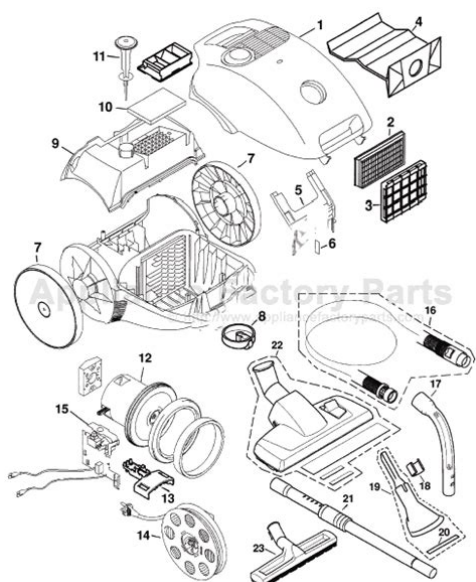


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The guy was very polite and speedy and a guarantee to boot. BIG Warranties Limited is authorised and regulated by the Financial Conduct Authority under FRN No.798998. Both companies are registered in England and Wales. You can change your cookie settings at any time. Otherwise, we'll assume you're OK to continue. This should be easily verified by us. We will not match other service or charges and a discount must not have been offered

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only prices quoted on the competitors website are valid. Ask your question here. Provide a clear and comprehensive description of the issue and your question. The more detail you provide for your issue and question, the easier it will be for other Bosch GL30 owners to properly answer your question. Ask a question How can I restart and make it working This manual comes under the category Vacuum Cleaners and has been rated by 18 people with an average of a 7.7. This manual is available in the following languages English, Dutch, Hungarian, Greek, Turkish, Romanian, Finnish, Norwegian, Russian, Polish, Danish, Portuguese, Swedish, Italian, Spanish, French, German, Ukrainian. Do you have a question about the Bosch GL30 or do you need help. Ask your question here Bosch GL30 specifications Brand Why is that Therefore, check the filter regularly. When a filter is clogged, dust absorption decreases and energy consumption increases. ManualSearcher.com ensures that you will find the manual you are looking for in no time. Our database contains more than 1 million PDF manuals from more than 10,000 brands. Every day we add the latest manuals so that you will always find the product you are looking for. It's very simple just type the brand name and the type of product in the search bar and you can instantly view the manual of your choice online for free. ManualSearcher.com If you continue to use this site we will assume that you are happy with it. Read more Ok. Book your Bosch vacuum cleaner repair online or call 0844 557 3701 We offer fixed price Bosch vacuum cleaner repairs so you know the total cost upfront and our network of engineers operate throughout England, Scotland and Wales, including your local area. As the UK's leading independent kitchen appliance repair specialist with more than 1 million satisfied repair customers, you can book your Bosch vacuum cleaner repair with the confidence you're getting a professional repair.

You can book your Bosch vacuum cleaner repair online using our fast, safe and easy online booking facility or by calling our friendly sales team on 0844 557 3701 You can choose whether to manage these or allow them all. View Cookie Policy You can choose whether to manage these or allow them all. See our cookies page for more information. For example they're used to recognise you when you return to our website. If you do not allow these cookies then some or all of these services may not function properly. We use this data to customise the marketing content you see on websites, apps and social media. They also help us understand the performance of our marketing activities. These cookies are set by us or our carefully selected third parties. The VAC140A is capable of wet and dry pick up. When paired with a HEPA filter accessory VF120H not included, this unit has been independently tested to meet the EPA definition of a HEPA vacuum. The automatic filter cleaning system cleans the filter every 15 seconds, ensuring the dust extractor is always working at maximum efficiency. Power tool activation reduces the need for a second extension cord, the tool can be plugged directly into the dust extractor. Heavy duty wheels, a locking castor, a metal frame, and LBoxx compatibility make this more than just a typical dust extraction unit. Call us at 1877BOSCH99 18772672499 or visit the Frequently Asked Questions. We may already have the answer for your questions. Text us here. Mon-Fri 7001900 CST. All things that make a great product. However, it had developed a nasty intermittent cutting out problem when in use. I also noticed that the charger's flex had also cracked near the wall plug, making it dangerous while charging. Nothing obvious there, but all items cleaned and washed as a precaution to allow the roller to move freely and the vacuum to breathe easily. Many things are repairable, but we've seemingly fallen out of love with mending things.

