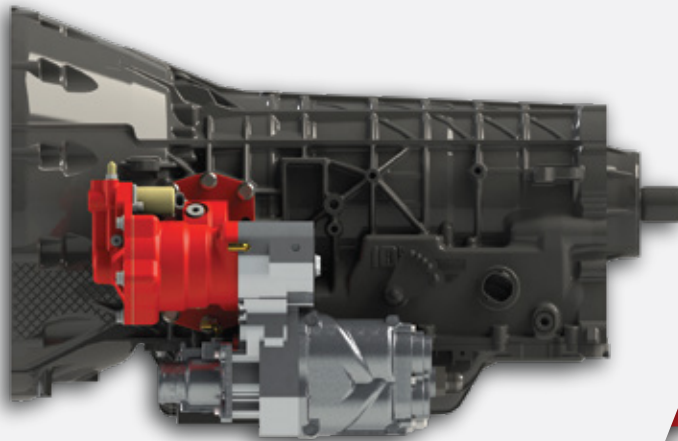




DIRECT-TRANSMISSION MOUNTED PTO DRIVEN AIR COMPRESSOR

THE WORLD'S ONLY DIRECT-TRANSMISSION MOUNTED PTO DRIVEN AIR COMPRESSOR.



DTM70

"We have the DTM70 installed on our service truck and we're very pleased with it. After three years we have approximately 2400 hours on this unit and have experienced zero downtime."

- James Dyer, Fleet Manager,
Sureway Construction Work,
Edmonton, AB

UP TO 70 CFM. 100% OF THE TIME.

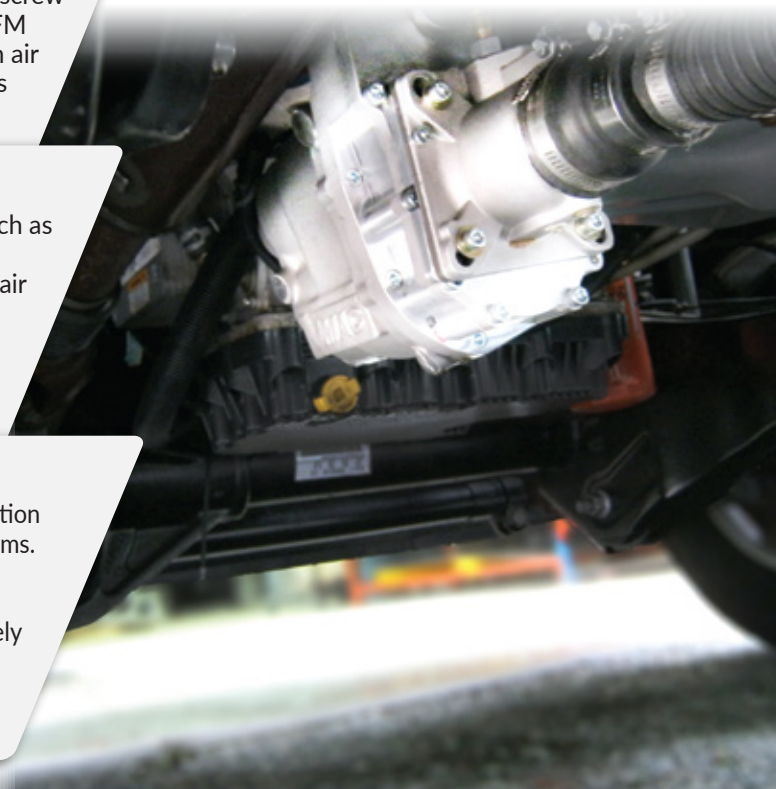
VMAC DTM70 70 CFM air compressors use patented rotary screw technology designed to maintain 100% of the required tool CFM so operators don't have to wait for their air compressor to fill an air receiver tank. This maximizes air tool performance and eliminates downtime.

