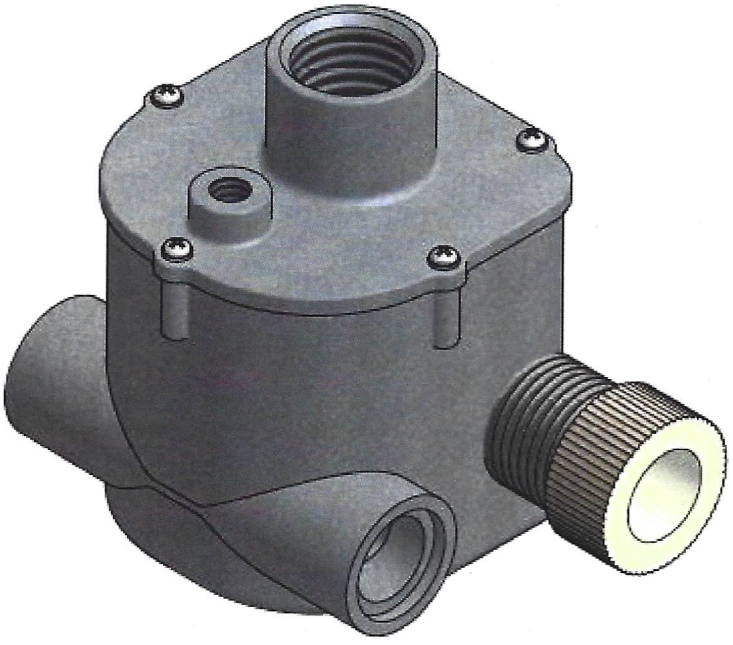
CHAMPION

OPERATION/MAINTENANCE
MANUAL & PARTS LIST

LOW OIL SHUT DOWN CONTROL (LOSC)

⚠WARNING

THIS MANUAL CONTAINS IMPORTANT SAFETY INFORMATION AND SHOULD ALWAYS BE AVAILABLE TO THOSE PERSONNEL OPERATING THIS UNIT.
READ, UNDERSTAND AND RETAIN ALL INSTRUCTIONS BEFORE OPERATING THIS EQUIPMENT TO PREVENT INJURY OR EQUIPMENT DAMAGE.

