



**Automotive Air-Conditioning
Service Equipment**

Ariazone 5001

OPERATOR MANUAL



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1. Introduction

This Automotive A/C Service Station (Recovery, Recycling, Evacuation and Charging System) is a user-friendly tool specifically designed for the automotive air-conditioning technicians, to carry out the following functions:

- Testing air conditioning system
- Recover and recycle refrigerant.
- Gauge amount of refrigerant recovered from air-conditioning system.
- Gauge amount of oil removed from air-conditioning system (if any).
- Evacuate air-conditioning system.
- Inject lubrication oil or UV dye by volume into air-conditioning system.
- Electronically charge refrigerant by weight.

The system provides electronically controlled functions, whilst keeping the operator constantly informed and in full control.

This unit has been designed and build to be long lasting and with high level of reliability including maximum safety for the operator. The operator needs only to be responsible for the proper use and maintenance of the unit, in accordance with the manufacturer instructions found in this manual.



Important: This manual contains important information pertinent to operator safety, and must accompany the unit, in the case of sale or transfer to another party.

Manufacturer reserves the right to modify this manual and the unit itself at any time without prior notice.



Environmental information

This product may contain substances that can be hazardous to the environmental or to human health if it's not disposed of properly.

Electrical and electronic equipments should never be disposed of in the usual municipal waste, but must be separately collected for their proper treatment (recycling).

We also recommend that you adopt appropriate measures for environmental protection: recycling of the internal and external packaging of the product, including batteries (if any).

With your help it is possible to protect our planet and improve the quality of life, by preventing potentially hazardous substances being released in to our environment.

2. Important Safety Information's

This unit is extremely simple and reliable in selecting and performing all its functions. Therefore, the user is not exposed to any risk, if the general safety guidelines reported below are followed, in association with proper use and maintenance of the unit (improper use and maintenance will reduce the safety of the unit).

This equipment is to be operated by accredited technician only! Users must have basic knowledge of air-conditioning and refrigeration systems, including potential hazards associated with the handling of refrigerants and systems under high pressure.



Read this user manual carefully before start up, connecting and operating the unit. If you do not understand any section of this manual, please contact your nearest distributor or manufacturer.



Handle refrigerant with care as serious injury may occur. Always **wear appropriate protective safety gloves**.



The contact with refrigerant can cause blindness. Always **wear appropriate protective safety glasses**.

- **Avoid inhalation of the refrigerant.** Use only in well ventilated work areas.



- The power cable may only be connected to a socket with nominal voltage stated on the rating plate, located at the rear of the unit.

- **RISK OF ELECTRICAL SHOCK.** Power lead plug to be connected only to power point with an earth.

- Never operate the equipment with a damaged power lead, replace it immediately. Before removing any protective cover from unit, always unplug power lead from power point.



- **Use only pure R134a** refrigerant with this equipment.

- The unit should not be operated with flammable refrigerants (HC of R1234yf).

- Position the unit on all four wheels, on a flat (horizontal) surface so that proper operation of the scales is guaranteed.

- Do not expose the machine to direct artificial heat or rain.

- Do not tamper with or change safety control devices or their settings.

- When (if) transporting the unit, keep upright and if possible remove refrigerant cylinder from platform.

- Do not cover ventilation openings on chassis cover when the unit is operating.

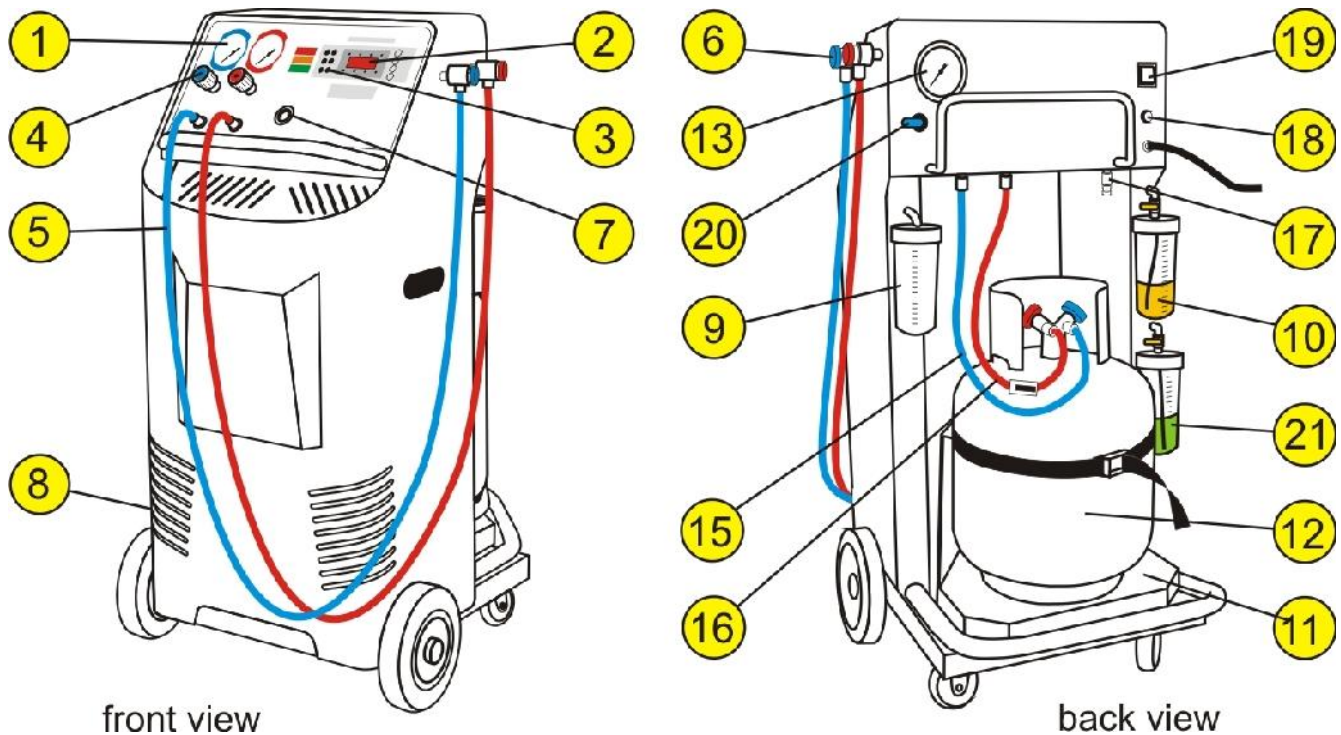
- Maintenance is to be carried out as per the manufacturer recommendation shown in this manual. Only original parts are to be used for maintenance and repairs. Maintenance of the unit must only be performed by an authorized technician.

- Only non aggressive substances to be used for cleaning of the unit.

3. Technical Features

Refrigerant	R134 a
Electronic refrigerant scale	+/- 10 g resolution
Load cell	60kg with 150% overload capacity
LP and HP gauges	AI-D 68 mm kl.1.0
Recovery cylinder	12 kg
Recovery pump	FR11G, 275W
Recovery rate	360 g/min (liquid state)
Vacuum pump	2 stage, 100 l/min (3.5cfm)
Vacuum	3×10^{-1} Pa
Dimensions	620 mm, 590 mm, H-1090 mm
Weight	75 kg
Chassis	Sturdy all steel construction, powder coated.
Supply voltage	220-240VAC / 50-60Hz
Power	700 W
Max. Currency	6.7A
Noise level	< 70 dB (A)
Working conditions	0 – 40 °C ambient temperature, up to 80% humidity, 2000m altitude
Measuring instrument.....	Category 1 (Not to be mixed with II, III, IV category).
Approvals	EN 61010-1 Electric safety, EN 55014-1 EMC

4. Main Parts & Features



1. Analog Gauges - Two large analogue gauges display suction and discharge pressures, which are mounted on the front panel for easy viewing by the operator. Pressures are displayed in Bar & PSI and temperatures in degrees Celsius.

