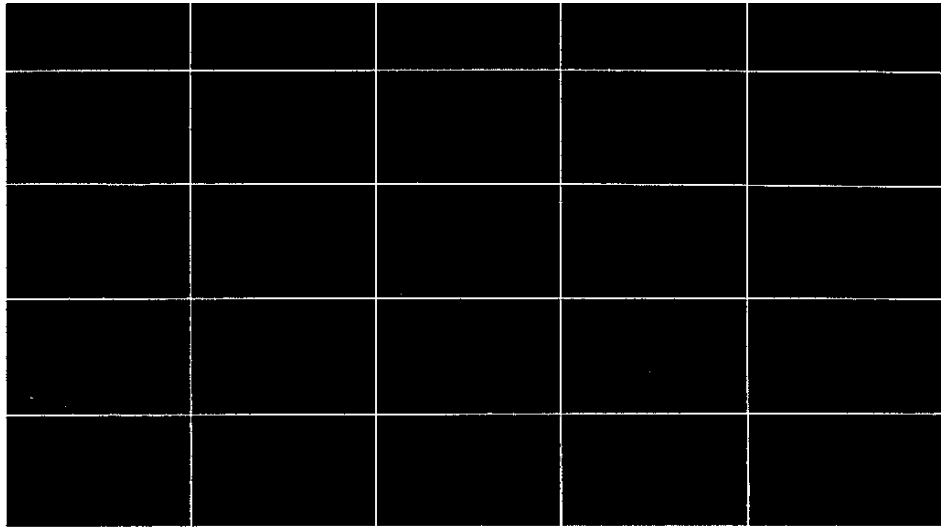


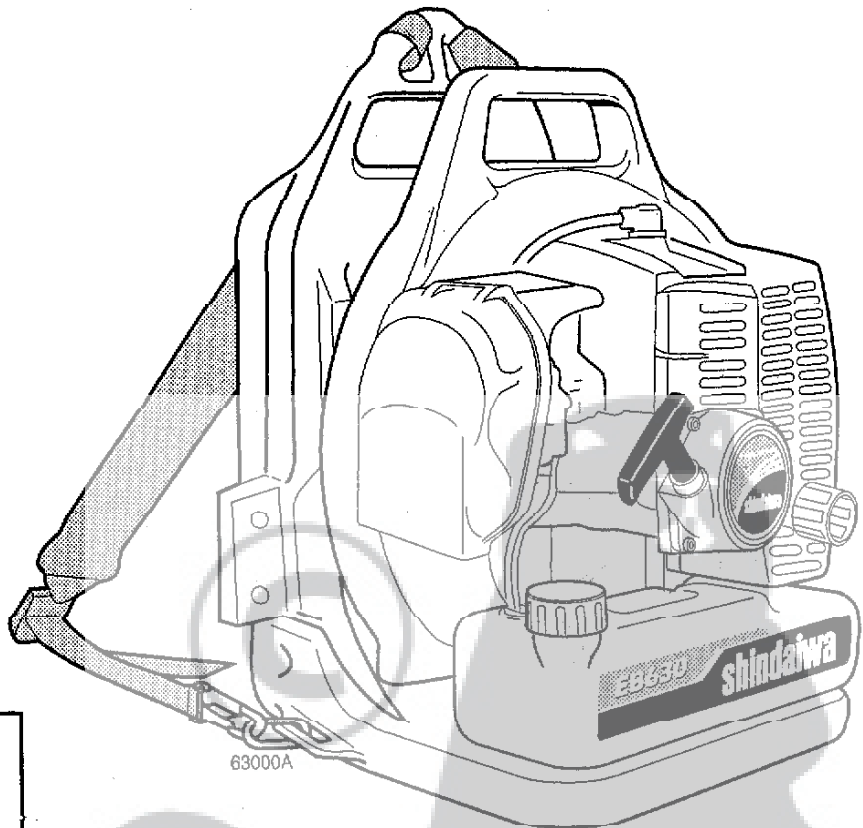
ISO 9001
CERTIFIED





**SHINDAIWA OWNER'S AND
OPERATOR'S MANUAL**

EB630 BLOWER

CE



 **WARNING!**
Always wear eye and hearing protection when operating this machine!

 **WARNING!**
Minimize the risk of injury to yourself and others!
Read this manual and familiarize yourself with its contents.

shindaiwa

Contents

	PAGE
Attention Statements.....	1
Nomenclature	3
Specifications	4
Assembling the Blower	4
Mixing Fuel.....	6
Filling the Fuel Tank	6
Starting and Stopping the Blower	7
Adjusting Engine Idle Speed	10
Adjusting the Harness	11
Using the Blower.....	12
Routine Maintenance	13
Spark Arrester Maintenance	15
Storage.....	16
Troubleshooting Guide	17
European Distributors List.....	21
Declaration of Conformity.....	22

Attention Statements



WARNING!

A statement preceded by the triangular Attention Symbol and the word **WARNING** indicates a potentially hazardous situation which, if not avoided, **COULD** result in death or serious injury.

CAUTION!

A statement preceded by the word **CAUTION** contains information that should be acted upon to avoid damaging the machine.

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.

Introduction



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!

IMPORTANT!

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

The Shindaiwa EB630 has been designed and built to deliver superior performance and reliability without compromise to quality, comfort, safety, or durability.

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 EB630 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.

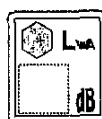


Read and follow this manual. Failure to do so could result in serious injury.



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 EB630 blower, or if you do not understand something in this manual, your Shindaiwa dealer will be glad to assist you.

