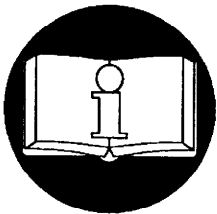


PARTS, OPERATION AND MAINTENANCE MANUAL for 50259-4 PISTON AIR MOTOR

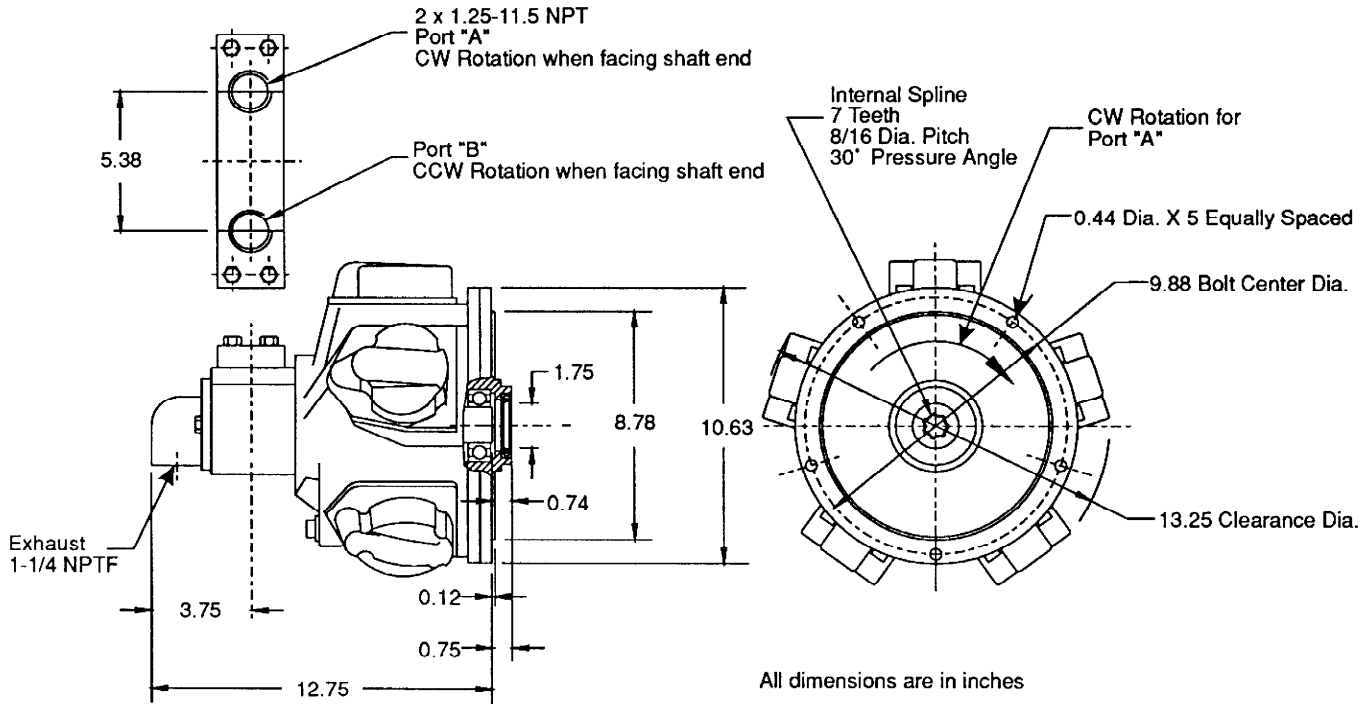


READ THIS MANUAL BEFORE USING THESE MOTORS. This manual contains important safety, installation, operation and maintenance information. Make this manual available to all persons responsible for the operation, installation and maintenance of these products.

Always operate, inspect and maintain this motor in accordance with any federal, state or local regulations and any other applicable safety codes.

Refer all communications to the nearest Ingersoll-Rand Material Handling Products Office or Distributor.

SPECIFICATIONS



Dwg. MHTPA0438

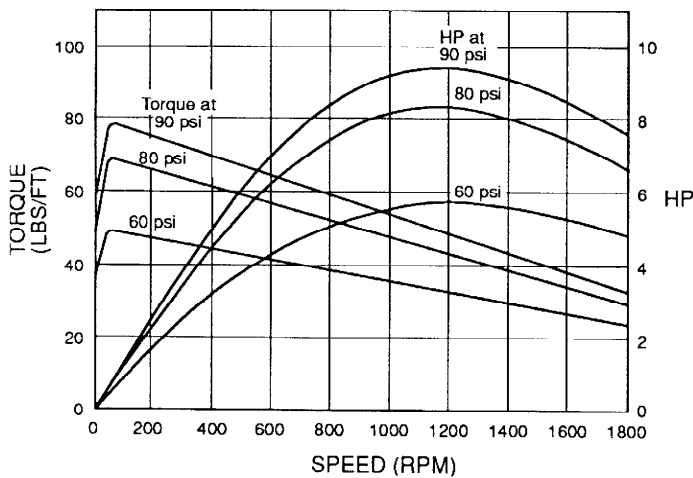
Description

The 50259-4 air motor is a reciprocating, radial 5 piston motor that uses compressed air for a power source up to 110 psig maximum (7.5 bar). The air motor has infinite variable speeds, develops maximum torque at low RPM and can be stalled-started-stopped and reversed without damage.

