Racor Filter Division Europe
Crankcase Ventilation Products and Solutions

aerospace
climate control
electromechanical
filtration
fluid & gas handling
hydraulics
pneumatics
process control
sealing & shielding
Features and Benefits
Racor Crankcase Ventilation

- Pop-up style indicator that alerts of a bypass condition and the need for a filter change.
- A unique crankcase pressure regulator with integral bypass valve minimizes variation in crankcase pressure. Excessive variation in crankcase pressure can damage seals, cause loss of oil, and other problems.
- Left or right-hand inlet/outlet options.
- High-efficiency oil separation down to 0.3 microns.
- Durable glass-filled nylon and die cast aluminum components.
- Steel with epoxy powder coating.
- Stainless steel latches for tool-less filter change.
- Replaceable high performance filter with depth-loading, micro-glass fiber coalescing media.
- Extended filter service interval from the Vaporbloc filter.
- Drain check valve allows collected oil to be returned to the crankcase. This eliminates frequent draining and significantly reduces oil consumption.

Pop-up indicator Closed CCV Only
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Crankcase Ventilation

Market Challenges and Overview

The Problem - Engines Releasing Pollutants Through Unfiltered Breathers

Environmental concerns and legislation to control crankcase emissions have increased significantly. To further reduce the total emissions of engines, in some applications it is becoming necessary to close the crankcase breather system, routing these gases into the air intake system.

Closed system: For applications requiring more stringent emissions requirements, a closed crankcase filter is recommended. In this application, the exhaust from the crankcase filter is routed to the inlet side of the turbo. A regulator in the crankcase filter controls the vacuum in the crankcase to ensure proper operation.

Open system: Crankcase blow-by is produced when combustion gases under high pressure are blown passed the piston rings into the crankcase. As these blow-by gases pass though the crankcase, they become contaminated. Racor’s Crankcase Ventilation System removes these contaminations. The exhaust can then be allowed to vent to the atmosphere. (See schematic opposite)
Open Crankcase Ventilation

In an open system, the crankcase breather is connected to the Crankcase Ventilation (CV) filter assembly. The CV outlet is open to atmosphere. This configuration is simple to install and is an effective oil mist removal system for applications which allow crankcase venting to atmosphere. There may be some visible blow-by gases present from the CV outlet.

CCV and CV Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>4500 Series</th>
<th>6000 Series</th>
<th>8000 Series</th>
<th>12000 Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>7.2</td>
<td>18.3</td>
<td>8.6</td>
<td>21.8</td>
</tr>
<tr>
<td>B</td>
<td>5.6</td>
<td>14.2</td>
<td>7.3</td>
<td>18.5</td>
</tr>
<tr>
<td>C</td>
<td>5.6</td>
<td>14.2</td>
<td>7.1</td>
<td>18.0</td>
</tr>
<tr>
<td>D</td>
<td>7.5</td>
<td>19.1</td>
<td>11.3</td>
<td>28.7</td>
</tr>
<tr>
<td>E</td>
<td>6.0</td>
<td>15.2</td>
<td>7.5</td>
<td>19.1</td>
</tr>
<tr>
<td>F¹</td>
<td>9.3</td>
<td>23.6</td>
<td>12.0</td>
<td>30.5</td>
</tr>
<tr>
<td>G²</td>
<td>2.3</td>
<td>5.7</td>
<td>4.0</td>
<td>10.1</td>
</tr>
<tr>
<td>H</td>
<td>0.43</td>
<td>1.09</td>
<td>0.37</td>
<td>0.94</td>
</tr>
<tr>
<td>J³</td>
<td>N/A</td>
<td>N/A</td>
<td>0.93</td>
<td>2.4</td>
</tr>
</tbody>
</table>

¹ Dimension “F” is 0.75” less for CV Systems.
² Dimension “G” is the minimum filter removal clearance - allow more room if possible for ease of service.
³ Dimension “J” is not applicable on CCV4500 assemblies because there are only two (2) mounting holes. All other units have four (4) mounting holes.
Ordering Matrix
Crankcase Ventilation

Inlet Position
L = Left Inlet
R = Right Inlet

Flow Rate
Max Cubic Feet / Minute
450 = 10 CFM
600 = 20 CFM
800 = 40 CFM
1200 = 50 CFM

Bypass
0 = Bypass Assembly (CCV)
1 = Non Bypass Assembly (CV and CCV)
(CV does not have a bypass option)

Media Density
08 = High Efficiency (up to 80%)
10 = Ultra High Efficiency (up to 90%)

Included: Standard Crankcase Ventilators come with a specified engine block check valve return fitting, swivel fittings and a length of oil drain hose - for these specifications please refer to the detailed tables.

