

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

COMPRESSOR
AIR

TRUCK-MOUNTED
GASOLINE-DRIVEN
210 CFM
LE ROI MODEL
210G1

**COMPRESSOR, AIR, TRUCK MOUNTED, GASOLINE DRIVEN,
210 CFM LE ROI Model 210GI**

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CHAPTER 1 INTRODUCTION

Section I. GENERAL

1. Scope

a. This manual is for the use of personnel to whom this air compressor is issued, and contains information on the operation, organizational maintenance, and field and depot maintenance of the compressor as well as a description of the major units and their functions in relation to other components of the materiel. It applies only to the Le Roi Model 210G1 compressor.

b. Supply manuals, technical manuals and other publications applicable to the equipment covered by this manual are listed in Appendix I. Appendix II tabulates the replaceable parts available for the equipment. Appendix III lists the tools and spare parts issued with and carried on or with the equipment.

2. Record and Report Forms

Maintenance record forms listed and described in the following subdivisions will be used in the maintenance of this equipment.

a. *DD Form 110, Vehicle and Equipment Operational Record.* This form is used by equipment operators for reporting the accomplishment of daily preventive maintenance services, and for reporting any equipment deficiencies observed during operation.

b. *Standard Form 91, Operator's Report of Motor Vehicle Accident.* One copy of this form is kept with the equipment at all times. In case of an accident resulting in injury or property damage, Form No. 91 is filled out immediately (or as promptly thereafter as is practical) by the operator.

c. *DA Form 464, Work Sheet for Preventive Maintenance and Technical Inspection of Engineer Equipment.* This form is used by personnel of the using organization and higher echelons for reporting the results of preventive maintenance services and technical inspections.

d. *DA Form 460, Preventive Maintenance Roster.* This form is used for scheduling preventive maintenance services at prescribed intervals.

e. *DA Form 478, MWO and Major Unit Assembly Replacement Record-Organizational Equipment File.* Major repairs or rebuilding, replacement of major unit assemblies, and accomplishment of equipment modifications are recorded on this form.

f. *DA Form 468, Unsatisfactory Equipment Report.* This form is used for reporting manufacturing, design, or operational defects in the materiel, with a view to correcting such defects; it is also used for recommending modifications of the materiel. Form 468 is not used for reporting failures, isolated materiel defects, or malfunctions of materiel resulting from fair wear and tear or accidental damage. Form 468 is not used to report issue of parts and equipment, or for reporting replacements and/or repairs.

g. *DD Form 6, Report of Damaged or Improper Shipment.* This form is used for reporting damages incurred in shipment.

h. *DA Form 9-81, Exchange Part or Unit Identification Tag.* This form is used to accomplish the direct exchange of unserviceable parts for serviceable parts.

i. *DA Form 811, Work Request and Job Order.* This form is used to request work done by higher echelon organizations.

j. *DA Form 867, Status of Modification Work Order.* This form is used to maintain records of all modification work performed on equipment.

k. *DA Form 5-13. Spot Check Inspection Report of Organizational Maintenance of Engineer Equipment.* Organizations having engineer field maintenance responsibility use this form for reporting the results of semiannual spot check inspections.

l. *DA Form 5-14. Annual Technical Inspection Report of Engineer Equipment.* Organizations having engineer field maintenance responsibility use this form for reporting the results of annual technical inspections.

Section II. DESCRIPTION AND DATA

3. Description

a. *General Information.* The Le Roi truck-mounted air compressor Model 210G1 (fig. 1) is a self-contained unit complete with all controls, switches and indicators necessary for normal operation. The engine-compressor is completely inclosed in a sheet metal housing (fig. 2). Doors in the housing (fig. 1) provide access to all parts of the engine, compressor, and instrument panel. A weather cap mounted on the engine exhaust pipe prevents the entrance of moisture into the engine. The basic engine-compressor is set in a steel frame with neoprene vibration dampers to alleviate vibrations. The entire unit is mounted on a 2 1/2-ton, 6 x 6 truck. Hose reels (fig. 3), valves, and instruction plates are located at the rear of the compressor.

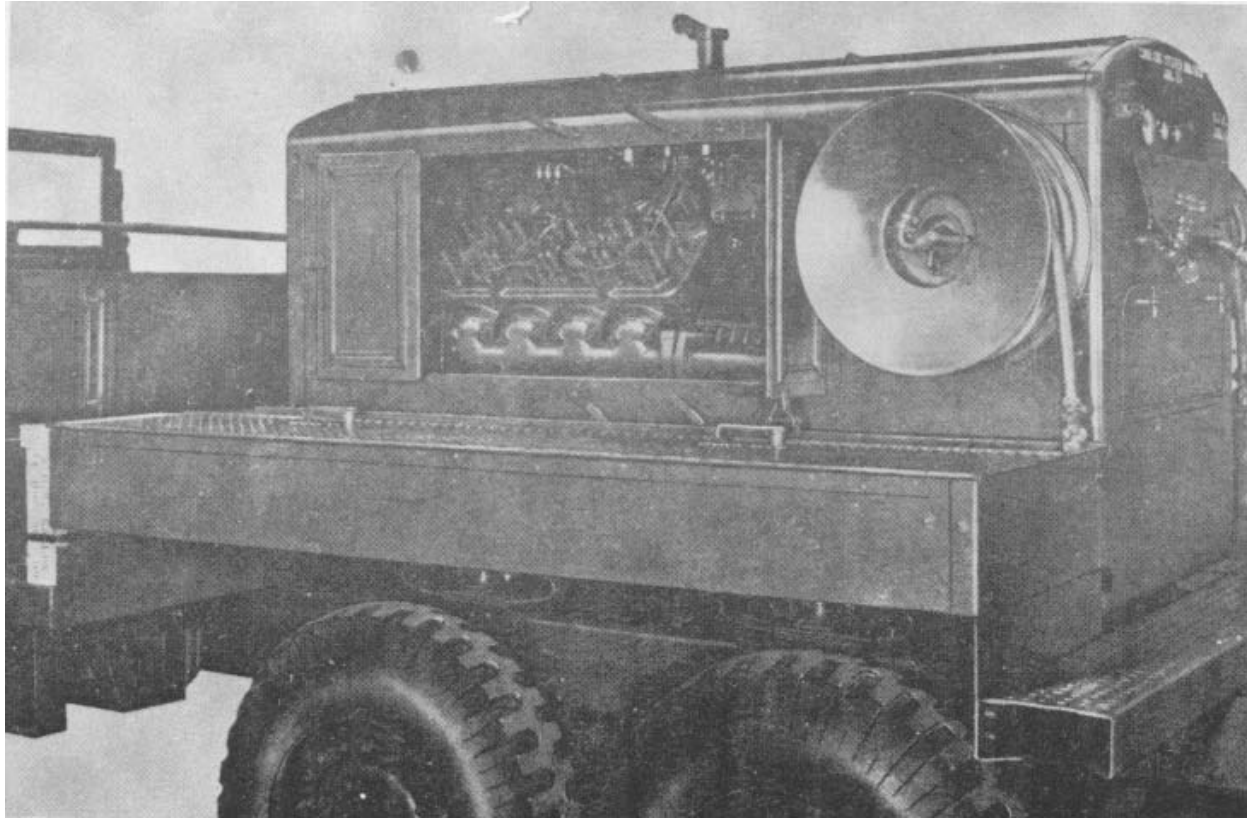


Figure 1. Air component mounted on truck.