Nomenclature

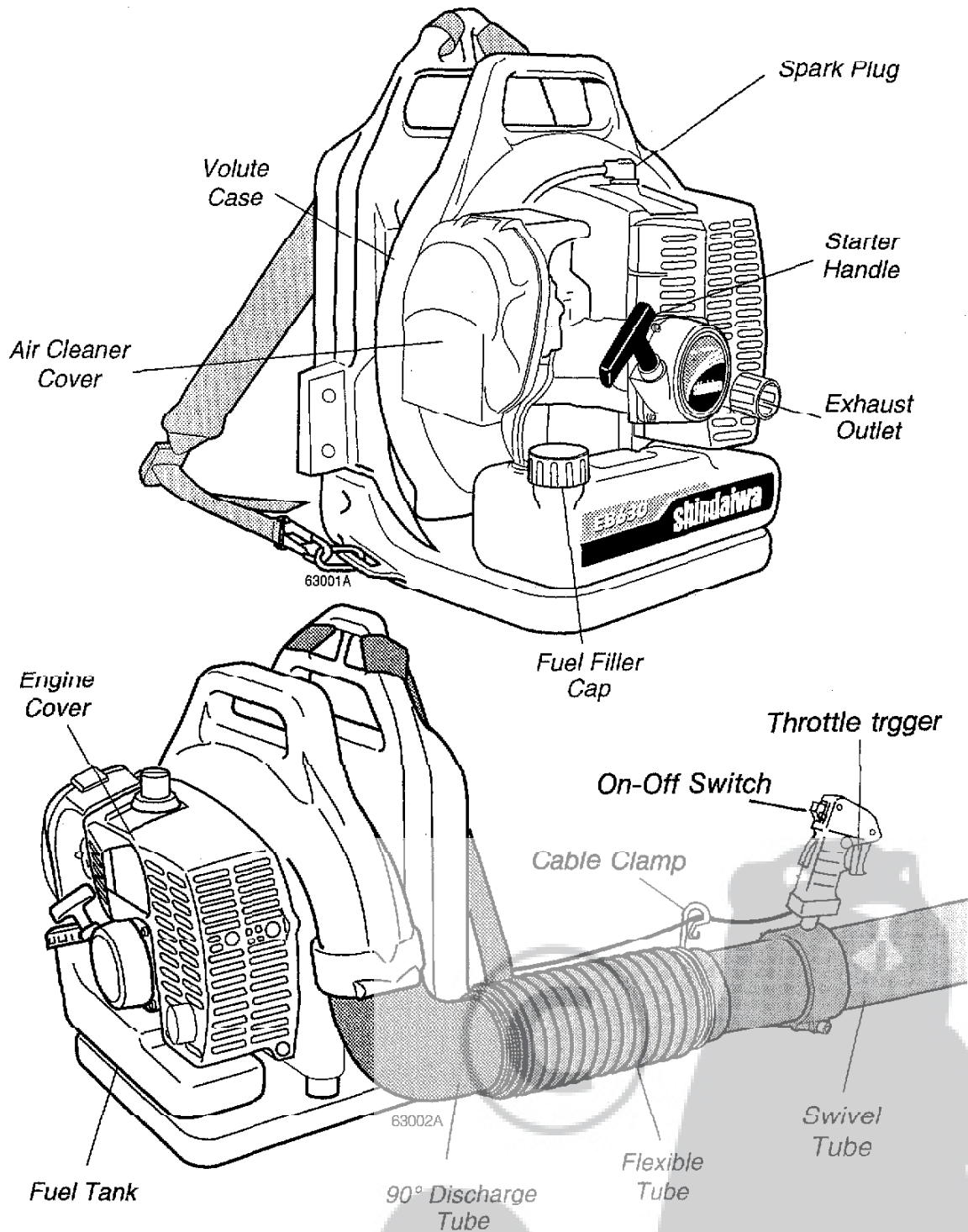


Figure 1

Prior to Assembly

Using Figure 1 and Figure 2 (page 5) as guides, familiarize yourself with the blower and its components. Understanding the machine helps ensure top performance, longer service life, and safer operation.

Specifications

Model	EB630
Dimensions(LxWxH)	350×460×495mm
Engine Type	2cycle air cooled gasoline engine, vertical cylinder
Bore & Stroke	47.5×35mm
Displacement	62.0cm ³
Max Output/min ⁻¹	2.9kW/7,500min ⁻¹
Max Engine Speed	7,900min ⁻¹
Engine Speed at Idling	2,000min ⁻¹
Fuel	Gasoline/2-cycle Engine oil mixture(25:1)
Carburetor	Walbro rotary-type with primer pump
Ignition	CDI
Spark Plug	NGK BPMR7A
Starting	Recoil starter
Stopping	Slide switch
Fuel Tank Capacity	2,000cm ³
Exhaust	Spark-arrestor muffler
Air Filtration	Foam element
Weight(dry;without blower tubes)	9.0kg
Sound Pressure Level (in accordance with ISO 7917)	95.5dB(A)
Sound Power Level (in accordance with ISO 10884.2)	108dB(A)
Vibration Level (in accordance with ISO 7916) Idling	3.1m/s ²
Full load	3.1m/s ²
Blow Air Speed	86m/s
Blow Air Volume	17.4m ³ /min

Assembling the Blower

IMPORTANT

The terms “left”, “left-hand”, “LH”; “right”, “right-hand”, and “RH”; “front” and “rear” refer to directions as viewed by the operator during normal operation.

Before assembling the blower, make sure you have all required components. See Figure 2.

- Power unit and blower assembly.
- Flexible tube, swivel tube (throttle lever attached), straight tube, and nozzle tube.
- Cable clamp.
- Two tube clamps (100 and 85mm).
- Tool kit with plug wrench.
- This Owner’s and Operator’s Manual and a Warranty Registration card.

Proceed with assembly as follows:

1. Place the blower upright on the ground or a sturdy work surface.
2. Slip the flexible tube over the end of the 90° discharge tube, and secure with the 100mm clamp.
3. 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.

