



VMAC UNDERHOOD150 – Bid Specifications

These specifications are for bid purposes only and are provided by VMAC

All specifications are subject to change without notice.

Compressor Air End:

The air compressor must be installed on the truck engine and must have 100% duty cycle. Compressor must be rotary screw type and provide up to 140 CFM and up to 175 PSI (actual maximum CFM output may vary from 100 CFM to 140 CFM, depending on the vehicle mounting kit). A high temperature cut off switch must be integrated on the compressor. A low profile integrated air inlet control valve will feature an oil fill port, air pressure regulator and dry type paper air filter. The compressor air end dimensions are to be no larger than 7 1/2" x 9" x 13 3/4" in size. A multi-groove drive clutch will be used with a serpentine belt. The air compressor to weigh no more than 66 lbs including the air inlet valve.

Digital Control System:

Digital control box with LCD display will be included. The control box will feature system hours, service interval reminders and safety/functional messages including park brake, over-temp and clutch voltage protection. A 20 second blow-down restart delay will be programmed and remote switch blunt wire connection will be included.

Air/ Oil Separator Tank:

The tank is an air/oil separator. Material must be of high-grade aluminum material and contain an integrated coalescing oil separator element. It must have a lubricant sight glass no smaller than 1 1/2" in diameter. Must contain a 200 PSI high pressure relief valve. It must have a replaceable spin on 25-micron oil filter with safety bypass feature. It must contain a 15 seconds or less integral pneumatically piloted blow down valve. The tank dimension must be no larger than 8 3/4" diameter X 35" length and the weight must be no greater than 37 lbs.

Heat Exchanger:

Must be the liquid-to-liquid type. The overall dimensions should be no greater than 4 3/4" x 4 3/4" x 17" in size and the weight must be no greater than 34 lbs without fluid.

Throttle Control:

Throttle control must be an infinitely variable speed control and must automatically modulate engine RPM to match the air demand. It must have a vehicle Drive Disable Circuit (DDC) if equipped with automatic transmission.

Note: System must include all compressor mounting bracket, accessory brackets, all applicable belts, fasteners, compressor oil, hoses and installation/owners manuals.

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