2. Display - Numerical display indicates the values and LED indicators above and below the numeric display inform the operator whether the display is indicating kg or lb, remaining vacuum time, weight of refrigerant currently within the cylinder, the amount of refrigerant being charged or the amount of refrigerant recovered.

3. Mode Indicator - LED group and membrane switches. Three pairs of led blocks indicate the mode and status of the unit. These are used in conjunction with the adjacent membrane switches to select the unit functions. Further, once the mode is in operation the pattern in which the led's flash, indicate the activity of the system. These can be viewed from several meters.

4. Hand Valves - The console hand valves allow the operator to control the flow of the refrigerant (if desired).

5. Discharge & Suction Service Hoses - A pair of 3m hoses are connected to the console, which allows the operator to connect the unit to the vehicle air-conditioning system service ports for testing system pressure, recovering and charging refrigerant and/or oil.

6. Service Hoses Quick Couplers - Service hose quick couplers allows the operator to connect the unit, to the vehicle air-conditioning system service ports without exhausting the refrigerant in to the environment.

7. Moisture Indicator - The moisture indicator is conveniently mounted on the console for added protection to indicate the condition of refrigerant and filter change intervals.

The following colors correspond to the following moisture content:

Green or Blue - Dry, Yellow or Pink - Wet,

8. Vacuum Pump Oil Level - oil level must be checked when the pump is running, the oil level should be even with the line on the sight glass. Under filling will result in poor vacuum performance. Over filling can result in oil blowing from the exhaust.

9. Recovered Oil Drain Reservoir - A vessel of 250ml (8.75oz) is mounted on the right rear of the unit to allow the operator to gauge the amount of oil recovered from the air conditioning system, if any.

10. New Oil Storage Reservoir - A vessel of 250ml (8.75oz) is mounted on the left rear of the unit to allow the operator to inject oil into air conditioning system automatically.

11. Cylinder Platform / Electronic Scale

12. Refrigerant Cylinder - 2 valves (vapour and liquid) ¼"SAE connections, secured with the strap on the unit platform.

13. Cylinder Pressure Indicator - A large pressure gauge is mounted on the back upper side of the unit to indicate to the technician of any air (non-condensable) built up in the storage cylinder.

15. Cylinder vapor hose - Connecting the cylinder vapour valve (blue) with the unit

16. Cylinder liquid hose with ball valve - Connecting the cylinder liquid valve (red) with the unit

17. Brass adapter - For filling the unit with refrigerant from storage cylinder

18. Fuse - 10A

19. Main Power switch

20. Cylinder Air Purge Valve - For relasing the air (non-condensables) build up in the refrigerant cylinder during the recovery process.

21. UV Dye Storage Reservoir - A vessel of 250ml (8.75oz) is mounted on the left rear of the unit (bellow New Oil Reservoir) to allow the operator to inject UV Dye into air conditioning system automatically.

5. Preparing the machine for the first use

Perform the following steps to prepare the unit before the first use.

1. Remove the nylon wrapped and styrofoam insert behind the cylinder (12).



2. Check to ensure that all of the accessory components are present:

- Cylinder (12)
- Adapter (17)
- Cylinder vapor hose (15) - blue
- Cylinder liquid hose with ball valve (16) – red
- Service hoses with quick couplers (5)
- User's manual
- Cylinder strap



3. Check that the cylinder (12) is already placed on the platform (11) and properly secured with the strap provided. Unscrew two securing M6 bolts placed on each side of the platform basis app. 3-4 mm and LOCK them in place with nuts provided.



4. Check the vacuum pump oil level (8). The oil level should be even with the line on the vacuum pump sight glass when the pump is not running.



5. Power up (19) the unit. The unit will perform a lamp test, whereby all LED displays are illuminated. This will enable the operator to determine if any displays have failed.



6. After the sequence has been completed, the display (2) will indicate FILT - 99Hr. This is the number of hours left before equipment servicing is required.



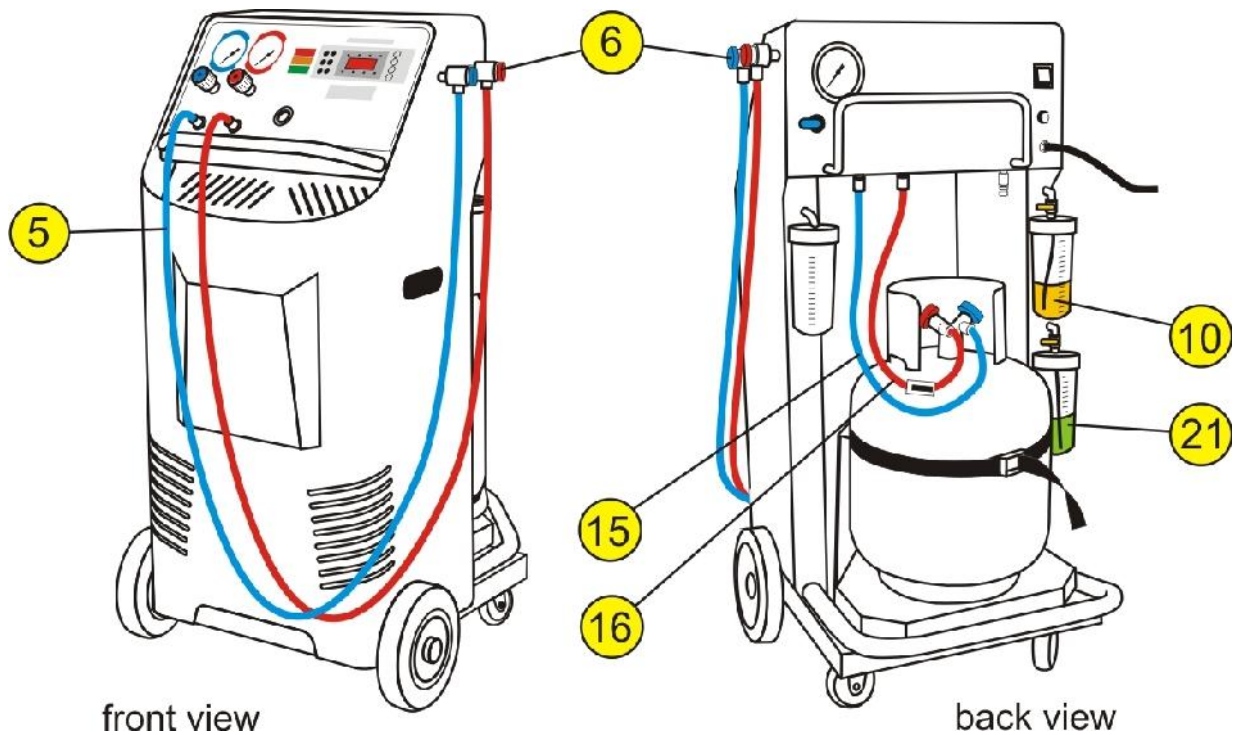
7. Now the display will show the amount of refrigerant in the cylinder (12). If the cylinder is delivered empty, display should indicate app. 0kg of refrigerant in the cylinder.



8. Mode Selection. To select a mode of operation, press either the "UP" or "DOWN" arrow keys until the LED indicator (3) is beside the desired function. Press 'START' key which will cause the unit to enter the selected mode. Any mode that has been selected can be exited by pressing the 'STOP' key.

If a valid key was depressed, the unit will beep. If an inappropriate selection has been made, i.e. attempting to select a mode whilst another mode is in operation, the unit will ignore the pressed key and will not beep.

