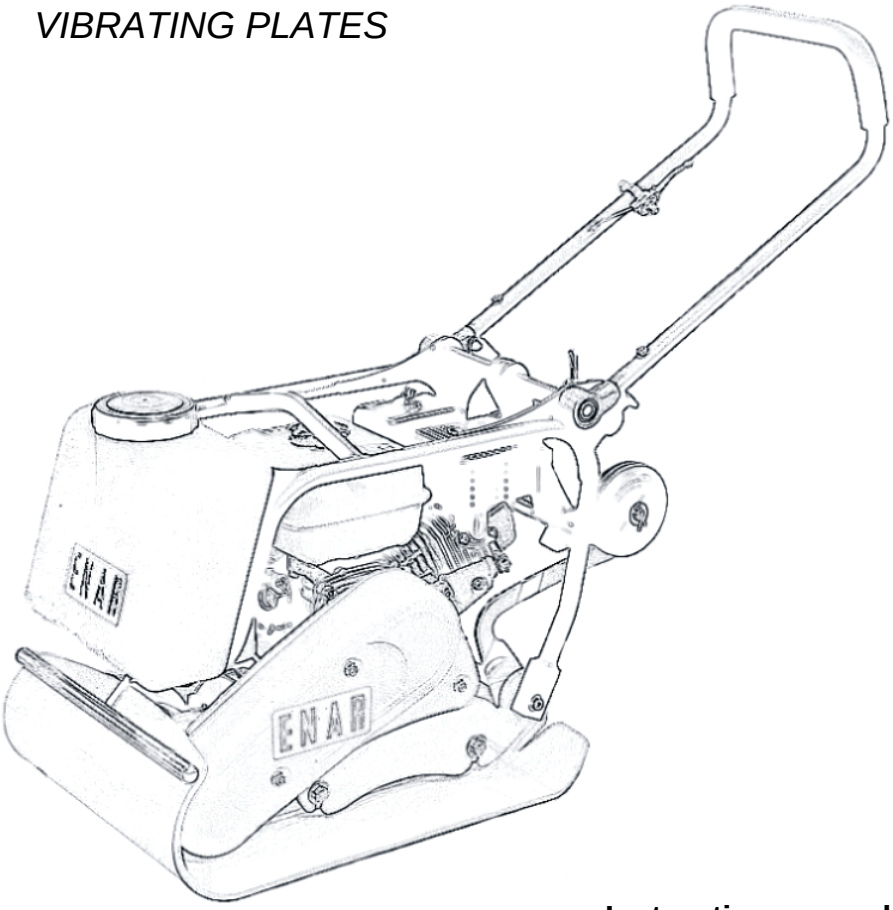
ENARCO, S.A.

PEN10B-PEN13C-PEN16C-PEN16D

en

VIBRATING PLATES



Instruction manual

HOJA EN BLANCO

CONTENTS

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1 FOREWORD

We are grateful for the trust placed in the ENAR brand.

It is important to read this manual to have a complete understanding of the features and operations carried out by the compacting plate. Before starting work with this machine or carrying out maintenance operations with it, read, understand and comply with the safety instructions of this manual.

If you should lose this manual or require an additional copy request it from ENARCO or access it on electronic format on the ENARCO web page: http://www.enar.es and print it out.

Proper maintenance procedures will ensure a long-life and excellent performance of the equipment.

Although there is a detailed analysis of the engine in this manual, we recommend consulting the engine instructions manual, insofar as the maintenance and repairs of the motor are concerned.

If you require information about the operation or maintenance of this machine please contact the ENARCO assistance service, by telephone, fax, or by e-mail to sat@enar.es or through the web page in section, Servicio ENAR.

2 SAFETY INFORMATION

2.1 SAFE MACHINE OPERATION

Improper use or maintenance of the equipment can generate danger situations. Read and assimilate the instructions of this section before commencing work with this machine. The equipment operator must be responsible for knowing how to work safely with the equipment. If he has doubts, he should request information from people familiar with the machine or contact ENARCO.

- The engine heats up a lot during operation, let it cool down before touching it.
- Never leave the machine running unattended.
- The equipment must not be used without the adequate belt-cover protection. Always verify that this is not missing and is in good conditions.
- The operator must use protective clothing and hearing protection.
- Prevent unauthorised personnel from accessing the work area.
- Make sure that the operator knows how to disconnect the machine before starting the engine up in case he finds difficulties.
- Stop the machine before transporting it.
- Do not try to lift the equipment without help. Request help or use an elevating mechanism, using the hoist handle integrated in the plate cage.
- Do not use the equipment if it is not in good physical conditions.
- Store the equipment appropriately in a clean dry place when it is not in use.

