

ROTAIR



SPECIAL
ROW

PORTABLE
COMPRESSORS
GENERAL RANGE

GOMMAIR | DS
MOVN | D | MOVS
VRK | TVR | VRH

PRO
SERIES



A Reliable
CHOICE!

delivering
WORLD-CLASS Compressors





D 400 J



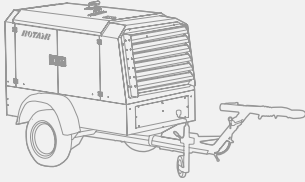
**DESIGN WITH
MODERN, SLENDER AND
AGGRESSIVE LINE.**

**ELECTRO-GALVANIZED
BODYWORK AND CHASSIS
WITH ADVANCED PAINTING
PROCEDURE TO GRANT AN
EXCELLENT PRESERVATION
THROUGH TIME.**

**LIGHT WEIGHT
AND COMPACT DIMENSIONS
FOR EASY HANDLING AND
OPTIMUM DIMENSIONS /
DELIVERED POWER RATIO.**

- › Filters "spin-on" type for quick maintenance
- › Full accessibility for easy and rapid maintenance and service.
- › Exclusive pneumatic control system, developed by ROTAIR, to adjust automatically engine revs, depending on the air to be delivered. This system is highly reliable and ensures fuel consumption saving.
- › Start/stop "INTELLIGENT SYSTEM", exclusive from ROTAIR, to prevent the risk of incorrect procedures during specific functioning.
- › Air/oil separator filter, highly oversized, can guarantee an excellent air/oil separation.
- › The air and oil filters of the compressor and the air and oil filters of the engine are independent.
- › Single stage oversized air filter for compressor part, to guarantee good filtering of the air intake by airend. As option, two-stage air filter for engine part.
- › Fuel pre-filter with water separation and second filter to clean fuel in very dusty conditions
- › Combined radiator allowing both compressor oil cooling and engine liquid cooling.





D 400 J

1835 kg / 4045 lbs (without brakes)

1935 kg / 4266 lbs (with brakes)

1755 kg / 3869 lbs (with skid adapters)

COMPRESSOR

Operating pressure	7 bar 102 psi	10 bar 145 psi	12 bar 174 psi
Free Air Delivery	12000 lt/min 424 cfm	11000 lt/min 388 cfm	10000 lt/min 353 cfm
Minimum working pressure	5,5 bar - 80 psi		
Drive system engine-airend	Direct drive		
Compressor cooling system	Air / Oil		
Oil cooling capacity	29 lt - 6.38 UK gal		
Outlet valves	3 x 3/4" + 1 x 2"		
Noise level EECno 2000/14	> 99 LWA		
Battery capacity	12V cc - 680A - 74Ah (2x)		
Fuel tank capacity	200 lt - 44 UK gal		
Consumes	14,3 lt/h - 3.15 UK gal/h (10 working hours)		

DIESEL ENGINE

Engine make	JCB
Engine type	444 TCA
Engine system	4 strokes - Inline
Emissions	Stage II / Tier 2
Displacement	4400 cc
N. cylinders	4
Aspiration	Turbo Intercooler
Max engine power @2200 rpm	93 kW - 126,5 CV
Max engine speed	2200 rpm
Min engine speed	1600 rpm
Cooling system	Water
Cooling system capacity	22 lt - 4.8 UK gal
Lubrication system	Oil
Lubrication system capacity	14 lt - 3.08 UK gal

QUALITY OF AIR

Oil in air	≤ 3 PPM
Compressed air temperature	Ambient +40°C +72°F

ENVIRONMENTAL CONDITIONS

Max altitude	1800 m a.s.l.
Min/Max working temperature.	-10°C / +55°C 14°F / 131°F



D 400 P



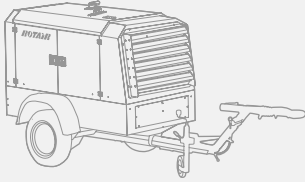
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- › Fuel pre-filter with water separation and second filter to clean fuel in very dusty conditions
- › Combined radiator allowing both compressor oil cooling and engine liquid cooling.