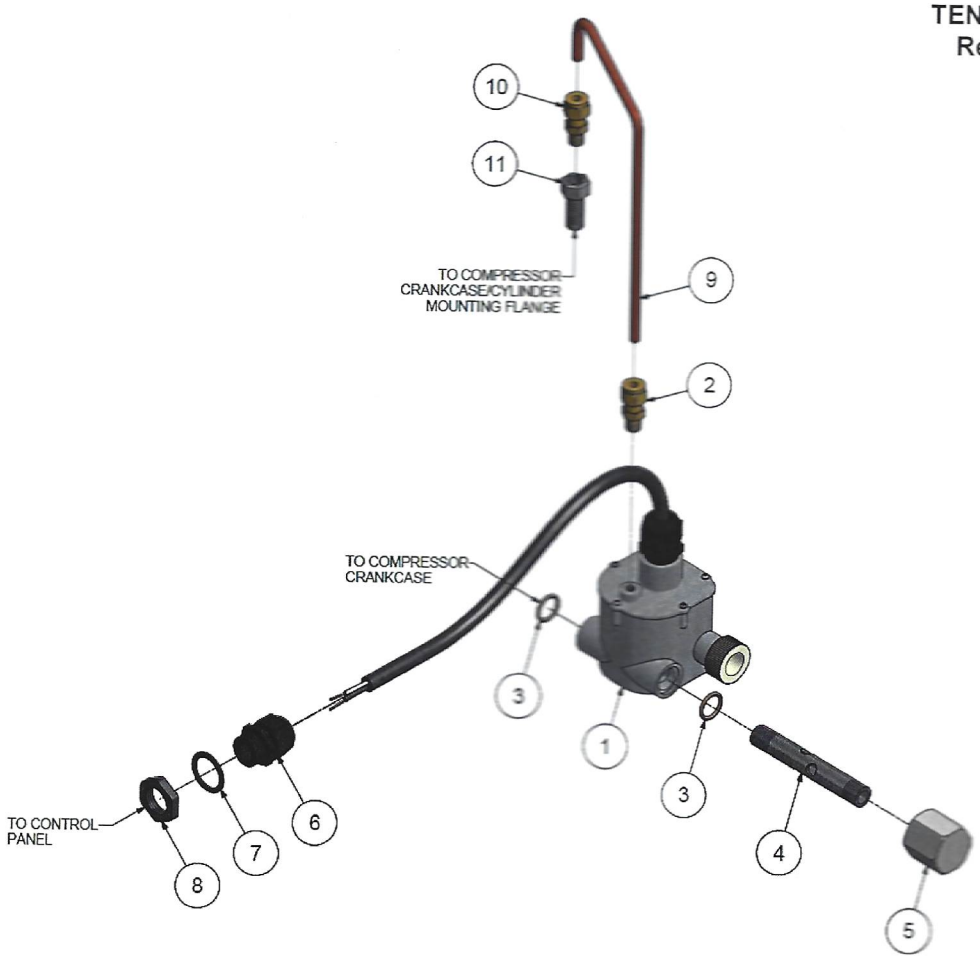


C520-B
(Ref. Drawing)

Form No. CQF3275 Ver: 08 09/26/2018

LOSC BASIC CONTROL NEMA 1 & 4

TEN008800-00
Ref Drawing

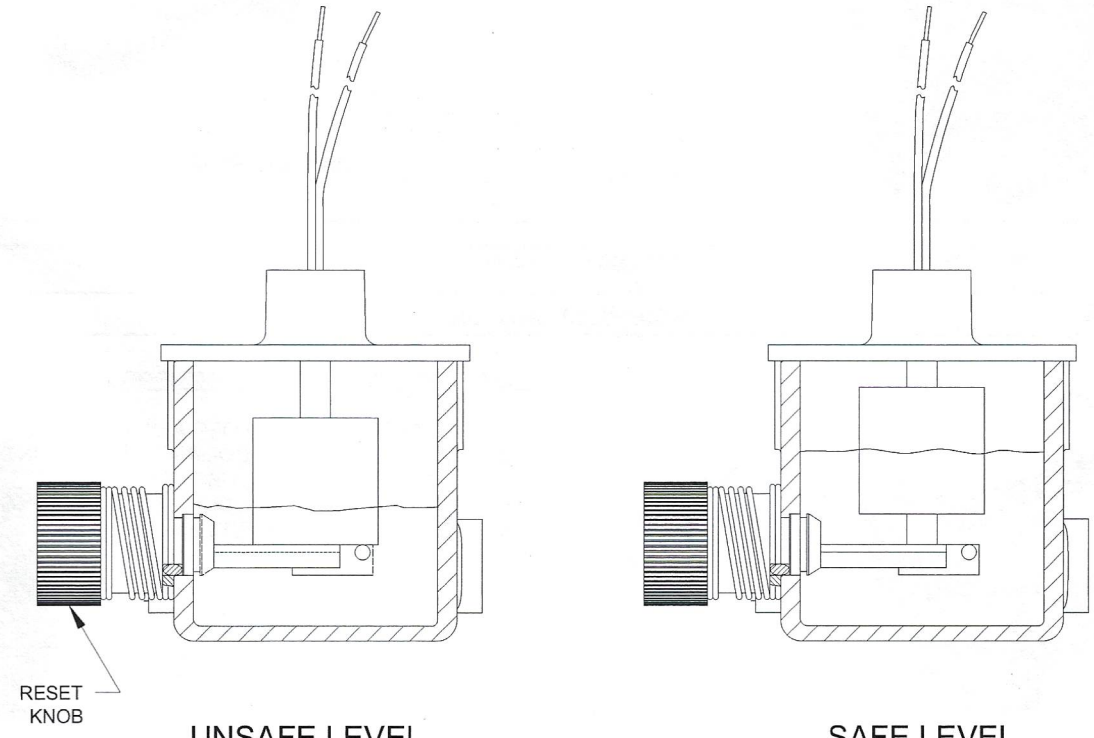


LOW OIL SHUTDOWN CONTROL

			TEN008800
1	TEN008741	SWITCH-LOW OIL SHUTDOWN CONTROL	1
2	M2863	COMPRESSION FITTING, STRAIGHT	1
3	2009222	O-RING	2
4	CC1153304	OIL TUBE	1
5	LO30	RETAINER CAP	1
6	003FE98	CORD GRIP	1
7	TEN008088	SEALING RING	1
8	TEN008089	LOCK NUT	1
9	See Pages 4-5	VENT TUBE	1
10	M2863	COMPRESSION FITTING, STRAIGHT	1
11	P13757A	VENT FITTING	1