DECREASE TRUCK GVW BY UP TO 260 LB

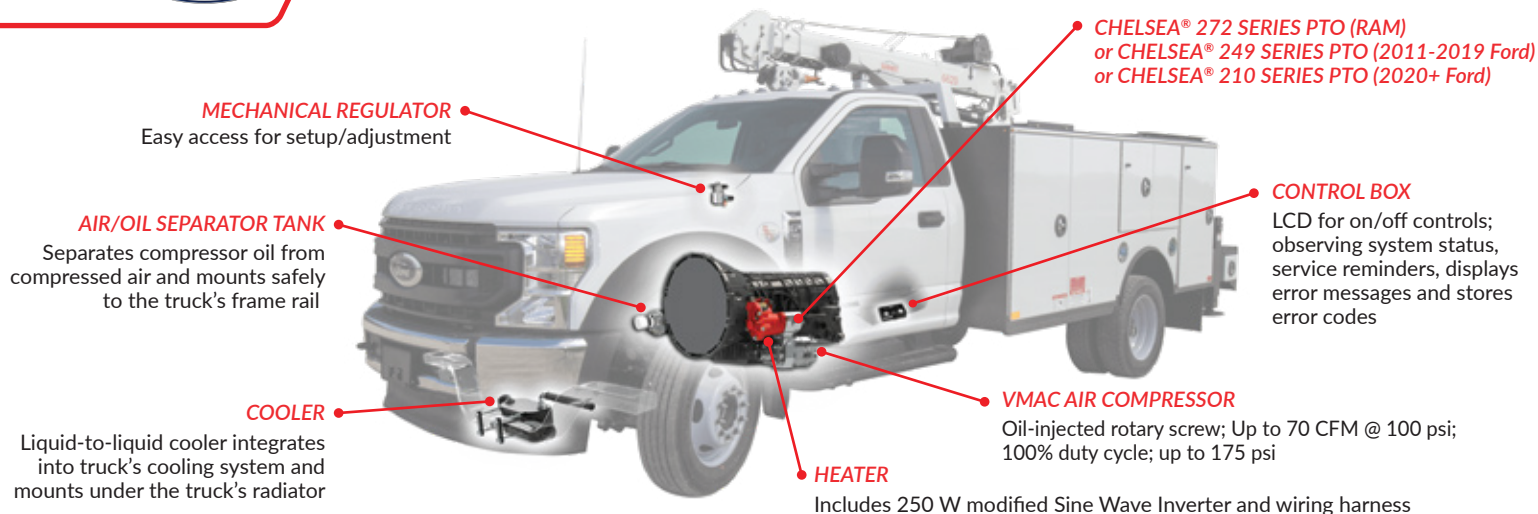
VMAC DTM70 air compressors reduce truck weight by as much as 260 lb. This is because there is no secondary engine to carry around on your truck. And when compared to other under deck air compressors, at only 150 lb the DTM70 weighs a fraction. Choosing a lightweight air compressor means you'll be able to add more tools and equipment to your truck, carry more materials, or take advantage of better fuel economy.

EASY INSTALLATION


VMAC DTM70 air compressors are easy to install, making installation times up to 50% faster than other under deck air compressor systems. No modifications are required to the RAM or Ford transfer case. No drive shafts are required to cause alignment issues. Traditional under deck air compressors for RAM and Ford Super Duty trucks are extremely heavy, have poor ground clearance, and require additional sourcing of components. VMAC mounting kits are application engineered for RAM and Ford diesel trucks and include all the necessary components.