D 400 P

1730 kg / 3814 lbs (without brakes)
 1830 kg / 4034 lbs (with brakes)
 1650 kg / 3638 lbs (with skid adapters)

COMPRESSOR

Operating pressure	7 bar 102 psi	10 bar 145 psi	12 bar 174 psi
Free Air Delivery	12000 lt/min 424 cfm	11000 lt/min 388 cfm	10000 lt/min 353 cfm
Minimum working pressure	5,5 bar - 80 psi		
Drive system engine-airend	Direct drive		
Compressor cooling system	Air / Oil		
Oil cooling capacity	29 lt - 6.38 UK gal		
Outlet valves	3 x 3/4" + 1 x 2"		
Noise level EECno 2000/14	> 99 LWA		
Battery capacity	12V cc - 950A - 132Ah (EN)		
Fuel tank capacity	200 lt - 44 UK gal		
Consumes	26 lt/h - 5.72 UK gal/h (9.9 working hours)		

DIESEL ENGINE

Engine make	PERKINS
Engine type	1104C-44TA
Engine system	4 strokes - Inline
Emissions	Stage II / Tier 2
Displacement	4400 cc
N. cylinders	4
Aspiration	Turbo Intercooler
Max engine power @2200 rpm	97 kW - 132 CV
Max engine speed	2200 rpm
Min engine speed	1600 rpm
Cooling system	Water
Cooling system capacity	25 lt - 5.5 UK gal
Lubrication system	Oil
Lubrication system capacity	8 lt - 1.76 UK gal

QUALITY OF AIR

Oil in air	≤ 3 PPM
Compressed air temperature	Ambient +40°C +72°F

ENVIRONMENTAL CONDITIONS

Max altitude	1800 m a.s.l.
Min/Max working temperature.	-10°C / +50°C 14°F / 122°F

MDVS 125 Eco5



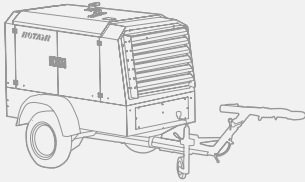
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- › Fuel pre-filter with water separation and second filter to clean fuel in very dusty conditions.
- › Combined radiator allowing both compressor oil cooling and engine liquid cooling.





MDVS 125 Eco5

1910 kg / 4211 lbs (without brakes)
 2200 kg / 4850 lbs (with brakes)
 1870 kg / 4123 lbs (with skid adapters)

COMPRESSOR

Operating pressure	7 bar 102 psi	10 bar 145 psi	12 bar 174 psi
Free Air Delivery	12000 lt/min 424 cfm	11000 lt/min 388 cfm	10000 lt/min 353 cfm

DUAL PRESSURE

7-10 bar » 102-145 psi
12000 lt/min » 10500 lt/min

Minimum working pressure	5,5 bar - 80 psi
Drive system engine-airend	Direct drive
Compressor cooling system	Air / Oil
Oil cooling capacity	29,5 lt - 6.49 UK gal
Outlet valves	3 x 3/4" + 1 x 2"
Noise level EECno 2000/14	< 99 LWA
Battery capacity	1 x 12V cc - 730A - 100Ah (EN)
Fuel tank capacity	200 lt - 43.99 UK gal
Consumes	19,9 lt/h @100% - 7,9 lt/h @60% 4.38 UK gal/h @100% - 1.74 UK gal/h @60%

DIESEL ENGINE

Engine make	KOHLER
Engine type	KDI 3404 TCR
Engine system	4 strokes - Inline
Emissions	Stage V / Tier 4 Final
Filtration	DOC + DPF
Displacement	3359 cc
N. cylinders	4
Aspiration	Turbo Intercooler
Max engine power @2200 rpm	105 kW - 142,8 CV
Max engine speed	2200 rpm
Min engine speed	1400 rpm
Cooling system	Water
Cooling system capacity	24 lt- 5.28 UK gal
Lubrication system	Oil
Lubrication system capacity	15,6 lt - 3.43 UK gal

QUALITY OF AIR

Oil in air	≤ 3 PPM
Compressed air temperature	Ambient +40°C +72°F

ENVIRONMENTAL CONDITIONS

Max altitude	1800 m a.s.l.
Min/Max working temp.	-10°C / +50°C 14°F / 122°F



D 800 D



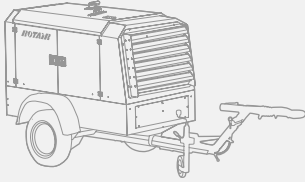
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- › Combined radiator allowing both compressor oil cooling and engine liquid cooling.