OIL MONITOR KITS
(For installation on Pumps without Oil Monitor)

PUMP MODEL	KIT #	DIAGRAM
R10, R15, PL15, S12, S20	CC1007124	A
R30, PL30, S40	CC1007125	B
R40, PL40	CC1007127	C
R70, PL70	CC1007128	D
RV15	CC1007129	E
RV30	CC1007166	F



C509-A
(Ref. Drawing)

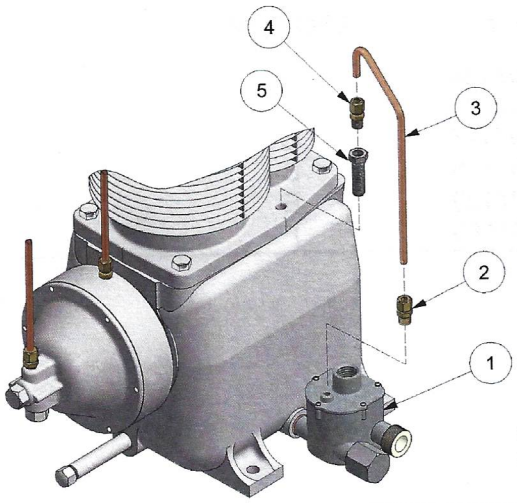
OPERATION:

The oil monitor must be used in conjunction with a magnetic starter (see wiring diagram for details). The oil monitor is installed on the outside of the air compressor crankcase with a port that allows oil to feed into it's float bowl chamber and maintain the same level as in the crankcase. The float moves vertically up or down as the oil level changes. If the oil level is below minimum allowable operating level, the reed switch will open, thus stopping the motor. A magnet holds the float and prevents the compressor from starting. In order to start the compressor the following steps must be taken:

1. Fill crankcase to recommended capacity as indicated when level reaches the middle of the oil sight glass.
2. Turn cam reset knob 90° clockwise.

IMPORTANT NOTE: The Oil Monitor does not eliminate the compressor owner's responsibility for periodically checking oil level. Refer to compressor Owner's Manual for maintenance instructions.

DIAGRAM A — R10, R15, PL15, S12, AND S20

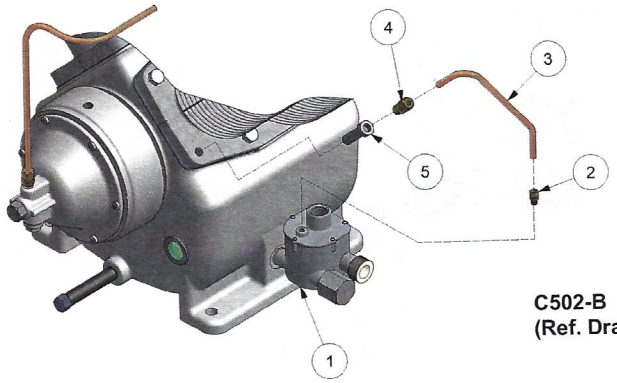


C506-B
(Ref. Drawing)

ITEM	PART NO.	QTY.	DESCRIPTION
1	CC1007376	1	LOSC ASSY
2	M2863	1	COMPRESSION FITTING, STRAIGHT
3	CC1007635	1	TUBE, VENT
4	M2863	1	COMPRESSION FITTING, STRAIGHT
5	P13757A	1	FITTING, VENT

Note: R15 Shown

DIAGRAM B — R30, PL30 AND S40

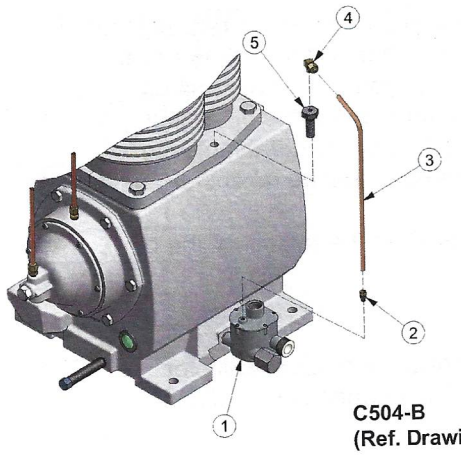


C502-B
(Ref. Drawing)

ITEM	PART NO.	QTY.	DESCRIPTION
1	CC1007376	1	LOSC ASSY
2	M2863	1	COMPRESSION FITTING, STRAIGHT
3	CC1007636	1	TUBE, VENT
4	M2863	1	COMPRESSION FITTING, STRAIGHT
5	P13757A	1	FITTING, VENT

