

IT GOES TO THE WORK.

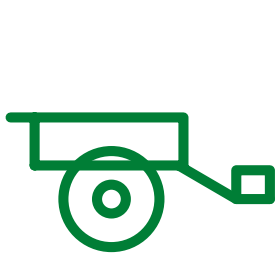
Towable compressors, diesel and electric. 30 to 224 kW, 1.5 to 27 m³/min, 5 to 24 bar g, 750 to 4,500 kg. 17 machines.

**GREEN AIR
COMPRESSOR**



FOUR NUMBERS, NOT ONE

A factory compressor is chosen on flow and pressure and everything else follows. A site compressor is not. It has to be towed by something you already own, parked where a planning officer allows, fuelled by somebody at six in the morning, and still be worth money in three years when the hire fleet sells it. Those four constraints decide the machine more often than the air does.



What tows it

Confirm vehicle, chassis and towing suitability. Tow class is stated only where confirmed; 4,500 kg machines use a low loader.



What it weighs

The first thing a hire desk checks and the last thing a specification sheet mentions. It is in the table on both product pages here.



Sound power

Diesel range: 97 to 102 dB LwA. Sound power does not give the noise level at the boundary.



What it costs to run

Fuel use depends on load and controls. Size for the tools that actually run together.

The air is the easy part. Every machine in this document delivers it; what separates them is everything in the four panels above.

The question that starts the sizing

How many tools run at the same moment — not how many you own. Crew size is a starting point; check each tool's demand and which tools run together. A smaller machine may be suitable, but any change in trailer class or fuel use needs checking against the duty.

DIESEL OR ELECTRIC

Diesel works without a site supply. Fourteen of the seventeen machines here are diesel, because many sites have no power when the compressor arrives. They run on a tank; transport arrangements depend on the machine.

Electric needs a site supply. Three machines run on a motor. They need a suitable supply at the working position and produce no exhaust at the machine, with no fuel to deliver or to have stolen. Their sound power is not yet published; confirm it before choosing for an indoor demolition, a tunnel, a hospital site or a city noise boundary.

	Diesel (GAC-C)	Electric (GAC-E)
Machines here	14	3
Power	35 to 224 kW engine	30 kW motor
Capacity	3.0 to 27 m³/min	1.5 to 5.0 m³/min
Pressure	5 to 24 bar g	5 to 12 bar g
Weight	750 to 4,500 kg	750 kg
Needs	Fuel	A supply at the working position
Produces at the machine	Exhaust and noise	No exhaust; sound power not yet published
Output	Output control to be confirmed	One variable speed machine
Where it wins	Sites without a power supply	Sites with power where local exhaust is a concern

What dB LwA means.

The figures in this document are sound power — a measure of the machine's total sound output. Sound pressure describes the level at a particular position and depends on distance and the surroundings. They are different quantities and cannot be compared directly. Check which quantity the site's noise condition requires; dB LwA alone does not give the level at the boundary or establish permitted working hours.

Electric sound power: figures to follow

The sound power of the three electric machines is not yet published. We are getting it from the factory rather than estimating it. Ask us and we will tell you what we have.



DIESEL

What it is. Fourteen machines from a 35 kW engine at 750 kg to a 224 kW engine at 4,500. 3.0 to 27 m³/min, 5 to 24 bar g, 97 to 102 dB LwA. Listed in capacity order, because that is how the choice is made.

Why one engine appears several times. Five engines carry these fourteen machines. The 90 kW engine alone drives four of them, from 8.6 to 11 m³/min — same engine, different airend, different pressure band. That is normal on a towable and it is why the capacity column matters more than the engine column.

The 24 bar machine. GAC-C 210 reaches 24 bar g, far above anything else here. That is a drilling and foundation pressure rather than a breaker pressure, and it is the reason the machine exists.

