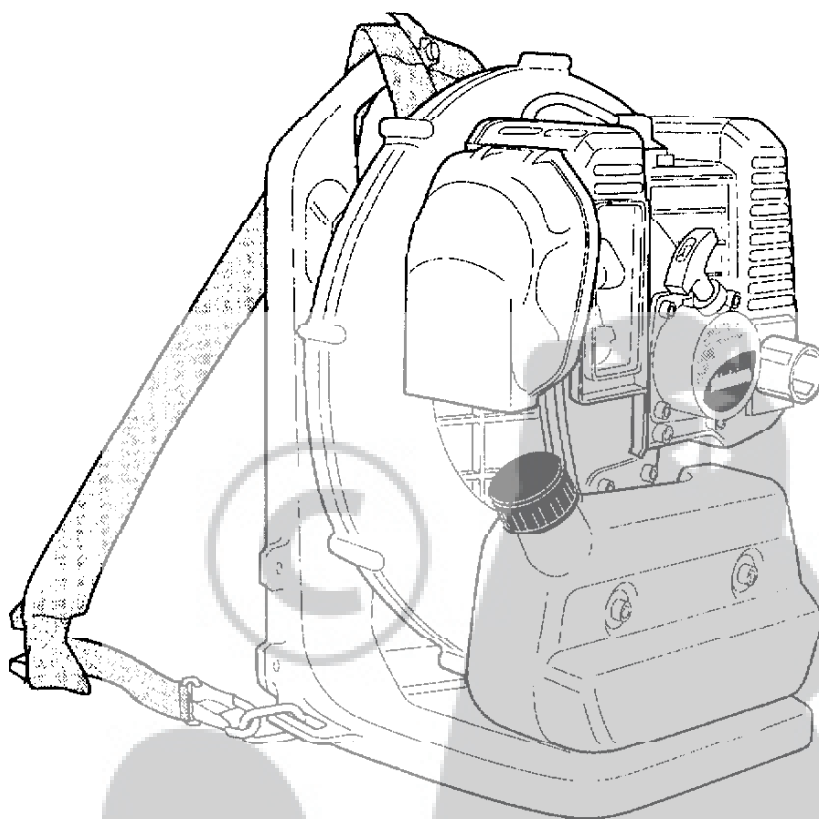




SHINDAIWA OWNER'S MANUAL

EB500 BLOWER

High Performance



CE

shindaiwa



WARNING!

Always wear eye and hearing protection when operating this machine. Minimize the risk of injury: Read this manual and familiarize yourself with its contents. This product is intended for outdoor use only and should be used only in well ventilated areas.

INTRODUCTION

IMPORTANT!

Before using this product, consult local regulations concerning noise restrictions and hours of operation!

The Shindaiwa EB500 has been designed and built to deliver superior performance and reliability without compromise to quality, comfort, safety, or durability.

Shindaiwa high performance engines represent the leading edge of 2-cycle engine technology, and deliver exceptionally high power at remarkably low displacement and weight. As a professional owner/operator, you'll soon discover why Shindaiwa is simply in a class by itself!

IMPORTANT!

The information contained in this manual describes machines available at the time of production. While every attempt has been made to give you the very latest information about your Shindaiwa EB500 blower, there may be some differences between your machine and what is described here. Shin-Daiwa Kogyo Co.,Ltd.

reserves the right to make changes in production without prior notice, and without obligation to make alterations to machines previously manufactured.

⚠ CAUTION!

This EB500 blower is equipped with a spark-arresting muffler! Never operate this machine without both the muffler and spark arrestor installed and properly functioning!

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ATTENTION STATEMENTS

This manual contains special “attention statements” surrounded by boxes and preceded by the triangular Attention Symbol.



WARNING!

A statement preceded by the word “WARNING” contains information that should be acted upon to prevent serious bodily injury.



CAUTION!

A statement preceded by the word “CAUTION” contains information that should be acted upon to prevent damaging your machine.

Additional attention statements that are not preceded by the Attention Symbol are:

IMPORTANT!

A statement preceded by the word “IMPORTANT” is one that possesses special significance.

NOTE:

A statement preceded by the word “NOTE” contains information that is handy to know and may make your job easier.



Read and follow this manual. Failure to do so could result in serious injury.



Wear eye and hearing protection at all times during the operation of this machine.

Do not operate this machine if you are tired, ill or under the influence of alcohol, drugs, or medicine.



Sound Power Level
(measured in accordance with 2000/14/EC)

IMPORTANT!

The operational procedures described in this manual are intended to help you get the most from your machine and also to protect you and others from harm. These procedures are general guidelines only, and are not intended to replace any safety rules/laws that may be in force in your area.

If you have any questions regarding your EB500 blower, or if you do not understand something in this manual, your Shindaiwa dealer will be glad to assist you.



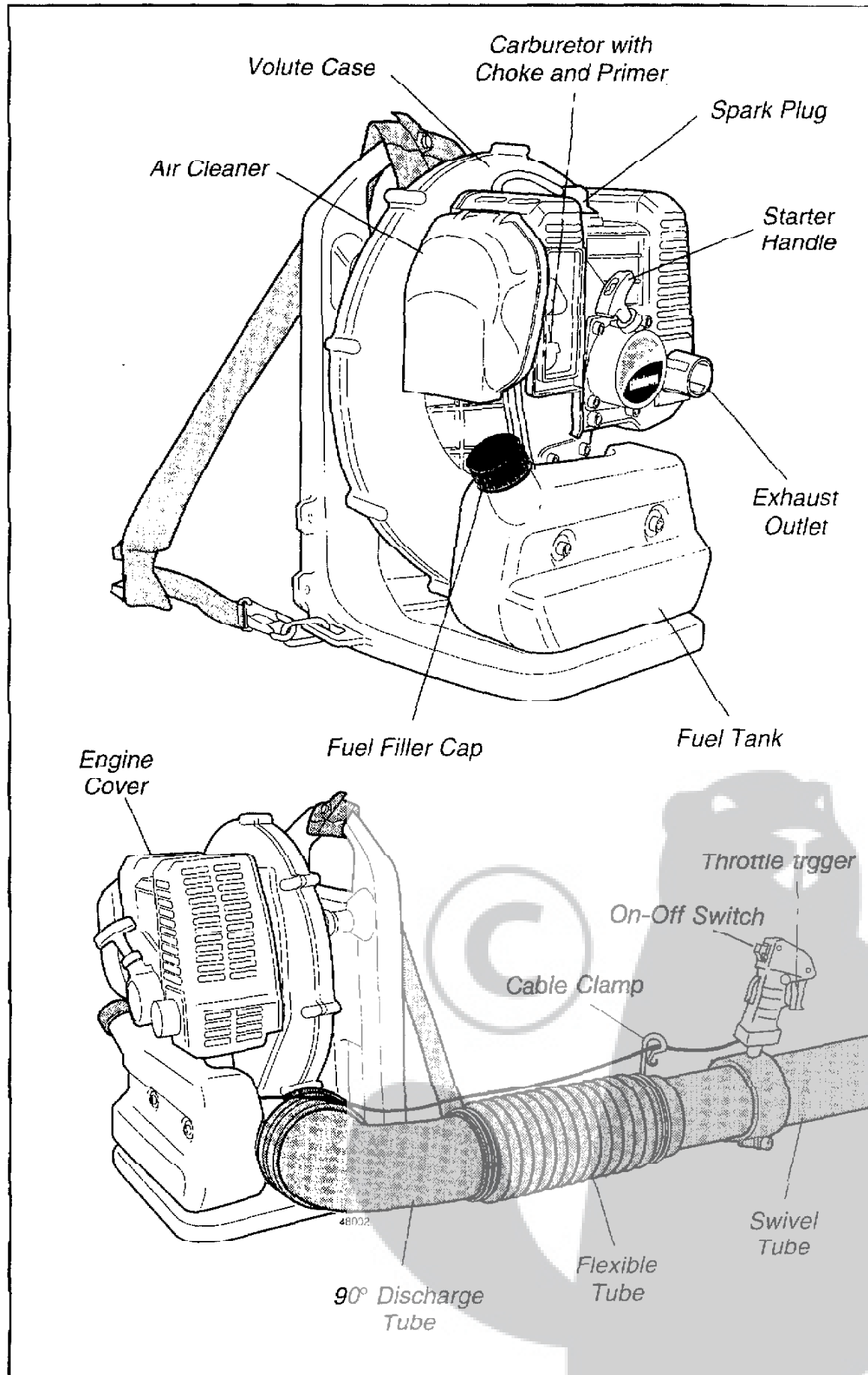
WARNING!