Note: R30 Shown

DIAGRAM C — R40 AND PL40

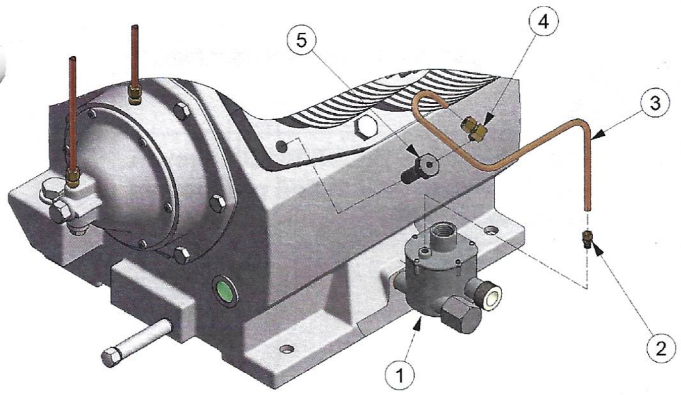


C504-B
(Ref. Drawing)

ITEM	PART NO.	QTY.	DESCRIPTION
1	CC1007376	1	LOSC ASSY
2	M2863	1	COMPRESSION FITTING, STRAIGHT
3	CC1007631	1	TUBE, VENT
4	M2868	1	COMPRESSION FITTING, 90 DEG
5	M1500	1	FITTING, VENT

Note: R40 Shown

DIAGRAM D — R70 and PL70

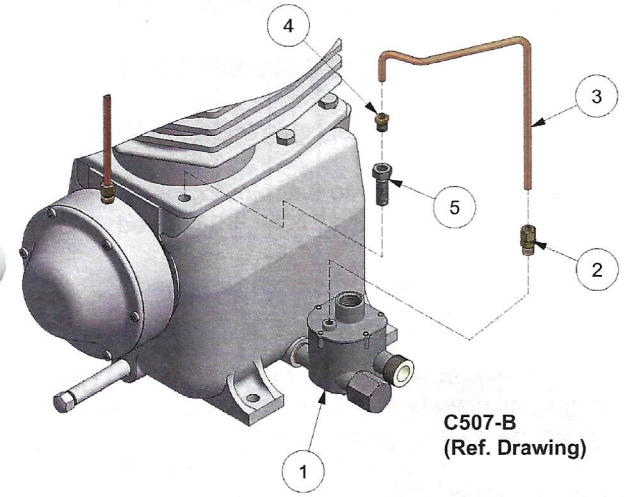


C505-B
(Ref. Drawing)

ITEM	PART NO.	QTY.	DESCRIPTION
1	CC1007376	1	LOSC ASSEMBLY.
2	M2863	1	COMPRESSION FITTING, STRAIGHT
3	CC1007632	1	TUBE, VENT
4	M2868	1	COMPRESSION FITTING 90 DEG.
5	M1500	1	FITTING, VENT

Note: R70 Shown

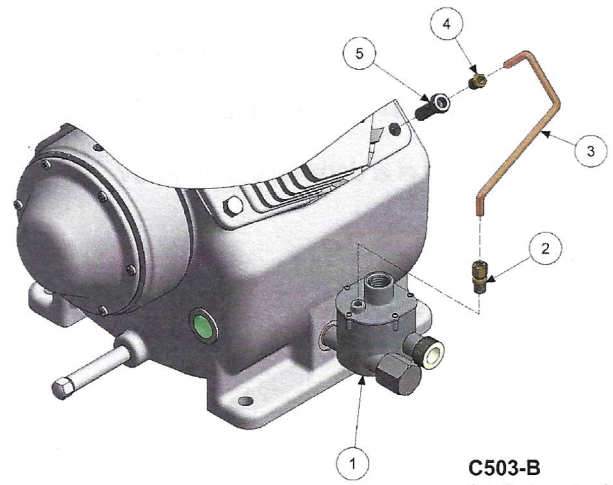
DIAGRAM E — RV15A



C507-B
(Ref. Drawing)

ITEM	PART NO.	QTY.	DESCRIPTION
1	CC1007376	1	LOSC ASSEMBLY
2	M2863	1	COMPRESSION FITTING, STRAIGHT
3	CC1007634	1	TUBE, VENT
4	M27	1	COMPRESSION NUT
5	LO10A	1	FITTING, VENT