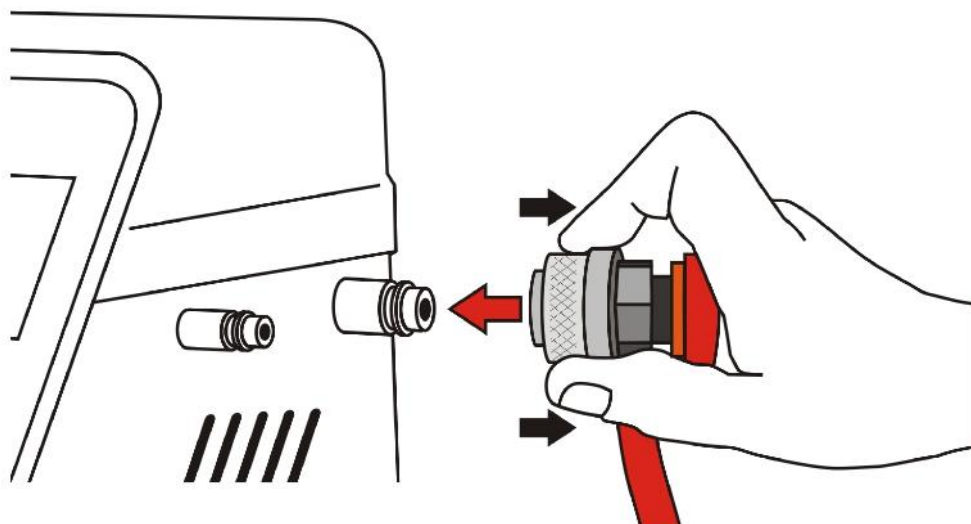




9. Check that both cylinder valves and liquid hose (16) ball valve are open.

LIQUID AND VAPOR HOSES MUST BE CONNECTED TO VAPOR AND LIQUID PORTS ON THE STORAGE CYLINDERS. INCORRECT CONNECTION WILL CAUSE CHARGING TO BE VERY SLOW.

10. Attach the service hoses (5) on the unit. Carefully tight (with fingers only) knurled nut on console bellow hand wheels (blue-left, red-right) and hook up quick couplers (6) to parking brass adapters. To hook up the quick coupler on the parking brass adapter, pull back bottom knurled section with fingers and carefully press the coupler into the proper adapter.h



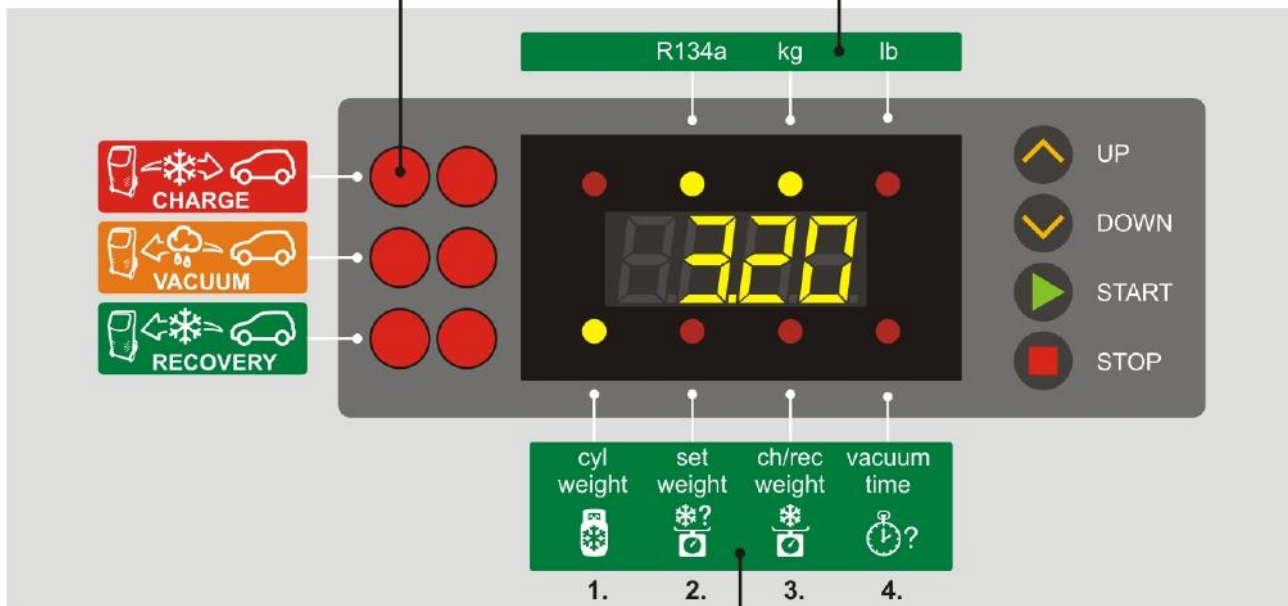
11. Fill the plastic oil vessels (10 & 21) with new oil and UV Dye.

12. Fill the cylinder (12) with refrigerant.

6. Display descriptions

Three pairs of LED indicate the mode and status of the unit.

LED above numeric display shows refrigerant and whether the display is indicating kg or lb



LED below numeric display shows:

1. Weight of refrigerant currently in the cylinder (kg)
2. Set amount of charging weight (kg)
3. Amount of refrigerant being charged or refrigerant recovered (kg)
4. Set vacuum time and remaining vacuum time (min)

Other display descriptions:

FILT XXHr - Displays filter life in number of hours after machine is switched on

O Hr – Service alarm for maintenance and filter replacement.

PAUS - Recovery pause is running, for duration of two minutes.

bUSY – Recovered (old) oil drain into plastic vessel (9)

dOnE - The selected function is completed

nO rEF - No refrigerant pressure in service hoses, or console hand valves are not open

HlGH PrES - Excess pressure in refrigerant cylinder (12)

CYL FULL - Refrigerant weight exceeds maximum allowable limit and will not recover any more refrigerant