Not included: There are a wide range of additional items that must be ordered separately such as:- hose adaptors, hose barbs, conversion kits, heater kits, tap sleeves, filter gauges, spacers etc. Please see the relevant section in this catalogue for ordering information.

Ordering Example:
CCV8000-08L is a closed crankcase ventilation system that has maximum flow to 40 cubic feet per minute (CFM) with a bypass. The element included is a high media density (up to 80%) and the inlet position is on the left side.

Racor CCV Sizing:
CCV systems should be specified using engine blow-by flow, based on engine manufacturer’s data. The tables (right) will help you to easily select a CCV, which will allow for a typical filter element service period of 750 hours, for larger applications it is possible to use multiple CCVs.
## CCV and CV Specifications

### Closed Crankcase Ventilation - CCV

<table>
<thead>
<tr>
<th></th>
<th>CCV4500</th>
<th>CCV6000</th>
<th>CCV8000</th>
<th>CCV12000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Flow Rate</strong></td>
<td>10 CFM (283 LM)</td>
<td>20 CFM (566 LM)</td>
<td>40 CFM (1133 LM)</td>
<td>50 CFM (1416 LM)</td>
</tr>
<tr>
<td><strong>Maximum Engine Rating</strong></td>
<td>400 HP (298 kW)</td>
<td>800 HP (597 kW)</td>
<td>1600 HP (1193 kW)</td>
<td>2000 HP (1491 kW)</td>
</tr>
<tr>
<td><strong>Inlet/Outlet Port Size</strong></td>
<td>1 3/16&quot;-12 STOR</td>
<td>1 5/8&quot;-12 STOR</td>
<td>1 7/8&quot;-12 STOR</td>
<td>1 7/8&quot;-12 STOR</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td>3.3 lbs (1.5 kg)</td>
<td>5.0 lbs (2.3 kg)</td>
<td>8.7 lbs (3.9 kg)</td>
<td>9.3 lbs (4.2 kg)</td>
</tr>
<tr>
<td><strong>Replacement Filter Media Density: Low</strong></td>
<td>CCV55248-04</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Replacement Filter Media Density: High</strong></td>
<td>CCV55248-08</td>
<td>CCV55274-08</td>
<td>CCV55222-08</td>
<td>CCV55222-12-08</td>
</tr>
<tr>
<td><strong>Replacement Filter Media Density: Ultra</strong></td>
<td>CCV55248-10</td>
<td>CCV55274-10</td>
<td>CCV55222-10</td>
<td>CCV55222-12-10</td>
</tr>
<tr>
<td><strong>Housing Material</strong></td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
</tr>
<tr>
<td><strong>Crankcase Pressure Regulator</strong></td>
<td>Integral</td>
<td>Integral</td>
<td>Integral</td>
<td>Integral</td>
</tr>
<tr>
<td><strong>Bypass/Change Indicator</strong></td>
<td>Integral or Remote</td>
<td>Integral or Remote</td>
<td>Integral or Remote</td>
<td>Integral or Remote</td>
</tr>
<tr>
<td><strong>Engine Block Check Valve Return Fitting</strong></td>
<td>1/4&quot; NPT</td>
<td>1/4&quot; NPT</td>
<td>3/8&quot; NPT</td>
<td>3/8&quot; NPT</td>
</tr>
<tr>
<td><strong>Swivel Fitting (Qty.)</strong></td>
<td>#6 JIC (2 pcs.)</td>
<td>#6 JIC (2 pcs.)</td>
<td>#8 JIC (2 pcs.)</td>
<td>#8 JIC (2 pcs.)</td>
</tr>
<tr>
<td><strong>Oil Drain Hose I.D.</strong></td>
<td>0.375 in. (0.95 cm)</td>
<td>0.375 in. (0.95 cm)</td>
<td>0.5 in. (1.27 cm)</td>
<td>0.5 in. (1.27 cm)</td>
</tr>
</tbody>
</table>

Units can be manifolded to handle higher flow rates.