DESIGNED FOR:



SPECIFICATIONS

Air Compressor Output	Up to 70 CFM* @ 100 psi (175 psi max)		
Air Compressor Type	PTO driven, direct transmission mounted, 100% duty cycle, VMAC oil-injected rotary screw		
Weight (wet)	Approximately 150 lb (68 kg)		
PTO (included)	CHELSEA® PTO; electrically actuated, PTO indicator lamp > CHELSEA® 272 Series (RAM) > CHELSEA® 249 Series (2011-2019 Ford) > CHELSEA® 210 Series (2020+ Ford)		
Throttle Control	Variable speed; digital throttle control connects to OBD2 CAN bus connector**; adjusts truck engine speed automatically to match air demand		
Display Box	> On/Off function of PTO and compressor > LCD display	> Service notifications > System temperature	> Displays error messages and stores error codes
Safety System	> Automatic compressor heater function > Compressor over-temp sensor > Automatic rapid blow-down valve on tank	> 200 psi air pressure relief valve > Truck drive disable circuit on throttle control > Truck park brake safety shut-off switch on control box	
Applications	> RAM 3500 to 5500 chassis cab 6.7L Cummins diesel with AISIN Automatic Transmission. Must have PTO prep package. > Ford F250 to F550 Super Duty 6.7L Power Stroke diesel 4x2 & 4x4 work truck with TorqShift™ 6-speed (6R140) or 10-speed (10R140) Automatic Transmission		
Warranty	 Two years on all major components; VMAC air-ends are covered by VMAC's Lifetime Limited Warranty		

*Actual maximum CFM output of the air compressor varies by vehicle application and engine RPM. See application list for details.

**2017+ model year Ford trucks and 2019+ model year RAM trucks only

OPTIONAL ACCESSORIES

AIR SYSTEM DE-ICER

A700031



FILTER REGULATOR LUBRICATOR (FRL)

A700151



AIR AFTERCOOLER

A800070



VMAC DEALER INFORMATION:



T: 250-740-3200 | Toll Free: 1-877-912-6605 | Fax: 250-740-3201

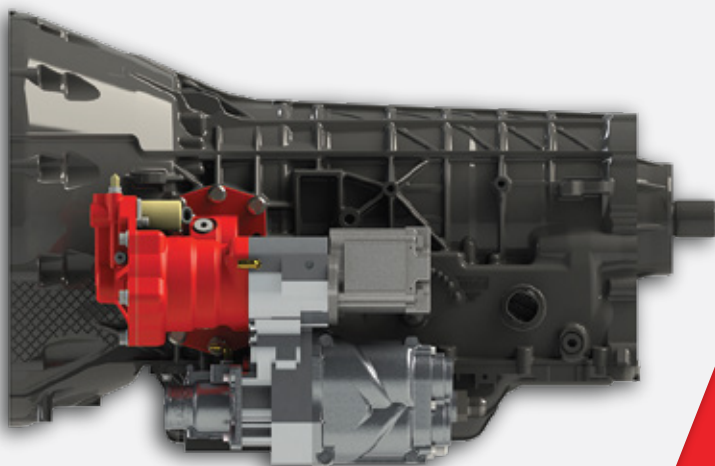
E: sales@vmacair.com | www.VMACAIR.com

M200091



DIRECT-TRANSMISSION MOUNTED PTO DRIVEN MULTI-POWER SYSTEM

THE WORLD'S ONLY DIRECT-TRANSMISSION MOUNTED PTO DRIVEN AIR COMPRESSOR WITH HYDRAULICS!



DTM70-H

"So far it's been awesome. The DTM70-H is so much quieter than my old reciprocating system. I just turn it on and it keeps up with no lag time, supplying all the air I need instantly. It's so lightweight, which is big on my F550, so I can carry all my tools and equipment without going over weight."

- Phil Fanelli, Owner,
Heavy Equipment Repair, Hilmar, CA

VARIABLE AIR, STEADY HYDRAULICS, ONE PTO

Use variable air power and steady hydraulic power at the same time, when mounted on 2020+ MY Ford diesel trucks with a single PTO port. The DTM70-H uses a priority valve to divert excess hydraulic flow, which allows you to get up to 65 CFM* of compressed air on demand—while simultaneously providing the consistent hydraulic power you need.