Model	Drive	Engine		Pressure		Capacity		Noise	Weight		Notes
		kW	hp	bar g	psi g	m³/min	cfm	dB LwA	kg	lb	
GAC-C 35	Diesel	35	47	5 – 14	73 – 203	3	106	97	750	1653	Road tow, unbraked
GAC-C 42	Diesel	35	47	5 – 12	73 – 174	4.20	148	97	750	1653	Road tow, unbraked
GAC-C 50	Diesel	35	47	5 – 10	73 – 145	5	177	97	750	1653	Road tow, unbraked
GAC-C 55	Diesel	55	74	5 – 14	73 – 203	5.50	194	98	1500	3307	—
GAC-C 76	Diesel	55	74	5 – 14	73 – 203	7.60	268	98	1500	3307	Road tow, braked
GAC-C 85	Diesel	90	121	5 – 14	73 – 203	8.60	304	99	2160	4762	—
GAC-C 100	Diesel	90	121	5 – 10	73 – 145	10	353	99	2160	4762	—
GAC-C 105	Diesel	90	121	5 – 14	73 – 203	10.50	371	99	2160	4762	Road tow, braked
GAC-C 110	Diesel	90	121	5 – 9	73 – 131	11	388	99	2160	4762	—
GAC-C 115	Diesel	105	141	5 – 12	73 – 174	11.50	406	100	2160	4762	—
GAC-C 130	Diesel	105	141	5 – 10	73 – 145	13	459	100	2160	4762	—
GAC-C 140	Diesel	105	141	5 – 9	73 – 131	13	459	100	2160	4762	—
GAC-C 210	Diesel	224	300	5 – 24	73 – 348	21	742	102	4500	9921	Low loader
GAC-C 270	Diesel	224	300	5 – 14	73 – 203	27	953	102	4500	9921	Low loader

Noise is sound power, dB LwA, which is how a towable is quoted and is not comparable with the sound pressure figures on our factory machines. Engine power is the rating of the engine fitted, not the power the airend absorbs. Where the notes column is empty the data does not state the tow class; ask us. Imperial figures are converted from the metric values and rounded.

ELECTRIC

What it is. Three 30 kW machines at 750 kg. 1.5 to 5.0 m³/min, 5 to 12 bar g. Check the stated tow notes and confirm towing suitability.

The variable speed one. GAC-E 50 VSD adjusts its speed as demand changes, within the listed capacity range. Confirm the output control of the other machines when matching one to the duty.

What you must have. A supply at the working position. That is the whole constraint, and it is why fourteen of the seventeen machines here are diesel.

Model	Drive	Motor		Pressure		Capacity		Noise	Weight		Notes
		kW	hp	bar g	psi g	m³/min	cfm	dB LwA	kg	lb	
GAC-E 35	Electric	30	40	12	174	3.50	124	—	750	1653	Unbraked, towed by car
GAC-E 50	Electric	30	40	7	102	5	177	—	750	1653	Unbraked, towed by car
GAC-E 50 VSD	Electric	30	40	5 – 12	73 – 174	1.50 – 5	53 – 177	—	750	1653	Variable speed

No sound power figure is published for these three yet and we are confirming it with the factory rather than estimating it; ask us before you plan against a noise condition. The capacity range on the variable speed machine is its minimum to its full output. Imperial figures are converted and rounded.



FOUR WEIGHTS, FOUR WAYS TO SITE

Every machine in this document sits at one of four weights, and each one is a different problem to get to the job.



750 kg

How it travels

Unbraked where stated;
confirm towing suitability



1,500 kg

How it travels

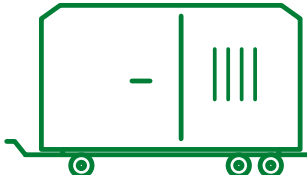
Braked where stated



2,160 kg

How it travels

Braked where stated



4,500 kg

How it travels

Low loader

Machines at this weight
3 diesel and all 3 electric

Machines at this weight
2 diesel

Machines at this weight
7 diesel

Machines at this weight
2 diesel

Capacity it buys
1.5 to 5.0 m³/min

Capacity it buys
5.5 to 7.6 m³/min

Capacity it buys
8.6 to 13 m³/min

Capacity it buys
21 to 27 m³/min

The jump from 750 to 1,500 changes the transport question.

Weight alone does not establish which vehicle or driver is suitable.
Confirm the machine's tow class, the vehicle and the driver before choosing; where the table has an em dash, the tow class is not stated.

The 4,500 kg machines are listed for low-loader transport.

Confirm loading and unloading arrangements and site access before choosing one; capacity alone does not settle how it gets to the job.

Check the weight before the flow

A machine that is right on capacity and wrong on weight is the wrong machine. It is the commonest reason a towable arrives on site and goes straight back.