DIAGRAM F — RV30A

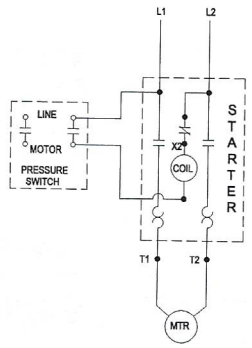


C503-B
(Ref. Drawing)

ITEM	PART NO.	QTY.	DESCRIPTION
1	CC1007376	1	LOSC ASSEMBLY
2	M2863	1	COMPRESSION FITTING, STRAIGHT
3	CC1007630	1	TUBE, VENT
4	M27	1	COMPRESSION NUT
5	LO10A	1	FITTING, VENT

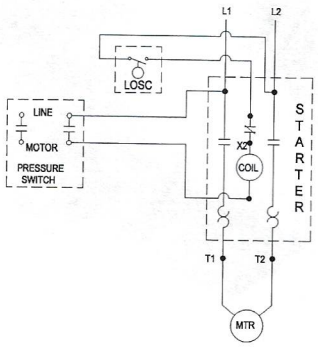
LOSC WIRING DIAGRAMS

SUPPLY VOLTAGE FROM DISCONNECT



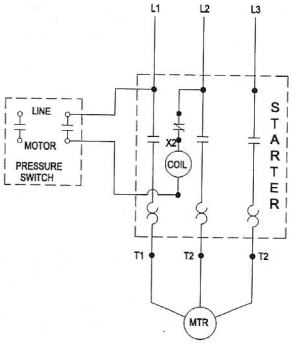
SINGLE PHASE MAGNETIC STARTER

SUPPLY VOLTAGE FROM DISCONNECT



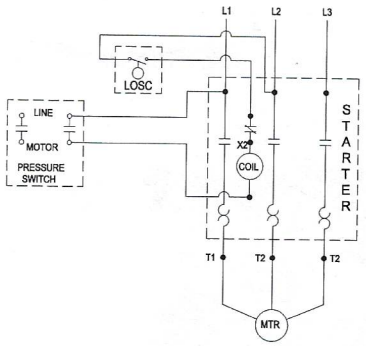
SINGLE PHASE MAGNETIC STARTER WITH LOSC (LOSC SHOWN NORMALLY OPEN WHEN THERE IS NO OIL IN THE CRANKCASE)

SUPPLY VOLTAGE FROM DISCONNECT



THREE PHASE MAGNETIC STARTER

SUPPLY VOLTAGE FROM DISCONNECT



THREE PHASE MAGNETIC STARTER WITH LOSC (LOSC SHOWN NORMALLY OPEN WHEN THERE IS NO OIL IN THE CRANKCASE)

TO HAVE WARRANTY CONSIDERATION, ELECTRIC MOTORS MUST BE EQUIPPED WITH FACTORY INSTALLED THERMAL OVERLOAD

C519-A
(Ref. Drawing)

⚠ WARNING
Always disconnect unit from power supply and relieve all pressure from air tank before performing any maintenance. "Lock Out" or "Tag Out" all power sources. Failure to do so may result in equipment damage or injury.

NOTICE
Do not disassemble LOSC switch. Disassembly will void warranty.

No adjustments are required for oil monitor.

If the Oil Monitor does not operate properly, check the items listed below to determine the cause.

1) CRANKCASE OIL

Check sight glass to insure proper oil level in crankcase, when compressor is shut off.

Check crankcase oil for proper viscosity. This is particularly important for temperature conditions below 32˚F. Oil which is too thick can slow the response of the mechanism, causing float to register a low level.

Change oil regularly. Clean oil insures proper operation of the Oil Monitor, as well as compressor.

2) VENT TUBE

Check vent tube to insure it is not clogged.

Check the gasket between valve body and bowl for leaks. This will cause a pressure rise in the crankcase which will give a false safe oil level indication.

Check the fittings at ends of vent tube (3) for tightness and leaks.

3) RESET

Check that reset return spring is in proper working order.

Verify that reset knob is in fully counterclockwise position.

CQF3275VER08

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CHAMPION

For additional information, contact your local representative or visit:
www.championpneumatic.com/contactus.aspx

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ENERGY STAR PARTNER

CERTIFIED QUALITY MANAGEMENT SYSTEM ISO 9001:2008 ANAB DNV

MEMBER OF CAGI Compressed Air & Gas Institute

KNOW PRESSURE COMPRESSED AIR CHALLENGE

Please recycle after use.