Do not make unauthorized modifications to this machine!

CAUTION!

This blower is equipped with a spark-arresting muffler! Never operate this machine without both the muffler and spark arrester installed and properly functioning!

NOMENCLATURE



SPECIFICATIONS

Model	EB500
Dimensions(LxWxH)	320×375×475mm
Engine Type	2cycle air cooled gasoline engine, vertical cylinder
Bore & Stroke	41×33mm
Displacement	43.6cm ³
Max Output/ min ⁻¹	1.7kW/7,500min ⁻¹
Max Engine Speed	6,200min ⁻¹
Engine Speed at Idling	2,500min ⁻¹
Fuel	Gasoline/2-cycle Engine oil mixture(25:1)
Carburetor	Walbro rotary-type with primer pump
Ignition	All transistor electronic ignition system
Spark Plug	NGK BMR6A
Starting	Recoil starter
Stopping	Slide switch
Fuel Tank Capacity	2,100cm ³
Exhaust System	Spark-arrestor muffler
Air Filtration	Dry element
Weight(dry;without blower tubes)	8.4kg
Sound Pressure Level (in accordance with ISO 7916)	94dB(A)
Sound Power Level (in accordance with ISO 10884.2)	106dB(A)
Vibration Level (in accordance with ISO 7916)	
Idling	2.1m/s ²
Full load	1.9m/s ²
Blow Air Speed	78m/s
Blow Air Volume	11.6m ³ /min

Specifications are subject to change without notice.

Standard Accessories

- 90° Discharge Tube
- Flexible Tube
- Swivel Tube (Throttle Lever attached)
- Straight Tube
- Nozzle Tube

- Three Tube Clamps (115 mm, 100 mm, 85 mm) Cable Clamp

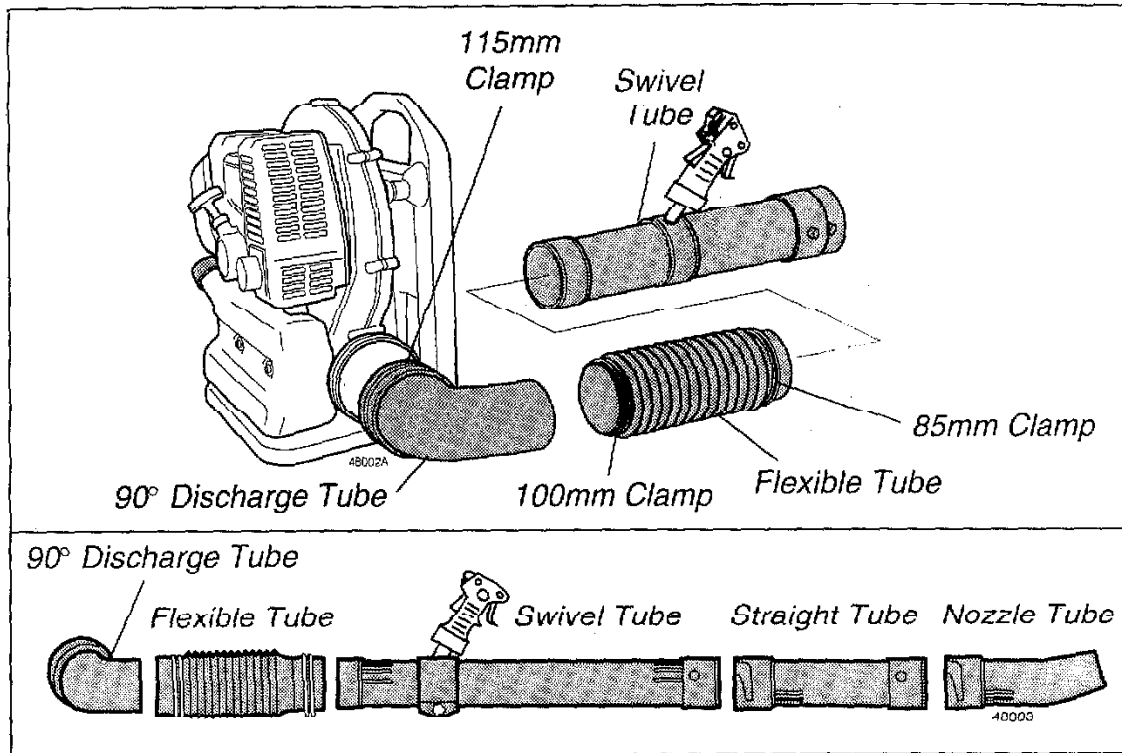
Standard Tools

- Spark Plug Wrench
- Three Hex Wrenches (3 mm, 4mm, 5mm)

ASSEMBLING THE BLOWER

1. Place the blower upright on the ground or a sturdy work surface.
2. Fit the 90° discharge tube over the blower outlet port, and secure with the 115mm dia. clamp.
3. Slip the flexible tube over the opposite end of the 90° discharge tube, and secure with the 100mm clamp.
4. Install the 85mm clamp over the opposite end of the flexible tube and push the swivel tube into the flexible tube and then tighten the 85mm clamp.

ASSEMBLING THE BLOWER (continued)



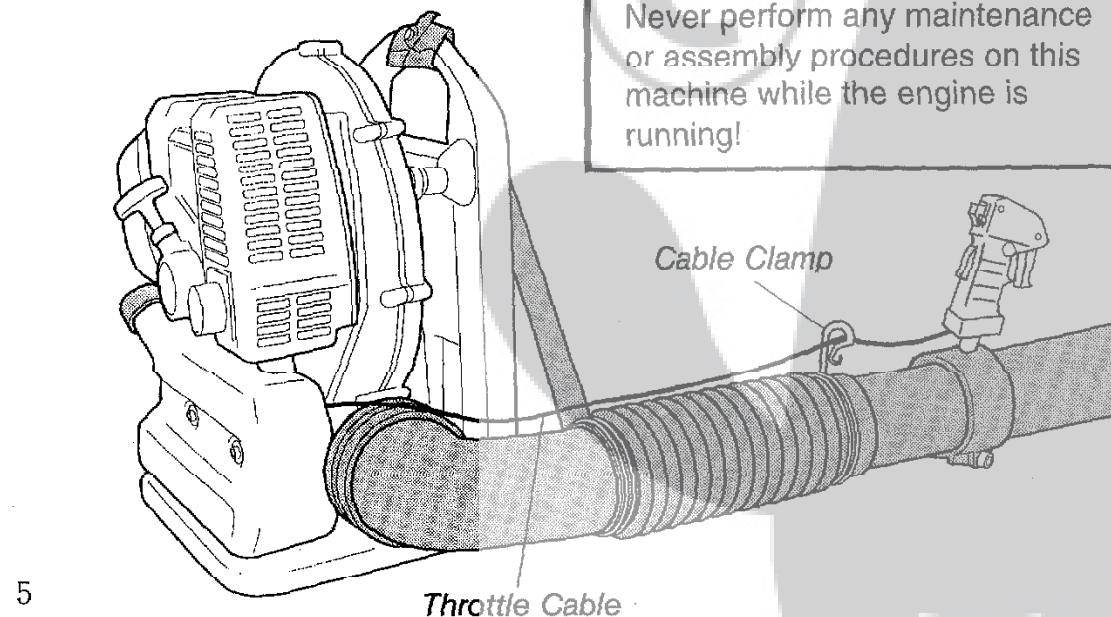
6. Grasp the straight tube as shown, and push the tube over the swivel tube locking pins.
7. Lock the straight tube to the swivel tube by rotating the straight tube.
8. Grasp the nozzle tube and lock the nozzle to the straight tube as in Steps 6 and 7.
9. Attach the cable clamp over the outlet end of the flexible tube and hook the throttle cable as shown.