D 800 D

3460 kg / 7628 lbs

3680 kg / 8113 lbs (Full optional)

COMPRESSOR

Operating pressure	7 bar 102 psi	10 bar 145 psi	12 bar 174 psi
Free Air Delivery	25,5 m³/min 901 cfm	22,7 m³/min 802 cfm	18 m³/min 636 cfm
Minimum working pressure	5,5 bar - 80 psi		
Drive system engine-airend	Direct drive		
Compressor cooling system	Air / Oil		
Oil cooling capacity	45 lt - 9.9 UK gal		
Outlet valves	3 x 3/4" + 1 x 2"		
Battery capacity	2x12V - 100Ah - 750A		
Fuel tank capacity	425 lt - 93.48 UK gal		
Consumes	50 lt/h - 11 gal/h at maximum power (30 lt/h - 6.6 UK gal/h @ 60%)		

DIESEL ENGINE

Engine make	DEUTZ
Engine type	BF 6M 1013 FC
Engine system	Direct
Emissions	Stage II / Tier 2
Displacement	7100 cc
N. cylinders	6
Aspiration	Turbo Intercooler
Max engine power @3600 rpm	190 kW - 258,33 CV (@2300 rpm)
Max engine speed	2300 rpm
Min engine speed	1300 rpm
Cooling system	Water
Cooling system capacity	36 lt - 7.92 UK gal
Lubrication system	Oil
Lubrication system capacity	19 lt - 4.18 UK gal

QUALITY OF AIR

Oil in air	< 3 PPM
Compressed air temperature	Ambient +40°C +72°F

ENVIRONMENTAL CONDITIONS

Max altitude	1800 m a.s.l.
Min/Max working temperature.	-10°C / +50°C 14°F / 122°F

ROTAIR

delivering
WORLD-CLASS Compressors



MDVS 255 D

DESIGN WITH MODERN, PRACTICAL LINE.

ELECTRO-GALVANIZED BODYWORK AND CHASSIS WITH ADVANCED PAINTING PROCEDURE TO GRANT AN EXCELLENT PRESERVATION THROUGH TIME.

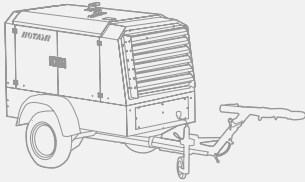
SIZING FOR EASY HANDLING AND OPTIMUM DIMENSIONS / DELIVERED POWER RATIO.



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- › Combined radiator allowing both compressor oil cooling and engine liquid cooling.



PORTABLE Compressors



MDVS 255 D

3300 kg / 7275 lbs (without brakes)

3350 kg / 7385 lbs (with brakes)

3150 kg / 6945 lbs (with skid adapters)

COMPRESSOR

Operating pressure	8 bar 116 psi	10 bar 145 psi	12 bar 174 psi
Free Air Delivery	25,3 m³/min 893 cfm	22,7 m³/min 802 cfm	18 m³/min 636 cfm
Minimum working pressure	5,5 bar - 80 psi		
Drive system engine-airend	Direct drive		
Compressor cooling system	Air / Oil		
Oil cooling capacity	62,5 lt - 13.75 UK gal		
Outlet valves	3 x 3/4"+ 1 x 2"		
Noise level EECno 2000/14	> 100 LWA		
Battery capacity	12V cc - 750A-100Ah (EN)		
Fuel tank capacity	380 lt - 83.59 UK gal		
Consumes	31,9 lt/h - 7.02 UK gal/h (11.9 working hours)		

DIESEL ENGINE

Engine make	DEUTZ
Engine type	BF6M 1013FC
Engine system	4 strokes - Inline
Emissions	Stage II / Tier 2
Displacement	7146 cc
N. cylinders	6
Aspiration	Turbo Intercooler
Max engine power @2300 rpm	190 kW - 258,4 CV
Max engine speed	2300 rpm
Min engine speed	1300 rpm
Cooling system	Water
Cooling system capacity	34 lt - 7.48 UK gal
Lubrication system	Oil
Lubrication system capacity	19 lt - 4.18 UK gal

QUALITY OF AIR

Oil in air	1-3 PPM
Compressed air temperature	Ambient +40°C +72°F

ENVIRONMENTAL CONDITIONS

Max altitude	1800 m a.s.l.
Min/Max working temp.	-10°C / +50°C 14°F / 122°F



ABRASIVE BLASTING MODE

AFTER COOLED

SAND BLASTING

The treatment of compressed air is becoming an increasingly crucial aspect when it comes to managing the wide range of applications it is used for. To address this, **ROTAIR** provides an aftercooler and moisture separator option for all compressors in our lineup.

The role of an aftercooler is essential: it helps lower the temperature of compressed air and, more importantly, reduces its relative humidity by eliminating condensate. Most of our compressors come with the option of an onboard aftercooler, and some models, like the VRK+, even feature a dual-stage integrated aftercooling system.

