The power to go beyond.

Denyo

DIESEL ENGINE DRIVEN COMPRESSOR

DAS/DIS-Series

High Performance

Equipped with High-Efficiency & High-Performance Air Ends

High-quality air and superior durability

Screw air ends have no sliding parts and supply high-quality air free of pulsation. Due to the use of such highly reliable air ends, the durability and reliability of these compressors have been proven not only in Japan but also at work sites around the world.

High-efficiency and low fuel consumption

Engine speed is controlled according to the discharge air volume, achieving high efficiency from low air volumes up to the rated discharge air volume.

Wide Range of Variations

In addition to the standard types (box and trailer), our lineup also includes an after cooler type, a dry air type, and a variable pressure type that allows you to freely adjust the discharge pressure.

Standard

After Cooler Type

Dry Air Type

Variable Pressure Type

Operability

Functional panel layout

The control panel switches and gauges are arranged by function and designed for easy operation by anyone. In addition, models DIS-80VPB/DAS-410LBE2 and above are equipped with a highly visible digital engine monitor.

DAS-100LBE-C

Easy-to-understand operating status and maintenance schedule

All instruments, warning lights, and indicators are arranged with visibility in mind, allowing you to understand the operating status at a glance. In addition, all models are equipped with an hour meter, which serves as a guide for oil change intervals and regular maintenance cycles.

DIS-410LBE2-D

Automatic air bleed device
(DAS-100LBE/100LBE-C•DIS-140LB/140LB-C)

When the fuel runs out, you can bleed air from the fuel system simply by turning the starter switch, without using any tools or getting your hands dirty.

Exceptional cold-weather starting performance

The combination of a high-performance starter and a large battery provides exceptional starting performance even at low temperatures. In addition, each unit is equipped with a cold start valve.

DIS-200VPBE

Designed for easy transport and storage

A compact and lightweight design has been achieved through the use of high-efficiency screws and Denyo's unique packaging. This allows our compressors to be transported by truck and used in tight spaces and areas with limited room.
The box type features a robust structure capable of withstanding its own weight, allowing two-tier stacking.

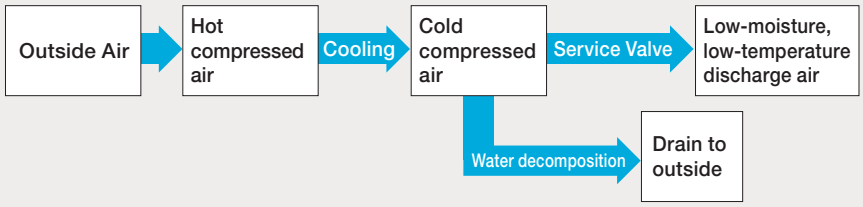
Maintainability

After Cooler Condensate Drainless Function

DIS-80LBE-C/DAS-100LBE-C/180LBE-C/410LBE2-D

<In the case of a conventional after cooler type compressor>

Conventional aftercooler type compressor discharged the condensate water generated inside the machine directly to the outside, requiring drainage treatment of the condensate water.



How much Condensate Drain is discharged from the After Cooler?

If you operate at a rated speed for 1 hour...

DIS-80LBE-C	Approx. 1.1L
DAS-100LBE-C	Approx. 1.4L
DAS-180LBE-C	Approx. 2.5L
DAS-410LBE2-D	Approx. 6.2L

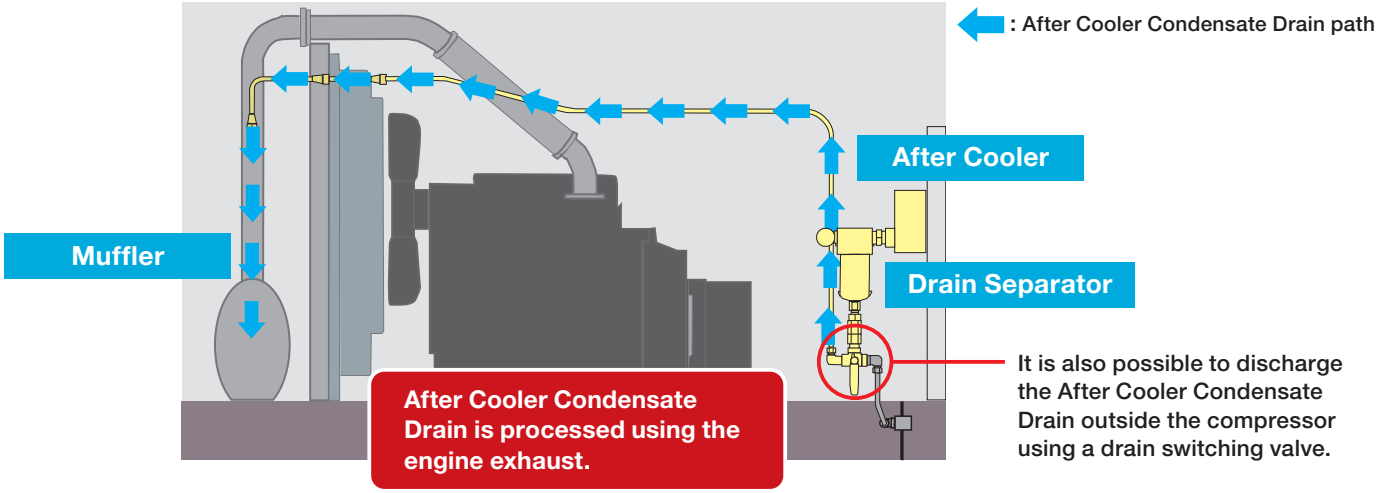
Condensate Drain Treatment is quite difficult...