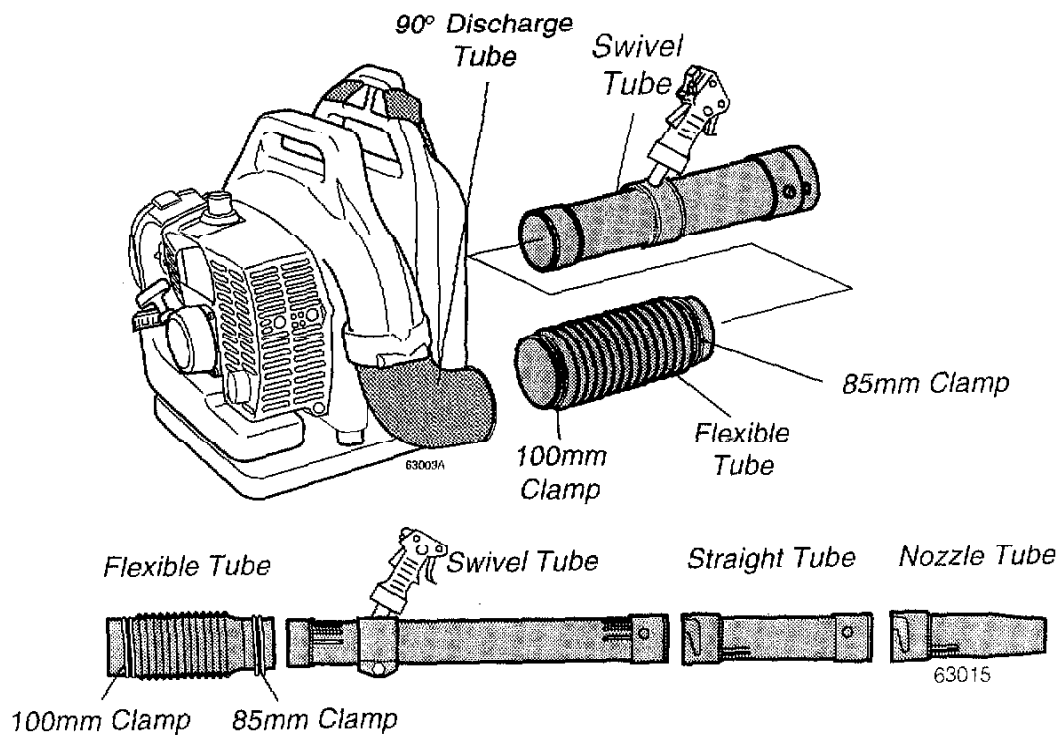


Figure 2

4. Grasp the straight tube, and push the tube over the swivel tube locking pins (right). See Figure 3.
5. Lock the straight tube to the swivel tube by rotating the straight tube.
6. Grasp the nozzle tube and lock the nozzle to the straight tube as in Steps 4 and 5.
7. Attach the cable clamp over the outlet end of the flexible tube and hook the throttle cable as shown.

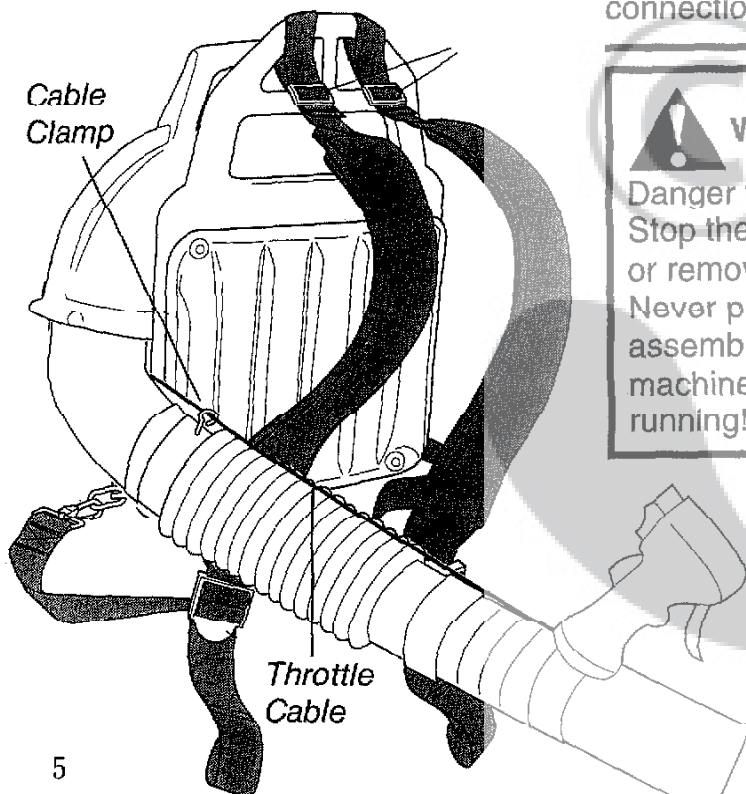
IMPORTANT!

Blower tube installation affects blower 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!



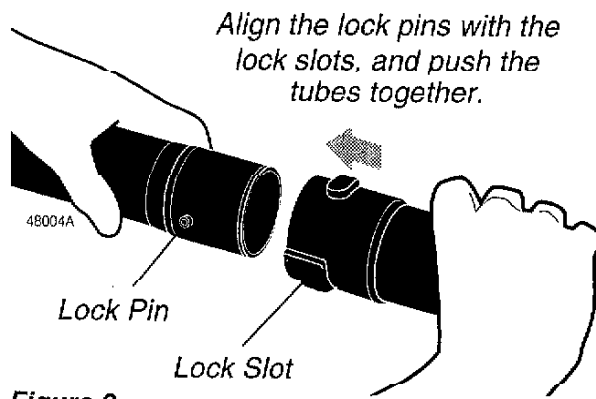
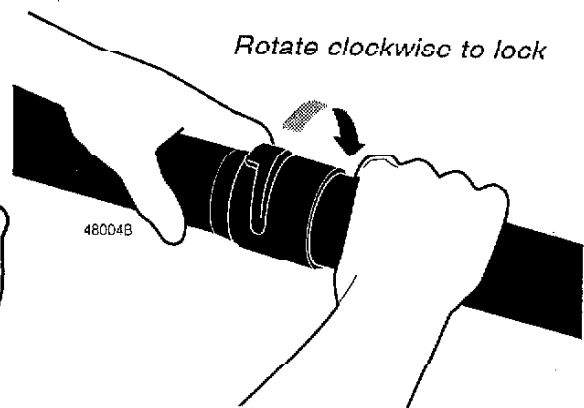


Figure 3



Mixing Fuel

CAUTION!

This engine is certified to operate on a 25:1 mixture of unleaded gasoline and 2-cycle mixing oil only.

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.

Generic oils and some outboard mixing oils are not intended for use in high-performance air cooled 2-cycle engines, and should never be used in your Shindaiwa blower!

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

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!

Filling the Fuel Tank



WARNING!

Minimize the risk of fire!

- Handle fuel with extreme care since it is highly flammable!
- Always allow the engine to cool before refueling.
- Never start or operate the blower if you discover fuel leaks.
- Do not transport or store the unit with fuel in the tank.
- Wipe all spilled fuel and move the machine at least 3 meters from the fueling point before restarting.
- Never smoke or light any fires near the unit or fuels.
- Never place any flammable material near the engine muffler.
- Never attempt to refuel the engine while it is running.

