

GETTING THE LOAD OUT.

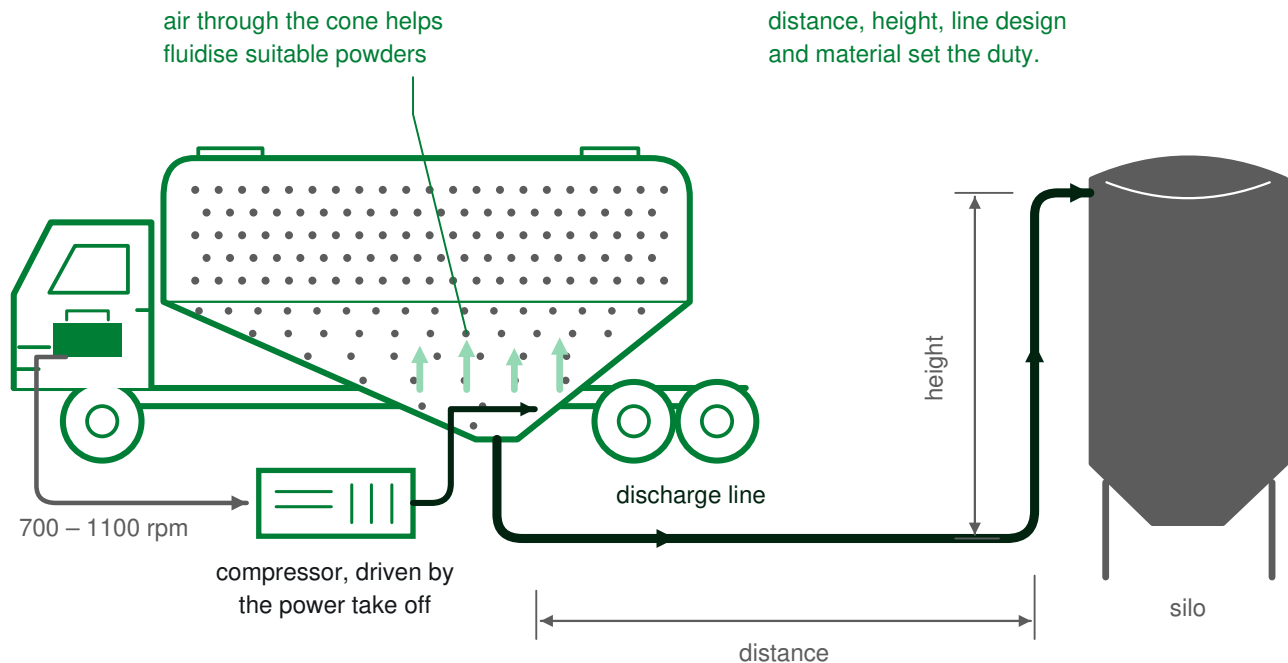
Oil-free screw compressors for dry bulk road tankers. 1.0 to 2.5 bar g, 7.1 to 13.6 m³/min, power take off drive from 700 to 1100 rpm.

**GREEN AIR
COMPRESSOR**



THE DISCHARGE IS THE JOB

Unloading time matters to the working day, and the compressor is part of what decides it. If a discharge falls from fifty minutes to twenty across three drops, time is saved; an extra delivery still depends on the route and site schedules. The material, discharge line and complete installation determine what is achievable.



Air helps suitable powders flow, then conveys the product through the line. Pressure and airflow must suit the material and installation; increasing either does not automatically shorten unloading.



No lubricant in the chamber

The air is in contact with the product it is pushing. There is no lubricant in the compression chamber.



The truck drives it

A power take off between 700 and 1100 rpm. No second engine to fuel, to service, or to find room for on the chassis.



The temperature is published

Published compressor outlet temperatures range from 109 °C to 190 °C. Material temperature limits and the delivery-air conditions must be checked with the duty.

TWO NUMBERS, READ TWO WAYS

Down the table is the pressure. The duty depends on the material and the discharge line: distance, lift, pipe diameter, bends and product flow behaviour all matter. A short drop into a low silo can differ from a long climb, but distance alone does not decide it. Size for the hardest complete delivery duty you make.

Across the table is the input speed. The power take off ratio and engine speed determine what the drive can provide. At a given pressure the listed airflow rises with speed, alongside shaft power. Select a listed point that suits the drive and the conveying duty.