*under the condition of 30°C ambient temperature and 60% relative humidity

<In the case of the After Cooler Condensate Drainless function>

After Cooler Condensate Drain is processed using the engine exhaust.

No need for After Cooler Condensate Drain treatment!



Large doors & one-touch handles

The use of large doors makes daily inspection and maintenance easy. In addition, the doors are equipped with ajar-prevention handles and offer smooth opening and closing for safe transport. The doors can also be locked with a key.

Cartridge-type oil separator

(DIS-60LBE/80LBE/80LBE-C/140LB/140LB-C/80VPB)

Features a cartridge-type oil separator, which can be replaced using a filter wrench.

Front cover

The front cover can be opened and closed. This allows the radiator to be easily cleaned without removing the front cover.

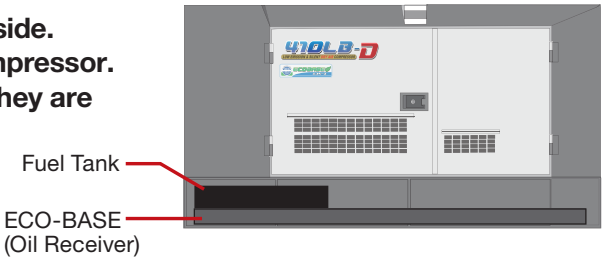
(Models DAS-410LBE2/DIS-80VPB and above)

Environment-Friendly

ECO-BASE

DIS-60LBE/80LBE/80LBE-C/DAS-100LBE/100LBE-C/180LBE/180LBE-C/410LBE2/410LBE2-D
DIS-80VPBE-D/200VPBE/400VPBE

ECO-BASE is a base which has an oil receiver installed inside. You do not need to put an extra tray on the bottom of compressor. It is designed to receive fuel, oil and coolant water when they are discharged accidentally.



Simple Fluid Level Indicator

Above DAS-100LBE/100LBE-C

Fluid Level Warning Lamp gauges the level of fluid inside the ECO-BASE. It lights up immediately when fluid reaches 50% capacity.

Fluid Level Warning Lamp

Spill Proof Re-fueling

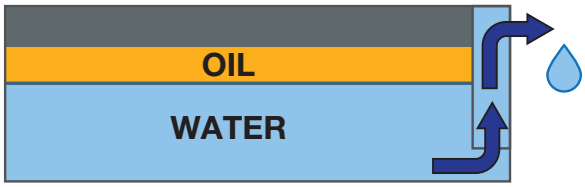
Above DAS-410LBE2/DIS-80VPBE-D

The fuel filler door is designed to prevent infiltration of rainwater and fuel spilling during draining of fuel out of the generator.

Water & Oil Separating Structure

Above DAS-410LBE2/DIS-80VPBE-D

ECO-BASE is designed to separate water and oil. Water will be discharged first before oil when ECO-BASE is filled to maximum capacity.



Mechanism of Separating Oil and Water

Easy to Drain

Above DAS-410LBE2/DIS-80VPBE-D

Water and oil collected in ECO-BASE drains easily through large caliber drain valve. Swivel-type oil drain increases the speed of draining compared to conventional type.


Swivel-type Oil Drain

Equipped With Clean Engine

DAS/DIS Series is compliant with Stage III of Japanese exhaust gas regulations.

Safety

Warning lamps / Emergency stop device

All models are equipped with an emergency stop device. If an abnormality occurs in the machine, the warning lamps will come on and the engine will stop immediately. Furthermore, models DAS-410LBE2 and above automatically shut off when the fuel level becomes low, preventing air pockets from forming in the fuel lines.

Designed to prevent internal contamination

DAS/DIS Series is equipped with an engine that features a blow-by gas recirculation system. Other models also process blow-by gas using their own unique methods, preventing internal contamination.

The engine automatically stops when the fuel level becomes low.

DAS-410LBE2•410LBE2-D DIS-670LS•670LS-D
DIS-80VPB•80VPBE-D•110VPB•200VPS•200VPS-D
200VPBE•400VPBE

Emergency stop device (all models)		
Compressor	High discharge air temperature	○
Engine	High water temperature	○
	Low hydraulic pressure	○
	Charging error	○
	Abnormally low speed	○
	Residual pressure start prevention	○

Standard

			BOX TYPE+ECO BASE		
			DIS-60LBE	DIS-80LBE	DAS-100LBE
COMPRESSOR					
Type			Rotary screw, single-stage compression, oil cooled		
Rated Pressure		MPa (psi)	0.70 (102)		
Air Delivery		m^3/min (cfm)	1.7 (60)	2.2 (80)	2.8 (100)
Lube Oil Capacity		L	8.0		12
Air Tank Capacity		m^3	0.017		0.027
Service Cock		Size × Q'ty	20A×1 · Coupler : 15A×1	20A×2	
ENGINE					
Maker & Model			Kubota D722-K3A	Kubota D902-K3A	Kubota D1105-K3B
Type			Inlined, Swirl Chambered		
Output Rating		kW/PS	14.1/19	16.8/23	19.4/26
Rated Speed		min^{-1}(rpm)	3600		3400
No. of Cylinders-Bore × Stroke		mm	3-67×68	3-72×73.6	3-78×78.4
Piston Displacement		L	0.719	0.898	1.123
Fuel			ASTM No. 2 Diesel Fuel or Equivalent		
Fuel Consumption*1		L/h	[2.0] 2.8	[3.1] 3.8	[2.9] 4.4
Lube Oil Sump Capacity		L	3.8	3.6	5.1
Coolant Capacity		L	4.2	3.9	4.8
Battery × Quantity			55B24L×1	55B24L×1	80D26R×1
Fuel Tank Capacity		L	18	26	32
Engine Emissions			Stage III (Japanese)		
UNIT					
Dimensions	Length mm	Standard*2	1220	1280	1460 <1580>
		Mounted optional trailers*3	–	2095	–
	Width mm	Standard*2	680	710	800
		Mounted optional trailers*3	-	1230	–
	Height mm	Standard*2	780	845	1020
		Mounted optional trailers*3	–	1330	–
Dry Weight	kg	Standard	300	314	497
		Mounted optional trailers*3	–	455	–
ECO-BASE Capacity		L	40	51	64
Trailer: No. of Tires × Tire Size*4			–	2×145R-106PR	–
SOUND LEVEL					
7m dB(A)*5			68	69	66