<http://www.drupalitalia.org/node/76329>

I aim to fix that by publishing each repair I carry out in the hope that others will be inspired to repair their things and keep them for longer. Was not sure if it came from the handle or the bottom connector. Cleaned up both. Seems ok now but will end up fitting a screw also as there is a bit of flex. I have the same cleaner but a problem with the switch as though it slides to the second power it doesn't increase to full power suction. Any thoughts I'm trying to get the handle apart to see if I can see a problem with the switch. Also, are the batteries any good Take your time and you'll be able to separate the two halves. Have tried with a different charging cable. It still works for a few seconds but then cuts out. Would that be because of the battery It can be replaced, but there isn't an official Bosch replacement. I have replaced the cells on two machines with success. Notify me of new posts via email. Learn how your comment data is processed. This isnt my main job. Blog Stats. Please note that depending on the settings you choose, the full functionality of the website may no longer be available. These cookies don't collect information that identifies a visitor. All information these cookies collect is aggregated and therefore anonymous. It is only used to improve how a website works. They are usually placed by advertising networks with the website operator's permission. They remember that you have visited a website and this information is shared with other organisations such as advertisers. Unfortunately we do not have control over these cookies, in this case you should refer to the list of cookies on this page which provides further details. That's why we've put together a selection of answers to questions you may have about repairing your vacuum cleaner. Sign up for an account today. Instruction manuals contain essential information to operate and maintain your appliance. Buy genuine spare parts direct from Bosch.

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Registration number 01844007 England and Wales VAT registered number GB108311845. Please note that depending on the settings you choose, the full functionality of the website may no longer be available. That's why we've put together a selection of answers to questions you may have about your vacuum cleaner. We'll show you how to fix common problems, or put you in touch with our repair experts for more serious problems. Sign up for an account today. Instruction manuals contain essential information to operate and maintain your appliance. Buy genuine spare parts direct from Bosch. How can I fix it We recommend to call our Customer Service on 1300 369 744 for advice. Phone 1300 369 744 24 hours support Monday to Friday You need these for product registration and booking your repair service. Check the status of your order, cancel or return items. Please allow 4 business days for your order to be shipped, more info. Stay safe everyone. Just as the first order, on time, on budget, on quality. First Class Operation Nothing Second Rate. View Part Info Not Available More information 7 BO170460 Bag Spring Holder. Well show you how you can fix common vacuum cleaner or put you in touch with our repair experts for more serious problems. Sign up for a personal account and youll find useful tips for more performance and prolonging the life of your appliance. From learning how to Quickstart to Caretips. While we endeavor to provide you with help as best as possible, there will be times where we will get back to you the next working day. Thank you for your support and we look forward to be of continuous service to you. You need these for product registration and booking your repair service. Please make sure that the part number below matches the number in the information box on your tool. If the part number below does not match the one on your tool, please use our spare parts catalogue to search directly for the part you require. Please try again later.