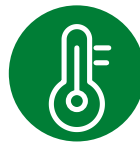
WHAT A HIRE FLEET ASKS

A contractor buys one machine for one job. A hire fleet buys forty and lives with them for six years, and the questions are not the same.



How many hours between services

The interval decides the fleet's labour cost far more than the purchase price does. Tell us the expected utilisation and we will give you the schedule.



Will it start cold and run hot

The same chassis works in a Karachi summer and a Türkiye winter, but the specification changes. Tell us which one it will live in.



What can be done at the roadside

Filters, belts and a fuel filter on a wet verge, or a workshop visit. Worth knowing before the machine is on hire, not after.



Can a non-engineer run it

On a hire fleet the operator has not read anything. Controls, guarding and the daily checks matter as much as the hire.



What it is worth in three years

A standard machine on a common engine holds its value. One on an unusual rating does not, however good it is.



Parts, and how fast

A towable earns nothing standing behind the workshop. We hold the service items for every machine in this document.

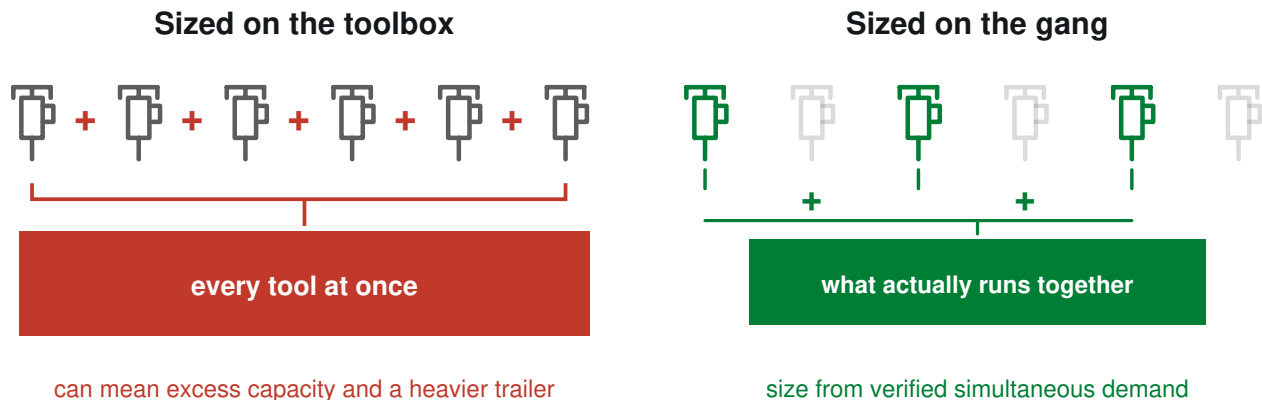
Tell us the fleet, not the machine

If you are buying several, the right answer is often two sizes rather than one, chosen so that one engine and one filter set covers most of the fleet. We would rather work that out with you than quote what you asked for.



SIZING IT PROPERLY

Air tools are rated for what they draw while they are working. The arithmetic that matters is how many of them work at the same moment.



Start with the crew, then check the tools.

Crew size is a starting point, not a capacity calculation. Check the demand of every tool that can run at the same time, including equipment that can run unattended. On a long job, observing actual use before buying can help.

Allow for the leaks, because there will be leaks.

Site hose takes a beating and couplings get dragged through gravel. A machine with nothing in hand will feel undersized within a month, and the allowance belongs in the sizing rather than in the complaint afterwards.

Then check the transport, not just the air.

750, 1,500, 2,160 and 4,500 kg are four weights, not four licence categories. Confirm the vehicle, trailer arrangements and driver suitability; weight alone cannot establish them. Page 6 is there to be read before this one.



**GREEN AIR
COMPRESSOR**

TELL US THE SITE, NOT THE SIZE

A towable compressor is specified against a site and a vehicle, not against a catalogue. What the tools are and how many run together, what will tow it and what licence the driver holds, whether there is power at the working position, what the noise condition says, and how hot or cold it gets where it will live. Send us those and you get back a written recommendation naming the machine, the trailer class, the service schedule and an estimate of running cost — and where a smaller machine or an electric one would do the job, we will say so. It costs nothing and carries no obligation.

Green Air Compressor
greenaircompressors.com
Monday to Saturday

+971 58 930 8361
+971 58 930 8364
+971 6 530 0590

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