IMPORTANT

Always store and mix gasoline and oil mixture in a container that is specifically designed to hold gasoline.

IMPORTANT

Never mix gasoline and oil mixture in the fuel tank

1. Place the unit on the ground or on a flat surface. Make sure the area around the fuel filler cap is free of dirt or debris.
2. Remove the fuel cap slowly and fill the fuel tank with clean, fresh fuel mixture. See Figure 4.
3. Replace and tighten the fuel cap.
4. Wipe spilled fuel from the power-head before starting the engine.

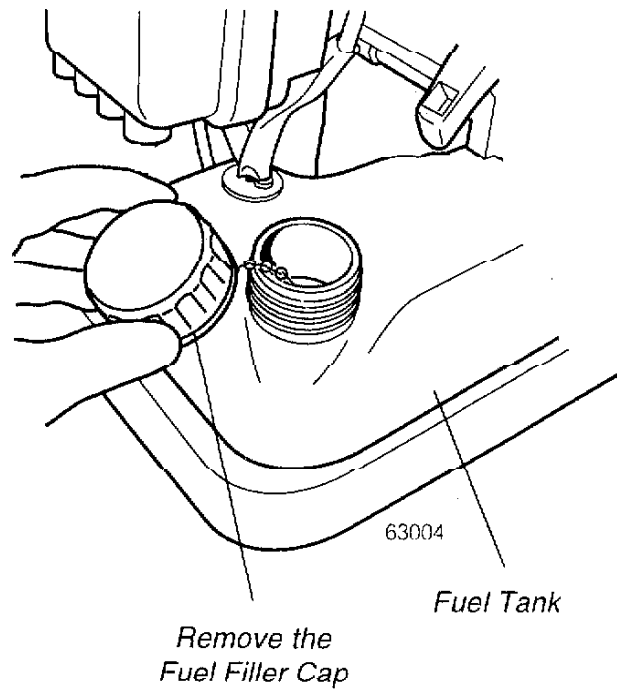


Figure 4.

Starting and Stopping The Blower



WARNING!

- Danger from rotating impeller! The impeller will rotate whenever the engine is operating!
- 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.

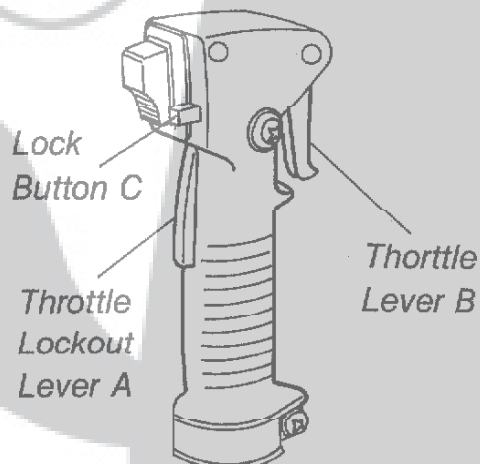


Figure 5

Control Positions, 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.

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.

3. Prime the fuel system by depressing the fuel primer bulb repeatedly until the bulb fills with fuel, and move the choke lever up (closed position). See Figure 6.

Control Positions, warm engine



WARNING!

The engine cover will be hot after blower operation!

1. Set the throttle lever to "fast idle" as in Step 1 (previous column).
2. Slide the ignition switch to the ON ("I") position.
3. Move the choke lever down (open position). See Figure 6.

Choke Control (open position shown)

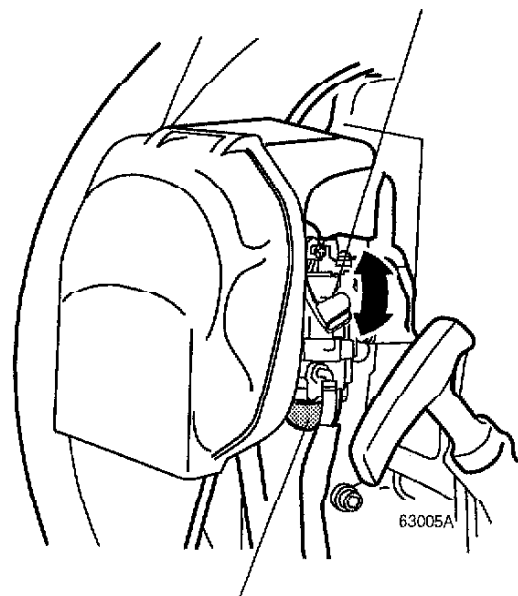


Figure 6 Fuel Primer Bulb

Starting the Engine

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.

1. Place the blower on the ground, and hold the blower firmly with your left hand on the volute case.
2. Using your right hand, pull the starter handle slowly until you feel the starter engage. see Figure 7 (next page).

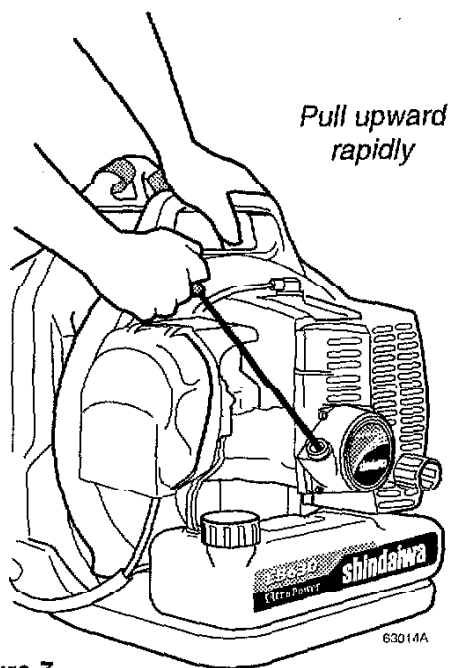


Figure 7

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

When The Engine Starts--

1. Open the choke (if it is not already open) by moving the choke lever down .
2. If the engine does not continue to run, repeat the appropriate starting procedures for a cold or warm engine.
3. When the engine continues to run, allow it to run at idle speed until operating temperature is reached (2-3 minutes).

The blower should now be ready for use.

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.