2.2 SAFETY IN ENGINE OPERATION

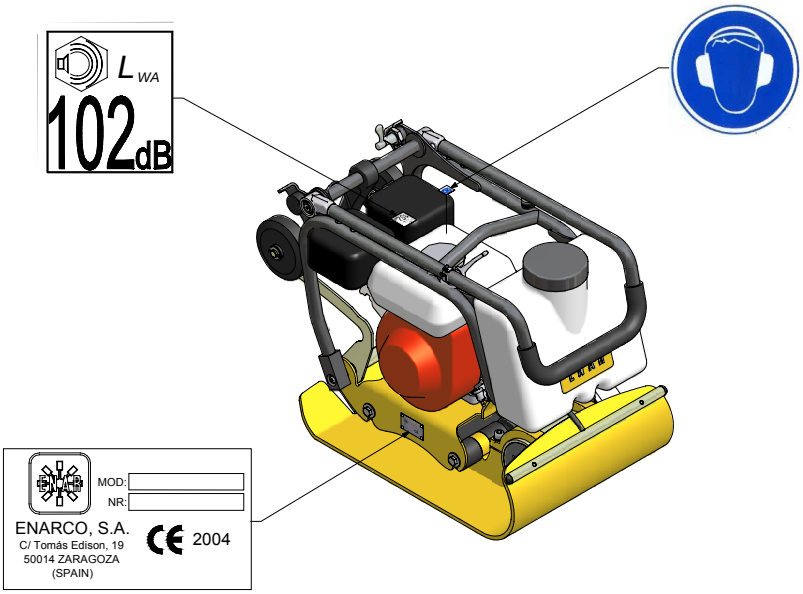
As the fuels are highly inflammable, they are especially dangerous. Their improper use may cause serious personal and material damage. **ALWAYS** comply with the following safety rules:

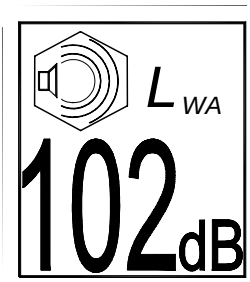
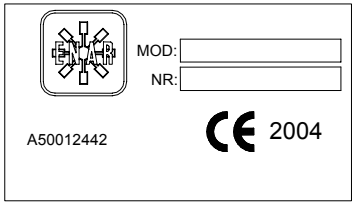
- Never use the equipment inside a building or closed areas if there is not adequate ventilation. Otherwise, the operator may become intoxicated by the carbon monoxide and lose consciousness, which may even lead to death.
- Before filling the fuel tank, stop the engine and leave it to cool for a few minutes.
- Do not smoke whilst working with the machine or when filling it up with fuel.
- Do not fill the tank up close to an open flame. Do so in a well-ventilated area.
- If, when filling up with fuel, fuel is spilt, use sand to soak it up. Change clothes if fuel is spilt on them.
- Make sure that the fuel tank is closed properly after filling it up.
- Check that the fuel pipes and tank have no cracks or leaks.

2.3 SAFETY IN SERVICE

- Do not clean or inspect the equipment in operation.
- Do not start the engine with the cylinder flooded and after taken out the spark plug in petrol engines.
- Do not check if the spark plug gives off sparks if the cylinder is flooded with petrol or there are petrol fumes.
- Do not use solvents or fuels to clean the equipment, above all in closed areas.
- Keep the area close to the silencer free from inflammable materials.
- Before carrying out servicing operations on equipment with petrol engines, remove the spark plug to prevent an unwanted start-up of the engine.

2.4 TRANSFERS



TRANSFER	MEANING
	**Acoustic power level in dB(A)**
	**Identification Plate**
	**Use earmuffs**

3 RECYCLING

To help protect the environment take the machine to an appropriate recycling workshop.

COMPONENT	MATERIAL
Handlebar	Steel
Cage	Steel
Engine bed	Steel
Base plate	Steel
Handlebar cover	Rubber
Grip supports	Aluminium
Engine	Aluminium
Dampeners	Steel and rubber
Water drum	Plastic
Belt	Rubber
Belt-cover	High density polyethylene
Eccentric group	Steel
Wheel support	Steel
Wheels	Rubber
Wheel anchorage	Rubber
Axles	Steel