IMPORTANT!

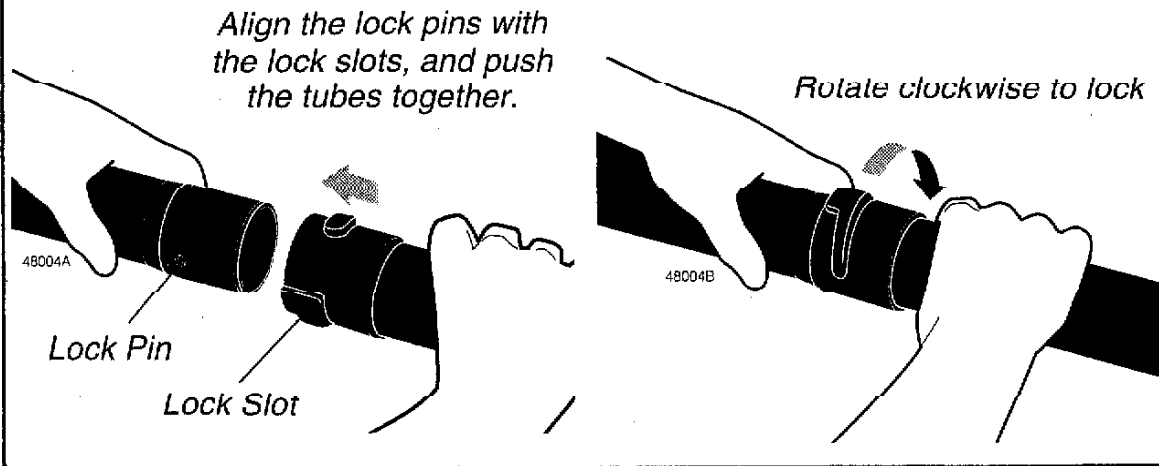
Blower tube installation affects blower balance and performance! Make sure the tubes and nozzle are correctly assembled per above, and that all connections are tight.

WARNING!

Danger from rotating impeller!
 Stop the engine before installing or removing the blower tubes!
 Never perform any maintenance or assembly procedures on this machine while the engine is running!



Tube Assembly



MIXING FUEL

Fuel Requirements

- Use only fresh, clean fuel.
- Use only fuel with an octane rating of 87 or above.
- Mix all fuel with 2-Cycle Engine Oil at a gasoline/oil ratio of 25:1

⚠ CAUTION!

Never attempt to mix fuel in the blower fuel tank! Always mix all fuels in a clean, approved container!

Some gasolines contain ethanol alcohol as an oxygenate! Oxygenated fuels may cause increased engine operating temperatures! Under certain conditions, alcohol-based fuels may also reduce the lubricating qualities of some mixing oils! Never use any fuel containing more than 10% ethanol alcohol by volume! When an oxygenated fuel must be used, fuel containing an ether-based oxygenate such as MTBE is to be preferred over alcohol!

IMPORTANT!

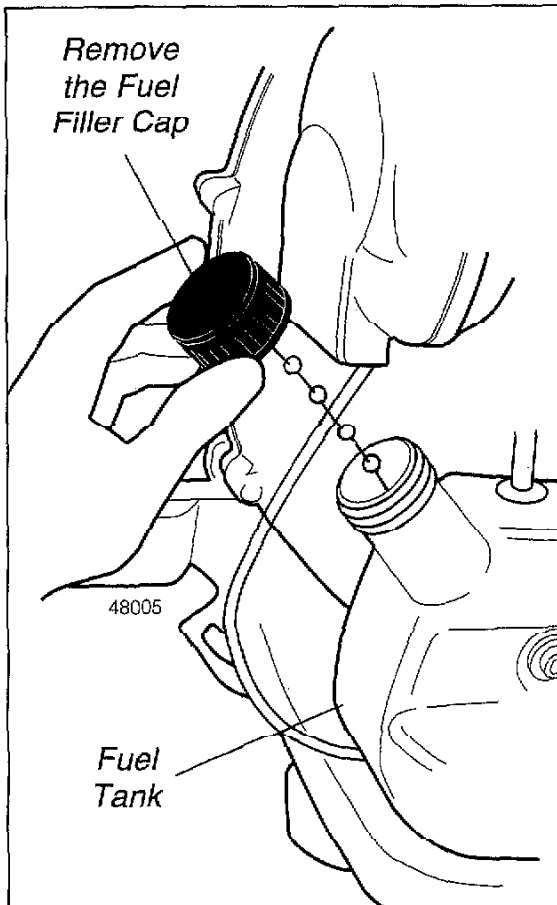
Mix only enough fuel for your immediate needs! If fuel must be stored longer than 30-days, it should first be treated with a stabilizer such as StaBil™ or equivalent product!



WARNING!

Danger of fire! Never transfer or store fuels in the presence of combustible materials! Before starting the engine, always move the blower to a clear area at least 3 meters away from fuels and other combustible materials!

FILLING THE FUEL TANK



1. Place the blower upright on the ground or on a sturdy work surface, and wipe any debris from around the fuel cap.
2. Remove the fuel cap.
3. Fill the tank with clean, fresh fuel (see page 6).
4. Replace the cap, and wipe away any spilled fuel before starting the blower engine.



WARNING!

Danger of fire and burn injury!

- Always use extreme care when handling fuel! Fuel is highly flammable!
- Never operate this blower if fuel system components are damaged or are leaking!
- Never attempt to refuel the engine while it is running!
- Never attempt to refuel a hot engine! Always allow the blower engine to cool before fueling!
- Never smoke or light any fires near the blower or fuels!
- Always transport and store fuels in an approved container!
- Never place flammable material close to the engine muffler!
- Never operate the blower without a properly functioning muffler and spark arrestor installed!
- Never operate this blower unless it is properly assembled and in good working condition!

STARTING AND STOPPING THE BLOWER



WARNING!

Danger from rotating impeller!
The impeller will rotate whenever the blower is operating! Never operate this blower unless the intake cover and blower tubes are properly installed and in good working order!

Danger from thrown dust or debris! Always wear eye and respiratory protection when operating this machine! Never direct the blower stream toward people or animals!
Never operate this blower unless all controls are properly installed and in good working order.



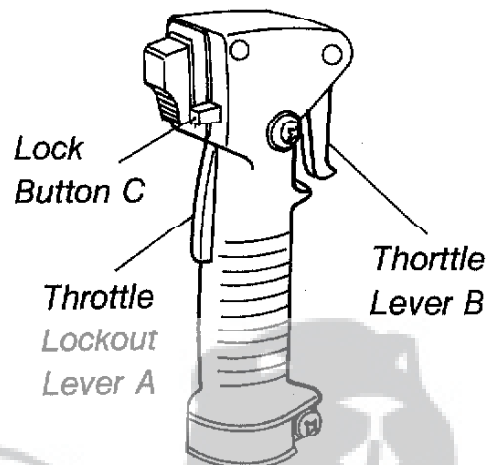
CAUTION!

Avoid continuous running of the engine without the blower tubes installed, or if the intake cover or blower tubes are blocked. Doing so can lead to an overheated engine, seized piston, or melted engine cover.