Starting A Flooded Engine

1. Disconnect the spark plug lead, and remove the spark plug (see page 14 for procedures).
2. If the spark plug is fouled or is soaked with fuel, clean or replace the plug as required (see page 14 for procedures).
3. With the spark plug removed, open the choke (Figure 6), put the throttle lever in the full throttle position (Figure 5), then clear excess fuel from the combustion chamber by cranking the engine several times.
4. Install and tighten the spark plug, and reconnect the spark plug lead.
5. Repeat the starting procedures for a warm engine.
6. If the engine still fails to start or fire, refer to the troubleshooting flow chart at the end of this manual.

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.

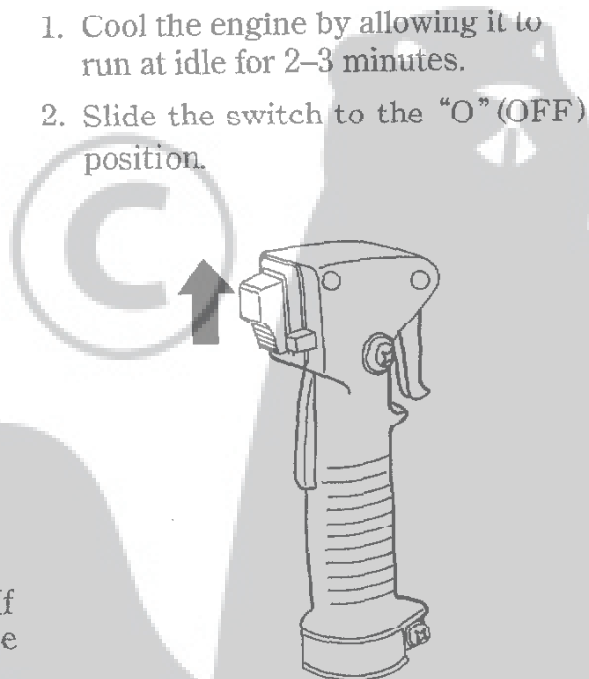


Figure 8

Adjusting 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 14 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 cylinder cover or blower tubes are blocked or incorrectly installed!

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. Turn the idle speed adjustment screw in or out until the engine idles smoothly at approximately $2,000\text{min}^{-1} \pm 200\text{min}^{-1}$. See Figure 9.
 - To increase engine idle speed, turn the idle speed adjustment screw clockwise.
 - To decrease engine idle speed, turn the idle speed adjustment screw counter-clockwise.

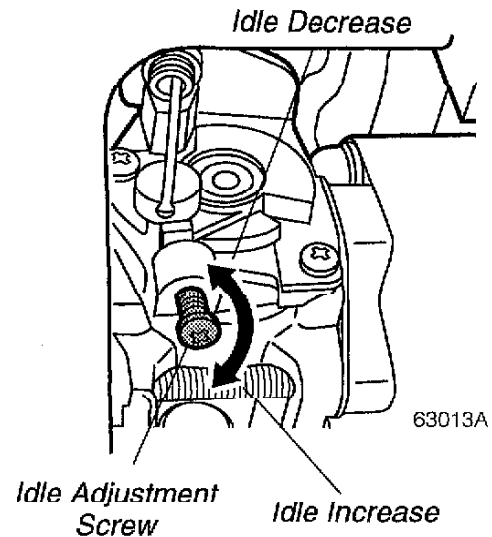


Figure 9



Adjusting The Harness

The Shindaiwa EB630 Blower features an advanced harness system that helps ensure maximum operator comfort and ease of operation. See Figure 10.

- 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.

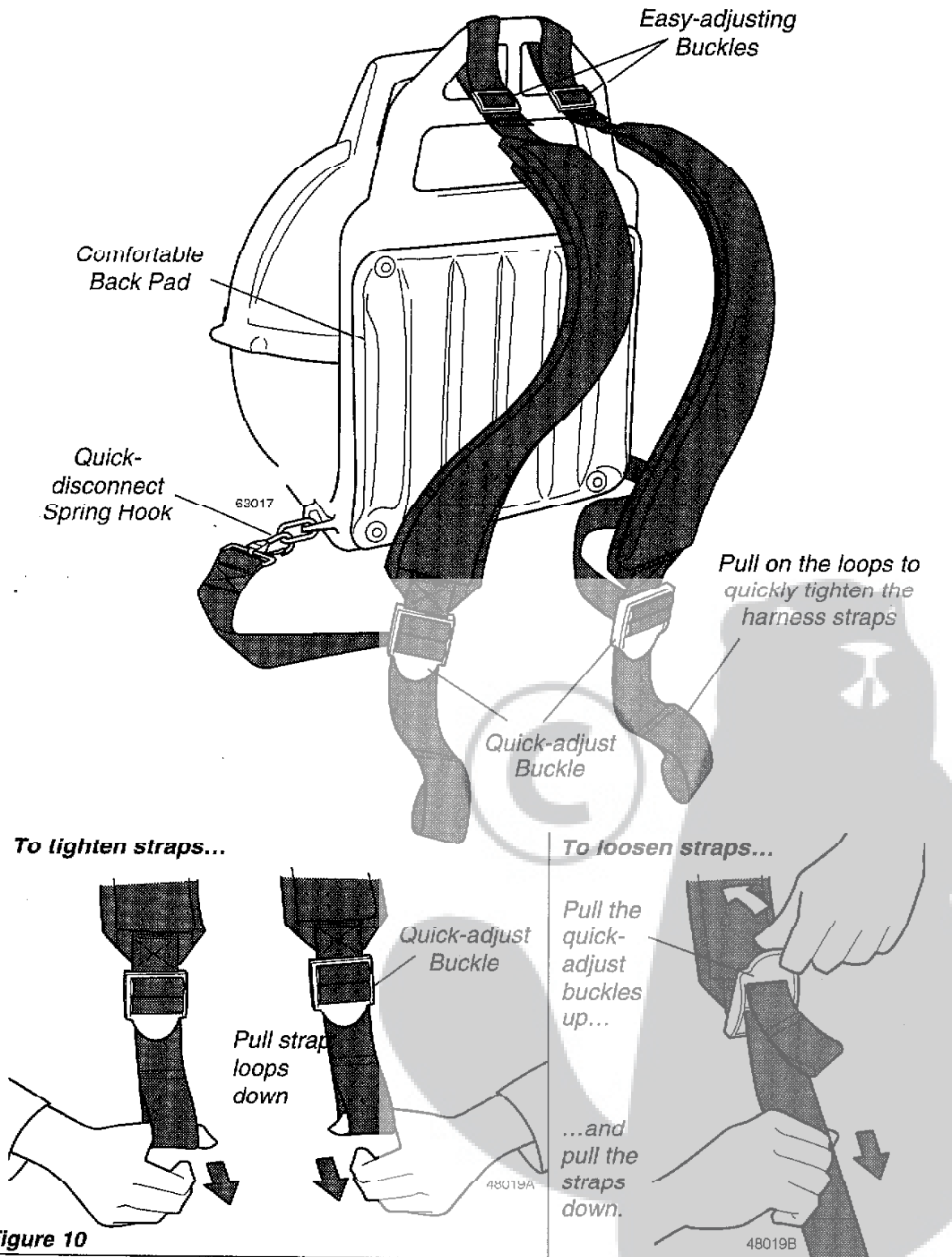


Figure 10

Using The Blower



THINK SAFETY!