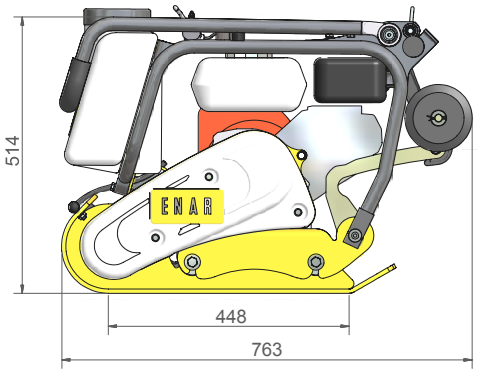
4 TECHNICAL DATA

4.1 ENGINE DATA

	GX120	GX160
PETROL	LEADLESS (2.5 l)	LEADLESS (3.6l)
ENGINE OIL	SAE 10W/40 (0,6 l)	
RATED POWER	3 kW (4 HP)	4 kW (5,4 HP)
SPARK PLUG	NGK BPR6ES DENSO W20EPR-U	
AIRGAP	0.7 mm – 0.8 mm	
REVOLUTIONS	3600 ± 100	
IDLING	$1400\ ^{+200}_{-150}$ r.p.m.	
AIR FILTER	DOUBLE ELEMENT	

4.2 MACHINE DATA

FEATURES		MODEL			
	UNIT	**PEN10B**	**PEN13C**	**PEN16C**	**PEN16D**
CENTRIFUGAL FORCE	N (Kg)	9800 (1000)	12740 (1300)	15680 (1600)	15680 (1600)
WORKING WIDTH	Mm	330	430	430	500
FREQUENCY	Hz. (r.p.m.)	90 (5400)	85	85 (5100)	85 (5100)
TRAVEL	m/min	18-20	20-22	22-24	22-24
WEIGHT	Kg	80	86	86	90
WATER RESERVOIR	L	9			
HANDLEBAR HEIGHT	Mm	910			
ENGINE		HONDA GX120	HONDA GX160		
VIBRATOR OIL	c.c.	120 (SAE 10W/40)			



4.3 ACOUSTIC AND VIBRATORY MEASUREMENTS

- acoustic power level according to ISO 3744: $L_{WA} \approx 102$ dB(A)
- sound pressure level according to ISO 6081: $L_{pA} \approx 93$ dB(A)
- effective weighted axial acceleration value according to ISO 8662 Part 1: 11.7 m/s^2

5 OPERATING INSTRUCTIONS

5.1 APPLICATIONS

This plate is suitable for compacting granular soils, gravel and cobblestones. Plates with spray can be used to compact asphalt.

Typical applications for compacting soils are granular fillers in water networks, telephone, medium-width ditches, around pipes, foundations and paths or pavements for pedestrians and bicycles.

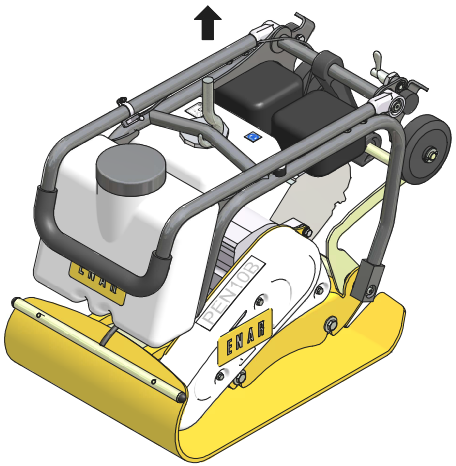
Asphalt compacting applications include patching and repairing potholes in roads.

MODEL / APPLICATION	Reversible plates	Irreversible Plates	Tampers
Patching areas	○	×	○
Building foundation	✓	×	×
Paths and walks	○	×	×
Tennis courts and sports fields	○	×	×
Base preparation	✓	○	○
Final support for bridges or ramps	✓	✓	○
Railway crossing	✓	✓	○
Intertwined cement blocks	○	✓	×
Networks construction	✓	○	✓
Drains construction	✓	×	✓
Compacting ditches	✓	×	✓
Repair of potholes due to breakage of pipes, cables, etc.	○	×	✓
Around piping, cables, drains, etc.	○	○	✓
Rock filling	×	×	×
Gravel	✓	✓	✓
Sand or volcanic material	✓	✓	○
Mixed soils	✓	○	✓
Sludge	✓	×	✓
Clay	✓	×	✓
Layer thickness 0 – 25 cm	✓	✓	✓
Layer thickness 20 – 40 cm	✓	×	✓
Hot mix	○	✓	○
Cold mix	○	✓	○
Base – Binder layer 40 – 100 mm	✓	○	✓
Road layer 25 – 60 mm	○	✓	×

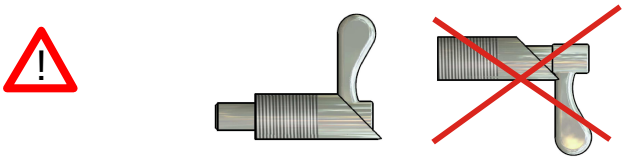
✓ Recommended ○ Can be used × Advised against

5.2 MACHINE TRANSPORT

- Before transporting the plate, stop the engine.
- To lift it up by hand, ask a colleague for help.
- To hoist it mechanically :
    - Verify that the elevation mechanisms have sufficient capacity to raise the machine (see point 4.2).
    - Secure the hook of the crane as indicated in the following illustration.