*1 Fuel consumption data is at [50%]70% load condition.
*2 The figures in < > are length overall included the bar for rope hook.
*3 When "Simplified two-wheel trailer" is mounted.
*4 Maximum towing speed for trailer type units is 25 km/h.
*5 Sound level reflects high-speed no-load operation and is calculated by averaging the measurements at four points, each 7 meters from the source.

DIS-60LBE

ECO BASE TYPE

DIS-80LBE

ECO BASE TYPE

DAS-100LBE

ECO BASE TYPE

Standard

			BOX TYPE	BOX TYPE + ECO BASE		TRAILER TYPE
			DIS-140LB	DAS-180LBE	DAS-410LBE2	DIS-670LS
COMPRESSOR						
Type			Rotary screw, single-stage compression, oil cooled			
Rated Pressure		MPa (psi)	0.70 (102)			
Air Delivery		m^3/min (cfm)	3.9 (140)	5.1 (180)	11.6 (410)	19.0 (670)
Lube Oil Capacity		L	15	19	50	95
Air Tank Capacity		m^3	0.023	0.039	0.10	0.192
Service Cock		Size × Q'ty	20A×3		20A×2 · 50A×1 Coupler: 15A×1	20A×3 · 50A×1 Coupler: 15A×1
ENGINE						
Maker & Model			Yanmar 3TNV88-BD	Kubota V2403-K3A	Kubota V3800-DI-TI-K3B	Isuzu AI-4HK1X
Type			Inlined, Direct Injected	Inlined, Swirl Chambered	Common Rail, Inlined, Direct Injected, Turbocharged, Aftercooled	Common Rail, Inlined, Direct Injected, Turbocharged, Aftercooled
Output Rating		kW/PS	26.5/36	36.0/49	78.9/107	118.6/159
Rated Speed		min^{-1}(rpm)	3000	2700	2600	2000
No. of Cylinders-Bore × Stroke		mm	3-88×90	4-87×102.4	4-100×120	4-115×125
Piston Displacement		L	1.642	2.434	3.769	5.193
Fuel			ASTM No. 2 Diesel Fuel or Equivalent			
Fuel Consumption*1		L/h	[4.0] 4.9	[4.5] 6.1	[10.5] 14.5	[20.2] 22.9
Lube Oil Sump Capacity		L	6.7	9.7	13	20.5
Coolant Capacity		L	5.6	8.0	11	30.2
Battery × Quantity			80D26R×1	95D31R×1	80D26R×2	145F51×2
Fuel Tank Capacity		L	70	90	170	270
Engine Emissions			Stage III (Japanese)			
UNIT						
Dimensions	Length mm	Standard*2	1570 <1700>	1710	2600	3680*6
		Mounted optional trailers*3	–	–	–	–
	Width mm	Standard	875	1000	1300	1680
		Mounted optional trailers*3	–	–	–	–
	Height mm	Standard	1050	1200	1400	2010
		Mounted optional trailers*3	–	–	–	–
Dry Weight		Standard	610	805	1595	2690
		Mounted optional trailers*3	–	–	–	–
ECO-BASE Capacity		L	–	130	250	–
Trailer: No. of Tires × Tire Size*4			–	–	–	4×6.50-10-10PR
SOUND LEVEL						
7m dB(A)*5			66	68	68	74

*1 Fuel consumption data is at [50%]70% load condition.
*2 The figures in < > are length overall included the bar for rope hook.
*3 When "Simplified two-wheel trailer" is mounted.
*4 Maximum towing speed for trailer type units is 25 km/h.
*5 Sound level reflects high-speed no-load operation and is calculated by averaging the measurements at four points, each 7 meters from the source.
*6 The length is the value when the drawbar is folded.

DIS-140LB

DAS-180LBE

ECO BASE TYPE

DAS-410LBE2

ECO BASE TYPE COMMON RAIL

DIS-670LS

COMMON RAIL

After Cooler Type

For indoor chipping work, blasting, and painting operations, we recommend after cooler compressors.

Moisture is condensed and separated by a separator, supplying stable air within +15°C of the outside temperature throughout the year.

❶ Since the discharged air contains almost no moisture, the lifespan of air tools is extended.
❷ There is no risk of overheating of circuit breakers.
❸ Reduces stains caused by water splatter.

Excellent maintainability

The After Cooler is mounted on the upper part of the control panel, and a filter is installed at the intake section* to prevent fin clogging and allow for easy cleaning.

* The DIS-80LBE-C and DAS-100LBE-C have a slightly different structure.

High-efficiency drain separator

Moisture generated in the After Cooler is removed by the drain separator. It has a moisture removal capacity of greater than 70%.

Intake switching duct DIS-80LBE-C, DAS-100LBE-C

During winter or cold periods, switching the partition plate in the intake switching duct prevents freezing caused by excessive cooling.

Dry Air Type

Supplies warm, dry air even during the rainy season or on humid days.