### Open Crankcase Ventilation - CV

<table>
<thead>
<tr>
<th></th>
<th>CV4501</th>
<th>CV6001</th>
<th>CV8001</th>
<th>CV12001</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Flow Rate</strong></td>
<td>10 CFM (283 LM)</td>
<td>20 CFM (566 LM)</td>
<td>40 CFM (1133 LM)</td>
<td>50 CFM (1416 LM)</td>
</tr>
<tr>
<td><strong>Inlet/Outlet Port Size</strong></td>
<td>1 3/16&quot;-12 STOR</td>
<td>1 5/8&quot;-12 STOR</td>
<td>1 7/8&quot;-12 STOR</td>
<td>1 7/8&quot;-12 STOR</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td>3.3 lbs (1.5 kg)</td>
<td>5.0 lbs (2.3 kg)</td>
<td>8.7 lbs (3.9 kg)</td>
<td>9.3 lbs (4.2 kg)</td>
</tr>
<tr>
<td><strong>Replacement Filter Media Density: High</strong></td>
<td>CCV55248-08</td>
<td>CCV55274-08</td>
<td>CCV55222-08</td>
<td>CCV55222-12-08</td>
</tr>
<tr>
<td><strong>Housing Material</strong></td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
<td>Die cast head, glass-filled nylon and black powder epoxy-coated steel bowl.</td>
</tr>
<tr>
<td><strong>Engine Block Check Valve Return Fitting</strong></td>
<td>1/4&quot; NPT</td>
<td>1/4&quot; NPT</td>
<td>1/4&quot; NPT</td>
<td>3/8&quot; NPT</td>
</tr>
<tr>
<td><strong>Swivel Fitting (Qty.)</strong></td>
<td>#6 JIC (2 pcs.)</td>
<td>#6 JIC (2 pcs.)</td>
<td>#8 JIC (2 pcs.)</td>
<td>#8 JIC (2 pcs.)</td>
</tr>
<tr>
<td><strong>Oil Drain Hose I.D.</strong></td>
<td>0.375 in. (0.95 cm)</td>
<td>0.375 in. (0.95 cm)</td>
<td>0.5 in. (1.27 cm)</td>
<td>0.5 in. (1.27 cm)</td>
</tr>
</tbody>
</table>

Units can be manifolded to handle higher flow rates.
CCV Fitting/Hose Kits

**CCV4500 Series Assemblies**

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV55024</td>
<td>(1) ¾” fitting, (1) 1” fitting, (1) ¾” ID x 4 foot long hose, (1) 1” ID x 4 foot long hose, (4) clamps and (4) ties</td>
</tr>
<tr>
<td>CCV55025</td>
<td>(2) 1” fittings, (1) 1” ID x 8 foot long hose, (4) clamps and (4) ties</td>
</tr>
<tr>
<td>CCV55037</td>
<td>(1) 1-¼” fitting, (1) 1” fitting, (1) 1-¼” ID x 4 foot long hose, (1) 1” ID x 4 foot long hose, (4) clamps and (4) ties</td>
</tr>
<tr>
<td>CCV55038</td>
<td>(1) ¾” fitting, (1) 1” fitting, (1) ¾” ID x 6 foot long hose, (1) ½” Tee fitting, (1) 1” ID x 4 foot long hose, (8) clamps and (8) ties</td>
</tr>
</tbody>
</table>

**CCV6000 Series Assemblies**

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV55046</td>
<td>(2) 1-¼” fittings, (1) 1-¼” ID x 8 foot long hose, (4) clamps and (4) ties</td>
</tr>
<tr>
<td>CCV55047</td>
<td>(2) 1-¼” fittings, (1) 1-¼” Tee fitting, (1) 1-¼” ID x 10 foot long hose, (8) clamps and (8) ties</td>
</tr>
<tr>
<td>CCV55048</td>
<td>(2) 1-¼” fittings, (1) 1-¼” ID x 4 foot long hose, (1) bushing reducer, (1) 1-¼” ID x 4 foot long hose, (4) clamps and (4) ties</td>
</tr>
<tr>
<td>CCV55049</td>
<td>(2) 1-¼” fittings, (1) 1-¼” ID x 5 foot long hose w/2” cuff, (1) bushing reducer, (1) 1-¼” ID x 4 foot long hose, (4) clamps and (4) ties</td>
</tr>
</tbody>
</table>

**CCV8000 and CCV12000 Series Assemblies**

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV55067</td>
<td>(2) 1-½” fittings, (1) 1-½” ID x 10 foot long hose, (1) bushing reducer, (4) clamps and (4) ties</td>
</tr>
<tr>
<td>CCV55068</td>
<td>(2) 1-½” fittings, (1) 1-½” Tee fitting, (1) 1-½” ID x 12 foot long hose, (2) bushing reducers, (8) clamps and (8) ties</td>
</tr>
<tr>
<td>CCV55069</td>
<td>(2) 1-½” fittings, (1) 1-½” ID x 5 foot long hose w/2” cuff, (1) bushing reducer, (1) 1-½” ID x 5 foot long hose, (4) clamps and (4) ties</td>
</tr>
</tbody>
</table>

Please note: measurements in the tables above are imperial, one foot = 12 inches = 30.48cm.