- To move the machine along the floor release the wheel anchorage, fold down the wheel support assembly, place it under the base of the plate, block the grip with the trigger and pull using the grip.



- To transport the machine in a vehicle:
    - Let the engine cool down.
    - Place the fuel valve in off position and keep the engine upright to prevent the fuel from spilling.
    - Anchor the plate to the vehicle to prevent it from slipping or turning over.

6 OPERATION

6.1 BEFORE COMMENCING WORK

6.1.1. Make sure that all dirt, mud, etc has been removed from the unit before starting work.

Special attention should be paid to the underside of the vibrating plate and to the areas adjacent to the engine cooling air vent, to the carburettor and the air purifier.

6.1.2. Check all the screws and make sure that they are tight enough. Loose screws may damage the machine.

6.1.3. Check the tautness of the V-belt. Normal oscillation should be 10 - 15 mm (1/2") when considerable pressure is applied to the belts halfway between the two pulleys. If there is too much play in the belts, this might result in a lack of impact or uncontrolled vibration, causing damage to the machine.

6.1.4. The state of the air filter.

6.1.5. Check the oil level in the engine. If this is low, it should be topped up. The engine has an oil capacity of 0.6 l. Use engine oil SAE10W/40.

6.1.6. Make sure that the plate is level when checking the oil level. The oil level should reach the height of the cap. Change oil once a month or after every 200 hours' work. The vibrator has a capacity of 120 c.c.

IMPORTANT USE OIL SAE 10W/40

Change the oil when it is hot. To help the used oil come out, tilt the machine and tap the vibrator gently.

6.1.7. Normal unleaded petrol must be used in the engine. Make sure that the filter is being used while the petrol tank is being filled up,

6.2 START-UP

6.2.1. Open the fuel cock by shifting the lever to the half-open position. To start the engine when it is cold, shift the choke lever to the closed position. When the engine is warm, the choke should be half or completely open. If it is difficult to start the engine, make sure that the choke lever is half open so as to avoid the carburettor from flooding due to excess fuel.

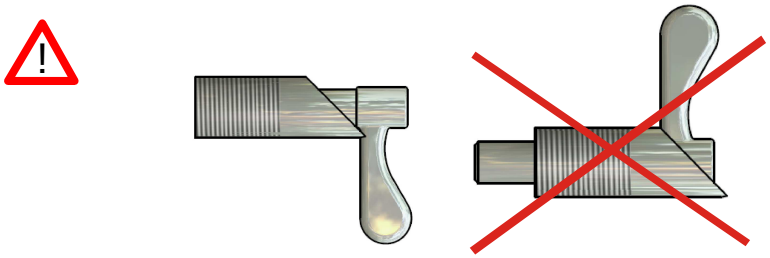
6.2.2. When pulling on the ignition cord, do not pull it as far as it will go, otherwise the recovery spring might be damaged. Do not let go of the cord suddenly to repeat the start up process. Once the engine has started, keep hold of the puller and gradually let go until it has recoiled completely.

6.2.3. Once the engine has started, gradually re-open the choke lever completely. Let the engine warm up at minimum speed for 3-5 minutes. This procedure for warming the engine up at the lowest speed is particularly important during the cold season. While the engine is warming up, give the machine a complete overhaul to detect any anomalies.

6.3 OPERATION

6.3.1. The accelerator lever, located on top of the handle, controls the operation of the roller. Apply the accelerator lever from idling position until the accelerator comes to a limit. When the engine speed reaches 2,300 RPM approximately, the centrifugal clutch is engaged. If the engine speed increases very slowly, it might be because the clutch is slipping. Do not apply the accelerator lever slowly.

6.3.2. When working with the plate, the trigger fixing the grip should not be activated.



6.3.3. The water system will provide about 20 minutes' spraying with the water cock completely open and the roller working at full speed (optional).

We recommend mixing a small amount of detergent or diesel fuel with the water, to make it flow more easily.

6.3.4. To compact asphalt, we recommend impregnating the underside of the vibrating plate with diesel fuel. This will help stop the plate from sticking to the asphalt.