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The model takes into account factors including the age of a rating, whether the ratings are from verified purchasers and factors that establish reviewer trustworthiness. Please try again later. ANITH KUMAR SREENIDHI 4.0 out of 5 stars For once, it was Bosch and next; it was a vacuum cleaner. Never thought that Bosch has one such product for the Indian market. For apparent reasons buying a product from a global store has its perks of getting the Best, but service is a real challenge. I immediately ordered this product from Amazon and started comparing it with Euroclean Eureka Forbes Wd X2 Vacuum Cleaner. Regarding power, Wd X2 has a wattage of 1300 compared to Bosch which has only 1100 W. Honestly, this wattage between the two brands is a myth because Bosch is more potent than Wd X2. For once, one of the main suction pipes broke, and I had to reorder I returned the product as it was not appealing workwise. Both Bosch and Wd X2 is built for a long haul cleaning, but the efficacy is more with Bosch. We used both of them for at least two hours, without a break and they worked well. Bosch worked for cleaning the floor even without a carpet and feels like you just mopped the floor. Thanks to their floor extension. The same extension can be used for cleaning sofas, beds, car floor, etc. The wet cleaning doesnt matter didnt try as it is a pain to change the configurations already set for dry dust cleaning. They do not have a smaller crevice cleaning extension like Wd X2 but still works well. Most importantly, both the companies DO NOT provide a demo when purchased from eCommerce sites, but still worth buying from Amazon due to a competitive price with YouTube demo videos to watch and learn. Additionally, I found that Eureka Forbes is too pricey due to their brand value but not worth buying their vacuum cleaners. And they have poor customer support response. I must say, by far this is my first Bosch product is robust, powerful and easy to use.

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Im delighted with its efficiency. The only disappointment with Bosch is that it has a onespeed setting to regulate, which can be scary while cleaning places like the laptop, and computer keyboards. The power knob with variable speeds can be a real handy, hence a Point less. Its a very big and good brand but the product is worst. 1stly the dealer is making fool out of us. He is giving the specifications of Bosch gas 15PS and selling Bosch Gas 15 instead. He is doing fraud. There is a huge difference between Gas 15PS and Gas 15. Gas15ps have blower function whereas Gas 15 doesnt have blower function. Please beware of this fraud. Thank u. Their price is some what the same

10.5k for Bosch and 11.5k for Karcher. Compared to the Karcher, Bosch is much smaller and deficient in features. The biggest difference is the storage capacity 25 liters for Karcher and 15L for Bosch. On top of it, Boschs dust filter encroach into the storage reducing the capacity to 67 liters. Karcher has provisions on the device itself for storing all the accessories. Bosch doesnt have it. See the pictures for details. The biggest advantages of Karcher is that it can be used for dry and wet vacuuming without changing the filter. On Bosch, the dust filter needs to be removed before wet vacuuming. But there are a few things I liked about Bosch. 1 It has a much better suction than Karcher. May be the most powerful suction I have seen so far on these types of vacuum cleaners. It is powerful enough to pull the side walls of its storage compartment inwards if you block the suction pipe. 2 Usually, vacuum cleaners have a longer power cord and shorter suction pipe. But Bosch is the other way around. It almost twice as long as Karcher. This is very useful while cleaning cars. 3 The accessories of Karcher and other vacuum cleaners can be used on Bosch. Almost all parts of this vacuum cleaner is made of Polypropylene which is susceptible to breakage.

It's good product Pros 1 suction power is very good 2 sturdy and build quality is good 3 maintainance free 4 easy to handle Cons 1 blower function is very very poor 2 accessories are less 3 noise is more 4 wire auto rewind is missingIt has both Blower and suction capability, also can be used for wet cleaningI have not tried personally but it has options for wet cleaning. Only disadvantage, not many accessories, need to buy some accessories to clean everything. Also little noisy, you can compare the sound with mixer grinder. Please upgrade your browser to improve your experience. At eSpares we work hard to maintain a library of manufacturerapproved guides and instructions for home appliances. Were always expanding our collection, so if the manual you need isnt here, let us know and well do our best to find it for you.Download it for free.You can choose whether to manage these or allow them all. View Cookie Policy. With new rotational airflow technology. With new rotational airflow technology. Please make sure that the part number below matches the number in the information box on your tool. For the Indian sports federation, see Modern Pentathlon Federation of India. System design and configuration affects and takes account of a variety of factors, includingThis can mean easier engine starting, smoother and more consistent throttle response, better adaptation to a wider range of altitudes and ambient temperatures, smoother idling, decreased maintenance needs, better fuel efficiency, and cleaner exhaust.The more consistent and predictable composition of the exhaust makes emissions control devices such as catalytic converters more effective as well.Fuel injection was in widespread commercial use in diesel engines by the mid1920s.See Diesel engine.The Hesselman engine was a low compression design constructed to run on heavy fuel oils.

