



### Standard Features:

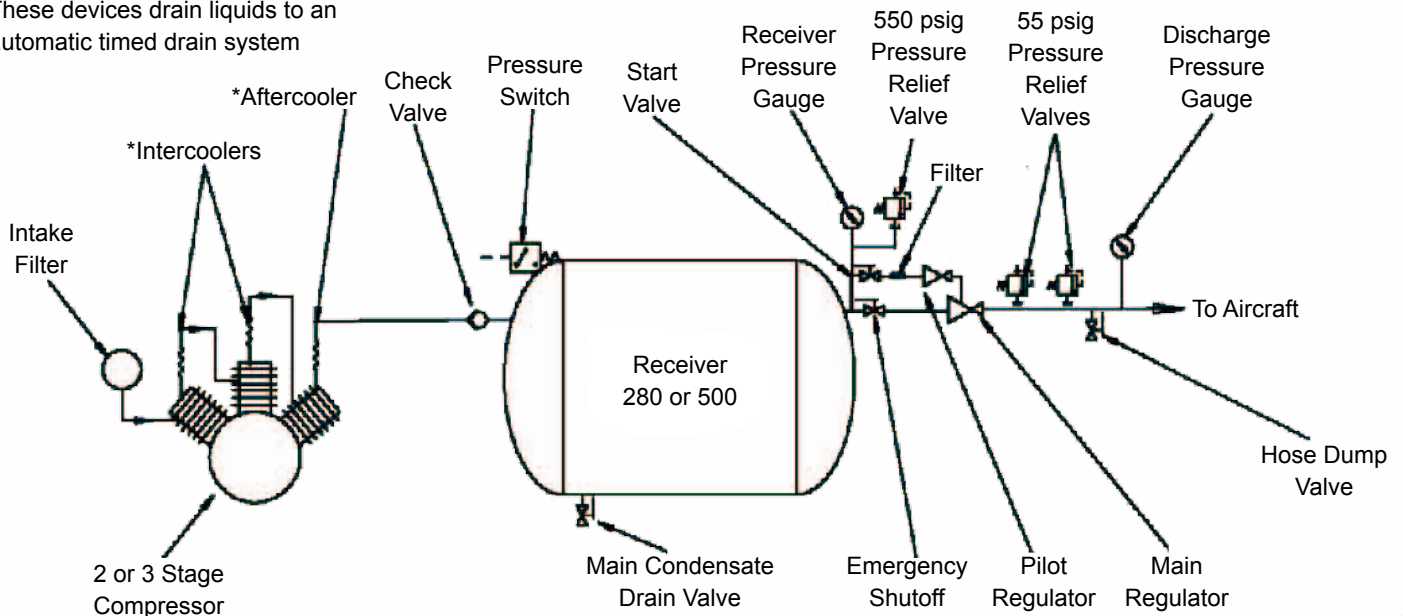
- Two sizes to choose from SA280 and SA500
- Tier III and IV engines
- Choice of 2 or 3 lbs per minute compressor recovery
- Two high flow relief valves prevent aircraft over pressurization
- ASME certified receiver tank (with inspection manway)
- Pressure gauge and relief valve
- Compressor unloaded starting
- Compressor low oil level protection
- Compressor inner & after cooler system
- Easy access to manual tank drain
- Compressor automatic condensate drain system
- Heavy duty fan cooled air compressor
- Central air start control panel
- Maintenance free main airstart regulator
- Emergency main shut off valve removes all air flow to aircraft
- No fuel shutdown system
- Test coupling for airpressure adjustment
- Heavy duty fifth wheel steering with towbar operated brakes
- Meets or exceeds all airport noise restrictions
- 30 ft. (9.1 m) start hose with scuff jacket and aircraft coupling
- (TEFC) Fan cooled electric motor
- Electric motor starter with thermal overloads
- Finish: Durable Powder Coat White

### Available Option:

- Low pressure 500/100 psig regulator with shut off valve, and 20 ft (6.1 m) hose
- 50 ft. (15.2 m) start hose with scuff jacket and aircraft coupling
- 208/230/480 VAC, 3 Phase, 60 Hz
- 380/415 VAC, 3 Phase, 50 Hz

| Receiver Pressure (psig) | Flow (cfm) | Flow (lb/min) |
|--------------------------|------------|---------------|
| 500                      | 21,6000    | 1,584         |
| 400                      | 17,429     | 1,277         |
| 300                      | 13,230     | 960           |
| 200                      | 9,003      | 660           |
| 100                      | Do Not Use |               |