6.3.5. Dampening plate, reference ENARCO C0028, is foreseen for compacting cobblestones, to prevent causing damage to the cobblestones.

6.3.6. To suppress the vibration, quickly shift the lever from the ON to the OFF position..

6.4 STOPPING THE ENGINE

6.4.1. Before stopping the engine, leave it idling for 2-3 minutes and then press the stop button until the engine comes to a complete standstill.

6.4.2. Close the fuel cock.

6.4.3. If the water system has been used, close the water reservoir cock.

7 MAINTENANCE

7.1 MAINTENANCE CALENDAR

7.1.1. Daily maintenance:

A.- *Remove the mud, dirt, etc., from the machine.*

B.- *Clean the underside of the vibrating plate.*

C.- *Inspect the air filter and clean it if necessary*

D.- *Inspect oil level of engine*

E.- *Inspect all the nuts and bolts and tighten them up as necessary*

7.1.2. Weekly maintenance:

A.- *Clean the air filter (see point 7.3).*

B.- *Inspect the dampeners.*

C.- *Inspect exciter liquid.*

NOTE: *When the engine is new, the first oil change must be carried out after 20 hours' work.*

7.1.3. Monthly maintenance:

A.- *Change engine oil.*

B.- *Inspect and clean spark plug (see point 7.2).*

C.- *Clean sediment lid.*

D.- *Inspect and adjust V-belt (see point 7.8)*

7.1.4. Yearly maintenance:

A.- *Check and adjust the valve clearance*

B.- *Change exciter liquid*

7.1.5. Storage:

(When the plate is stored for long periods of time)

A.- *Completely empty the fuel from the tank, the fuel pipe and the carburettor*

B.- *Remove the spark plug and pour a few drops of engine oil into the cylinder. Turn the engine several times by hand for the oil to spread over the surface inside the cylinder.*

C.- *Clean the outer surface of the machine with a cloth soaked in oil. Cover the unit and keep it out of the damp and in a dust-free environment*

7.2 CHARACTERISTICS OF THE ENGINE SPARK PLUG AND SERVICING.

Apart from the weekly maintenance prescribed in the maintenance calendar, clean or replace the spark plug whenever necessary for the engine to work correctly. To do so, consult the engine explanations manual supplied with the plate.

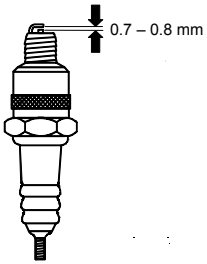
Consult point 4.1 ENGINE DATA to choose the spark plug and to know the airgap.

7.2.1. Remove the lid from the spark plug and use a suitable spark plug wrench to take the spark plug out.

7.2.2. Visually check the spark plug and replace it if any wear is visible or if the insulator has split or cracked.

7.2.3. If the spark plug is correct, clean with a wire brush.

7.2.4. Verify that the airgap is between 0.7 and 08 mm.



7.2.5. Check that the spark plug washer is in good conditions and install the spark plug by hand so as not to spoil the thread.

7.2.6. Then tighten with the spark plug wrench to compress the washer.
When installing a new spark plug, tighten ½ turn after putting it into place. If the spark plug is used, tighten it between 1/8 and ¼ turn after putting into place.
PRECAUTION: the spark plug must be fitted tightly, because if not, it will heat up and may damage the engine.

7.3 MAINTENANCE OF THE AIR FILTER

A soiled air filter may cause incorrect operation of the carburettor. Clean the filter often and more frequently if a lot of dust is formed when working.

PRECAUTION: Do not use the engine without air filter as this will cause the engine to wear quickly.

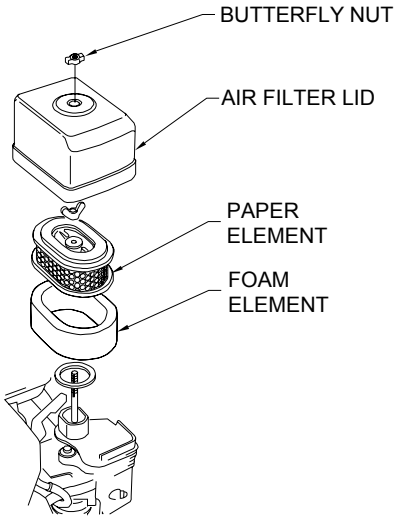
Never clean the engine filter elements with fuels or solvents that have a low inflammation point. They could cause an explosion or a fire.

To carry out maintenance on the filter:

7.3.1. Unscrew the butterfly nut and remove the air filter lid. Take out the elements, check them and change them if they have holes or are cracked.