Dry air compressors are recommended for pipeline rehabilitation work, painting, and blasting.

Compressed air is cooled in the After Cooler, and moisture in the compressed air condenses into water droplets, which are then separated by the drain separator. Dehumidified compressed air is reheated in the after heater to supply high-temperature, dry compressed air.

Service air switching valve

An internal switching valve allows one-touch switching between low-temperature, moisture-free air and high-temperature, dry air.

After Cooler Type

			BOX TYPE + ECO BASE		BOX TYPE	BOX TYPE + ECO BASE
			DIS-80LBE-C	DAS-100LBE-C	DIS-140LB-C	DAS-180LBE-C
COMPRESSOR						
Type			Rotary screw, single-stage compression, oil cooled			
Rated Pressure		MPa (psi)	0.70 (102)			
Air Delivery		m^3/min (cfm)	2.2 (80)	2.8 (100)	3.9 (140)	5.1 (180)
Lube Oil Capacity		L	8.0	12	15	14
Air Tank Capacity		m^3	0.017	0.027	0.023	0.039
Service Cock		Size × Q'ty	20A×2		20A×3	
ENGINE						
Maker & Model			Kubota D902-K3A	Kubota D1105-K3B	Yanmar 3TNV88-BD	Kubota V2403-K3A
Type			Inlined, Swirl Chambered		Inlined, Direct Injected	Inlined, Swirl Chambered
Output Rating		kW/PS	16.8/23	19.4/26	26.5/36	36.0/49
Rated Speed		min^{-1}(rpm)	3600	3400	3000	2700
No. of Cylinders-Bore × Stroke		mm	3-72×73.6	3-78×78.4	3-88×90	4-87×102.4
Piston Displacement		L	0.898	1.123	1.642	2.434
Fuel			ASTM No.2 Diesel Fuel or Equivalent			
Fuel Consumption*1		L/h	[3.1] 3.8	[2.9] 4.4	[4.0] 4.9	[4.5] 6.1
Lube Oil Sump Capacity		L	3.6	5.1	6.7	9.7
Coolant Capacity		L	3.9	4.8	5.6	8.0
Battery × Quantity			55B24L×1	80D26R×1	80D26R×1	95D31R×1
Fuel Tank Capacity		L	26	32	70	90
Engine Emissions			Stage III (Japanese)			
UNIT						
Dimensions	Length mm	Standard*2	1410 <1530>	1460 <1580>	1570 <1700>	1580 <1710>
		Mounted optional trailers*3	2140	–	2760	–
	Width mm	Standard*2	710	800	875	1000
		Mounted optional trailers*3	1170	–	1380	–
	Height mm	Standard*2	845	1020	1050	1200
		Mounted optional trailers*3	1330	–	1410	–
Dry Weight	kg	Standard*2	358	507	625	830
		Mounted optional trailers*3	502	–	735	–
ECO-BASE Capacity		L	60	64	–	132
Trailer: No. of Tires × Tire Size*4			2×145R-10-6PR	–	2×145R-10-6PR	–
SOUND LEVEL						
7m dB(A)*5			69	67	67	67

*1 Fuel consumption data is at [50%]70% load condition.
*2 The figures in < > are length overall included the bar for rope hook.
*3 When "Simplified two-wheel trailer" is mounted.
*4 Maximum towing speed for trailer type units is 25 km/h.
*5 Sound level reflects high-speed no-load operation and is calculated by averaging the measurements at four points, each 7 meters from the source.

DIS-80LBE-C ECO BASE TYPE AFTER COOLER

DAS-100LBE-C ECO BASE TYPE AFTER COOLER

DIS-140LB-C AFTER COOLER

DAS-180LBE-C ECO BASE TYPE AFTER COOLER

Dry Air Type

			BOX TYPE + ECO BASE	TRAILER TYPE
			DAS-410LBE2-D	DIS-670LS-D
COMPRESSOR				
Type			Rotary screw, single-stage compression, oil cooled	
Rated Pressure		MPa (psi)	0.70 (102)	
Air Delivery		m^3/min (cfm)	11.6 (410)	19.0 (670)
Lube Oil Capacity		L	50	105
Air Tank Capacity		m^3	0.10	0.192
Service Cock		Size × Q'ty	20A×2 · 50A×1 Coupler :15A×1	20A×3 · 50A×1 Coupler :15A×1
ENGINE				
Maker & Model			Kubota V3800-DI-TI-K3B	Isuzu AI-4HK1X
Type			Common Rail, Inlined, Direct Injected, Turbocharged, Aftercooled	
Output Rating		kW/PS	78.9/107	118.6/161
Rated Speed		min^{-1}(rpm)	2600	2000
No. of Cylinders-Bore × Stroke		mm	4-100×120	4-115×125
Piston Displacement		L	3.769	5.193
Fuel			ASTM No.2 Diesel Fuel or Equivalent	
Fuel Consumption*2		L/h	[10.5] 13.8	[20.2] 22.9
Lube Oil Sump Capacity		L	13	20.5
Coolant Capacity		L	11	30.2
Battery × Quantity			80D26R×2	145F51×2
Fuel Tank Capacity		L	170	270
Engine Emissions			Stage III (Japanese)	
UNIT				
Dimensions	Length	mm	2600	3680*1
	Width	mm	1300	1680
	Height	mm	1400	2010
Dry Weight		kg	1680	2840
ECO-BASE Capacity		L	250	–
Trailer: No. of Tires × Tire Size*3			–	4×6.50-10-10PR
SOUND LEVEL				
7m dB(A)*4			68	74

*1 The length is the value when the drawbar is folded.
*2 Fuel consumption data is at [50%]70% load condition.
*3 Maximum towing speed for trailer type units is 25 km/h.
*4 Sound level reflects high-speed no-load operation and is calculated by averaging the measurements at four points, each 7 meters from the source.