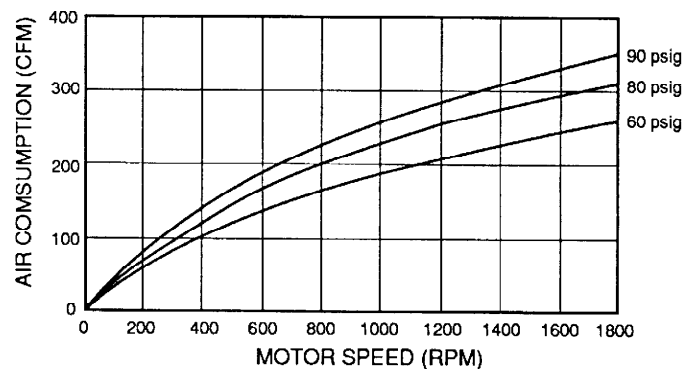
Air Supply

The 50259-4 air motor requires approximately 30 scfm (0.85 cu.m/min) of free air at 100 psig (6.8 bar) to generate one (1) horsepower. Approximately 720 scfm (20.4 cu.m/min) will be required for continuous operation at maximum horsepower.

Performance Curves



(Dwg. MHTPA0445)



(Dwg. MHTPA0446)

INSTALLATION

Prior to installing the motor, carefully inspect it for possible shipping damage.

⚠ CAUTION

• **Owners and users are advised to examine specific, local or other regulations, including American National Standards Institute and/or OSHA Regulations which may apply to a particular type of use of this product before installing or putting motor to use.**

Motors are supplied from the factory without lubricating oil. Before operation motor must be filled with the proper type and quantity of oil recommended in the "LUBRICATION" section.

⚠ CAUTION

• **Motor weighs approximately 80 pounds (37 kgs). Provide adequate support when installing motor.**

The motor must be mounted in a horizontal position with the pipe plugs (464) at the lowest point. If the motor is to be mounted at an angle of 10° or more off of horizontal, poor internal lubrication may result. Consult the factory for special instructions.

Flange mounted motors can be mounted in either of the following two methods:

Method 1.

Provide a mounting with a close fit on the 8.78 in. (223 mm) reference pilot diameter on the motor adapter (6). Fasten with the five 7/16 NC Grade 8 capscrews (97), lockwashers (96) and nuts (if required).

Method 2.

Use the 10.63 in. (270 mm) reference outside diameter of the motor adapter (6). Fasten with the five 7/16 NC Grade 8 capscrews (97), lockwashers (96) and nuts (if required).

General Installation Information

1. It is necessary to provide a bearing for the outer end of the motor shaft pinion or shaft extension. Locate it as far from the motor as practical and be certain that it is properly aligned.
2. Do not make shaft extensions a tight fit in the broached spline of the crank. An outboard bearing cannot be perfectly aligned with the crank bearings and, therefore, the splined fit must serve to a limited extent as a flexible coupling.
3. The motor shaft must be supported in such a manner that no end thrust will be transferred to the crank.

4. Consult the factory if more detail is needed.
5. Maintain motor in a horizontal position.
6. Remove oil fill/vent cap (462) and oil level plug (464).
7. While pouring oil through the fill hole (462) SLOWLY rotate the motor less than 50 RPM.
8. Motor case is full when oil starts flowing out of level hole (464).
9. Reinstall level plug (464) and fill/vent cap (462).

NOTICE

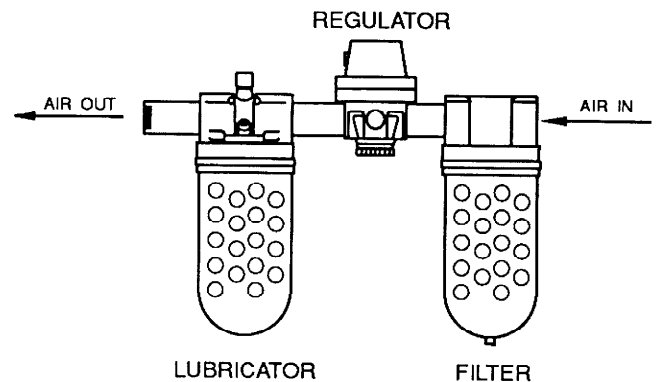
- **Shut off air supply and add 4 oz. (1/4 cup) motor oil to air hose before running motor.**
- **Air supply to the motor must be filtered and lubricated at all times or damage to the motor will result.**

Air Lines

The supply air must be clean, free of water moisture and oil lubricated.