**Hose and Fitting Kits**

Hose and fitting kits include inlet and outlet fittings and enough hose for a typical installation of a CCV assembly. CCV assemblies require special fittings only available from Racor. In order to determine the correct hose and fitting kit, you need to know the quantity and outside diameter of the engine breather(s). Hose and fitting kits are available in various sizes and configurations.

**Bulk Hose Kits**

**Drain Hoses**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Push-Lok Hose Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV836-6-25</td>
<td>3/8 I.D., 25’ Roll</td>
</tr>
<tr>
<td>CCV836-6-50</td>
<td>3/8 I.D., 50’ Roll</td>
</tr>
<tr>
<td>CCV836-8-25</td>
<td>1/2 I.D., 25’ Roll</td>
</tr>
<tr>
<td>CCV836-8-50</td>
<td>1/2 I.D., 50’ Roll</td>
</tr>
</tbody>
</table>

**Inlet/Outlet Hose Kits** *(available by the foot)*

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Corrugated Hose Size (I.D.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CV1034-01</td>
<td>3/4”</td>
</tr>
<tr>
<td>CV1100-01</td>
<td>1”</td>
</tr>
<tr>
<td>CV1114-01</td>
<td>1 1/4”</td>
</tr>
<tr>
<td>CV1112-01</td>
<td>1 1/2”</td>
</tr>
</tbody>
</table>

**Hump Hose Fittings**

These are designed to be used with existing air cleaner to turbo rubber adapters.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Hose</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV55540</td>
<td>0.75”</td>
</tr>
<tr>
<td>CCV56113</td>
<td>1.0”</td>
</tr>
<tr>
<td>CCV56114</td>
<td>1.25”</td>
</tr>
<tr>
<td>CCV56115</td>
<td>1.5”</td>
</tr>
</tbody>
</table>
CCV 90° Hose Adapters

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Use with Model</th>
<th>Hose Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV55121</td>
<td>CCV6000</td>
<td>1-1/4” I.D.</td>
</tr>
</tbody>
</table>

CCV Check Valves

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Thread</th>
<th>Type</th>
<th>Barb Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRK 00370</td>
<td>1/4” NPT</td>
<td>straight fitting</td>
<td>13 mm</td>
</tr>
<tr>
<td>DRK 00371</td>
<td>M14 x 1.5</td>
<td>90 degree fitting</td>
<td>13 mm</td>
</tr>
</tbody>
</table>

CCV Hose Barbs

<table>
<thead>
<tr>
<th>CCV Assembly</th>
<th>Hose Barb Part Number</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV4500</td>
<td>CCV55251</td>
<td>0.75”</td>
</tr>
<tr>
<td>CCV4500</td>
<td>CCV55250</td>
<td>1”</td>
</tr>
<tr>
<td>CCV4500</td>
<td>CCV55280</td>
<td>1.25”</td>
</tr>
<tr>
<td>CCV6000</td>
<td>CCV55089</td>
<td>0.75”</td>
</tr>
<tr>
<td>CCV6000</td>
<td>CCV55268</td>
<td>1.25”</td>
</tr>
<tr>
<td>CCV6000</td>
<td>CCV55121</td>
<td>1.25” (90°)</td>
</tr>
<tr>
<td>CCV6000</td>
<td>CCV55267</td>
<td>1.5”</td>
</tr>
<tr>
<td>CCV8000/CCV12000</td>
<td>CCV55218</td>
<td>1.5”</td>
</tr>
</tbody>
</table>

CCV8000 Conversion Kits

The CCV55613-08 and CCV55613-10 allow the CCV8000 to be converted to a CCV12000. The CCV12000 series offers 60% additional media. The CCV12000 series is great for applications where extra capacity is desired and immediate engine accessibility is not available. It allows for increased efficiency and longer service intervals. Kit includes element, wear spacer, o-rings, and CCV12000 bowl.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Element</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV55613-08</td>
<td>High Density</td>
</tr>
<tr>
<td>CCV55613-10</td>
<td>Ultra Density</td>
</tr>
</tbody>
</table>
CCV Heater Kits