DAS-410LBE2-D

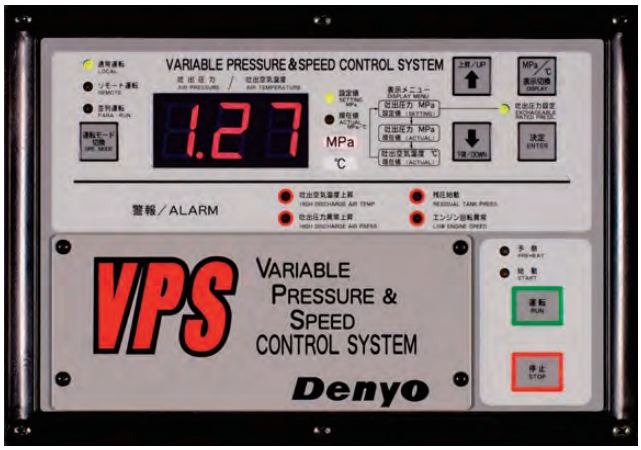
ECO BASE TYPE | COMMON RAIL | DRY AIR

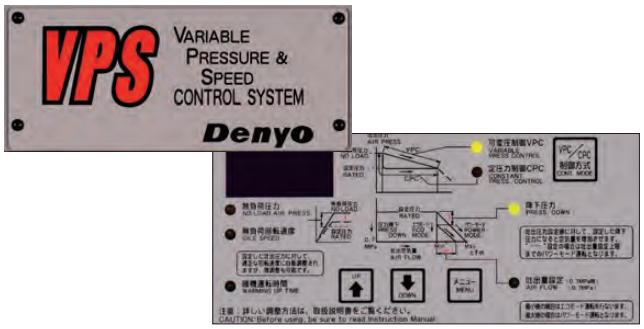
DIS-670LS-D

COMMON RAIL | DRY AIR

Variable Pressure Type

The variable pressure compressors powerfully cover a wide range of work from low pressure (0.70MPa) to high pressure (1.27MPa).





*The sub-panel is usually covered with a cover.

Delivery pressure is fully adjustable

Fully-digital control allows any delivery pressure to be High Pressure entered with the operating panel, for automatic control of the capacity and engine speed to match the working air volume.
Instead of the conventional pressure adjustment method which involves adjusting the setpoint pressure while referring to a pressure gauge, the required delivery pressure can be easily set on the control panel in 0.01-MPa increments from 0.70 to 1.27MPa.

Lower fuel consumption and noise

Electronic engine control regulates the engine speed to the minimum required level depending on the load, reducing both fuel consumption and noise.
Setting the unit to Eco-Mode Operation can reduce the amount of fuel consumption even further.

Even more detailed settings can be made to fit the application

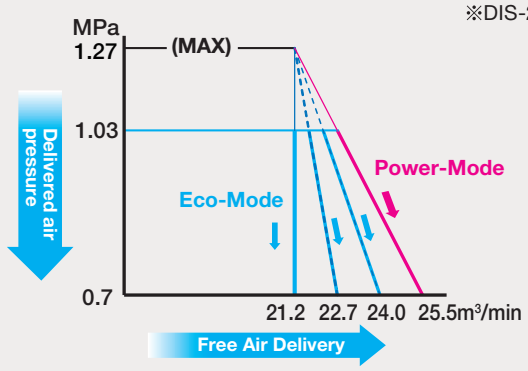
The controller sub-panel can be used to make fine adjustments during parallel operation and to configure optimal settings to match work processes.

Function #1: Eco-Mode / Power-Mode Selection

Eco-Mode Operation, which suppresses the amount of fuel consumption, is recommended if the air volume is not particularly critical. Under Eco-Mode Operation, the engine's maximum speed will not become higher than 2100 min^{-1}, even if the delivery pressure falls below the setpoint pressure.

Relationship between Eco-Mode and Power-Mode

※DIS-200VP



Power-Mode Operation
If it is desired to maximize the benefits of an electronically-controlled engine, and
the delivery pressure is low with a light engine load, the engine speed is raised to increase the air volume.

Eco-Mode Operation
If only pressure and not air volume is required, the amount of fuel consumption can be minimized by suppressing the engine speed.

Function #2: Variable Pressure Control (VPC) / Constant Pressure Control (CPC) Selection

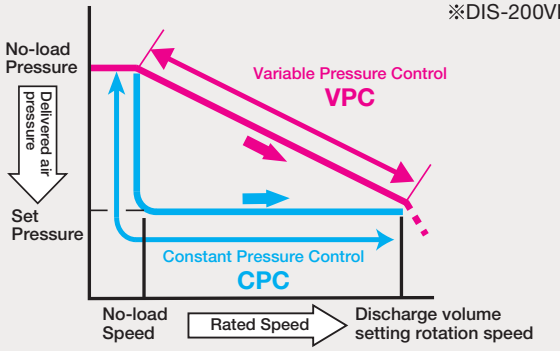
Control can be selected from VPC (Variable Pressure Control) which is equivalent to standard engine compressor operation, or CPC (Constant Pressure Control), which allows the maximum fuel efficiency per unit of delivery volume.

Variable Pressure Control [VPC]
The delivery pressure is lowered in stages to correspond to the increase in engine speed as it ranges from the no-load pressure to the rated pressure.

Constant Pressure Control [CPC]
A method where the engine speed is controlled to maintain the delivery pressure at a set value. This control method is effective for factory equipment air supply sources or other cases where load fluctuations are comparatively small.