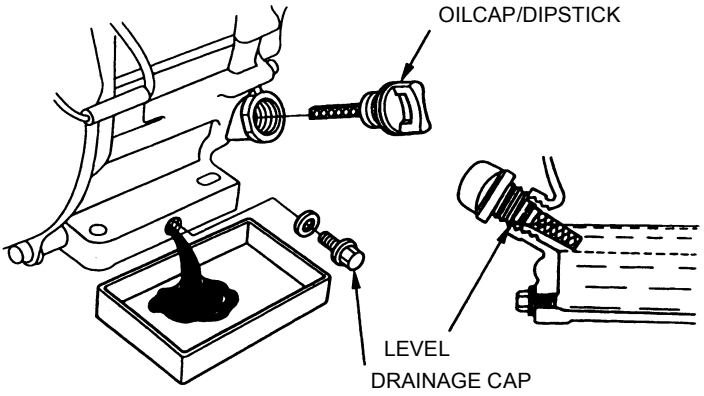
7.3.2. Foam element: wash it in a soapy solution and rinse thoroughly in clean water. You can also wash it with solvents that are not inflammable. Leave to dry completely. Soak the element in clean engine oil and ring out to eliminate excess oil.

7.3.3. Paper element: tap lightly several times against a hard surface to expel excess dirt, or apply compressed air from inside out. Change it if it is too soiled.



7.4 CHANGE ENGINE OIL

7.4.1. Drain the oil when the engine is still lukewarm to make it easier to empty it quickly and completely.
7.4.2. Unscrew the filling cap and the drainage cap and empty the oil into a container.
7.4.3. Screw the drainage cap tightly on.
7.4.4. Add the recommended oil to level (see point 4.1 ENGINE DATA)
7.4.5. Screw on the filling cap.



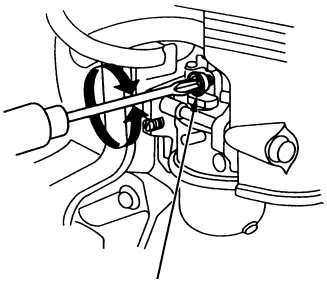
7.5 ENGINE SPEED ADJUSTMENT

The engine must work at full load at 3600±100 r.p.m.

7.5.1. Place the engine on a mattress
7.5.2. Start the engine up and let it heat up for a few minutes.
7.5.3. Tighten the acceleration stop inwards to increase the speed and slacken it to reduce the speed it reaches. Check that the accelerator makes contact with the stop when you are going to measure the r.p.m.

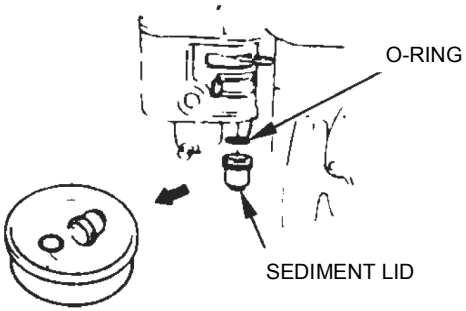
7.6 ADJUST THE CARBURETTOR

7.6.1. Start the engine up and wait until it reaches the working temperature.
7.6.2. Keep the engine idling and turn the accelerator stop screws until the standard idling speed is reached: 1400 $^{+200}_{-150}$ r.p.m.



7.7 CLEAN THE SEDIMENT LID

7.7.1. Close the fuel valve.
7.7.2. Take out the sediment lid with the O-ring.
7.7.3. Wash them in non-inflammable solvent, dry and reinstall them firmly.
7.7.4. Open the fuel valve, check that there are no leaks and that the area is dry before proceeding to start the engine up.

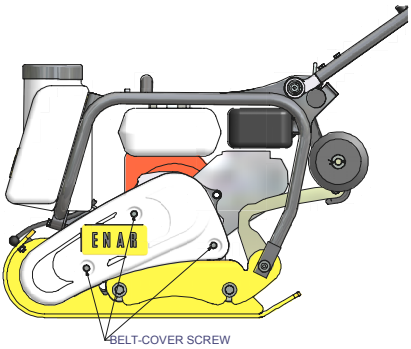


7.8 CORRECT TIGHTENING AND SPECIFICATION OF THE BELT

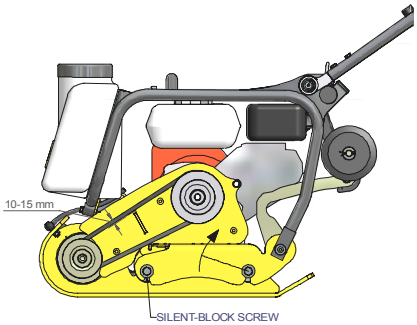
Check the belt tension when the machine is new or when you have replaced it and the next five hours' work of the plate. When operating the machine under normal conditions, verify and adjust if necessary every 50 hours' operation or every week.