What the model code means. The first number is the input speed in rpm and the second is the discharge pressure in tenths of a bar. GA-TM-900-20 is 900 rpm at 2.0 bar g. It is worth saying plainly, because the second number looks like a pressure in bar and is not.

Three things that decide the duty

Distance and lift. Check these alongside pipe diameter and bends. Together with the material, they shape the required pressure and airflow.

Material behaviour. Bulk density, particle size and flow behaviour affect conveying; density alone does not rank the duty.

Time on site. Air capacity is not the product unloading rate. Match pressure and airflow to the material and line before estimating discharge time.

One combination is not offered

1100 rpm at 2.5 bar g is not in the range. Tell us the available power take off speed and the required pressure and flow. A different listed point can be selected only if it meets the duty and the drive can provide it.



THE RANGE

Read down for the pressure the complete duty needs, across for the input speed the drive can provide.

Discharge pressure		700 rpm	800 rpm	900 rpm	1000 rpm	1100 rpm
1.0 bar g 15 psi g	Capacity, m³/min	8.0	9.5	11.0	12.0	13.6
	Shaft power, kW	23.1	25.2	27.6	30.0	32.4
	Discharge temperature, °C	117	115	113	111	109
1.5 bar g 22 psi g	Capacity, m³/min	7.5	9.0	10.5	11.7	13.2
	Shaft power, kW	25.8	28.0	30.7	33.4	36.0
	Discharge temperature, °C	147	145	143	141	139
2.0 bar g 29 psi g	Capacity, m³/min	7.3	8.7	10.1	11.4	12.8
	Shaft power, kW	29.2	31.9	34.9	38.0	41.0
	Discharge temperature, °C	172	170	168	166	164
2.5 bar g 36 psi g	Capacity, m³/min	7.1	8.5	9.8	11.1	—
	Shaft power, kW	32.5	35.4	38.8	42.3	—
	Discharge temperature, °C	190	188	186	184	—

Capacity is free air delivered at the stated discharge pressure. Shaft power is what the compressor absorbs at that point, not the rating of the vehicle engine. Discharge temperature is at the compressor outlet. 1100 rpm at 2.5 bar g is not offered. Imperial figures are converted from the metric values and rounded.

EVERY POINT, BY MODEL

The same nineteen duty points as the matrix, listed by model code for quotations and orders.

Model	rpm	bar g	psi g	m³/min	cfm	kW	hp	Discharge °C
GA-TM-700-10	700	1.0	15	8.0	283	23.1	31	117
GA-TM-800-10	800	1.0	15	9.5	335	25.2	34	115
GA-TM-900-10	900	1.0	15	11.0	388	27.6	37	113
GA-TM-1000-10	1000	1.0	15	12.0	424	30.0	40	111
GA-TM-1100-10	1100	1.0	15	13.6	480	32.4	43	109
GA-TM-700-15	700	1.5	22	7.5	265	25.8	35	147
GA-TM-800-15	800	1.5	22	9.0	318	28.0	38	145
GA-TM-900-15	900	1.5	22	10.5	371	30.7	41	143
GA-TM-1000-15	1000	1.5	22	11.7	413	33.4	45	141
GA-TM-1100-15	1100	1.5	22	13.2	466	36.0	48	139
GA-TM-700-20	700	2.0	29	7.3	258	29.2	39	172
GA-TM-800-20	800	2.0	29	8.7	307	31.9	43	170
GA-TM-900-20	900	2.0	29	10.1	357	34.9	47	168
GA-TM-1000-20	1000	2.0	29	11.4	403	38.0	51	166
GA-TM-1100-20	1100	2.0	29	12.8	452	41.0	55	164
GA-TM-700-25	700	2.5	36	7.1	251	32.5	44	190
GA-TM-800-25	800	2.5	36	8.5	300	35.4	47	188
GA-TM-900-25	900	2.5	36	9.8	346	38.8	52	186
GA-TM-1000-25	1000	2.5	36	11.1	392	42.3	57	184

The first number in the code is the input speed in rpm, the second is the discharge pressure in tenths of a bar. Imperial figures are converted and rounded.



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TELL US THE LONGEST DELIVERY

A tanker compressor is sized against the hardest complete duty on the round. Tell us the discharge line's length, lift, diameter and bends, what you carry and how it flows, what the power take off gives and how long you are allowed on site — and whether the material is sensitive to hot air. You get back the duty point, the model, the expected discharge performance and what the compressor will draw from the drive. We will compare the listed pressure and speed combinations against the delivery. It costs nothing and carries no obligation.

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