Relationship between VPC and CPC

※DIS-200VP



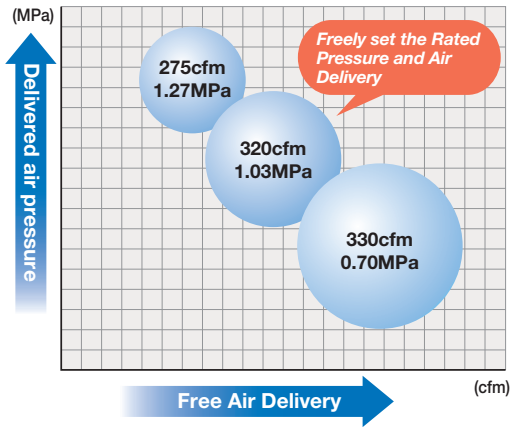
DIS-80VPB/80VPBE-D

High Pressure 1.27MPa	High Pressure 1.03MPa	Low Pressure 0.70MPa
7.8m³/min(275cfm)	9.1m³/min(320cfm)	9.3m³/min(330cfm)

Delivered air pressure

1.27MPa ..... 7.8m³/min(275cfm)
1.03MPa ..... 9.1m³/min(320cfm)
0.70MPa ..... 9.3m³/min(330cfm)

Free Air Delivery



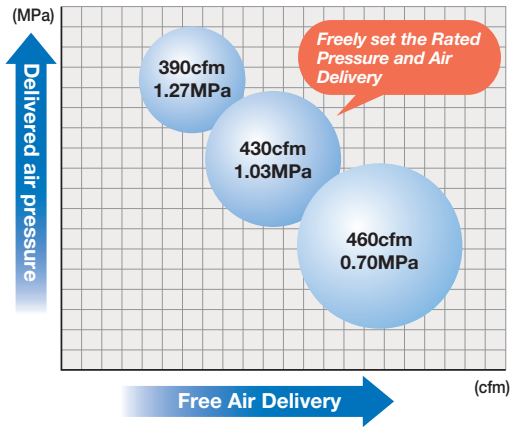
DIS-110VPB

High Pressure 1.27MPa	High Pressure 1.03MPa	Low Pressure 0.70MPa
11.0m³/min(390cfm)	12.2m³/min(430cfm)	13.0m³/min(460cfm)

Delivered air pressure

1.27MPa ..... 11.0m³/min(390cfm)
1.03MPa ..... 12.2m³/min(430cfm)
0.70MPa ..... 13.0m³/min(460cfm)

Free Air Delivery



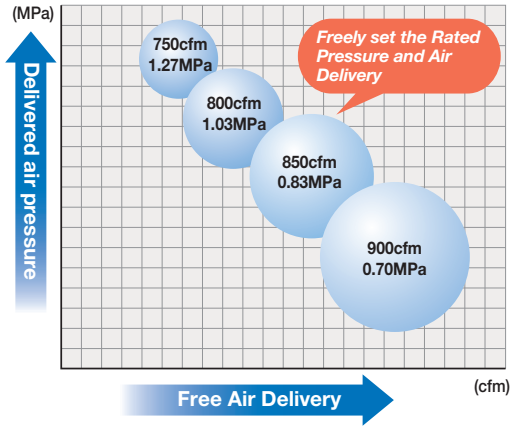
DIS-200VPS/200VPS-D/200VPBE

High Pressure 1.27MPa	High Pressure 1.03MPa	Low Pressure 0.70MPa
21.2m³/min(750cfm)	22.7m³/min(800cfm)	25.5m³/min(900cfm)

Delivered air pressure

1.27MPa ..... 21.2m³/min(750cfm)
1.03MPa ..... 22.7m³/min(800cfm)
0.83MPa ..... 24.0m³/min(850cfm)
0.70MPa ..... 25.5m³/min(900cfm)

Free Air Delivery



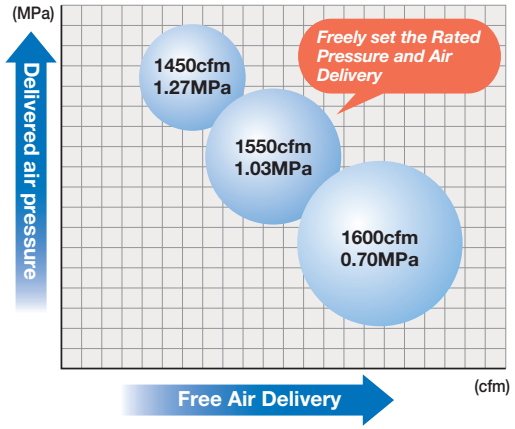
DIS-400VPBE

High Pressure 1.27MPa	High Pressure 1.03MPa	Low Pressure 0.70MPa
41.0m³/min(1450cfm)	44.0m³/min(1550cfm)	45.3m³/min(1600cfm)

Delivered air pressure

1.27MPa ..... 41.0m³/min(1450cfm)
1.03MPa ..... 44.0m³/min(1550cfm)
0.70MPa ..... 45.3m³/min(1600cfm)

Free Air Delivery



*The maximum discharge air volume will be automatically set even when an intermediate pressure setting other than those listed above is used.

Variable pressure compressors are ideal for such situations.

-Down-the-hole construction
-Soil removal work for steel pipe piles
-Slope spraying work
-Middle trench pile construction, etc.