This was basically a specially lubricated highpressure diesel directinjection pump of the type that is governed by the vacuum behind an intake throttle valve. Modern diesels only change the amount of fuel injected to vary output; there is no throttle. This system used a normal gasoline fuel pump, to provide fuel to a mechanically driven injection pump, which had separate plungers per injector to deliver a very high injection pressure directly into the combustion chamber. The 1954 MercedesBenz W196 Formula 1 racing car engine used Bosch direct injection derived from wartime aircraft engines. Following this racetrack success, the 1955 MercedesBenz 300SL, the first production sports car to use fuel injection, used direct injection. The 1955 MercedesBenz 300SLR, in which Stirling Moss drove to victory in the 1955 Mille Miglia and Pierre Levegh crashed and died in the 1955 Le Mans disaster, had an engine developed from the W196 engine. The Bosch fuel injectors were placed into the bores on the cylinder wall used by the spark plugs in other MercedesBenz sixcylinder engines the spark plugs were relocated to the cylinder head. Later, more mainstream applications of fuel injection favored the lessexpensive indirect injection methods.The plunger connected to the fuel metering system that mechanically dispensed fuel to the cylinders via distribution tubes. The fuel meter adjusted the amount of flow according to engine speed and load, and included a fuel reservoir, which was similar to a carburetors float chamber. With its own

highpressure fuel pump driven by a cable from the distributor to the fuel meter, the system supplied the necessary pressure for injection. However, they were a favorite in the aforementioned competition trials in which essentially wideopen throttle operation was prevalent. The early Bosch Jetronic systems were also used by Audi, Volvo, BMW, Volkswagen, and many others. This was designed to meet the U.S.

emission requirements with no loss in performance and it also reduced fuel consumption. Most of the 35 vehicles originally equipped with Electrojector were retrofitted with 4barrel carburetors. The Electrojector patents were subsequently sold to Bosch. This system was adopted by VW, MercedesBenz, Porsche, Citroen, Saab, and Volvo. Lucas licensed the system for production in Jaguar cars, initially in DJetronic form before switching to LJetronic in 1978 on the XK6 engine. In 1970, the Isuzu 117 Coupe was introduced with a Bosch-supplied DJetronic fuel injected engine sold only in Japan. In 1984 Rover fitted Lucas electronic fuel injection, which was based on some LJetronic patents, to the S Series engine as used in the 200 model. Nissan also installed multipoint fuel injection in the Nissan Y44 V8 engine in the Nissan President. Toyota soon followed with the same technology in 1978 on the 4ME engine installed in the Toyota Crown, the Toyota Supra, and the Toyota Mark II. In the 1980s, the Isuzu Piazza and the Mitsubishi Starion added fuel injection as standard equipment, developed separately with both companies history of diesel powered engines. 1981 saw Mazda offer fuel injection in the Mazda Luce with the Mazda FE engine and, in 1983, Subaru offered fuel injection in the Subaru EA81 engine installed in the Subaru Leone. Honda followed in 1984 with their own system, called PGMFI in the Honda Accord, and the Honda Vigor using the Honda ES3 engine. This approach required additional sensors to measure the atmospheric pressure and temperature, to calculate mass flow rate. LJetronic was widely adopted on European cars of that period, and a few Japanese models a short time later. During that time period, the vast majority of gasoline-fueled automobile and light truck engines did not use fuel injection. To comply with the new regulations, automobile manufacturers often made extensive and complex modifications to the engine carburetors.