Tighten belt:

7.8.1. Unscrew the three grub screws of the belt-cover. Remove the belt-cover.



7.8.2. Slacken the two screws of the front dampeners and tilt the engine bed backwards (see figure) to tighten the belt and forwards to slacken it.
7.8.3. Tighten the belt so that when it is pressed lightly in the middle, it gives way 10-15 mm.
7.8.4. Tighten the two screws of the front dampeners, put the belt-cover back into place and tighten the three belt-cover screws.



If the belt has to be replaced with a new one, the specification is BELT A (13×8) 855

7.9 MAINTENANCE OF THE VIBRATING ASSEMBLY

Check the oil level every 50 hours' operation of the plate. Place the equipment on a flat horizontal surface. Unscrew the oil cap with its washer. If the oil level is below the thread add oil and screw the oil cap back on.

Replace the oil every 300 hours' operation. Empty the oil out of the vibrating assembly by unscrewing the oil cap; then tilt the plate and pour the oil into a container. Take the oil to a used oil collection spot.

Place the equipment on a flat horizontal surface. Add approximately 210 c.c. oil SEA 10W/40 until the oil drips through the thread of the drainage hole and screw the oil cap back on again.

7.10 STORAGE

When storing the plate for a long period of time:

7.10.1. Completely empty the fuel from the tank, the fuel pipe and the carburettor.
7.10.2. Remove the spark plug and pour a few drops of oil into the cylinder. Turn the engine several times by hand so that the oil spreads over the inner surface of the cylinder.
7.10.3. Clean the outer surface of the machine with a cloth soaked in oil. Cover the unit and keep it out of the damp and in a dust-free environment.

7.11 TROUBLESHOOTING

PETROL ENGINE

Does not start:

- There is fuel but the spark plug does not spark

- There is electricity in the high-voltage cable
  - *There is electricity in the high-voltage cable*
  - *Bridged ignitor plug*
  - *Carbon deposit in ignitor plug*
  - *Short circuit due to faulty insulation of ignitor plug*
  - *Electrodes separated incorrectly*
- There is no electricity in the high-voltage cable
  - *Short circuited stop button switch*
  - *Faulty ignition coil*
  - *Condenser insulation faulty or short-circuited*
  - *Ignition coil broken or short-circuited*
- Satisfactory compression
  - *Incorrect fuel*
  - *Water or dust has got in*
  - *Faulty air filter*

- There is fuel and the ignitor plug sparks

- *Faulty compression*
  - *Inlet or outlet valve stuck or faulty*
  - *Piston ring or cylinder worn*
  - *Cylinder head or ignitor plug incorrectly adjusted*

- *Cylinder head gasket or ignitor plug gasket faulty*

- *Clutch locked making the vibrator turn when trying to start*
- *There is no fuel in the carburettor*
  - *Fuel tank empty*
  - *Fuel cock not open properly*
  - *Fuel filter blocked*
  - *Air vent in tank cover blocked*
  - *Air retained in pipe*
  - *Carburettor inlet valve stuck*

Zero power:

- Insufficient power

- *Normal compression and no ignition failure observed*
  - *Faulty air filter*
  - *Carbon deposit in cylinder*
  - *Fuel level in carburettor incorrect*
- *Insufficient compression*
  - *(See* "Deficient compression" *above)*
- *Compression is correct but ignition is faulty*
  - *There is water in the fuel*
  - *The ignitor plug is soiled*
  - *Faulty ignition coil*
  - *Ignition coil often short-circuits*
- *Vibrator full with excess oil*

- Engine overheats

- *Carbon deposit in the fuel chamber or in relief port*
- *Calorific value of ignitor plug incorrect*
- *Cooling fins soiled*

- Rotation speed fluctuates

- *Control setting incorrect*
- *Control spring incorrect*
- *Deficient fuel flow*
- *Air enters intake manifold*

Function of back motion starter faulty

- Rotating part stuck with dust

- Faulty helicoidal spring

DIESEL ENGINE (air-cooled)

Deficient start-up:

A.- Deficient compression

- *Zero compression*
  - *Faulty admission or exhaust valve*
  - *Incorrect adjustment of decompression system*
- *There is hardly any compression or this is very low*
  - *Faulty contact of valve seating*
  - *Worn piston ring*
  - *Worn cylinder*

- *Faulty adjustment surface of cylinder and cylinder head*
- *Loose injection seat*