Variable Pressure Type

			BOX TYPE	BOX TYPE + ECO BASE	BOX TYPE	
			DIS-80VPB	DIS-80VPBE-D Dry Air Type	DIS-110VPB	
COMPRESSOR						
Type			Rotary screw, single-stage compression, oil cooled			
Rated Pressure		MPa (psi)	1.27(185)-1.03(150)*Rated-0.70(102)			
Air Delivery		m^3/min (cfm)	7.8(275)-9.1(321)*Rated-9.3(328)		11.0(388)-12.2(430)*Rated-9.3(459)	
Lube Oil Capacity		L	35	48	65	
Air Tank Capacity		m^3	0.11	0.10	0.144	
Service Cock		Size × Q'ty	50A×1 · 20A×3			
ENGINE						
Maker & Model			Kubota V3800-DI-TI-K3B		Isuzu AI-4HK1X	
Type			Common Rail, Inlined, Direct Injected, Turbocharged, Aftercooled			
Output Rating		kW/PS	78.9/107		103.5/141	
Rated Speed		min^{-1}(rpm)	2200–2600 (Rated) –2650		2000–2200 (Rated) –2300	
No. of Cylinders-Bore × Stroke		mm	4-100×120		4-115×125	
Piston Displacement		L	3.769		5.193	
Fuel			ASTM No.2 Diesel Fuel or Equivalent			
Fuel Consumption*2		L/h	1.27MPa / 275cfm	[9.6] 11.7	1.27MPa / 390cfm	[17.5] 19.7
			1.03MPa / 320cfm	[8.9] 12.1	1.03MPa / 430cfm	[15.3] 18.5
			0.70MPa / 330cfm	[7.6] 10.4	0.70MPa / 460cfm	[12.9] 16.1
Lube Oil Sump Capacity		L	13		21	
Coolant Capacity		L	13	11	27.5	
Battery × Quantity			80D26R×2		95E41R×2	
Fuel Tank Capacity		L	170		230	
Engine Emissions			Stage III (Japanese)			
UNIT						
Dimensions	Length	mm	2270	2600	2970	
	Width	mm	1250	1300	1410	
	Height	mm	1300	1400	1630	
Dry Weight		kg	1400	1690	2270	
ECO-BASE Capacity		L	–	250	–	
SOUND LEVEL						
7m dB(A)*4			70	69	69	

*2 Fuel consumption data is at [50%]70% load condition.
*4 Sound level reflects high-speed no-load operation and is calculated by averaging the measurements at four points, each 7 meters from the source.

DIS-80VPB

COMMON RAIL

DIS-80VPBE-D

ECO BASE TYPE
COMMON RAIL
DRY AIR

DIS-110VPB

COMMON RAIL

		TRAILER TYPE		BOX TYPE + ECO BASE	
		DIS-200VPS	DIS-200VPS-D Dry Air Type	DIS-200VPBE	DIS-400VPBE
COMPRESSOR					
Type		Rotary screw, single-stage compression, oil cooled			
Rated Pressure	MPa (psi)	1.27(185)-1.03(150)*Rated-0.83(121)-0.70(102)			1.27(185)-1.03(150)-0.70(102)
Air Delivery	m^3/min (cfm)	21.2 (Rated) –22.7–24.0–25.5			41.0 (Rated) –44.0–45.3
Lube Oil Capacity	L	90	100	90	200
Air Tank Capacity	m^3	0.236	0.21	0.236	0.49
Service Cock	Size × Q'ty	50A×1 · 20A×2			80A×1 · 20A×1
ENGINE					
Maker & Model		Hino J08E-UK			Komatsu SAA6D140E-5-B
Type		Common Rail, Inlined, Direct Injected, Turbocharged, Aftercooled			
Output Rating	kW/PS	197/268			398
Rated Speed	min^{-1}(rpm)	2100 (Rated) –2180–2260–2350			1900 (Rated) –2000–2050
No. of Cylinders-Bore × Stroke	mm	6-112×130			6-140×165
Piston Displacement	L	7.684			15.24
Fuel		ASTM No.2 Diesel Fuel or Equivalent			
Fuel Consumption*2	L/h	1.27MPa / 750cfm	[27.4] 32.8	1.27MPa / 1450cfm	[65.6] 74.4
		1.03MPa / 800cfm	[24.4] 27.1	1.03MPa / 1550cfm	[56.8] 65.3
		0.83MPa / 850cfm	[20.6] 26.4		
		0.70MPa / 900cfm	[19.1] 25.3	0.70MPa / 1600cfm	[46.4] 55.2
Lube Oil Sump Capacity	L	25.5			61
Coolant Capacity	L	28	31	28	76
Battery × Quantity		145F51×2			245H52×2
Fuel Tank Capacity	L	400			780
Engine Emissions		Stage III (Japanese)			
UNIT					
Dimensions	Length mm	3915*1	4115*1	3610	4650
	Width mm	1680		1780	1940
	Height mm	2050	2150	1870	2200
Dry Weight	kg	3450	3680	3450	7295
ECO-BASE Capacity	L	–	–	715	1665
Trailer: No. of Tires × Tire Size*3		4×6.50-10-10PR		–	–
SOUND LEVEL					
7m dB(A)*4		72		70	79

*1 The length is the value when the drawbar is folded.
*2 Fuel consumption data is at [50%]70% load condition.
*3 Maximum towing speed for trailer type units is 25 km/h.
*4 Sound level reflects high-speed no-load operation and is calculated by averaging the measurements at four points, each 7 meters from the source.




DIS-200VPS | **DIS-200VPS-D** | **DIS-200VPBE** | **DIS-400VPBE**

Options

Hose Reel

Denyo's hose reel is lightweight, compact, and one-touch type, making it easy to install.