INBUILT ADDITIONAL COOLER AND SPECIFIC CONDENSATE SEPARATOR

for cool and dry air

specifically
designed for...



In some cases, an external aftercooler may be more suitable. It's useful when there is an occasional need to enhance a standard compressor or when the point of application is further away, ensuring the air quality remains consistent over a longer hose length.

These are "Plug & Play" solutions designed to provide cool, condensate-free compressed air exactly when you need it. For even more demanding needs, **ROTAIR** offers a version that includes additional fine filters, ensuring the air is technically oil-free.

Whether integrated, external, or additional, the aftercooler and moisture separator option makes **ROTAIR** compressors ideal for a variety of applications requiring cooler, drier air—such as abrasive blasting, fiber blowing, dry-ice cleaning, and many others.

AXLE

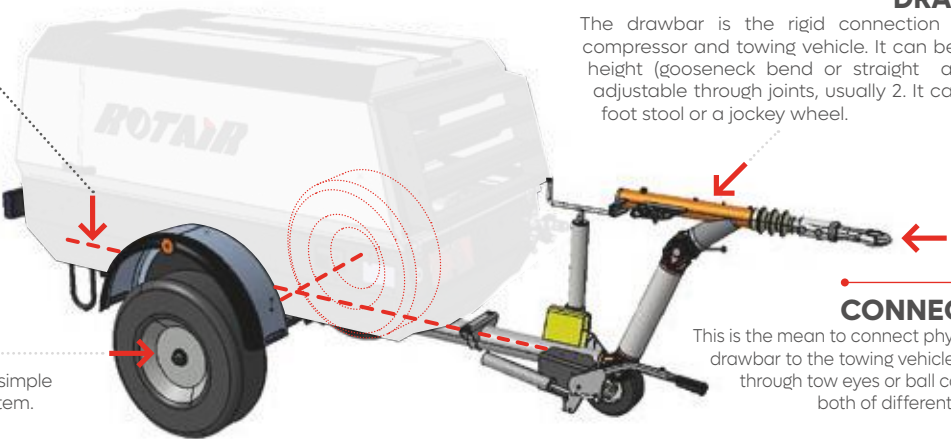
The part connecting compressor to the ground, includes suspension system, wheels and all related parts. Suspensions can be assured with springs (sprung axle) or leaf springs (leaf spring axle). Wheels are of different size, to match the weight of the machine and according to the type of towing.

LIGHTS

System of rear lights and reflectors

BRAKING SYSTEMS

Can be with no braking system at all, simple parking brake or repulsion braking system.



DRAWBAR

The drawbar is the rigid connection between compressor and towing vehicle. It can be at fixed height (gooseneck bend or straight angles) or adjustable through joints, usually 2. It can have a foot stool or a jockey wheel.

CONNECTION

This is the mean to connect physically the drawbar to the towing vehicle. It can be through tow eyes or ball connection, both of different diameter.

STANDARD TRAILER - MDVN

So-called "gooseneck" for the peculiar shape of the drawbar. Is always without brakes. Enables slow towing (max 25 km/h) on work field but not on public roads.

TRAILER WITH BRAKES - MDVN

Has adjustable drawbar, repulsive braking system, lights. Enables compressor to be towed on public roads, if homologated.

STANDARD TRAILER - MDVS

Has adjustable drawbar. Is without repulsive braking system, but has a parking brake. Enables slow towing (max 25 km/h) on work field but not on public roads.

TRAILER WITH BRAKES - MDVS

Has adjustable drawbar, repulsive braking system, lights. Enables compressor to be towed on public roads, if homologated.

TRAILER WITH PARKING BRAKE

All types of axles and drawbars can be equipped with parking brake, a lever that blocks the wheels when the machine must be static.

SKID ADAPTOR

Portable compressors can be delivered "ON SKID", which means without wheels but on a base with four support feet.

ROTAIR has a special SKID ADAPTOR, used to prepare the machine for standard skid delivery, that can be provided as separate attachment and be used to transform a towable compressor into a skid compressor. Viceversa: by removing the skid adaptor and installing an undercarriage with all its parts, the original skid machine can become towable.



ON ROAD HOMOLOGATION / To circulate on public roads, towed by a vehicle, a portable compressor needs to have several characteristics.