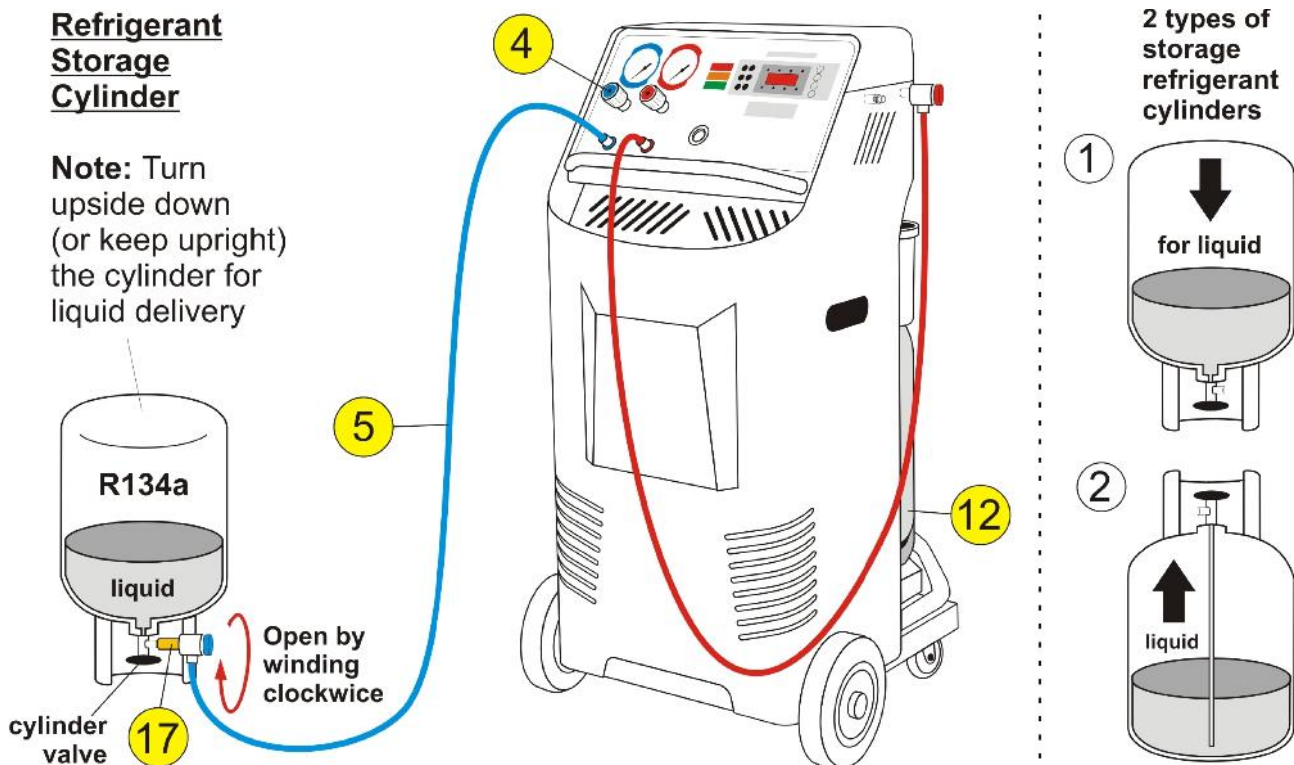
TArE - Calibrating the weight display to read -0.00 with an empty cylinder on platform.

SPAn - Calibrating of the refrigerant electronic scale

CYL - This display allows the operator to set the maximum allowable refrigerant weight in cylinder.

Err1 - Disconnected load cell lead or faulty load-cell.

7. Refrigerant Cylinder (12) Filling Procedure



Connect suction (blue) service hose (5) on storage cylinder by using the brass adapter (17) provided. Open cylinder valve, open service hose (5) quick coupling by winding the wheel clockwise and finally open console hand valve (4). Low Pressure gauge (blue) should detect refrigerant pressure from storage cylinder.

With "UP" or "DOWN" keys select the **Recovery** function. By pressing "START" key **twice**, the unit will automatically start transferring liquid refrigerant from the storage cylinder to the unit cylinder (12).

When the desired amount of refrigerant is transferred, close the storage cylinder valve and allow the unit to recover the refrigerant from the service hose (5). Once the function is completed the unit will display symbol "dOnE" and the amount of refrigerant transferred will be displayed in kg or lb on main display (2).

Due to the safety features incorporated, maximum filling capacity for 27kg cylinder is 20kg (10kg for 12kg cylinder).

The cylinder (12) may be taken to your refrigerant supplier and refilled. Do not allow the cylinder to be filled above 80% of it's capacity.

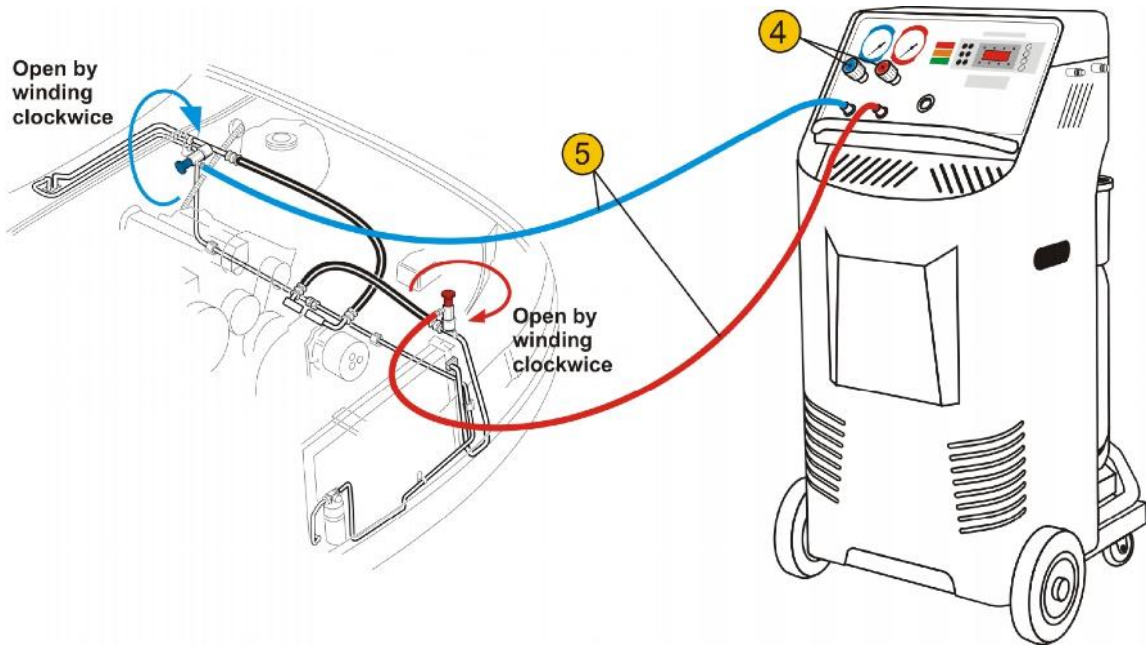
WARNING:

- Do not allow the cylinder to be filled above 80% of it's capacity.
- Never transport an overfilled cylinder. Refrigerant expands when heated and may cause the pressure relief valve to open and exhaust refrigerant in to the atmosphere or the cylinder may rupture.

8. Connecting to the Automotive A/C System

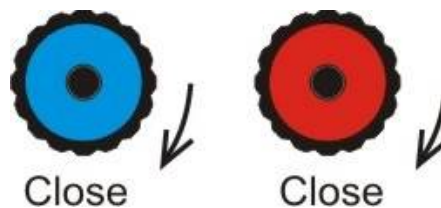
Use the service hose (5) quick couplings to connect the hoses to the A/C system service ports, bearing in mind that BLUE must be connected to the low-pressure (suction) side and RED to high pressure (discharge). If the system is equipped with a single service port, connect only the appropriate hose.

Note: Before connecting the quick couplers, clean the a/c ports of any foreign material.



Winding the quick coupler hand wheel clockwise will allow the refrigerant to flow through the hoses. Turning hand wheel in opposite direction, the flow will be closed. If there is any refrigerant in the air-conditioning system, the pressure gauges will indicate a pressure rise.

Note: Console hand valves (4) need to stay closed in order not to allow the refrigerant to enter the service equipment until the required function has been selected.



The unit gauges (suction & discharge) are important and useful instruments. The operator should have basic understanding between gauge reading and air-conditioning system operation in order to correctly diagnose any possible system malfunction.



Set the transmission in neutral, start engine and turn the air conditioning on. Allow pressure gauge needles to stabilize and record the pressure readings.