While a simple carburetor system is cheaper to manufacture than a fuel injection system, the more complex carburetor systems installed on many engines in the 1970s were much more costly than the earlier simple carburetors. To more easily comply with emissions regulations, automobile manufacturers began installing fuel injection systems in more gasoline engines during the late 1970s. Although not part of the injection control, a catalytic converter further reduces exhaust emissions. Since the early 1990s, almost all gasoline passenger cars sold in first world markets are equipped with electronic fuel injection EFI. Fuel injection is gradually replacing carburetors in these nations too as they adopt emission regulations conceptually similar to those in force in Europe, Japan, Australia, and North America. Early injection systems used mechanical methods to meter fuel, while nearly all modern systems use electronic metering. Modern systems use a mass airflow sensor to send this information to the engine control unit. A throttle position sensor TPS provides this information. Other engine sensors used in EFI systems include a coolant temperature sensor, a camshaft or crankshaft position sensor some systems get the position information from the distributor, and an oxygen sensor which is installed in the exhaust system so that it can be used to determine how well the fuel has been combusted, therefore allowing closed loop operation. Maintaining the correct fuel pressure is done by a fuel pressure regulator. Often a fuel rail is used to divide the fuel supply into the required number of cylinders. The fuel injector injects liquid fuel into the intake air the location of the fuel injector varies between systems. To avoid fuel starvation when subject to lateral Gforces, vehicles are often provided with an antisurge vessel, usually integrated in the fuel tank, but sometimes as a separate, small antisurge tank. Click to see animation.

The ECU interprets data from input sensors to, among other tasks, calculate the appropriate amount

of fuel to inject. The duration that the injector is open called the pulse width is proportional to the amount of fuel delivered. Depending on the system design, the timing of when injector opens is either relative each individual cylinder for a sequential fuel injection SFI system, or injectors for multiple cylinders may be signalled to open at the same time in a batch fire system. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message In the 1980s, this kind of fuel injection began to supplant the carburetor on automotive engines. In these automotive systems, the amount of fuel injected is controlled by an electronic control unit acting in response to inputs from sensors monitoring factors such as manifold vacuum, engine temperature, engine speed, and barometric pressure. The system was called Throttlebody Injection or Digital Fuel Injection by General Motors, Central Fuel Injection by Ford, PGM-CARB by Honda, and EGI by Mazda . Many of the carburetors supporting components such as the air cleaner, intake manifold, and fuel line routing could be used with few or no changes. This postponed the redesign and tooling costs of these components. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message This is in contrast to most fuel injection systems, which provide fuel during short pulses of varying duration, with a constant rate of flow during each pulse. Continuous injection systems can be multipoint or singlepoint, but not direct. K-Jetronic was used for many years between 1974 and the mid-1990s by BMW, Lamborghini, Ferrari, Mercedes-Benz, Volkswagen, Ford, Porsche, Audi, Saab, DeLorean, and Volvo.

Chrysler used a continuous fuel injection system on the 1981-1983 Imperial. In contrast to automotive fuel injection systems, aircraft continuous flow fuel injection is all mechanical, requiring no electricity to operate. Two common types exist: the Bendix RSA system, and the TCM system. The Bendix system is a direct descendant of the pressure carburetor. However, instead of having a discharge valve in the barrel, it uses a flow divider mounted on top of the engine, which controls the discharge rate and evenly distributes the fuel to stainless steel injection lines to the intake ports of each cylinder. The TCM system is even more simple. It has no venturi, no pressure chambers, no diaphragms, and no discharge valve. The control unit is fed by a constant pressure fuel pump. The control unit simply uses a butterfly valve for the air, which is linked by a mechanical linkage to a rotary valve for the fuel. Inside the control unit is another restriction, which controls the fuel mixture. The pressure drop across the restrictions in the control unit controls the amount of fuel flow, so that fuel flow is directly proportional to the pressure at the flow divider. In fact, most aircraft that use the TCM fuel injection system feature a fuel flow gauge that is actually a pressure gauge calibrated in gallons per hour or pounds per hour of fuel. Fuel pressure is similar to a singlepoint injection system. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message MPI systems can be sequential, in which injection is timed to coincide with each cylinder's intake stroke; batched, in which fuel is injected to the cylinders in groups, without precise synchronization to any particular cylinder's intake stroke; or simultaneous, in which fuel is injected at the same time to all the cylinders.

<http://schlammatlas.de/en/node/15536>