Starting Procedure

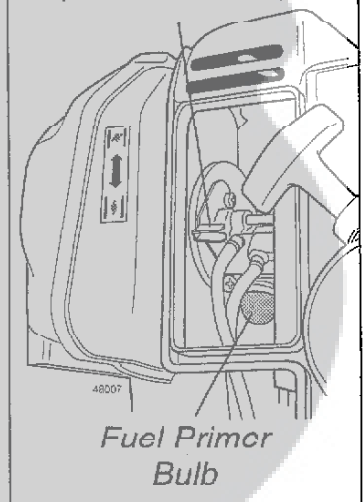
WARM OR COLD ENGINE

1. Set the throttle lever to "fast idle" by performing the following:
 - Depress and hold throttle lockout lever "A".
 - Squeeze and hold throttle lever "B" (toward the handgrip).
 - Depress and hold throttle lever lock button "C".
 - While depressing throttle lever lock "C", release throttle lever "B" and lockout lever "A".
2. Slide the ignition switch to "I" (ON) position.



3. Prime the fuel system by depressing the fuel primer bulb repeatedly until the bulb fills with fuel and resistance is felt.

Choke Control (open position shown)



NOTE:

Engine ignition is controlled by a two-position on-off switch mounted on the throttle body. This switch is typically labeled "I" for ON and "O" for OFF.

COLD ENGINE ONLY Choke the engine by moving the choke control UP (choke is closed).

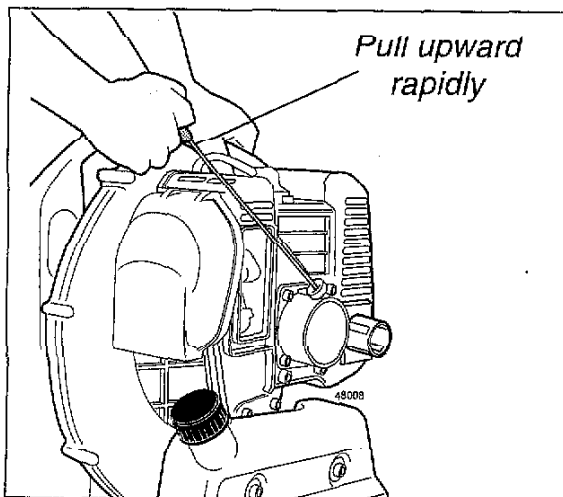
4. Place the blower on the ground, and hold the blower firmly with your left hand on the volute case.



WARNING!

The engine cover will be hot after blower operation!

5. Using your right hand, pull the starter handle slowly until you feel the starter engage.



6. As the starter engages, pull the starter handle upward rapidly.
7. If necessary, repeat Steps 5 and 6 2-3 times until the engine starts.



CAUTION!

The recoil starter can be damaged by abuse!

- Never pull the starter cord to its full length.
- Always engage the starter before cranking the engine. Always rewind the starter cord slowly.

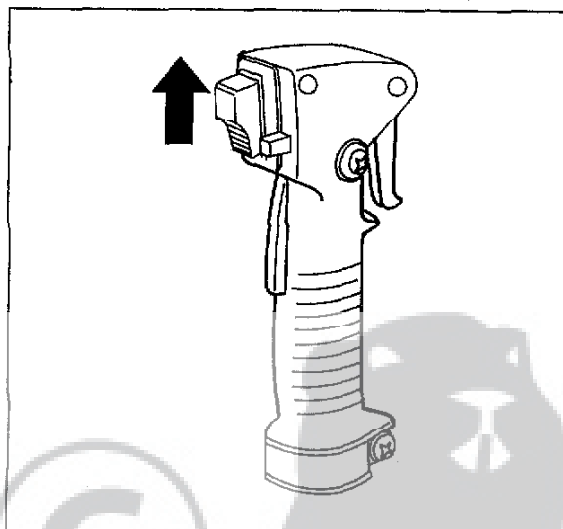
WHEN THE ENGINE STARTS

1. Run the engine at idle speed until operating temperature is reached (2-3 minutes).
2. As the engine warms, open the choke gradually by slowly moving the choke control down to the fully OPEN position.

The blower should now be ready for use.

STOPPING THE ENGINE

1. Cool the engine by allowing it to run at idle for 2-3 minutes.
2. Slide the switch to the "O" (OFF) position.



IMPORTANT!

If the engine continues to run with the switch in the "O" (OFF) position, stop the engine by moving the choke control UP to the fully closed position.

IF THE ENGINE DOES NOT START

Repeat the appropriate starting procedures for "warm" or "cold" engine. If the engine still will not start, follow the "Starting a Flooded Engine" procedure.



WARNING!

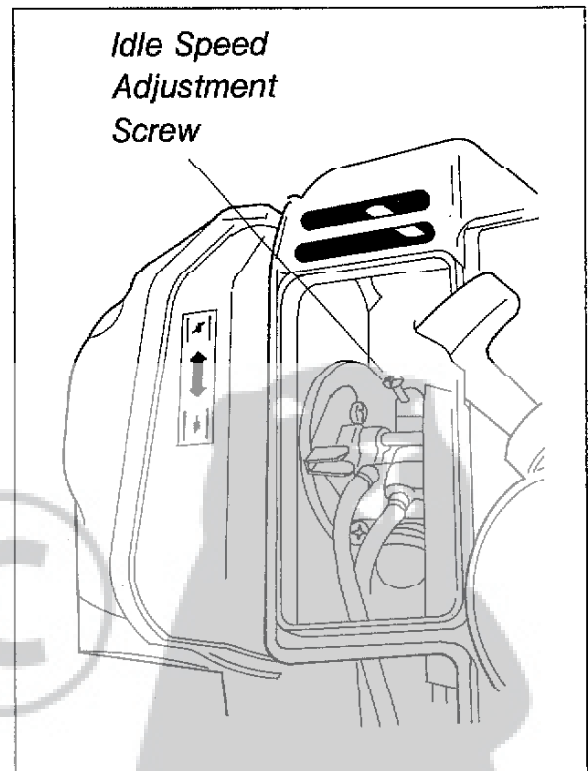
Never operate the blower unless all controls are properly installed and in good working order. Never operate the blower if the intake cover or blower tubes are missing or damaged!

STARTING A FLOODED ENGINE

1. Disconnect the spark plug lead, and use the spark plug wrench to remove the spark plug in a counter-clockwise direction (see the diagram on page 14).
2. If the spark plug is fouled or is soaked with fuel, clean or replace the plug as required.
3. Clear excess fuel from the combustion chamber by cranking the engine several times while the spark plug is removed.
4. Install and tighten the spark plug, and reconnect the spark plug lead.
5. Repeat the starting procedures for "warm engine."
6. If the engine still fails to start or fire, refer to the troubleshooting flow chart at the end of this manual.

ADJUSTING ENGINE IDLE SPEED

1. Start the engine by following the procedures described on the preceding pages.
2. Run the engine at idle speed until operating temperature is reached (2-3 minutes).
3. Use a screwdriver to adjust the engine idle speed to 2,500-2,900 min^{-1} .
 - Turn the idle screw clockwise to increase engine idle speed.
 - Turn the idle screw counter-clockwise to decrease engine idle speed.



IMPORTANT!

A clean and unrestricted airflow is essential to your blower's engine performance and durability! Before attempting any carburetor adjustments, inspect and clean the engine air filter as described on page 13 of this manual.