Air Lines

The inside diameter of the air supply lines must not be smaller than 1 in. (25 mm) based on a maximum of 50 ft. (15 m) between the air supply and the motor. Contact the factory for recommended air line sizes for distances greater than 50 ft. (15 m). Before making final connections, all air supply lines should be purged before connecting to unit inlet. Supply lines should be as short and straight as installation conditions will permit. Long transmission lines and excessive use of fittings, elbows, tees, globe valves etc. cause a reduction in pressure due to restrictions and surface friction in the lines.



(Dwg. MHTPA0191)

Air Line Lubricator

(Ref. Dwg. MHTPA0191)

Always use an air line lubricator with these motors. Use a lubricator having an inlet and outlet at least as large as the inlet on the motor. Install the air line lubricator as close to the air inlet of the motor as possible.

NOTICE

- **Lubricator must be located no more than 10 ft. (3 m) from the motor.**

The air line lubricator should be replenished daily and set to provide 4 to 6 drops per minute of the same oil used in the motor. A fine mist will be exhausted from the exhaust cap (469) when the air line lubricator is functioning properly.

Air Line Filter

(Ref. Dwg. MHTPA0191)

It is recommended that an air line strainer/filter be installed as close as practical to the motor air inlet port to prevent dirt from entering the motor. The strainer/filter should provide 20 micron filtration and include a moisture trap. Clean the strainer/filter periodically to maintain its operating efficiency.

Moisture in Air Lines

Moisture that reaches the air motor through the supply lines is the chief factor in determining the length of time between service overhauls. Moisture traps can help to eliminate moisture. Other methods, such as an air receiver which collects moisture before it reaches the motor or an aftercooler at the compressor that cools the air prior to distribution through the supply lines, are also helpful.

NOTICE

- **The air line oiler is not a substitute for the motor case oil described in the lubrication section. Ensure there is enough oil in the air line lubricator prior to using the motor to ensure proper rotary valve lubrication.**

OPERATION

The four most important aspects of motor operation are:

1. Follow all safety instructions when operating the motor.
 2. Allow only people trained in safety and operation of this product to operate the motor.
 3. Subject each motor to a regular inspection and maintenance procedure.
 4. Be aware of the motor capacity at all times.
3. If procedures 1 and 2 above are impractical, drain the entire contents from the motor case immediately after motor operation ceases.

NOTICE

- **The motor may need to be cranked over slowly (less than 50 RPM) a few revolutions to push the oil out of the lower two cylinders.**
- **If motor will not be refilled at this time, tag the motor and throttle so it will not be used prior to refilling or motor damage will result.**
- **If motor case is not drained in temperatures below freezing, water may eventually accumulate and cause the motor to freeze tight.**

Oil Level Checks

Check oil levels at the following conditions:

1. At temperatures above 32° F (0° C): after the motor has been off for several hours or overnight, loosen the pipe plug (464) located at the bottom of motor case and allow the accumulated water to drain out. (Water condensed from air, being heavier than oil, will settle in the bottom of the motor housing whenever the motor is idle).
2. At temperatures below 32° F (0° C): allow the motor to remain off long enough for the water to separate from the oil but not long enough for it to freeze. The actual ambient air temperatures and oil temperature after shut-down will determine how long this will take. Drain the water and top up oil level.

INSPECTION

There are two types of inspection, the frequent inspection performed by the operator and periodic inspections performed by personnel trained in the operation and repair of this motor.

Careful inspection on a regular basis will reveal potentially dangerous conditions while still in the early stages, allowing corrective action to be taken before the condition becomes dangerous.

Any deficiency revealed through inspection must be reported to an appointed person. A determination must be made as to whether a deficiency constitutes a safety hazard before resuming operation of the motor.

Records and Reports

Some form of inspection record should be maintained for each motor, listing all points requiring periodic inspection. A written report should be made monthly on the condition of the critical parts of each motor. These reports should be dated, signed by the person who performed the inspection, and kept on file where they are readily available for review.

Frequent Inspection

For motors in continuous service, frequent inspection should be made at the beginning of each shift. In addition, visual inspections should be conducted during regular operation for any damage or evidence of malfunction.

1. **OPERATION.** Check for visual signs or abnormal noises (grinding etc.) which could indicate a problem. Make sure all controls function properly and return to neutral when released. Do not operate the motor until all problems have been corrected.

2. **AIR SYSTEM.** Visually inspect all connections, fittings, hoses and components for indication of air leaks. Repair any leaks found.
3. **CONTROLS.** During operation of motor, verify response to control operation is quick and smooth. If motor responds slowly or movement is unsatisfactory, do not operate motor until the problem has been identified and corrected.