CCV heater kits are an optional accessory for engine applications operating in severe cold weather. Emulsion and/or ice deposits on the element and inside the canister develop when the air blast from the radiator cools the CCV assembly. The emulsions are created by water vapors condensing and combining with oil droplets in the cold air stream of the CCV system. This build-up can prematurely choke the filter and reduce filter life. The heater band and insulating sleeve are placed over the CCV canister and insulate the assembly to prevent the emulsion build-up. Reduced filter life can be avoided by installing a Racor CCV Heater Kit.

<table>
<thead>
<tr>
<th>CCV Assembly</th>
<th>Heater Kit Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV4500</td>
<td>CCV55461</td>
</tr>
<tr>
<td>CCV6000</td>
<td>CCV55462</td>
</tr>
<tr>
<td>CCV8000</td>
<td>CCV55463</td>
</tr>
</tbody>
</table>

Kits include heater band and insulating sleeve only. (CCV assembly sold separately.)

Remote Filter Gauges

CCV55012 non electric Filter Minder was designed to inform the user that the filter being monitored has become restricted. Included in Kit: Gauge & Bracket, 1/8”-27 NPT Fitting with Internal 40 micron filter and 10 feet of 1/4” OD EPDM hose. All Hardware Included.

Heavy-Duty Wear Spacers

<table>
<thead>
<tr>
<th>CCV Unit</th>
<th>Spacer Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV4500</td>
<td>CCV55390</td>
</tr>
<tr>
<td>CCV6000</td>
<td>CCV55385</td>
</tr>
<tr>
<td>CCV8000</td>
<td>CCV55374</td>
</tr>
<tr>
<td>CCV12000</td>
<td>CCV55374</td>
</tr>
</tbody>
</table>

Tap Sleeves

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Size Diameter, Length, Hose Barb</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCV30100</td>
<td>3”(D), 5”(L), 1”(HB)</td>
</tr>
<tr>
<td>CCV40100</td>
<td>4”(D), 5”(L), 1”(HB)</td>
</tr>
<tr>
<td>CCV50125</td>
<td>5”(D), 6”(L), 1-1/4”(HB)</td>
</tr>
<tr>
<td>CCV60125</td>
<td>6”(D), 6”(L), 1-1/4”(HB)</td>
</tr>
</tbody>
</table>

Note: CCV60125 includes 1 1/4” x 1 1/2” Bushing (connects to 1 1/2” ID Hose)
Racor Product Range

Racor Superimpactor
FDRB538UK

With over 20 years’ experience in crankcase filtration Parker Racor has been developing new innovative high efficiency technology for crankcase emission control.

Parker introduce the new benchmark for ultra high performance, fit for life, closed crankcase ventilation solutions. The SuperImpactor CCV eliminates environmental pollution from crankcase emissions, allowing open and closed crankcase circuit solutions at >98% efficiency, with no service element.

Smaller, lighter, more economical and with higher efficiencies than its closest rivals, the systems also include the ultimate crankcase pressure regulator offering the tightest crankcase pressure control.

Racor Marine Solutions
FDRB538UK

Ask a sailor about engine protection, about filtration or about reliability and performance. Whether they are a captain of a superyacht, sailboat, fishing boat or tug, the chances are the one-word answer will be the same as it has been for over four decades...Racor

Delivering the quality and reliability mariners most respect is a customer driven effort at Racor. We view every marine vessel, and the sailors who depend upon them for livelihood or leisure, as a personal responsibility.

Products that are the result of computer-aided design and stringent manufacturing processes, solidly built to withstand the rigors of the marine environment.

Racor Commercial Fuel
FDRB360UK

Everytime you add fuel, you add millions of tiny contaminants...small enough to be invisible, but big enough to destroy injectors, pumps and profitability. Racor’s industrial and automotive product range of customer proven spin-on fuel filter water separators, turbine fuel filters and crankcase ventilators are the solution.

Whether you operate a truck, bus, generator or pump set, you need to know that every time you switch on the ignition you will hear the engine fire into life, each time and every time. There is no better way to ensure engine reliability than with good quality filtration. Whatever and wherever your application, we have a system which will meet your requirements.
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