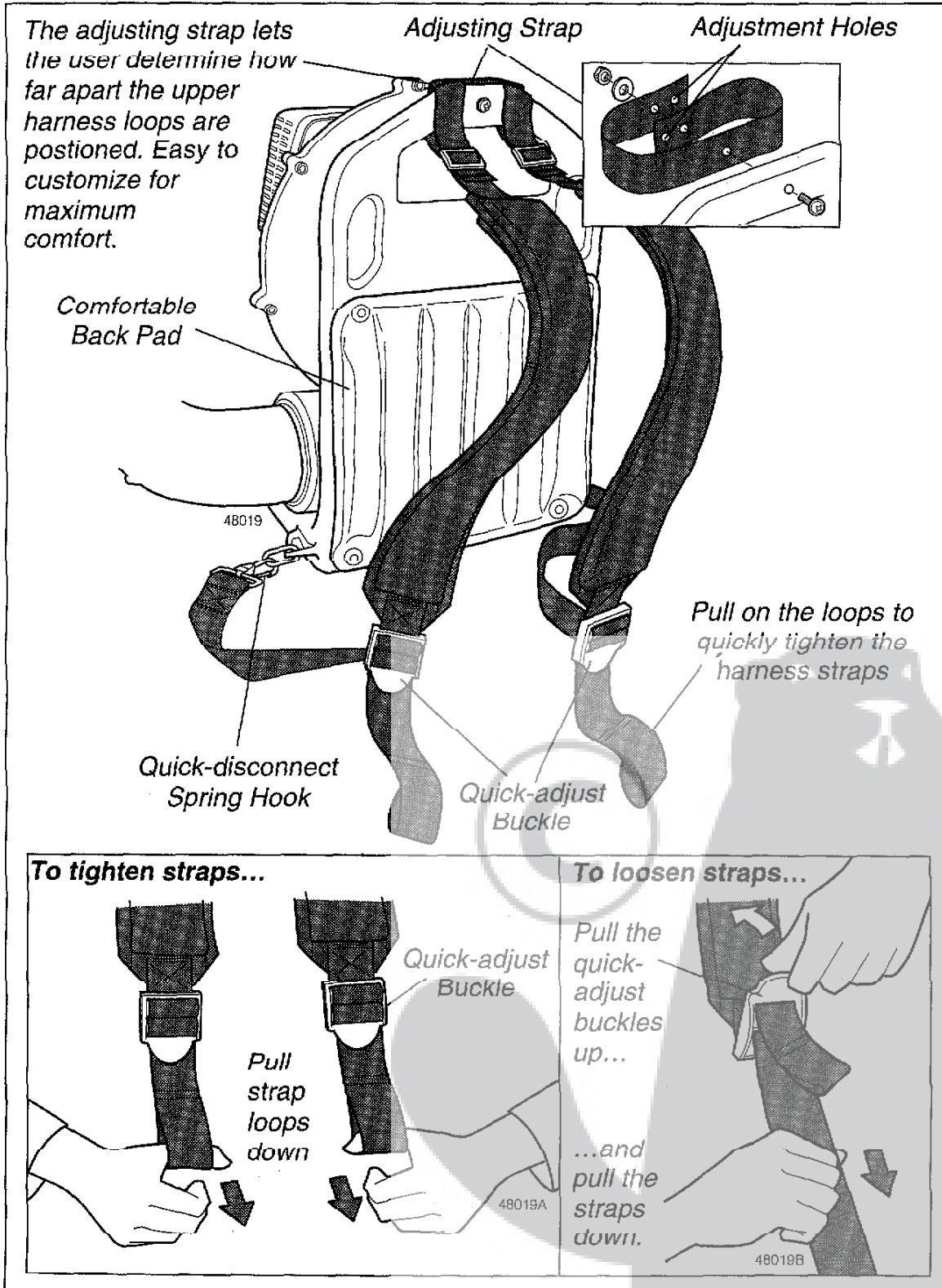
IMPORTANT!

Blower tubes and intake cover must be in place while adjusting engine idle! Engine idle speed will also be affected if either the intake cover or blower tubes are blocked or incorrectly installed!

ADJUSTING THE HARNESS

The Shindaiwa EB500 Blower features an advanced harness system that helps ensure maximum operator comfort and ease of operation.

- The shoulder harness is filled with soft padding for reduced operator fatigue.
- The simplified adjustment system makes it easy to match the harness to every body size and type.



USING THE BLOWER



THINK SAFETY!

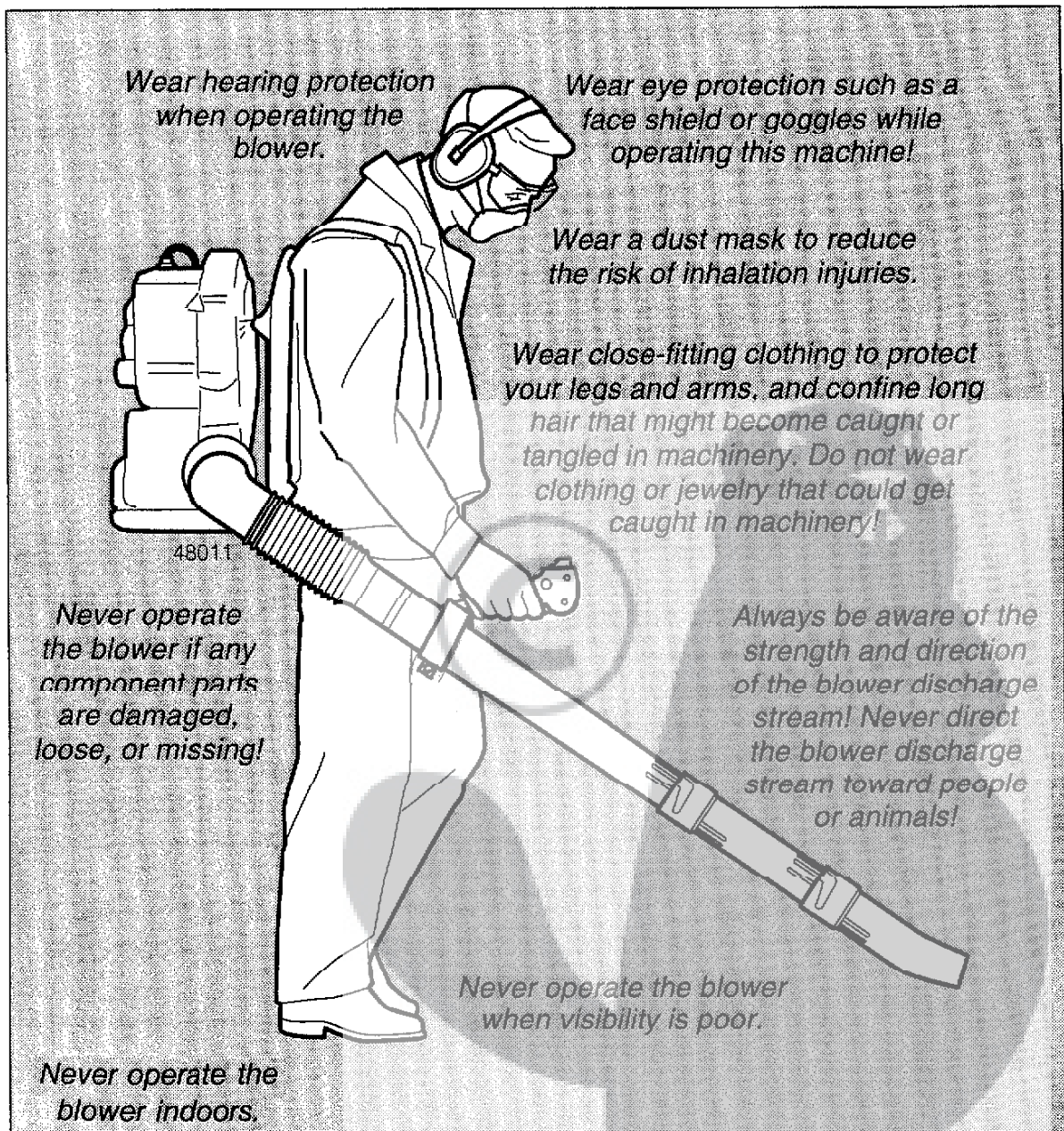
OPERATING TIPS

In the hands of an experienced operator, the EB500 can efficiently move a wide variety of debris ranging from grass clippings to gravel. As a general rule, operate your EB500 at the **lowest throttle setting** required to get the job done:

- Use low throttle settings when clearing lightweight materials from around lawns or shrubbery.
- Use medium to higher throttle settings to move grass or leaves from parking lots or walkways.
- Use full throttle when moving heavy loads such as dirt or snow.