EUROPE:

European Union has uniformed the legislation to enable towing of trailers, among those portable compressors. To be towed on public roads, a trailer shall respond to Directive 2007/46/CE. The manufacturer shall undergo a process of internal homologation by one European Ministry of transports and all machines to be towed shall be examined and approved. The exam includes the presence of all elements requested by the Directive (among others: braking system where needed, lights, reflectors, etc..). This done, the manufacturer will be issued, for each towable model, a unique reference number, that will be engraved on the chassis of the machines deemed to be towed and integrated into the specific documentation of the machine. This number, communicated by the end Customer to the Office of Circulation of the European Country where the machine will be put into operation, will enable the road homologation process without need of further presentation of documents or physical inspection and assessment by the competent Authority.

OTHER COUNTRIES.

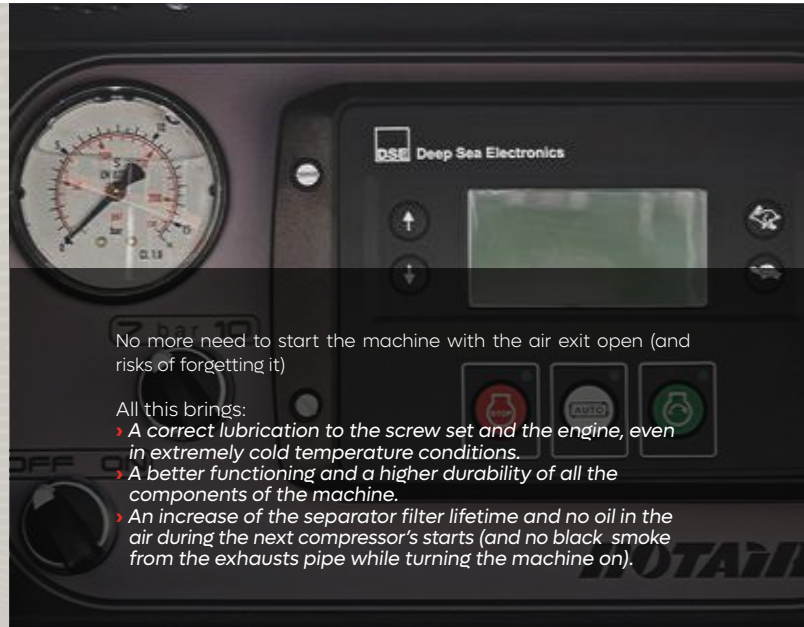
For other Countries outside Europe, the local legislation shall be followed. ROTAIR can provide, upon request, the specific documents and drawings that could be requested for a national road homologation. The Dealer or end Customer shall provide the specifications that the machines shall respect to be homologated. In some cases, the Dealer could modify the machines, upon authorization of ROTAIR, to conform them to the norms of the reference Country.

FEATURED HIGHLIGHTS

EXCLUSIVE ROTAIR INTELLIGENT SYSTEM

THE "INTELLIGENT SYSTEM" ENABLES A PRE-HEATING OF THE ENGINE WITHOUT OVERLOADING IT, THE AIREND WILL START WORKING ONLY WHEN THE PERFECT CONDITIONS ARE REACHED.

THE SAME IN TURNING OFF THE MACHINE AFTER A DEPRESSURISATION PHASE OF THE HYDRAULIC CIRCUIT, NO HAMMERING OF THE AIREND DUE TO ITS INERTIAL MOVEMENT, BUT A GRADUAL TURN-OFF.



No more need to start the machine with the air exit open (and risks of forgetting it)

All this brings:

- › A correct lubrication to the screw set and the engine, even in extremely cold temperature conditions.
- › A better functioning and a higher durability of all the components of the machine.
- › An increase of the separator filter lifetime and no oil in the air during the next compressor's starts (and no black smoke from the exhausts pipe while turning the machine on).



BUNDED CHASSIS ADAPTER

This exclusive device, only for ROTAIR portable compressors, offers the possibility to have your compressor protected from accidental spills of fluids on the ground.

Removable yet solidly fixable to the compressor, it is the ultimate option where anti-spill is mandatorily required.

It is so intelligent that it enables forklift handling of the compressor.

EASY MAINTENANCE

FULL ACCESSIBILITY FOR EASY AND RAPID MAINTENANCE AND SERVICE





PORTABLE
COMPRESSORS
GENERAL RANGE

WARRANTY
DURATION
RELIABILITY

are assured with
THE EXCLUSIVE USE
of original spare parts



rotairspa.com



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ROT*Ai*R[®]
Delivering **WORLD CLASS** Compressors

PORTABLE COMPRESSORS GENERAL RANGE

ROTAIR
Delivering **WORLD CLASS** Compressors

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Azienda certificata
ISO 9001:2015