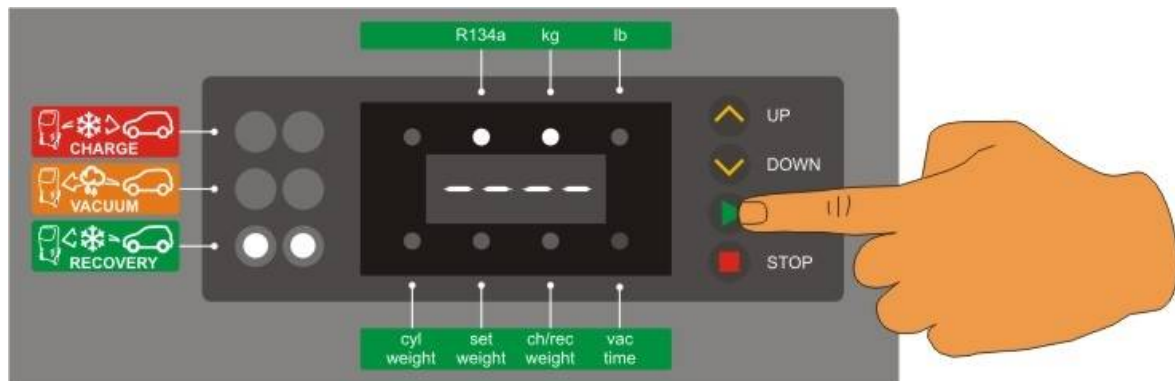
Gauges reading may show particular problem or associate to a possible problems.

9. Recovery & Recycling Mode

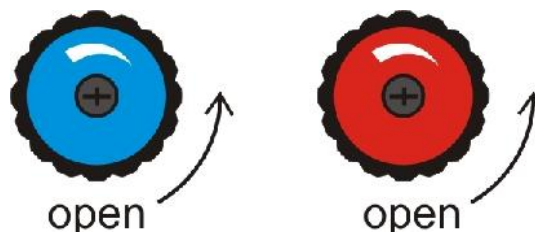


The purpose of the Recovery & Recycling mode is to recover refrigerant from the air conditioning system, which will condense, purify and store the liquid refrigerant in the unit cylinder ready for re-use.

To initiate the Recovery mode, press the 'UP' key once, followed by 'START' on the console. Display shows (- - -). Now, there are two choices:



1. Press "START" key again to recover the **whole amount** of the refrigerant from the A/C system or storage cylinder.
2. With "UP" or "DOWN" key to select **desired** quantity of refrigerant to be recovered from the a/c system or storage cylinder. After the quantity selection, press "START" key.



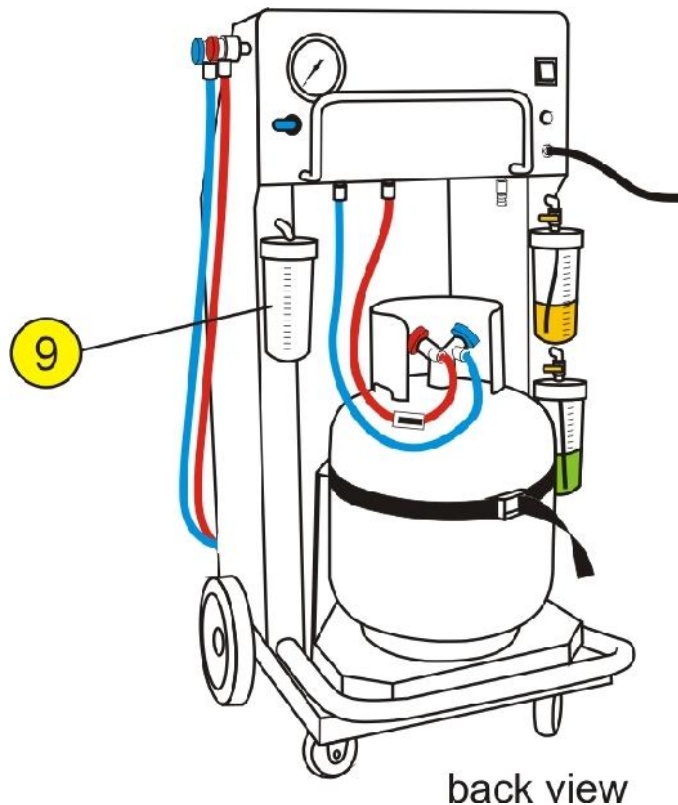
Note: Open the hand valves (4) on the console to allow the flow of the refrigerant from the a/c system into the unit before making the above selection.

During the recovery process, the Recovery mode indicator will now be ON and the display (2) will indicate the amount of refrigerant being recovered.

In normal operation the above condition will be maintained until a vacuum of -0.4 bar (15 In Hg) is reached at either the discharge or suction ports. When this occurs, the machine will beep once, and the unit will enter the recovery "PAUSE" mode. In this mode, the unit will shut down the recovery function and pause for 3 min., which during this time the recovery mode indicator will be ON constantly. The display (2) will indicate "PAUSE". During this function, the unit is monitoring whether the air-conditioning system pressure is increasing, due to any refrigerant that may be left in the accumulator or dryer. If the pressure increases above zero, the machine will re-start the recovery function automatically and recover the rest of the remaining refrigerant.

If at the end of Recovery process a sufficient vacuum has been maintained, the unit will stop, the display (2) will indicate 'dOnE' and the amount of refrigerant recovered will be displayed in (kg or lb) depending on the operator's selection.

Press 'STOP' on the console, the unit will display "busy" for 7 seconds. During "busy" time machine will automatically drain recovered oil (separated from refrigerant) into recovered oil vessel (9).



Conditions that will halt the recovery mode

1. **Refrigerant cylinder (12) full.** To protect the storage cylinder (12) being overfilled, the unit will not allow the operator to recover refrigerant once it has reached 80% of its capacity.
2. **Air conditioning system empty.** If the A/C system pressure is not above atmospheric pressure, the recovery function will not be activated.
3. **High Pressure.** If the operating pressure of the unit exceeds 25 bar (340 psi), the unit will stop and display '**High - PrES**'. The following can cause the above:
 - Cylinder (12) valves not open.
 - Restricted cylinder hose (16). Check the ball valves.
 - Excessive high ambience temperatures.
 - Excessive air in refrigerant into the cylinder (12).
 - Faulty pressure control.

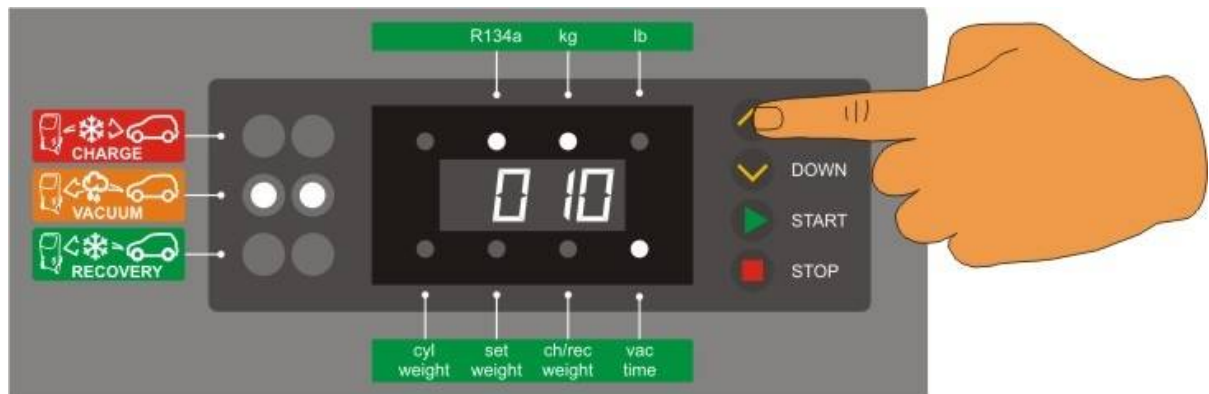
In all the above circumstances, press the 'STOP' key to return to the machines initial mode.