Periodic Inspection

Frequency of periodic inspection depends on the severity of usage:

| NORMAL | HEAVY | SEVERE |
|--------|---------------|-----------|
| yearly | semi-annually | quarterly |

Disassembly may be required for HEAVY or SEVERE usage. Keep accumulative written records of periodic inspections to provide a basis for continuing evaluation.

Inspect all the items in "Frequent Inspection". Also inspect the following:

1. **FASTENERS.** Check all capscrews and nuts. Replace if missing or tighten if loose.
2. **ALL COMPONENTS.** If motor performance is poor, disassemble the motor and inspect for wear, damage, distortion, deformation and cleanliness. Check pistons, shafts, bearings, housings and covers. Replace worn or damaged parts. Clean, lubricate and reassemble.
3. **LABELS AND TAGS.** Check for presence and legibility. Replace if necessary.

LUBRICATION

Correct lubrication is one of the most important factors in maintaining efficient motor operation.

To ensure continued satisfactory operation of the motor, lubrication must be performed at the proper interval:

Start of each shift:

Check flow and level of air line lubricator (approximately 4 to 6 drops per minute required at maximum motor speed).

Check oil level in motor after accumulated water has been drained off.

Monthly:

Clean air line filter. Completely drain and refill oil in motor.

The motor is splash lubricated by the oil in the motor housing and has no other means of lubrication. It is therefore important to use only high quality, non-detergent motor oil to insure maximum performance and minimum repairs. Allow oil to settle prior to topping off. Oil capacity for the motor is 64 ozs.

Filling the motor with oil:

1. Motors are shipped without lubricating oil. Prior to operating the motor it must be filled to the level of pipe plug (464) with a good quality motor oil or equivalent:

| | |
|------------------------|----------|
| Below 32° F (0° C) | SAE 10 W |
| 32° F to 80° F (26° C) | SAE 20 W |
| Above 80° F (26° C) | SAE 30 W |

⚠ WARNING

- Shut off air system and depressurize air lines before performing any maintenance.
- Before performing maintenance, tag controls:
DANGER - DO NOT OPERATE - EQUIPMENT BEING REPAIRED.
- Only allow personnel trained in service and repair on this motor to perform maintenance.
- After performing any maintenance on the motor, run the motor slowly in both directions to check operation before returning to service.

Motor Disassembly

Refer to drawing number MHTPB0210 for parts location.

⚠ WARNING

- Motor weighs approximately 80 lbs (37 kgs). Provide adequate support before removing mounting capscrews.
1. Remove lower pipe plug (464) and drain oil into a suitable container. Motor capacity is 64 ozs.
 2. Remove capscrews (97), lockwashers (96) and nuts if used. Support the weight of the motor assembly (450) and pull to remove motor from equipment.
 3. Remove capscrews (364), lockwashers (363) and exhaust cap (469) from adapter valve (468). Pull out rotary valve (467) and rotary valve bushing (466). Remove adapter valve and manifold plate as an assembly.
 4. Remove the capscrews (451), copper washers (452) and cylinders (453) from the motor housing (463).
 5. Rotate the crankshaft assembly (473) to bring each wrist pin (457) above the motor housing (463). Push out the wrist pin (457) and remove piston (455). Plugs (456) pressed into ends of wrist pins (457) should not be removed. To avoid breakage use extreme care when removing compression rings (454) from pistons.
 6. Remove motor adapter (6) and gasket (470) from motor housing (463).
 7. Pull the crankshaft assembly (473) with attached connecting rods (459) out of the motor housing (463) by shifting the connecting rods (459) to clear the cylinder holes. The connecting rods (459) are joined through a common journal on the crankshaft and are held in place by connecting rod rings (474) on each side of the main rib.
 8. To remove the connecting rods (459) from the crankshaft (473), loosen setscrew (478) and drive out the taper pin (479) securing the counterbalance section to the crankshaft section.

9. Loosen the capscrew (480), remove counterbalance section, then pull off connecting rod rings (474), connecting rods (459), bushing (476) and sleeve (475).

Cleaning, Inspection and Repair

Use the following procedures to clean, inspect, and repair the motor components.

Cleaning

⚠ CAUTION

- Bearings that are loose, worn or rotate in the housing must be replaced. Failure to observe this precaution will result in additional component damage.
- Do not use trichloroethylene to clean parts.

Clean all component parts in solvent. The use of a stiff bristle brush will facilitate the removal of accumulated dirt and sediments on the covers and housing. If gaskets have been removed it may be necessary to carefully scrape old gasket material from the matting surface. Dry each part using low pressure, filtered compressed air.