OPERATING TIPS

In the hands of an experienced operator, the EB630 can efficiently move a wide variety of debris ranging from grass clippings to gravel. As a general rule, operate your blower 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!

Wear hearing protection when operating the blower.

Confine long hair that might become caught or tangled in machinery.

Wear eye protection such as a face shield or goggles while operating this machine!

Wear a dust mask to reduce the risk of inhalation injuries.

Wear close-fitting clothing to protect your legs and arms. Do not wear clothing or jewelry that could get caught in machinery!

Never operate the blower indoors.

Always be aware of the strength and direction of the blower discharge stream! Never direct the blower discharge stream toward people or animals!

Never operate the blower if any component parts are damaged, loose, or missing!

Never operate the blower when visibility is poor.

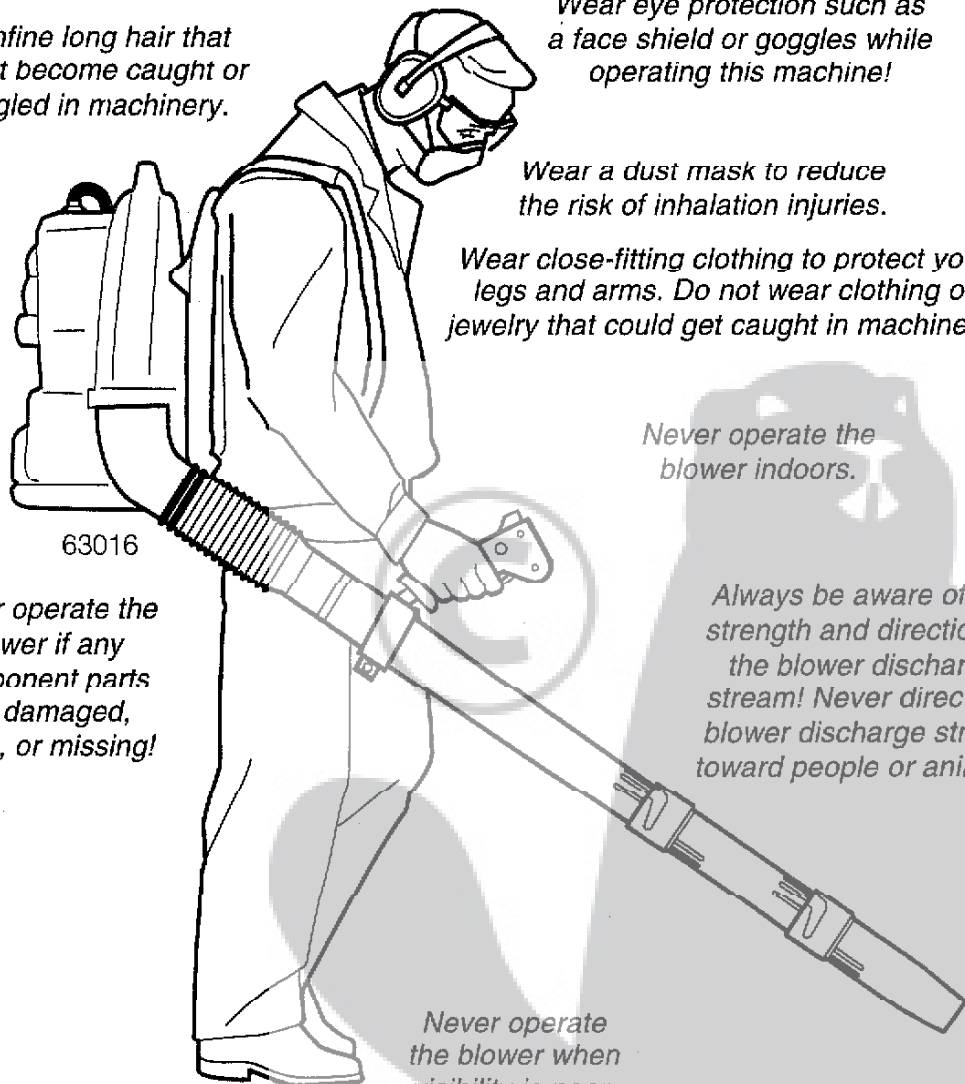


Figure 11

Routine Maintenance



WARNING!

Before performing 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

NOTE

Using non-standard replacement parts could invalidate your Shindaiwa warranty.



WARNING!

To reduce fire hazard, keep the engine and muffler free of dirt, debris, and leaves.

CAUTION!

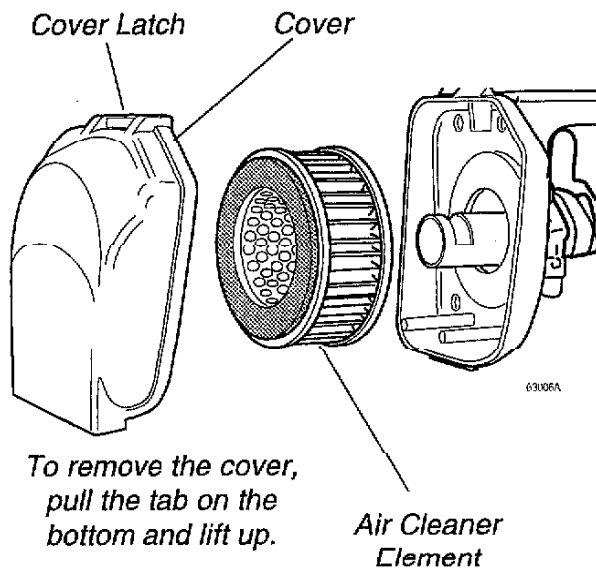
An improperly maintained cooling system can cause the engine to overheat and fail. Follow the proper maintenance procedures.