10. Evacuation Mode



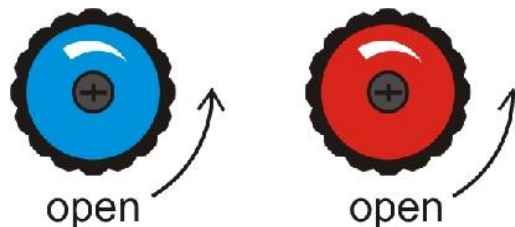
In the evacuation mode the air and moisture in the air conditioning system is removed and exhausted to the atmosphere. The evacuation mode runs for a predetermined time selected by the operator.

To initiate evacuation mode, press the 'UP' key twice, followed by the 'START' key. Select the desired evacuation duration by pressing the 'UP' key to increase or 'DOWN' key to decrease time duration.



(example value only)

Once the desired time has been selected press the 'START' key and the function will commence.



Note: During evacuation mode hand valves (4) on the console must be open.

The evacuation time can be set from one minute to eight hours.

At any time the evacuation time can be paused or cancelled by pressing the stop button once to pause, or twice to cancel the function.

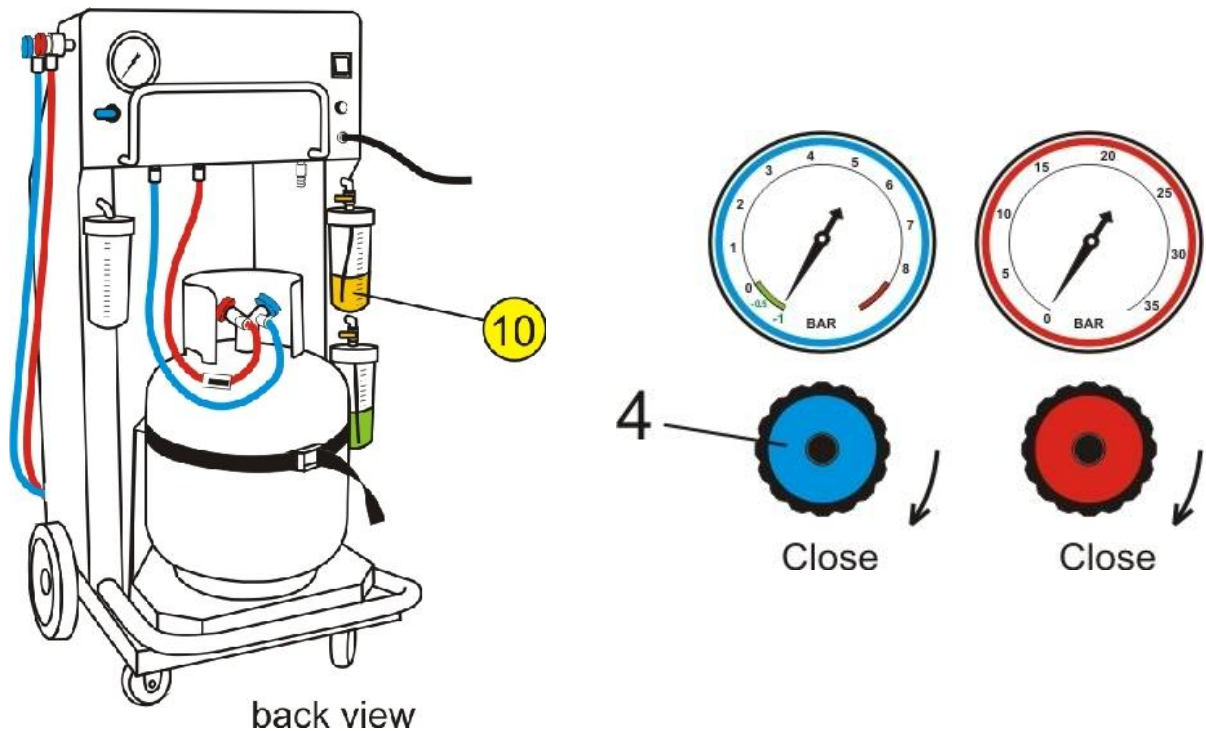
The unit has a unique function that if the evacuation function is selected and there is residual refrigerant in the air conditioning system, greater than 0.5 bar or 9 psi, the unit would detect this condition, whereby it will beep six times to warn the operator. After this warning the unit will automatically recover the residual refrigerant once it has recovered the entire refrigerant it will start the selected evacuation function automatically.

Note: After the evacuation process is completed, close both hand valves on console (4). By closing the valves the unit is "isolated" from the A/C system to allow for monitoring of any possible vacuum leak that may exist in the air-conditioning system. This is achieved by monitoring the suction and discharge gauges.

11. New Oil Injection Mode

The purpose of the oil injection mode is to batch a user-defined quantity of refrigerant oil from the graduate reservoirs on the unit to the vehicle air-conditioning system.

Important: The unit requires that the air conditioning system has previously been evacuated to a maximum vacuum before this function can be carried out. Make sure you have sufficient oil in the oil reservoir (10).



Keep hand valves (4) closed on the console. Open the ball valve on the oil reservoir (10) and note the amount of oil being injected, by the graduations on the reservoir. Close the ball valve when the correct amount has been injected.

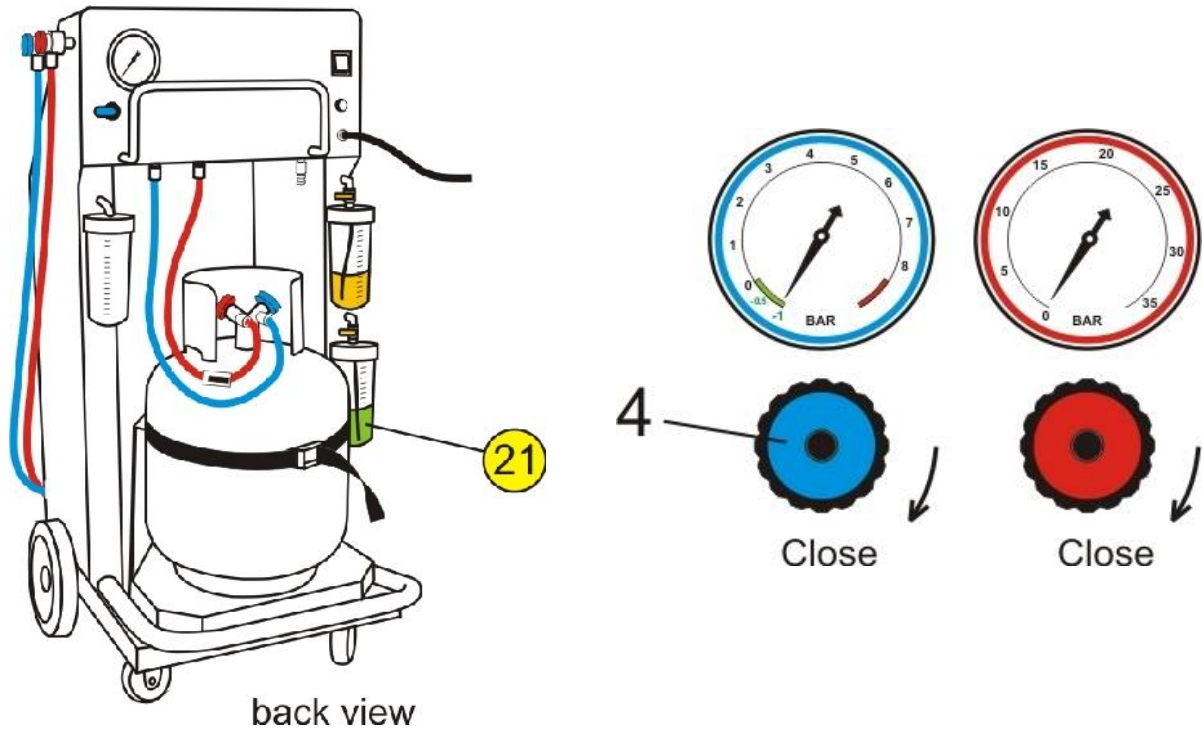
Warning: If the oil reservoir (10) valve is not closed, excessive oil will be charged into the air conditioning system, or the oil will be blown out of the reservoir when charging a system.