Inspection

All disassembled parts should be inspected to determine their fitness for continued use. Pay particular attention to the following:

1. Inspect rotary valve bushing (466) for wear, scoring, or galling. When total clearance between rotary valve bushing and rotary valve (467) exceeds 0.010 in. (0.25 mm) replace rotary valve bushing.
2. Inspect shafts for ridges caused by wear. If ridges caused by wear are apparent on shafts, replace the shaft.
3. Inspect all threaded items and replace those having damaged threads.
4. Check mufflers for damage or excessive dirt.
5. Check bearings for freeness of rotation and wear. Replace bearings if rotation is rough or bearings are excessively worn.

Repair

Actual repairs are limited to the removal of small burrs and other minor surface imperfections from housings, covers and shafts. Use a fine stone or emery cloth for this work.

1. Worn or damaged parts must be replaced. Refer to the parts listing for specific replacement parts information.
2. Inspect all remaining parts for evidence of damage. Replace or repair any part which is in questionable condition. The cost of the part is often minor in comparison with the cost of redoing the job.

3. Smooth out all nicks, burrs, or galled spots on shafts, bores, pins, or bushings.
4. Polish the edges of all shaft shoulders to remove small nicks which may have been caused during handling.
6. Remove all nicks and burrs caused by lockwashers.
7. Replace all seals, 'O' rings and gaskets.

Motor Assembly

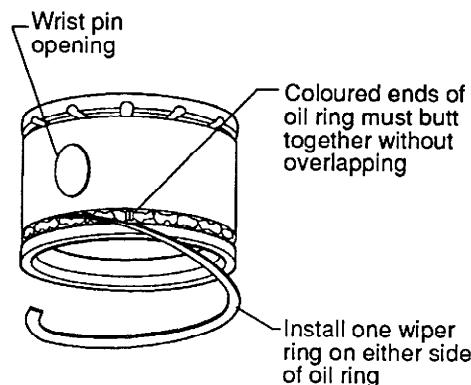
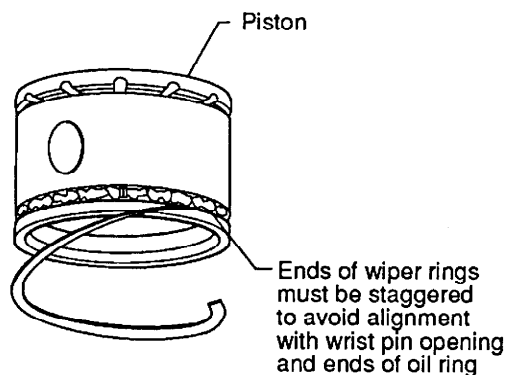
(Ref. Dwg. MHTPB0210)

1. Press bearing (465) onto crankshaft counterbalance. Place the connecting rods (459) on the bushing (476) and hold them in place with the two connecting rod rings (474). Install connecting rod rings (474) so the chamfered side is next to the connecting rod (459).
2. Place the sleeve (475) on the crankshaft (473), then install the connecting rod (459) assembly on the crankshaft (473).
3. Secure the crankshaft counterbalance to the crankshaft with taper pin (479) and tighten capscrew (480).
4. Align bearing (465) in the bore of the motor housing (463) and tap crankshaft assembly in place until each connecting rod (459) end will project through a cylinder hole.
5. Check the fit of each compression (454) and oil ring (458) by placing one ring at a time in the cylinder (453), making sure that it is not canted or tilted in relation to the cylinder wall. With a feeler gauge, measure the ring gap. Ring gap should be 0.003 to 0.004 in. (0.75 to 0.1 mm).
6. Make sure that compression rings (454), oil rings (458), and pistons (455) are perfectly clean. Carefully place oil rings (458) and compression rings (454) in their respective grooves on the pistons (455). The plain compression ring (454) must be placed nearest the head of the piston (455). The oil ring (458) with several oil channels must be placed nearest the skirt of the piston (455).

NOTICE

• Do not interchange the compression and oil rings.

7. Compression and oil ring joints (gaps) should be staggered and positioned so that joints (gaps) do not coincide with wrist pin (457) openings. (Ref. Dwg. MHTPA0224).
8. Rotate the crankshaft so each connecting rod (459) in succession will project enough beyond the motor housing (463) to permit inserting the wrist pin (457) through the piston (455) and connecting rod (459).
9. After each piston (455) is assembled to its connecting rod (459), install a gasket (460) and cylinder (453).