Prior to each workday, perform the following:

- Clean off the blower by removing any dirt and debris from the engine, cylinder cooling fins, muffler, blower air intake area and the fuel tank.
- Inspect for any fuel leaks at the fuel tank, fuel cap, and fuel lines. Repair any leaks before using the blower.
- Look for loose, broken, damaged or missing screws or other components. Secure, repair and replace as necessary before using the blower.
- Check and clean the air cleaner as necessary. See page 14 for procedures.

Every 10 Hours

(more frequently in dusty conditions)



To remove the cover, pull the tab on the bottom and lift up.

Figure 12

CAUTION!

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

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 EB630 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.

Every 10/15 Hours

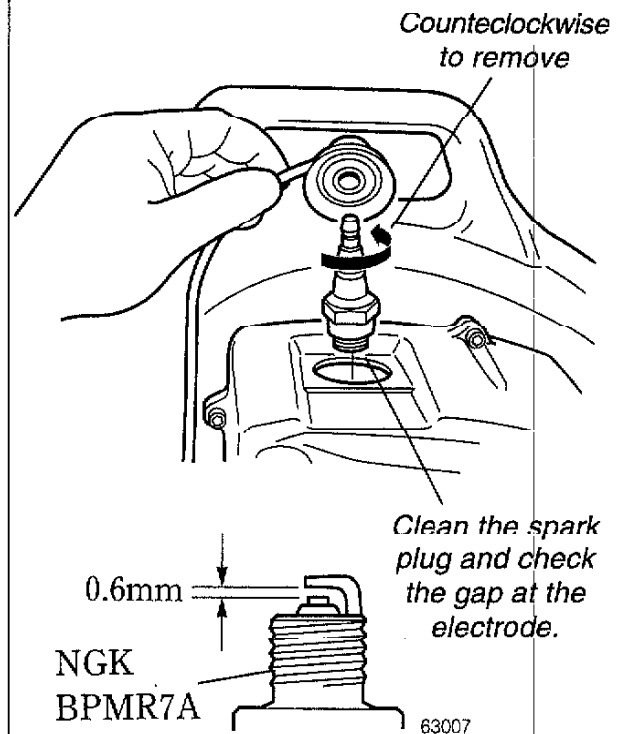


Figure 13

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!

1. Use the spark plug wrench to remove the spark plug. See Figure 13.
2. Clean and adjust the spark plug gap to 0.6mm. If the plug must be replaced, use only: NGK BPMR7A
3. Install the spark plug finger-tight in the cylinder head, then tighten it firmly with the spark plug wrench. Avoid overtightening.

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 BPMR7A (or equivalent), gapped to 0.6mm.

CAUTION!

Do not damage or puncture the fuel tube with the wire hook.

- **FUEL FILTER** Use a wire hook to extract the fuel filter from inside the fuel tank. See Figure 14. Inspect the filter element for signs of contamination from debris. A contaminated fuel filter should be replaced with a new Shindaiwa replacement element.

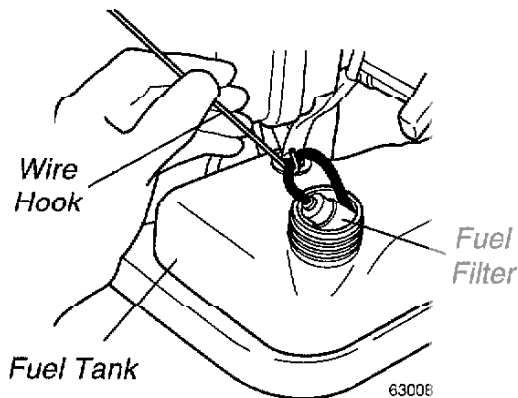


Figure 14

Before reinstalling the filter, inspect the condition of the fuel line. If you note damage or deterioration, 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 Arrester Maintenance

(seasonally, or whenever you experience hard starting or poor performance)



WARNING!

Never operate this blower with a damaged or missing muffler or spark arrester! Operating with missing or damaged exhaust components is a fire hazard, and can also damage your hearing!

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. See Figure 15.

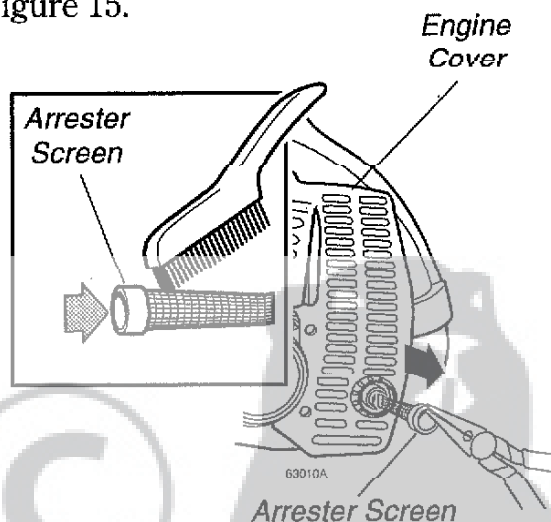


Figure 15

1. Use a needle-nose pliers to remove the spark arrester from the exhaust tube. The arrester is press-fit in place; there are no screws to remove.
2. Use a plastic scraper or wire brush to remove carbon deposits from the arrester screen and exhaust tube.
3. Inspect the screen carefully, and replace any screen that has been perforated, distorted, or is otherwise unserviceable. (turn the page)

4. Press the spark arrester into the exhaust tube. A soft mallet may be used to tap the spark arrester home.

If carbon accumulation in the muffler or cylinder are severe, or if you do not notice an improvement in performance after servicing, return the blower to your dealer for inspection.

Storage

(30 days or longer)

CAUTION!

Never store this product with any fuel remaining in the tank, fuel lines, or carburetor!

NOTE!

Your Shindaiwa warranty does not include coverage for damage caused by "stale" or contaminated fuels!

- **CLEANING** Thoroughly clean the blower exterior.
- **INSPECTION** Inspect the entire blower and tubes for damage, including loose or missing components, and repair as necessary.

IMPORTANT!

