating Method

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For the installation, only the following connections need to be performed:

- Connection to the electric network:
- Connection to the compressed air use network