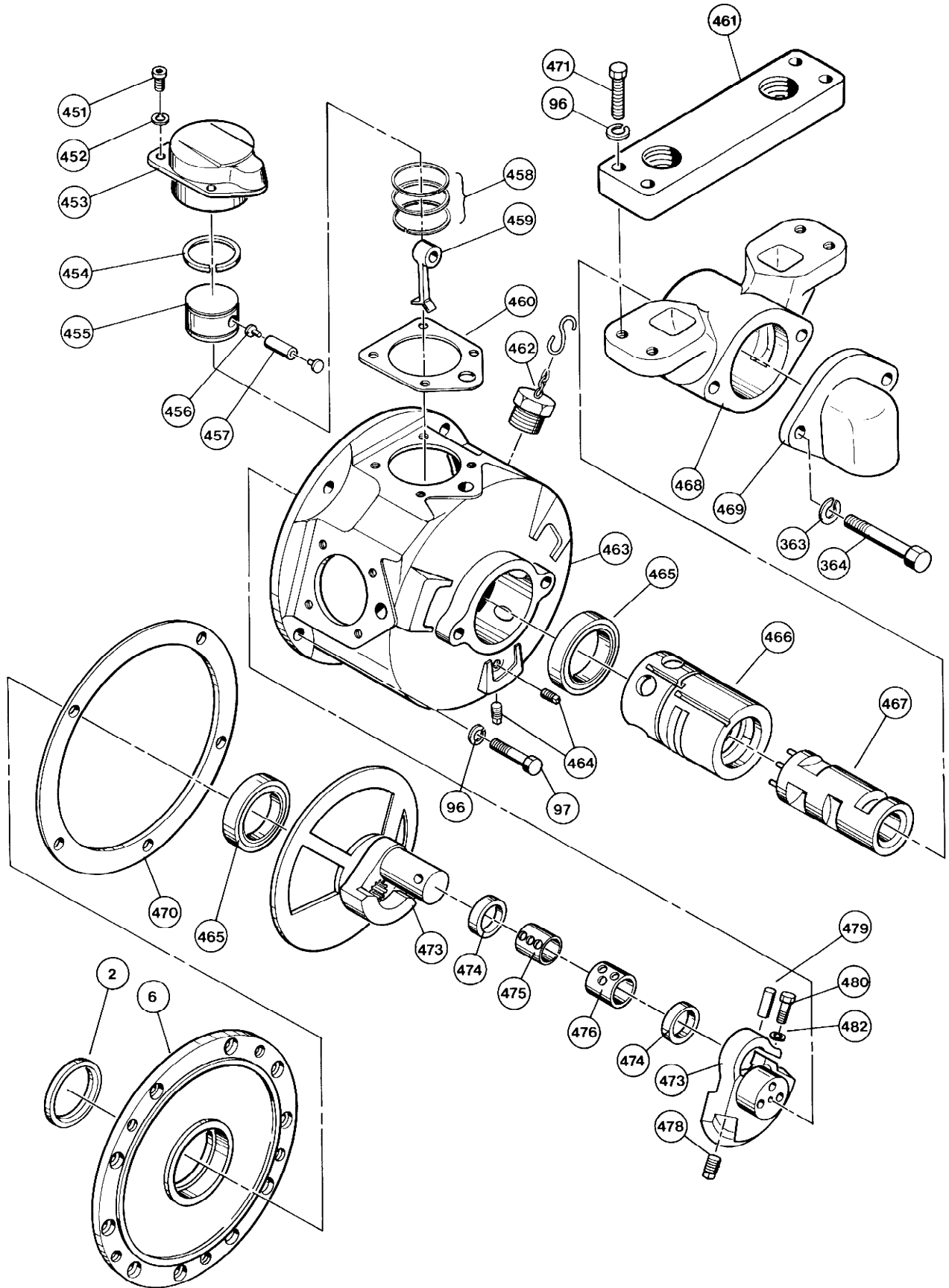
(Dwg. MHTPA0224)

10. Slide each cylinder (453) over the piston (455), guiding it carefully over the compression and oil rings. Note that the cylinder has four tapered ears around the skirt of the piston which serve as ring compressors to aid in installation. The cylinder should fit into place by tapping lightly. If force is required, there may be an alignment problem which must be corrected before continuing.
11. Secure cylinders (453) to the motor housing (463) with capscrews (451) and copper washers (452). Tighten capscrews (451) uniformly.
12. Install oil seal (2) in motor adapter (6) with oil seal lip toward motor.
13. Install motor adapter (6) and gasket (470) on motor housing (463) ensure capscrew holes are correctly aligned.
14. Position adapter valve (468) on motor housing (463) and install rotary bushing (466) and rotary valve (467).
15. Install exhaust cap (469). Secure in position with capscrews (364) and lockwashers (363).
16. Fill motor with oil as described in "LUBRICATION" section.

Motor Test

Prior to initial use, all new, extensively repaired, or altered motors should be tested by or under the direction of a person trained in the operation and maintenance of this product, and a written report furnished confirming the results. Run motor slowly in both directions (50 rpm).