On A/C systems without discharge port, oil and UV dye can be carefully injected through suction port only. That case, **open both hand valves (blue and red) (4)** on the console.

12. UV Dye Injection Mode

The purpose of the oil injection mode is to batch a user-defined quantity of UV Dye from the graduate reservoirs on the unit to the vehicle air-conditioning system.

Important: The unit requires that the air conditioning system has previously been evacuated to a maximum vacuum before this function can be carried out. Make sure you have sufficient UV dye in the reservoir (21).



Keep hand valves (4) closed on the console. Open the ball valve on the UV Dye reservoir (21) and note the amount of UV dye being injected, by the graduations on the reservoir. Close the ball valve when the correct amount has been injected.

Warning: If the UV Dye reservoir (21) valve is not closed, excessive UV dye will be charged into the air conditioning system, or the UV Dye will be blown out of the reservoir when charging a system.

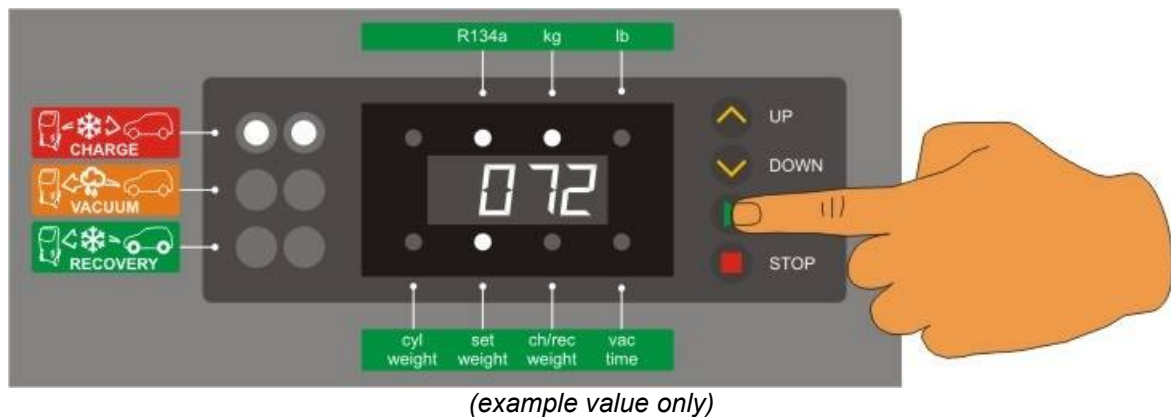
On A/C systems without discharge port, oil and UV dye can be carefully injected through suction port. That case, **open both hand valves (blue and red) (4)** on the console.

13. Refrigerant Charge Mode



The purpose of the refrigerant charge mode is to batch a user-defined weight of refrigerant into the air-conditioning system.

To initiate charging mode, press the 'UP' key three times (or DOWN once), followed by the 'START' key. Select the desired refrigerant amount by pressing the 'UP' key to increase or 'DOWN' key to decrease. The maximum refrigerant weight that can be set at this point is determined by the actual refrigerant weight available in the cylinder (12).

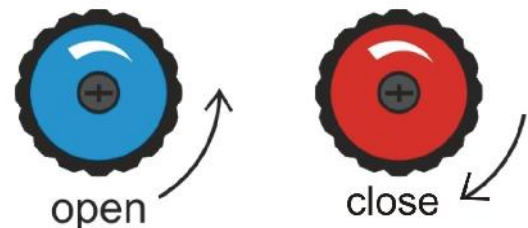


Once the refrigerant charge weight has been set, press the 'START' key and open appropriate hand valve depending on weather you are charging with the engine running or stationary (if the A/C system is OFF or ON).

CHARGING WITH A/C SYSTEM OFF



CHARGING WITH A/C SYSTEM ON



The display (2) will start from zero and will indicate the amount of refrigerant that has been charged into the air-conditioning system. This function can be paused at any time, by pressing the 'STOP' key once, or twice, to cancel the function.

If the charge function has been paused, the amount of refrigerant that has been charged to that point will be displayed, to continue the charge function press the 'START' key.

Once the present refrigerant weight has been charged, the charge function will automatically stop and the display will indicate 'DONE'. The operator can return the machine to its initial state by pressing 'STOP' key on the console.

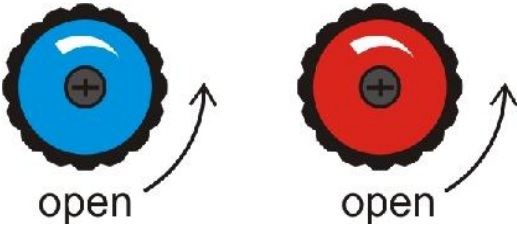
Conditions that will prevent refrigerant charging:

- If there is little or no refrigerant in cylinder (12).
- If the cylinder (12) valve is closed.
- If the hand manifold valve (4) console is closed.
- If the A/C system service port Schrader valve is not depressed.

14. Automatic Cycle Mode

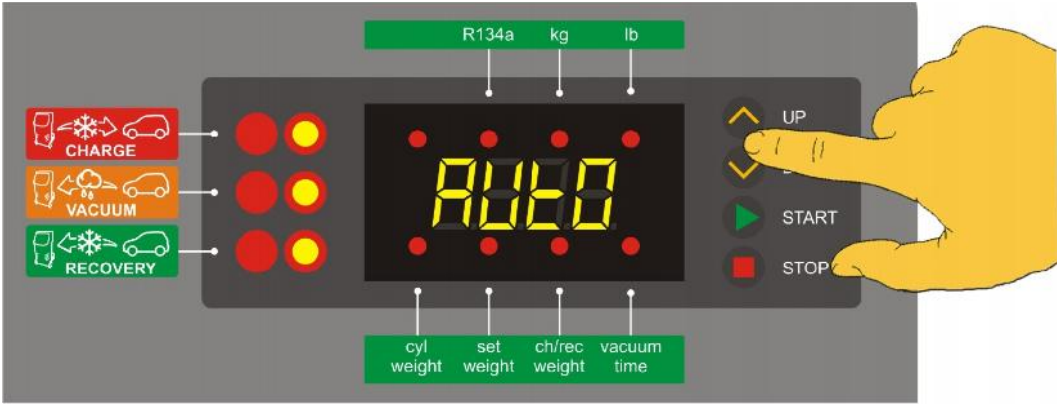


In the Automatic cycle mode, all the operations (Refrigerant Recovering and Recycling, Recovered Oil Drain, Evacuation and Refrigerant Charging) are performed automatically one after the other in ONE CYCLE.



Note: During AUTOMATIC mode hand valves (4) on the console must be open.

To initiate the Automatic cycle mode, press the "UP" or 'DOWN' key 4 times (display will show AUTO) followed by 'START' key.



Set the vacuum time duration by pressing the 'UP' key to increase or 'DOWN' key to decrease. Once the desired vacuum time has been selected, press 'START' key.