IMPORTANT!

Blower noise increases at higher throttle settings! Always use the lowest throttle setting required to get the job done!



ROUTINE MAINTENANCE



WARNING!

Before performing any maintenance on this blower, stop the engine and disconnect the spark plug wire!



WARNING!

Improper maintenance, use of nonconforming replacement components, or the removal of safety devices could result in serious injury.

Daily Maintenance

- Remove dirt and debris from the blower exterior.
- Inspect the engine, tank, and hoses for possible fuel leaks, and repair as necessary.
- Inspect the entire blower for loose, damaged, or missing components, and repair as necessary.
- Inspect the engine cooling fins for accumulations of dirt or debris, and clean as necessary.



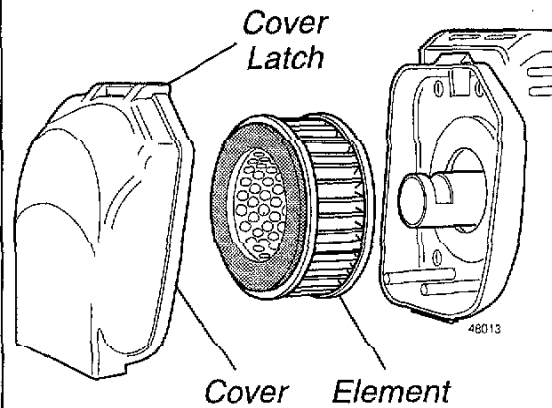
CAUTION!

Dirty or damaged cooling system components may allow the engine to overheat, possibly causing serious engine damage! Operating the blower with loose, missing, or damaged components could allow the engine to overspeed, possibly causing serious engine damage!

EVERY 10 HOURS

(more frequently in dusty conditions)

Remove the Element



Snap the cover up from the bottom to remove.

1. Remove the air cleaner cover by gently lifting the cover latch.
2. Inspect the filter. If the element is damaged or distorted, replace it with a new one.

IMPORTANT!

The EB500 uses a special high capacity dry-type air filter element. The filter can be cleaned with fuel or solvent, but must NEVER be oiled!

3. Use compressed air to blow debris from the air filter element.

NOTE:

Direct the air stream at the inside face of the filter only!

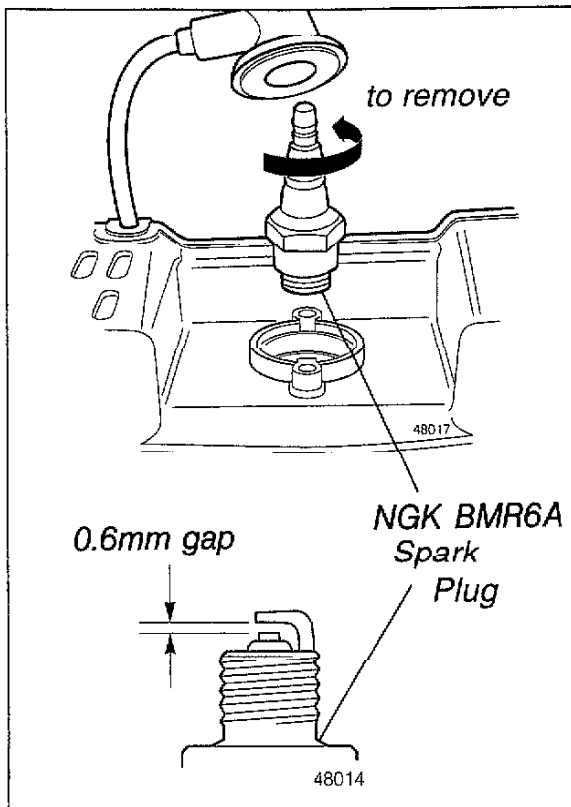
4. Wash the filter cover in clean fuel, and wipe or blow dry.
5. Install the filter element and cover in the reverse order of removal.



CAUTION!

Never operate the blower if the air cleaner assembly is damaged or missing!

EVERY 10/15 HOURS



1. Use the spark plug wrench to remove the spark plug (turn counter-clockwise to remove).
2. Clean and adjust the spark plug gap to 0.6mm. Replace any damaged or visibly worn plug with a NGK BMR6A or equivalent
3. Install the spark plug finger-tight in the cylinder head, then tighten it firmly with the spark plug wrench. Avoid overtightening.

CAUTION!

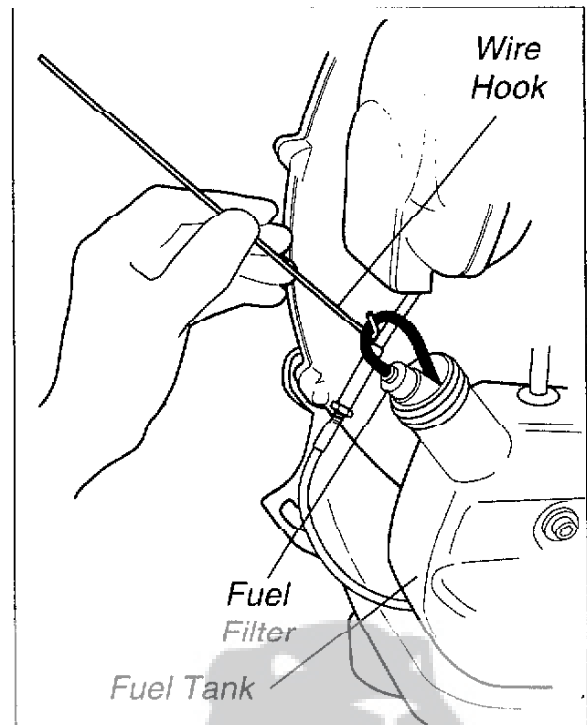
Never allow dirt or debris to enter the cylinder bore! Before removing the spark plug, thoroughly clean the spark plug and cylinder head area!

Allow the engine to cool before servicing the spark plug! Cylinder threads can be damaged by tightening or loosening the spark plug while the engine is hot!

EVERY 50 HOURS

(more frequently if reduced performance is noted)

- **INSPECTION** Inspect the entire blower and tubes for damage, including loose or missing components, and repair as necessary.
- **SPARK PLUG** Replace the spark plug with a NGK BMR6A (or equivalent), gapped to 0.6mm.