MOTOR ASSEMBLY PARTS DRAWING



(Dwg. MHTPB0210)

MOTOR ASSEMBLY PARTS LIST

| ITEM NO. | DESCRIPTION OF PART | QTY TOTAL | PART NO. |
|----------|---|-----------|----------------------------|
| 450 | Motor Assembly (Incl's items 2, 6, 363, 364, and 451 through 482) | 1 | 50259-4 |
| 2 | Oil Seal | 1 | 71084503 |
| 6 | Motor Adapter | 1 | 19749 |
| 96 | Lockwasher | 9 | 50200 |
| 97 | Capscrew | 5 | 50829 |
| 363 | Lockwasher | 2 | 51486 |
| 364 | Capscrew | 2 | 54840 |
| 451 | Capscrew | 20 | 94-026 |
| • 452 | Copper Washer | 20 | Order one set of 94-027-20 |
| 453 | Cylinder | 5 | 94-024 |
| • 454 | Compression Ring | 1 set | Order Kit 94-RS |
| 455 | Piston Assembly (Incl's items 454, 457 and 458) | 5 | 94-010A |
| 456 | Plug | 10 | Order 94-011-1A (item 457) |
| 457 | Wrist Pin Assembly (Incl's item 456) | 5 | 94-011-1A |
| • 458 | Oil Ring | 1 set | Order Kit 94-RS |
| 459 | Connecting Rod | 5 | 94-009 |
| • 460 | Gasket | 5 | Order one set of 94-025-5 |
| 461 | Manifold Plate | 1 | 17851 |
| 462 | Vent Cap Assembly | 1 | 94-018 |
| 463 | Motor Housing | 1 | Not Sold Separately |
| 464 | Pipe Plug | 2 | 94-015 |
| 465 | Bearing | 2 | 50944 |
| • 466 | Rotary Valve Bushing | 1 | 10986 |
| • 467 | Rotary Valve | 1 | 94-019 |
| 468 | Adapter Valve | 1 | 10987 |
| 469 | Exhaust Cap | 1 | 94-021-1 |
| • 470 | Gasket | 1 | 94-029 |
| 471 | Capscrew | 4 | 54240 |
| 473 | Crankshaft Assembly | 1 | 94-001 |
| 474 | Connecting Rod Ring | 2 | 94-008 |
| 475 | Sleeve | 1 | 94-007 |
| 476 | Bushing | 1 | 94-006 |
| 478 | Setscrew | 1 | 94-005 |
| 479 | Pin | 1 | 94-004 |
| 480 | Capscrew | 1 | 51712 |
| 482 | Lockwasher | 6 | 50200 |
| • --- | Repair Kit (incl's items 452, 454, 458, 460 and 470) | As Req'd | 71032932 |

• Recommended Spare

PARTS ORDERING INFORMATION

The use of replacement parts other than **Ingersoll-Rand Material Handling** will void the Company's warranty. For prompt service and genuine **Ingersoll-Rand Material Handling** parts, provide your nearest Distributor with the following:

1. Complete motor model number and serial number.
2. Part number and part description as shown in this manual.
3. Quantity required.

Return Goods Policy

Ingersoll-Rand will not accept any returned goods for warranty or service work unless prior arrangements have been made and written authorization has been provided from the location where the goods were purchased.

When the life of the motor has expired, it is recommended that the motor be disassembled, degreased and parts separated as to materials so that they may be recycled.

For additional information contact:

Ingersoll-Rand Material Handling

2724 Sixth Avenue South
Seattle, Wa 98124 USA
Phone: (206) 624-0466
Fax: (206) 624-6265

or

Ingersoll-Rand Material Handling Samiia, Douai Operations

111, avenue Roger Salengro
59450 Sin Le Noble, France
Phone: (33) 27-93-08-08
Fax: (33) 27-93-08-00

NOTICE

• Continuing improvement and advancement of design may cause changes to this motor which are not included in this manual. Manuals are periodically revised to incorporate changes. Always check the manual edition number on the front cover for the latest issue.

NOTICE

• Mineral based oils are recyclable, however, some oils such as glycols may be extremely toxic and must be identified and disposed of at an approved waste or disposal site in accordance with all local, state and federal laws and regulations.

ACCESSORIES

| DESCRIPTION OF PART | QTY TOTAL | PART NO. |
|-------------------------|-----------|------------|
| Lubricator | 1 | L30-08-000 |
| Filter | 1 | F30-08-000 |
| Regulator | 1 | R30-08-G00 |
| Muffler (1-1/4 in.) | As Req'd | 52465 |
| Touch-Up Paint (Orange) | As Req'd | MHD-OR |
| Lubricant | As Req'd | LUBRI-LINK |

HOIST AND WINCH LIMITED WARRANTY

Ingersoll-Rand Company (I-R) warrants to the original user its Hoists and Winches (Products) to be free of defects in material and workmanship for a period of one year from the date of purchase. I-R will repair, without cost, any Product found to be defective, including parts and labor charges, or at its option, will replace such Products or refund the purchase price less a reasonable allowance for depreciation, in exchange for the Product. Repairs or replacements are warranted for the remainder of the original warranty period.