All stored fuel should be stabilized with fuel stabilizer such as STA-BIL™

- **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 7g 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 "10-hour Maintenance" (page 14).
- **STORAGE** Store the blower in a clean, dry, dust-free environment.

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 BPMR7A, re-start.

Troubleshooting Guide

LOW POWER OUTPUT

What To Check	Possible Cause	Remedy
Is the engine overheating?	Plugged or restricted blower air intake screen. Leaves or other debris have collected on the screen.	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.
	Operator is overworking the machine.	Use lower throttle setting.
	Improper fuel ratio.	Refill with fresh fuel of the correct mixture (gasoline and 2-cycle Engine oil 25:1 ratio).
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

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 arrester is clogged.	Decarbonize the arrester (page 15 & 16).
	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.	$2,000\text{min}^{-1} \pm 200\text{min}^{-1}$
	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.

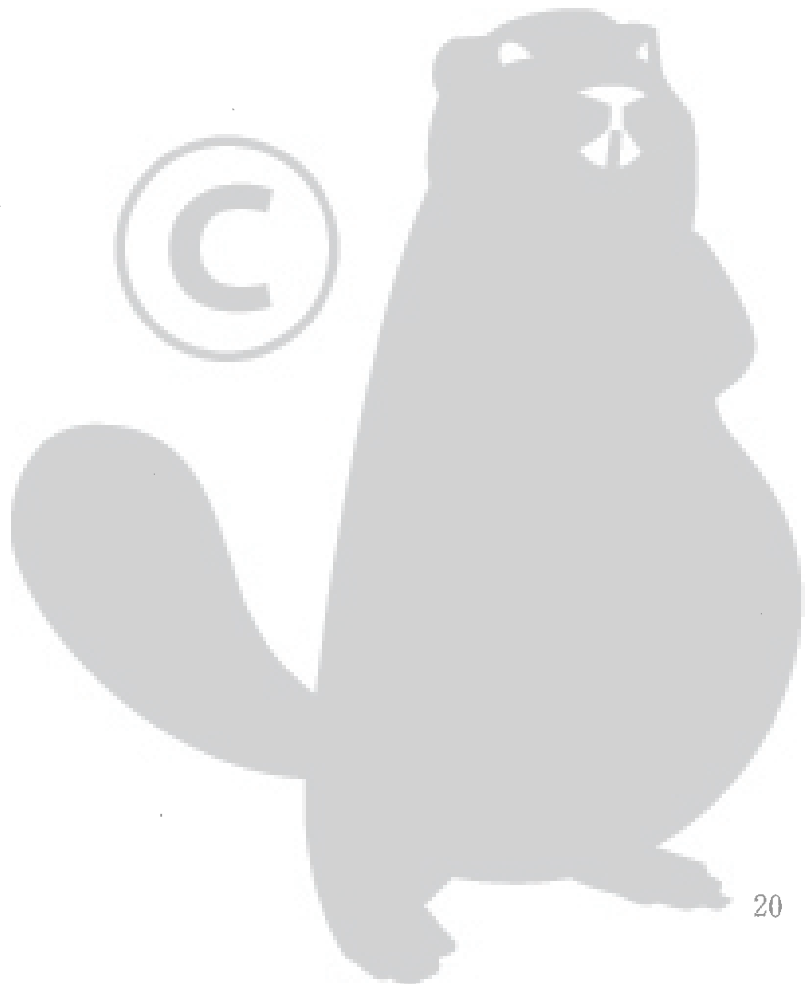
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Engine stops abruptly.</div>	Ignition switch turned OFF.	Set the switch to "I" (ON) and re-start.
	Fuel tank empty.	Refuel.
	Clogged fuel filter.	Replace filter as required.
	Water in the fuel.	Drain; replace with clean fuel.
	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 BPMR7A

Troubleshooting Guide

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 Retrone, 49, 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

DECLARATION OF CONFORMITY

We hereby declare the Shindaiwa Blower,
Model EB630 (EB630/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: 111dB(A)

Guaranteed sound power level: 112dB(A)

Technical documentation is kept by:

K. Maeda DIV. Manager

Engineering Research and Development DIV.

Shindaiwa Kogyo Co., Ltd.

Head office : 6-2-11, Ozuka-Nishi, Asaminami-Ku,
Hiroshima, 731-3167, Japan

TEL: 81-82-849-2003 , FAX: 81-82-849-2482

2002-12-10

T. Yoshitomi

T. Yoshitomi

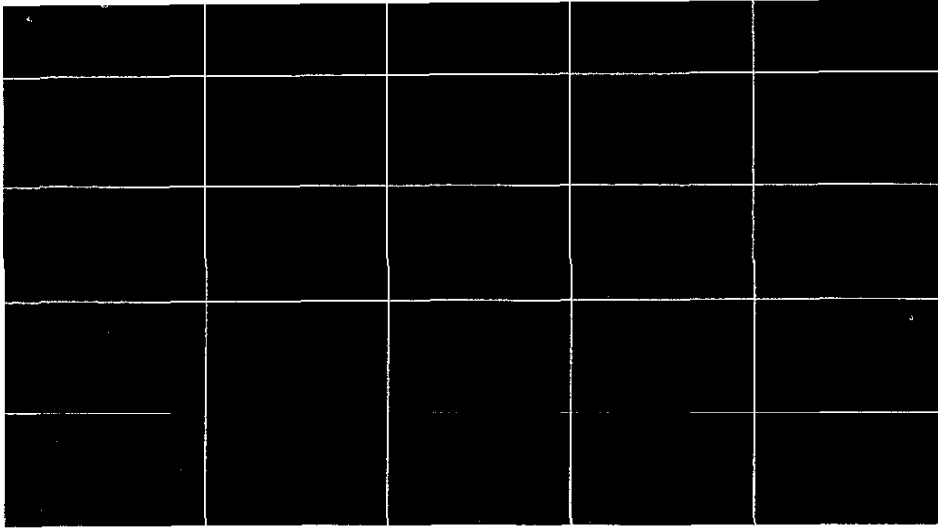
DIV. Manager

Quality Assurance DIV.

Shindaiwa Kogyo Co., Ltd.

Head office : 6-2-11, Ozuka-Nishi, Asaminami-Ku,
Hiroshima, 731-3167, Japan

TEL: 81-82-849-2206 , FAX: 81-82-849-2481



shindaiwa



68208-94013 (2-0201) ©