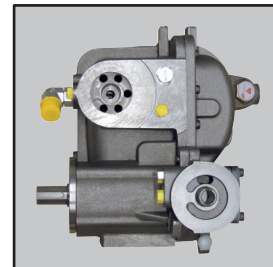
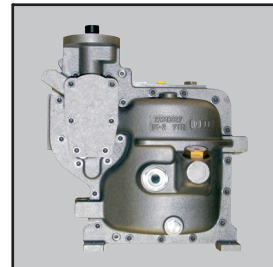
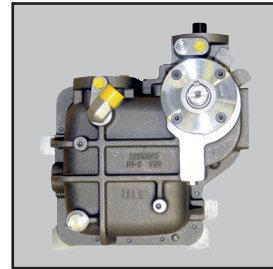
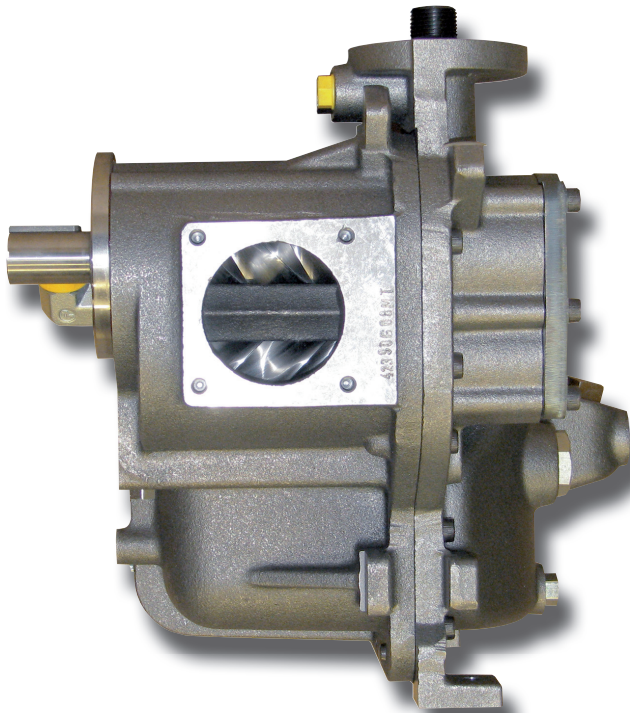


GHH RAND®

CE55i (5.5–11.0 kW; CCN C22598783)

Integrated Screw Compressor for Industrial Applications



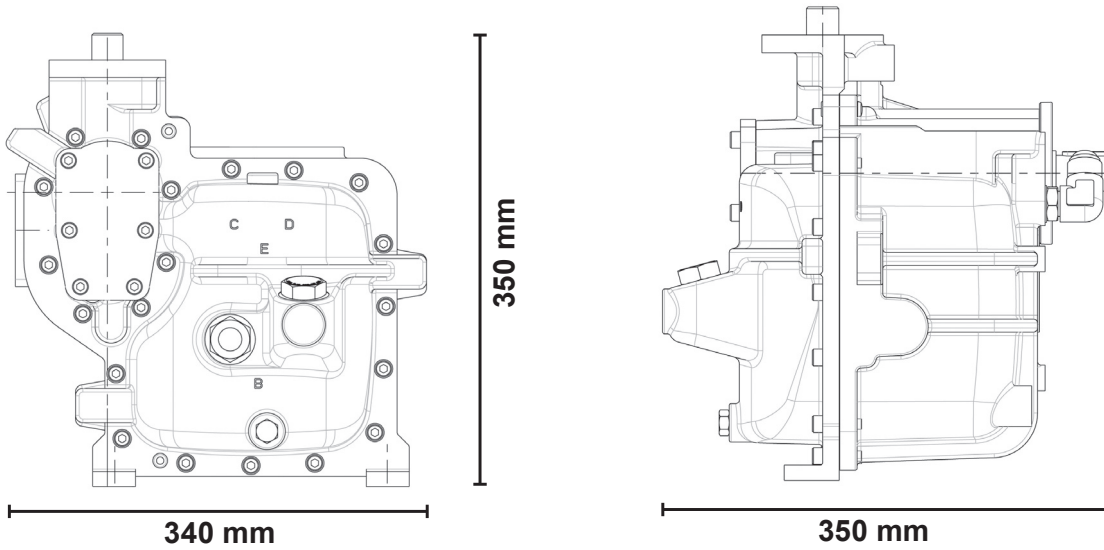
Highlights

- Integrated design (Airend including oil tank, inlet valve and bleed valve)
- Simplified installation of oil filter and separator element
- Less connection points
- Wide operational range
- Robust & proven industrial design

GHH RAND recommends:



- Maximize life and efficiency with Primecool or Primecool Plus (food grade)
- Ask your sales rep. for details



Technical Data CE55i:

Electric Motor Drive: 5.5 kW

| Technical Data | Unit | Option A | Option B |
|----------------------------------|---------------------|----------|----------|
| Male Rotor Speed | rpm | 3600 | 3150 |
| Volume flow (FAD) ^{*1} | m ³ /min | 0.88 | 0.74 |
| Discharge Pressure ^{*2} | bar(a) | 9.0 | 11.4 |
| Max. Discharge Pressure | bar(a) | 9.6 | 12.0 |
| Minimum Pressure | bar(a) | 6.9 | |

Electric Motor Drive: 7.5 kW

| Technical Data | Unit | Option A | Option B | Option C |
|----------------------------------|---------------------|----------|----------|----------|
| Male Rotor Speed | rpm | 4670 | 4065 | 3300 |
| Volume flow (FAD) ^{*1} | m ³ /min | 1.19 | 0.99 | 0.71 |
| Discharge Pressure ^{*2} | bar(a) | 9.0 | 11.4 | 14.8 |
| Max. Discharge Pressure | bar(a) | 9.6 | 12.0 | 15.5 |
| Minimum Pressure | bar(a) | 6.9 | | |

Electric Motor Drive: 11.0 kW

| Technical Data | Unit | Option A | Option B | Option C |
|----------------------------------|---------------------|----------|----------|----------|
| Male Rotor Speed | rpm | 6755 | 5800 | 4750 |
| Volume flow (FAD) ^{*1} | m ³ /min | 1.70 | 1.45 | 1.13 |
| Discharge Pressure ^{*2} | bar(a) | 9.0 | 11.4 | 14.8 |
| Max. Discharge Pressure | bar(a) | 9.6 | 12.0 | 15.5 |
| Minimum Pressure | bar(a) | 6.9 | | |

Medium: Air, Inlet temp. 20°C/68°F, Discharge temp. 80°C/176°F, Inlet pressure 1 bar(a)/14.5 psi(a), RH: 60%; Note: *1: FAD (Free Air Delivery at actual inlet conditions); *2: Discharge pressure located at package discharge (Losses of aftercooler and piping system are estimated)

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