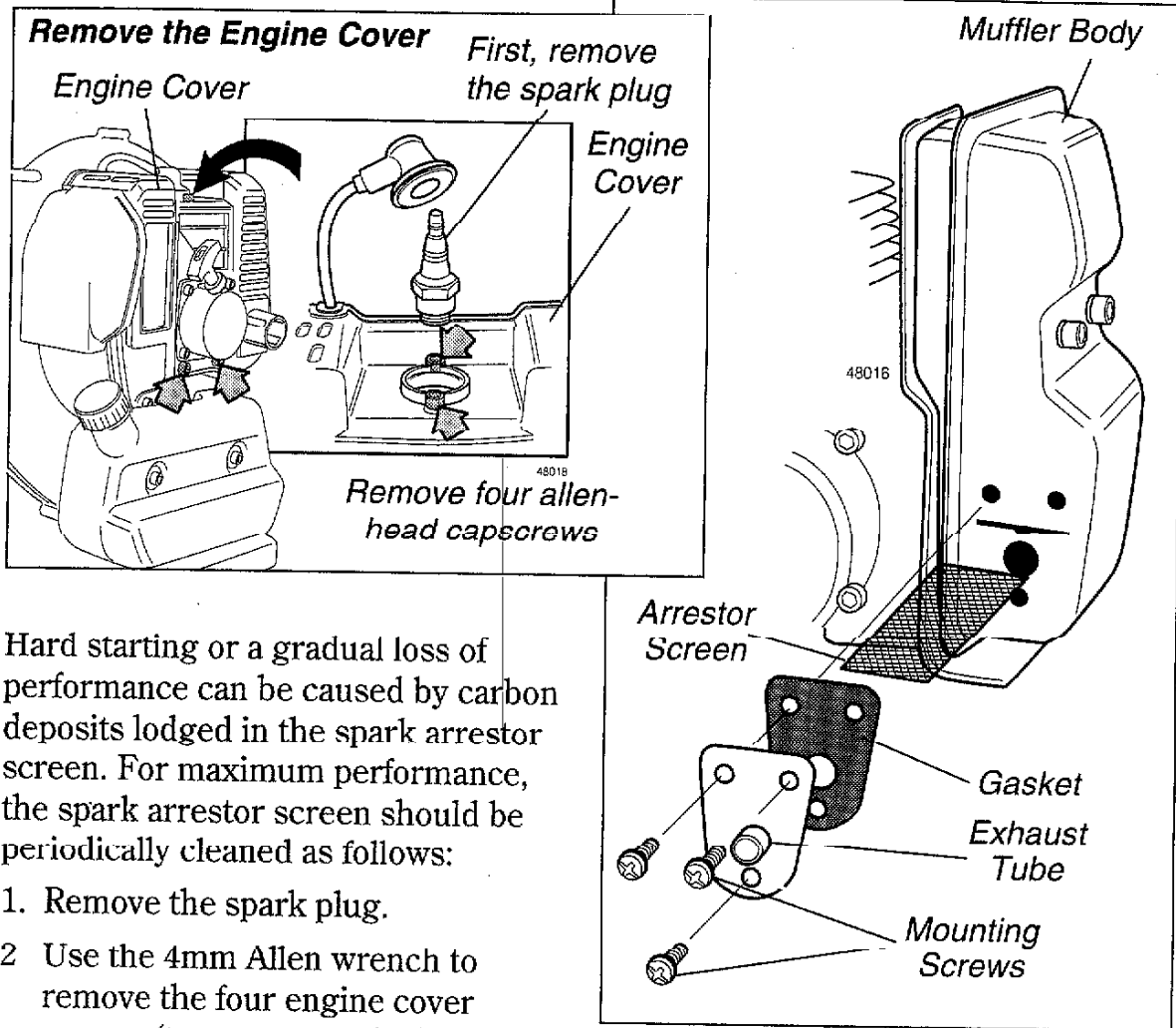


- **FUEL FILTER** Use a wire hook to extract the fuel filter from inside the fuel tank, and then remove and wash the filter element in clean fuel.

Before reinstalling the filter, inspect the condition of the fuel line. If damage or deterioration are noted, the blower should be removed from service until it can be inspected by a Shindaiwa-trained service technician.

- **COOLING SYSTEM** Use a wood or plastic scraper and a soft brush to remove dirt and debris from the cylinder fins and crankcase.

SPARK ARRESTOR MAINTENANCE



Hard starting or a gradual loss of performance can be caused by carbon deposits lodged in the spark arrester screen. For maximum performance, the spark arrester screen should be periodically cleaned as follows:

1. Remove the spark plug.
2. Use the 4mm Allen wrench to remove the four engine cover screws (turn counter-clockwise to remove), and then remove the engine cover.
3. Use the screwdriver to remove the three exhaust tube retaining screws, and then remove the exhaust tube, gasket, and screen.
4. Use a plastic scraper or wire brush to remove carbon deposits from the arrester screen and exhaust tube.
5. Inspect the screen carefully, and replace any screen that has been perforated, distorted, or is otherwise unserviceable.
6. Reassemble the screen, gasket and exhaust tube in the reverse order of disassembly, and then install and securely tighten the three exhaust tube retaining screws.

7. Replace the engine cover, and then install and tighten the four cover retaining screws.

⚠ CAUTION!

Always assemble the four cover retaining screws in the same holes as removed. Substitution or incorrect assembly of cover retaining screws can permanently damage the aluminum castings.

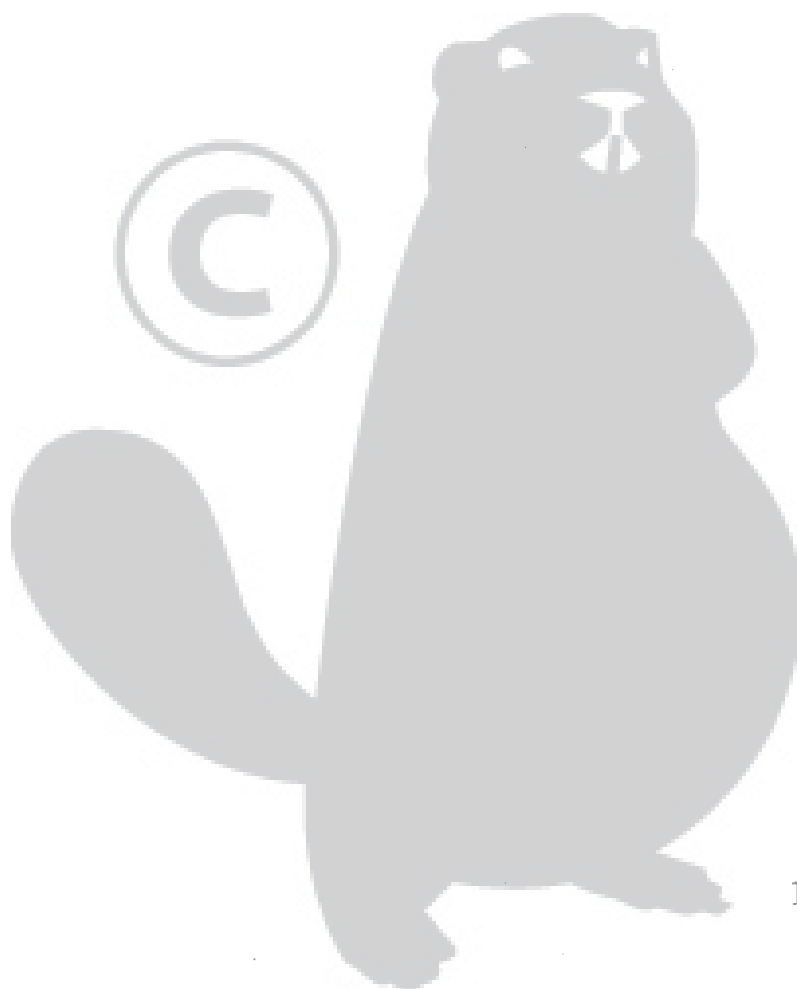
8. Install and tighten the spark plug, and then reconnect the spark plug wire.

STORAGE (30 days or longer)

- **CLEANING** Thoroughly clean the blower exterior.
- **INSPECTION** Inspect the entire blower and tubes for damage, including loose or missing components, and repair as necessary.
- **FUEL** Drain the fuel tank, and then clear any remaining fuel from the carburetor and lines by running the blower until it stops from lack of fuel.
- **LUBRICATION** Remove the spark plug, and then pour approximately $\frac{1}{2}$ g of oil into the cylinder through the spark plug hole. Before reinstalling the spark plug, pull the recoil starter gently 2–3 times to distribute the oil over the cylinder walls.
- **AIR CLEANER** Remove, clean, and reinstall the filter element as described under “daily maintenance.”
- **STORAGE** Store the blower in a clean, dry, dust-free environment.