If any Product proves defective within its original one year warranty period, it should be returned to any Authorized Hoist and Winch Service Distributor, transportation prepaid with proof of purchase or warranty card.

This warranty does not apply to Products which I-R has determined to have been misused or abused, improperly maintained by the user, or where the malfunction or defect can be attributed to the use of non-genuine I-R parts.

I-R makes no other warranty, and all implied warranties including any warranty of merchantability or fitness for a particular purpose are limited to the duration of the expressed warranty period as set forth above. I-R's maximum liability is limited to the purchase price of the Product and in no event shall I-R be liable for any consequential, indirect, incidental, or special damages of any nature rising from the sale or use of the Product, whether based on contract, tort, or otherwise.

Note: Some states do not allow limitations on incidental or consequential damages or how long an implied warranty lasts so that the above limitations may not apply to you.

This warranty gives you specific legal rights and you may also have other rights which may vary from state to state.

IMPORTANT NOTICE

It is our policy to promote safe delivery of all orders.

This shipment has been thoroughly checked, packed and inspected before leaving our plant and receipt for it in good condition has been received from the carrier. Any loss or damage which occurs to this shipment while enroute is not due to any action or conduct of the manufacturer.

VISIBLE LOSS OR DAMAGE

If any of the goods called for on the bill of lading or express receipt are damaged or the quantity is short, do not accept them until the freight or express agent makes an appropriate notation on your freight bill or express receipt.

CONCEALED LOSS OR DAMAGE

When a shipment has been delivered to you in apparent good condition, but upon opening the

crate or container, loss or damage has taken place while in transit, notify the carrier's agent immediately.

DAMAGE CLAIMS

You must file claims for damage with the carrier. It is the transportation company's responsibility to reimburse you for repair or replacement of goods damaged in shipment. Claims for loss or damage in shipment must not be deducted from the Ingersoll-Rand invoice, nor should payment of Ingersoll-Rand invoice be withheld awaiting adjustment of such claims as the carrier guarantees safe delivery.

You may return products damaged in shipment to us for repair, which services will be for your account and form your basis for claim against the carrier.

United States Office Locations

For Order Entry and Order Status:

Ingersoll-Rand Distribution Center

510 Hester Drive
P.O. Box 618
White House, TN 37188
Phone: (615) 672-0321
Telex: 786573
Fax: (615) 672-0801

For Technical Support:

Ingersoll-Rand Material Handling

2724 Sixth Avenue South
P.O. Box 24046
Seattle, WA 98124-0046
Phone: (206) 624-0466
Telex: 786573
Fax: (206) 624-6265

Regional Sales Offices

Atlanta, GA

111 Ingersoll-Rand Drive
Chamblee, GA 30341
Phone: (404) 936-6230

Detroit, MI

23192 Commerce Drive
Farmington Hills, MI 48335
Phone: (313) 476-6677
Fax: (313) 476-6670

Houston, TX

2500 East T.C. Jester
Suite 150
Houston, TX 77008
Phone: (713) 864-3700

Los Angeles, CA

11909 E. Telegraph Road
P.O. Box 2525
Santa Fe Springs, CA 90670
Phone: (310) 948-4189
Fax: (310) 948-1828

Milwaukee, WI

12311 W. Silver Spring Dr.
Milwaukee, WI 53225
Phone: (414) 461-0973

Philadelphia, PA

900 E. 8th Ave., Suite 103
P.O. Box 425
King of Prussia, PA 19406
Phone: (215) 337-5930

International

Offices and distributors in principal cities throughout the world. Contact the nearest **Ingersoll-Rand** office for the name and address of the distributor in your country or write/fax to:

Ingersoll-Rand Material Handling

P.O. Box 24046 Seattle,
WA 98124-0046 USA
Phone: (206) 624-0466
Telex: 786573
Fax: (206) 624-6265

Canada

National Sales Office Regional Warehouse

Toronto, Ontario
51 Worcester Road
Rexdale, Ontario
M9W 4K2
Phone: (416) 675-5611
Fax: (416) 675-6920
Order Desk
Fax: (416) 674-6549

Regional Sales Offices

Calgary, Alberta

44 Harley Road S.E.
Calgary, Alberta
T2V 3K3
Phone: (403) 252-4180
Fax: (403) 252-4462

Edmonton, Alberta

1430 Weber Center
5555 Calgary Trail N.W.
Edmonton, Alberta
T6H 5G8
Phone: (403) 438-5039
Fax: (403) 437-3145

Montreal, Quebec

3501 St. Charles Blvd.
Kirkland, Quebec
H9H 4S3
Phone: (514) 695-9040
Fax: (514) 695-0963

British Columbia

201-6351 Westminster Hwy
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Phone: (604) 278-0459
Fax: (604) 278-1254

Latin America Operations

Ingersoll-Rand Production Equipment Group

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