Hose Reel 20m

DIS-60LBE

Hose Reel 30m / Hose Reel 30m×2

DIS-140LB

Model	Hose Reel Type
DIS-60LBE	20m×1 or 30m×1
DIS-80LBE / DIS-80LBE-C	20m×1 or 30m×1
DAS-100LBE / DAS-100LBE-C	20m×1 or 30m×1
DIS-140LB / DIS-140LB-C	20m×1 or 30m×1 or 30m×2
DAS-180LBE / DAS-180LBE-C	20m×1 or 30m×1 or 30m×2

Caster & Trailer

Casters or Trailers can be fitted to compressors to facilitate on-site movement. Bolt connectors make mounting and dismounting simple.

*Trailer is not designed for driving on the road. Maximum speed 25km/h.

Four-wheel Caster

For DIS-60LBE - DAS-180LBE

Two-wheel Trailer

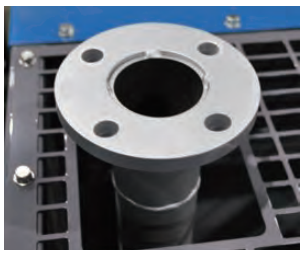
For DIS-80LBE - DIS-140LB

Skid Base

Remove the wheels from the trailer-type compressor and attach the Skid Base.

Exhaust gas on upside flange

Connects compressor muffler and external piping



External drain tank

* After Cooler type only

Drain water generated by the After Cooler can be collected in an external tank.

20L: DIS-140LB-C
(Can hold nearly a day's worth of drainage.)

Auto drain

* After Cooler type only

When a certain level of drainage accumulates in the tank section of the drain separator, it is automatically discharged.

Pneumatic Tools that can used with Engine-driven Compressors

Pneumatic Tools	Air Consumption Volume (m^3/min)	Model / Air Delivery m^3/min						
		DIS-60	DIS-80	DAS-100	DIS-140	DAS-180	DAS-410	DIS-670
		1.7	2.2	2.8	3.9	5.1	11.6	19.0
Call Pick	0.7	2	2	3	5	7		
	0.9–1.3	1	1	2	3–4	3–5		
Riveting Hammer	0.34	5	6	8				
	1.0	1	2	2	3	5		
Flux Hammer	0.55	2	3	4	6			
	0.85	1	2	3	4	5		
Air Chipper	0.33	5	6	8				
	0.5	3	4	5				
Air Grinder	0.6	2	3	4	6			
	1.1	1	1	2	3	4		
Breaker	1.0–1.2	1	2–1	2	3	5–4		
	1.3–1.5	1	1	1	3–2	3		
	1.5–2.5		1	1	2–1	3–2	7–4	
Hand Hammer	1.6–2.0		1	1	2–1	3–2	7–4	
Stopper	2.0–3.0		1	1	1	2–1	5–3	
Leg Drill	1.6–2.0		1	1	2–1	3–2	7–5	
	2.0–3.0		1	1	1	2–1	5–3	
	3.4–4.0				1	1	3–2	5–4
Drifter	3.0–4.5				1	1	3–2	6–4
	5.0–7.0					1	2–1	3–2
	8.0–10.0						1	2–1
Large Breaker	4.5–5.5					1	2	4–3
	6.0–8.0						1	3–2
	8.0–10.0						1	2–1
Crawler Drill	4.0–4.5					1	2	4
	5.0–7.0					1	2–1	3–2
	10.0						1	1

* The above table is a guideline. Actual values may vary depending on whether the air tool is new or old, and the length of the air hose.

Rubber Hose Pressure Loss (kgf/cm²)

Diameter Hose	Discharge Pressure	Hose length	Volume of air Consumed at Hose Terminus (m^3/min)										
	kgf/cm² (MPa)	m	0.67	1.00	1.33	1.67	2.00	2.33	2.67	3.00	3.33	3.67	4.00
15A (1/2")	7 (0.69)	50	0.27	0.85	1.67	2.93	4.67	6.87					
		100	0.53	1.67	3.33	5.87							
	6 (0.59)	50	0.33	0.93	2.03	3.63	5.56						
		100	0.67	1.87	4.07								
20A (3/4")	7 (0.69)	50	0.07	0.10	0.20	0.37	0.47	0.70	0.90	1.17	1.47	1.80	2.27
		100	0.13	0.20	0.40	0.73	0.93	1.40	1.80	2.33	2.93	3.60	4.53
	6 (0.59)	50	0.10	0.13	0.27	0.40	0.60	0.87	1.10	1.43	1.80	2.27	
		100	0.20	0.27	0.53	0.80	1.20	1.73	2.20	2.87	3.60	4.53	
25A (1")	7 (0.69)	50		0.03	0.07	0.10	0.13	0.17	0.20	0.27	0.33	0.40	0.60
		100		0.07	0.13	0.20	0.27	0.43	0.40	0.53	0.67	0.80	1.20
	6 (0.59)	50		0.05	0.07	0.10	0.13	0.20	0.23	0.33	0.43	0.53	0.63
		100		0.07	0.13	0.20	0.27	0.40	0.47	0.67	0.87	1.07	1.27
32A (1·1/4")	7 (0.69)	50					0.03	0.03	0.07	0.07	0.10	0.13	0.13
		100					0.07	0.07	0.13	0.13	0.20	0.27	0.27
	6 (0.59)	50					0.03	0.07	0.07	0.10	0.13	0.17	0.17
		100					0.07	0.13	0.13	0.20	0.27	0.33	0.33
40A (1·1/2")	7 (0.69)	50										0.03	0.003
		100										0.07	0.07
	6 (0.59)	50									0.03	0.003	0.07
		100									0.07	0.07	0.13

ISO 9001:2015
ISO 14001:2015
Certified

The specifications given herein are subject to change without notice.

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CAT.No.FC00-10-20260323-02 Printed in Japan(SZ)