⚠ CAUTION!

Never store this product with any fuel remaining in the tank, fuel lines, or carburetor! Your Shin-daiwa warranty does not include coverage for damage caused by “stale” or contaminated fuels!



TROUBLESHOOTING GUIDE

ENGINE DOES NOT START

What To Check	Possible Cause	Remedy
Does the engine crank?	NO → Faulty recoil starter. Fluid in the crankcase. Internal damage.	Return blower to dealer.
YES ↓		
Good compression?	NO → Loose spark plug. Excess wear on cylinder, piston, rings.	Tighten and re-test. Return blower to dealer.
YES ↓		
Does the tank contain fresh fuel of the proper grade?	NO → Fuel/mixture incorrect, stale, contaminated.	Refill with fresh fuel of the correct mixture (gasoline and 2-cycle Engine Oil, 25:1 ratio).
YES ↓		
Is fuel filling the fuel primer bulb during priming operations?	NO → Check for clogged fuel filter and/or vent.	Clean as required; re-start.
YES ↓		
Is there spark at the spark plug wire terminal?	NO → The ignition switch is "O" (OFF) Faulty ignition ground. Faulty transistor unit.	Move switch to "I" (ON) and re-start. Return blower to dealer.
YES ↓		
Check the spark plug	→ If the plug is wet, excess fuel may be in the cylinder. The plug may be fouled or improperly gapped. The plug may be damaged internally or of the wrong size.	Crank the engine with the plug removed, replace the plug, and re-start. Clean and re-gap the plug to 0.6mm, re-start. Replace the plug with a NGK BMR6A, re-start.

TROUBLESHOOTING GUIDE (continued)

LOW POWER OUTPUT

What To Check	Possible Cause	Remedy
Is the engine overheating?	Operator is overworking the machine.	Use lower throttle setting.
	Improper fuel ratio.	Refill with fresh fuel of the correct mixture (gasoline and Shindaiwa 2-cycle Engine Oil 25:1 ratio).
	Fallen leaves or dust on the intake cover	Clean the intake cover
	Fan, fan cover, or cylinder fins are dirty or damaged.	Clean, repair or replace as necessary.
	Carbon deposits in the muffler.	Decarbonize muffler.
	Carbon deposits in the combustion chamber.	Return blower to dealer.
Engine is rough at all speeds. May also have black smoke and/or unburned fuel at the exhaust.	Clogged air cleaner element.	Service the air cleaner.
	Loose or damaged spark plug.	Tighten or replace.
	Air leakage or clogged fuel line.	Repair or replace filter and/or fuel line.
	Water in the fuel.	Drain the fuel system, replace the fuel.
	Piston seizure.	Return blower to dealer.
	Faulty carburetor and/or diaphragm.	Return blower to dealer
Engine is knocking.	Overheating condition.	Idle engine until cool; find reason for overheat.
	Improper fuel.	Check fuel octane rating. Check for presence of alcohol in the fuel. Refuel as necessary.
	Carbon deposits in the combustion chamber.	Return blower to dealer.

TROUBLESHOOTING GUIDE (continued)

ADDITIONAL PROBLEMS

Symptom	Possible Cause	Remedy
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Poor acceleration.</div>	Clogged air cleaner element.	Clean the element.
	Spark arrestor is clogged	Decarbonize the arrestor (page 14 & 15).
	Clogged fuel filter.	Clean or replace filter as required.
	Carburetor mixture too lean.	Return the blower to the dealer for inspection and adjustment.
	Idle speed set too low.	2,500–2,900 min ⁻¹
	Leaking or damaged blower housing or tube assembly.	Repair or replace components as required.
	Debris is tangled in blower impeller blades.	Return blower to dealer for inspection and repair.
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Engine stops abruptly.</div>	Ignition switch turned OFF.	Set the switch to "I" (ON) and re-start.
	Fuel tank empty.	Refuel.
	Clogged fuel filter.	Clean or replace filter as required.
	Water in the fuel.	Drain; replace with clean fuel.
	Shorted spark plug or loose terminal.	Clean or replace spark plug; tighten the terminal.
	Ignition failure.	Return blower to dealer.
	Piston seizure.	Return blower to dealer.
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Engine difficult to shut off.</div>	Overheated engine.	Idle engine until cool.
	Throttle cable is incorrectly adjusted.	Choke to stop. Adjust throttle cable.
	Overheating due to incorrect spark plug.	Correct plug: NGK BMR6A

TROUBLESHOOTING GUIDE (continued)

ADDITIONAL PROBLEMS

Symptom	Possible Cause	Remedy
Excessive vibration	Warped or damaged blower fan.	Return blower to dealer.
	Loose bolt or fastener.	Tighten as required.
	Internal engine damage.	Return blower to dealer.
	Damaged A-V cushions.	Replace cushions.
Engine overspeeding	Blower intake or discharge ports or tubes are clogged with debris.	Remove debris.
	Impeller blades are missing or damaged.	Return blower to dealer.



EUROPEAN DISTRIBUTORS LIST

Ref. No.	Country	Name	Address	Tel No.	Fax No.
1	France	Yvan Beal	21, avenue De l'Agriculture, B.P.16 - Zone Industrielle du Brezet, 63014 Clermont-Ferrand Cedex 1	(33) 04 73 91 93 51	(33) 04 73 90 23 11
2	Italy	Fercad S.P.A.	Via Retronc, 40, 36077 Altavilla Vicentina, Vicenza	(39) 0444 220811	(39) 0444 348986
3	Germany	Iseki Maschinen GmbH	Rudolf-Diesel-Str. 4, 40670 Meerbusch	(49) 02159 5205 0	(49) 02159 520512
4	England	PLM Power Products Ltd.	Unit 5-6, The Shires Industrial Estate, Essington Close, Birmingham Road, Lichfield, Staffs, WS14 9AZ	(44) 01543 414477	(44) 01543 414541
5	Ireland	Danfay Ltd.	61D Sallynoggin Road, Dun Laoghaire, Co. Dublin	(353) 1 2859177	(353) 1 2858810
6	Holland	Matracom Int. B.V.	Hogelandseweg 51, 6545 AB Nijmegen	(31) 024 373 1990	(31) 024 373 1765
7	Belgium	Intergarden Import N.V.	Brechtsebaan 284-B 2900 Schoten	(32) 03 652 02 61	(32) 03 652 02 40
8	Switzerland	Solo Motorgeraete AG	Seuzachstrasse 26, CH-8413 Neftenbach	(41) 52 315 1221	(41) 52 315 1004
9	Portugal	Joaquim Verdasca Junior Heads Lda	Apartado 11-2490, Ourem	(351) 249 544540	(351) 249 544361
10	Greece	Technellas S.A.	92, Athinon Avenue, 104 42 Athens	(30) 1 5193 110	(30) 1 5193 114
11	Finland	Tuonti Jarvela KY	Itkonniemenkatu 11, PB1234 70501 Kuopio	(358) 17 2652 845	(358) 17 2652 801
12	Turkey	Taral Tarim Makina VeAletleri Sanayi A.S.	Gumussuyu Caddesi Hastane Yolu No.1 34020 Topkapi-Maltepe, Istanbul	(90) 212 567 95 50	(90) 212 674 06 79

DECLARATION OF CONFORMITY

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We hereby declare the Shindaiwa Blower,
Model EB500 (EB500/CE)

meets the following respective requirements.

Council Directives:

89/336/EEC as amended

98/37/EC as amended

2000/14/EC as amended

Standard taken:

EN 292 parts 1&2

CISPR 12

Measured sound power level: 109dB(A)

Guaranteed sound power level: 110dB(A)

Technical documentation is kept by:

K. Maeda DIV. Manager

Engineering Research and Development DIV.

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T. Yoshitomi

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shindaiwa

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