(example value only)

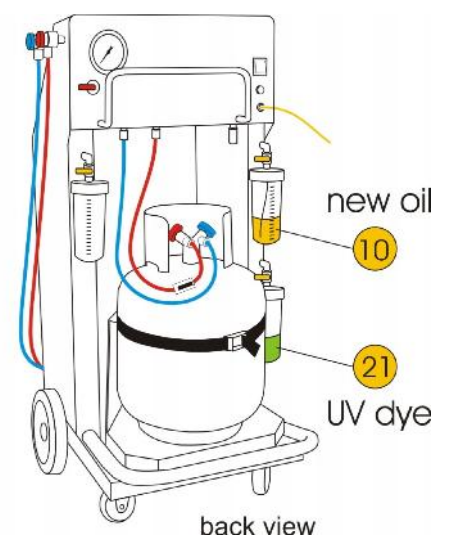
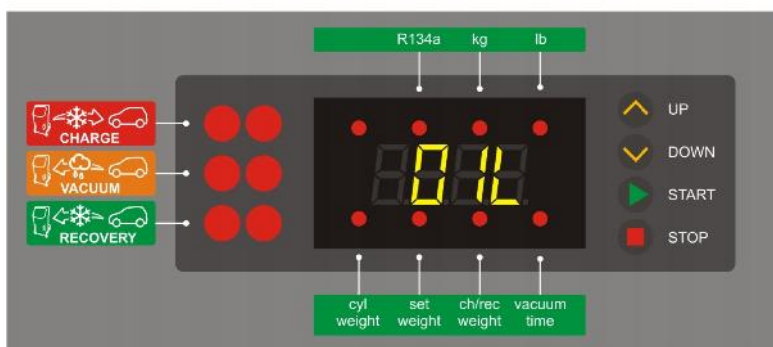
Set the amount of refrigerant to be charged into the a/c system (with 'UP' key to increase or 'DOWN' key to decrease the quantity. Press 'START' key to start automatic mode.



(example value only)

The unit will perform all tasks (refrigerant recovering, recovered oil drain, evacuation and refrigerant charging) in one automatic cycle.

Note: After the recovery and evacuation process finish, just before refrigerant charge, the unit will go in pause for 2 min (operator can set pause time from 0 – 10min). This is time where operator can manually (by opening the ball valves) add new oil (10) or/and UV dye (21) into a/c system (if needed).

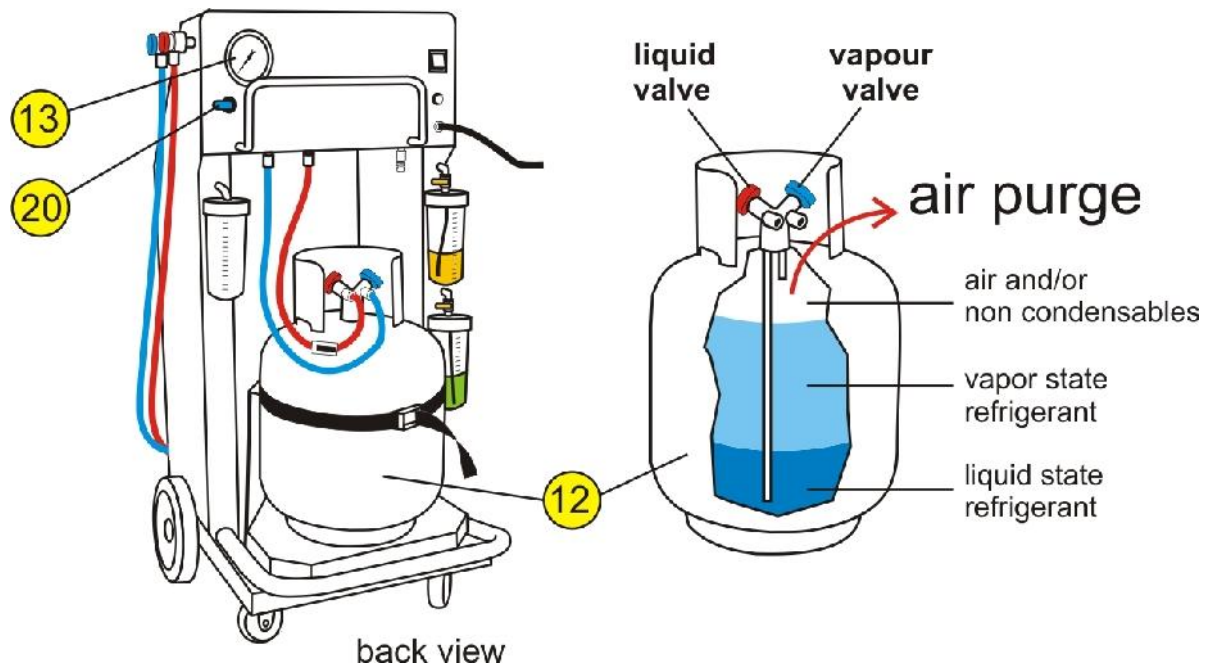


Conditions that will prevent refrigerant charging:

- If there is little or no refrigerant in cylinder (12).
- If the cylinder (12) valve is closed.
- If the hand manifold valve (4) console is closed.
- If the A/C system service port Schrader valve is not depressed.
- Faulty pressure control.

15. Cylinder Air Purge

Once a week before start the unit check if there is air (non-condensable) build up in the refrigerant cylinder (12) during process of recovery.



First, measure the ambient temperature. Then read the cylinder pressure on rear gauge (13) and compare it with the temperature pressure chart, affixed to the machine.

If the cylinder pressure is higher than the pressure/temperature chart, there are non-condensable gases (air) in the cylinder (12). Slightly OPEN ball valve (20) to purge the non-condensable gases (air) from the cylinder (12) and bring back the pressure to the recommended chart values.

Note: After recovery process it is normal that cylinder pressure is higher than the pressure/temperature chart shows. Always read the cylinder pressure gauge (13) first thing in the morning before operating the machine.

Example: Ambient temp. 20 °C, the cylinder pressure should be 4.7 bar (68 PSI).

Ambient temperature (C°)	Air purge gauge readings	
	bar	PSI
8	2.9	42
12	3.4	49
18	4.3	63
20	4.7	68
22	5.1	73
24	5.4	79
26	5.8	84
28	6.2	90
30	6.7	96
34	7.6	110
38	8.6	124
42	9.7	141
46	10.9	157
50	12.1	175

16. Service Procedure

The following table describes the service intervals of the unit.

Every 100 Working Hours /Once a Year Service.

The service alarm will alert the operator for maintenance and filter replacement.



Service Kit 100Hr

(Vacuum pump Oil - 330ml, Recovery Line Filter, Main Filter Dryer, Service Hoses Rubber Gaskets)

Interval	Component	Procedure
Every 100 Hr / Once a year	Main Filter Dryer	Replace
Every 100 Hr / Once a year	Primary Recovery Line Filter	Replace
Every 100 Hr / Once a year	Vacuum Pump Oil - 330ml	Drain and refill
Every 100 Hr / Once a year	Service hose Rubber Gaskets	Check / Replace
Every 100 Hr / Once a year	Gauges	Test calibration
Every 100 Hr / Once a year	Weight Platform	Test calibration

Every 300 Working Hours Service.

The unit requires 100 hour service plus replacing of oil separator, primary charging filter and recovery pump (compressor) oil.

Interval	Component	Procedure
300 Hours	Oil Separator	Replace
300 Hours	Primary Charging Line Filter	Replace
300 Hours	Recovery Pump Oil - 400ml	Drain and refill
300 Hours	Main Filter Dryer	Replace
300 Hours	Primary Recovery Line Filter	Replace
300 Hours	Vacuum Pump Oil - 330ml	Drain and refill
300 Hours	Service Hose Rubber Gaskets	Check / Replace
300 Hours	Gauges	Test calibration
300 Hours	Weight Platform	Test calibration



Service Kit 300Hr

(Vacuum pump Oil - 330ml, Recovery Line Filter, Main Filter Dryer, Service Hoses Rubber Gaskets, Recovery Pump Oil - 500ml, Charging Line Filter, Oil Separator,)

Manufacturer recommends a record of all services on the machine to be kept.