\* These devices drain liquids to an automatic timed drain system



**Performance:** contact Tronair if your aircraft is not shown

| Aircraft                       | lb/min | psig  | seconds | Cubic ft | lbs | SA280 Number of consecutive Starts | SA500 | 2 lb/min Time to replace air used in 1 engine start (min) | 3 lb/min |
|--------------------------------|--------|-------|---------|----------|-----|------------------------------------|-------|---|----------|
| 707.....                       | 120    | 35    | 32      | 873      | 64  | 4                                  | 7     | 32  | 21       |
| 727-2000 .....                 | 95     | 35    | 25      | 546      | 40  | 7                                  | 12    | 20  | 13       |
| 737-200 .....                  | 100    | 20-40 | 25      | 573      | 42  | 6                                  | 11    | 21  | 14       |
| 747-200 .....                  | 185    | 45    | 52      | 2182     | 160 | 0                                  | 3     | 80  | 53       |
| 747-400 .....                  | 240    | 45    | 52      | 2837     | 208 | 0                                  | 2     | 104   | 69       |
| 757-200 .....                  | 245    | 28    | 52      | 2896     | 212 | 0                                  | 2     | 106   | 71       |
| 767-200 .....                  | 240    | 34    | 52      | 2837     | 208 | 0                                  | 2     | 104   | 69       |
| 777-300 .....                  | 340    | 35    | 60      | 4420     | 340 | 0                                  | 1     | 170   | 113      |
| DC-8 .....                     | 120    | 35    | 32      | 873      | 64  | 4                                  | 7     | 32  | 21       |
| DC-8 with CFM 56 engines ..... | 150    | 42    | 42      | 1432     | 105 | 2                                  | 4     | 53  | 35       |
| DC-9 .....                     | 100    | 30    | 25      | 573      | 42  | 6                                  | 1     | 21  | 14       |
| DC-10 .....                    | 190    | 35    | 52      | 2250     | 165 | 0                                  | 3     | 83  | 55       |
| L-1011.....                    | 290    | 34    | 52      | 3428     | 251 | 0                                  | 1     | 125   | 85       |
| Challenger .....               | 77     | 33    | 22      | 385      | 28  | 10                                 | 17    | 14  | 9        |
| Gulfstream.....                | 56     | 36    | 25      | 764      | 27  | 11                                 | 20    | 12  | 8        |
| A320 with V2500 engines .....  | 155    | 36    | 45      | 1585     | 116 | 2                                  | 4     | 58  | 39       |
| A300 .....                     | 240    | 45    | 52      | 2837     | 208 | 0                                  | 2     | 104   | 69       |
| MD-11 .....                    | 240    | 45    | 52      | 2837     | 208 | 0                                  | 2     | 104   | 69       |

**Specifications:**

| Model Number  | Drive         | Usable Mass Air lb (kg) | Compressor Size cfm (lb/min) | Recharge Rate ppm (kgpm) | Length in (cm) | Width in (cm) | Height in (cm) | Weight lb (kg) |
|---------------|---------------|-------------------------|------------------------------|--------------------------|----------------|---------------|----------------|----------------|
| SA280D2 ..... | Diesel.....   | 260 (117.9)             | 27@2                         | 2 (1)                    | 176 (447)      | 72 (183)      | 75 (191)       | 8800 (3992)    |
| SA500D2 ..... | Diesel.....   | 446 (202.3)             | 27@2                         | 2 (1)                    | 230 (584)      | 72 (183)      | 75 (191)       | 11000 (4989)   |
| SA280D3 ..... | Diesel.....   | 260 (117.9)             | 41@3                         | 2 (1)                    | 176 (447)      | 72 (183)      | 75 (191)       | 8800 (3992)    |
| SA500D3 ..... | Diesel.....   | 446 (202.3)             | 41@3                         | 2 (1)                    | 230 (584)      | 72 (183)      | 75 (191)       | 11000 (4989)   |
| SA280E2 ..... | Electric..... | 260 (117.9)             | 27@2                         | 2 (1)                    | 176 (447)      | 72 (183)      | 75 (191)       | 8800 (3992)    |
| SA500E2 ..... | Electric..... | 446 (202.3)             | 27@2                         | 2 (1)                    | 230 (584)      | 72 (183)      | 75 (191)       | 11000 (4989)   |
| SA280E3 ..... | Electric..... | 260 (117.9)             | 41@3                         | 2 (1)                    | 176 (447)      | 72 (183)      | 75 (191)       | 8800 (3992)    |
| SA500E3 ..... | Electric..... | 446 (202.3)             | 41@3                         | 2 (1)                    | 230 (584)      | 72 (183)      | 75 (191)       | 11000 (4989)   |
| SA280G2 ..... | Gasoline..... | 260 (117.9)             | 27@2                         | 2 (1)                    | 176 (447)      | 72 (183)      | 75 (191)       | 8800 (3992)    |
| SA500G2 ..... | Gasoline..... | 446 (202.3)             | 27@2                         | 2 (1)                    | 230 (584)      | 72 (183)      | 75 (191)       | 11000 (4989)   |
| SA280G3 ..... | Gasoline..... | 260 (117.9)             | 41@3                         | 2 (1)                    | 176 (447)      | 72 (183)      | 75 (191)       | 8800 (3992)    |
| SA500G3 ..... | Gasoline..... | 446 (202.3)             | 41@3                         | 2 (1)                    | 230 (584)      | 72 (183)      | 75 (191)       | 11000 (4989)   |

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