B.- Fuel not injected correctly into combustion chamber

- *Insufficient or zero fuel flow*
  - *Air vent in tank lid blocked.*
  - *Fuel filter passage blocked and filter sieve blocked*
  - *Fuel filter cock closed*
  - *Air retained in pipe (especially when tank is empty)*
- *Fuel is not injected into combustion chamber*
  - *Injection pump cylinder or piston stuck*
  - *Injector blocked*
  - *Injector needle stuck*
- *Empty fuel tank*
- *Water or dust has got in*

C.- Fuel and compression system, etc, normal, but it does not start

- *They do not reach the start speed*
  - *Incorrect start procedure*
  - *High viscosity or excessive contamination of engine oil*
  - *Air retained in pipe*

Insufficient output power. Deficient compression:

- *Engine overheated and exhaust soiled*
  - *Soiled cooling fins*
  - *Water in fuel filter*
  - *Carbon deposit in combustion chamber in relief port*
  - *Incorrect fume adjustment*
  - *Overload*
  - *Incorrect control of injection advance*
  - *Injector blocked*
- *Speed fluctuates*
  - *Incorrect contact between the control yoke or the sleeve*
  - *Incorrect control spring*
  - *Equaliser plate and other sliding parts worn or operate incorrectly*
- *The engine speed does not increase correctly*
  - *Incorrect valve synchronisation*
  - *Relief port or silencer blocked*
  - *Overload*
- *Faulty ignition accompanied by white exhaust*
  - *Piston, Cylinder, Ring worn*
  - *Blocked injector*
  - *Upper and lower piston ring installed the wrong way round*
  - *Incorrect control of injection advance*
  - *Incorrect valve synchronisation. Injection pump gasket slack*
  - *Injection pump gasket slack*
- *High fuel consumption (dark exhaust observed)*
  - *Leak in fuel pipes*
  - *Air filter element blocked*
  - *Faulty fuel as it contains impurities*
  - *Overload*

- *Sliding part too worn or piston ring stuck*
  - *Faulty oil is being used*
  - *Negligence in oil replacement*
  - *Faulty or soiled air filter element*
- *Stops suddenly with abnormal noise*
  - *Gearing or damage of piston or rod*
- *Diluted lubricating oil, increasing its volume*
  - *Body of the injection pump piston worn*
- *The engine does not stop, even when fuel supply is interrupted (or causes overdrive)*
  - *Too much oil*
  - *Incorrect installation of control system*
  - *Injection pump frame displaced*

OPERATION OF THE MACHINE

Slow transition speed and weak vibration.
Skewed movement

- *Insufficient engine power*
- *The clutch slips*
- *V-belt slips*
- *Excessive vibrator oil*
- *Internal parts of vibrator faulty*

Does not advance

- *V-belt uncoupled or slips*
- *Clutch slips*
- *Vibrator caught*
- *If it vibrates but does not move, the vibrator may be on a wet and slippery surface. Try on the correct surface*

8 IN THE CASE OF FAULTS

8.1 INSTRUCTIONS FOR ORDERING SPARE PARTS

1. All orders for spare parts SHOULD INCLUDE THE PART CODE AS INDICATED IN THE LIST OF PARTS. We recommend including the MACHINE SERIAL NUMBER.
2. The identification plate with the serial numbers and model are located on the upper side of the engine bed.
3. Provide correct transport instructions, including preferred route, and consignee's full name and address.
4. Spare parts should not be returned to the factory unless permission has been granted in writing by them. All authorised returns should be sent carriage paid.

8.2 INSTRUCTIONS FOR REQUESTING GUARANTEES

1. The guarantee is valid for 1 year as from the purchase of the machine. The guarantee will cover parts with manufacturing defects.
2. The guarantee will not, under any circumstances, cover a fault due to incorrect use of the equipment.
3. In all guarantee requests THE MACHINE MUST BE SENT TO ENARCO, S.A. or AUTHORISED WORKSHOP, always indicating the consignee's full name and address.
4. The Technical Assistance Service department will immediately inform if the guarantee is accepted and, if requested, a technical report will be sent.
5. No type of guarantee will be applicable to any equipment that has previously been manipulated by personnel not attached to ENARCO, S.A.

9 ADDRESSES OF INTEREST

ENARCO, S.A.

- Address C/ Burtina, 16
  50197 ZARAGOZA, SPAIN

- Telephone: (34) 976 464 090
- Fax: (34) 976 471 470

WEB PAGE: http://www.enar.es

TECHNICAL SERVICE: sat@enar.es

NOTE: ENARCO, S.A. reserves the right to modify any information in this manual without prior notification.

HOJA EN BLANCO