DECREASE TRUCK GVW BY UP TO 600 LB

The DTM70-H frees up truck GVW by as much as 600 lb, with no air receiver tank to mount on the truck deck and 50% smaller hydraulic tank sizes required compared to other hydraulic systems. The total system weight is only 180 lb, allowing you to add more tools and equipment to your truck, carry more materials, take advantage of better fuel economy, or even downsize your truck classification.

30% FASTER INSTALLATION

The DTM70-H is application-engineered for 2017+ Ford F250 to F550 Super Duty work trucks with 6.7L Power Stroke diesel engine, and 6-speed or 10-speed TorqShift™ Automatic Transmission (4x4 or 4x2). No modifications are required to the Ford transfer case. No drive shafts are required to cause alignment issues. Reduced hydraulic plumbing, fittings and hoses compared to other deck-mounted hydraulic air compressors. The system integrates with standard crane controls.



*Actual maximum CFM and GPM output varies based on truck model year, engine RPM, hydraulic pump size, and operating mode.

DESIGNED FOR:



MECHANICAL REGULATOR
Easy access for setup/adjustment

AIR/OIL SEPARATOR TANK
Separates compressor oil from compressed air and mounts safely to the truck's frame rail

COOLER
Liquid-to-liquid cooler integrates into truck's cooling system and mounts under the truck's radiator

HEATER
Includes 250 W modified Sine Wave Inverter and wiring harness

PRIORITY VALVE (2020+ MY trucks only)
Diverts excess hydraulic flow back to hydraulic reservoir tank when operating in Variable Mode


HYDRAULIC PUMP
Various pump options available;
2.5 GPM - 14.9 GPM*

CONTROL BOX
LCD for on/off controls; observing system status, displays error messages and stores error codes

VMAC AIR COMPRESSOR
Oil-injected rotary screw; Up to 70 CFM* @ 100 psi; 100% duty cycle; up to 175 psi

CHELSEA® 249 SERIES PTO (2017-2019 Ford) or CHELSEA® 210 Series PTO (2020+ Ford)

SPECIFICATIONS

	2017-2019 MODEL YEARS	2020+ MODEL YEARS
Air Compressor Output	Up to 70 CFM* @ 100 psi (175 psi max)	Up to 65 CFM* @ 100 psi (175 psi max)
Air Compressor Type	PTO driven, direct transmission mounted, 100% duty cycle, VMAC oil-injected rotary screw	
Weight (wet)	Approximately 180 lb (81.6 kg)	
Control Box	<ul style="list-style-type: none"> On/Off function of PTO and compressor Operating mode switch on PTO indicator panel LCD display 	<ul style="list-style-type: none"> Service notifications System temperature Compatible with start/stop crane modules Displays error messages and stores codes
Safety System	<ul style="list-style-type: none"> Automatic compressor heater function Automatic rapid blow-down valve on tank Truck drive disable circuit on throttle control Compressor over-temp sensor 	<ul style="list-style-type: none"> 200 psi air pressure relief valve Truck park brake safety shut-off switch on control box Priority valve diverts excess hydraulic flow to reservoir tank (2020+ MY trucks only)
Applications	2017+ Ford F250 to F550 Super Duty 6.7L Power Stroke diesel 4x2 & 4x4 TorqShift™ Automatic 6-Speed (6R140) Transmission	
PTO (included)	CHELSEA® PTO; electrically actuated, PTO indicator lamp CHELSEA® 249 Series	CHELSEA® 210 Series
Hydraulic Pump Options	3.5 GPM - 14.9 GPM* <ul style="list-style-type: none"> 2 throttle control set-points available Adjustable up to 2,700 RPM 	2.5 GPM - 8.0 GPM* <ul style="list-style-type: none"> Two Operating Modes: variable and fixed; includes toggle switch to switch modes Fixed mode: Engine RPM stays constant at engine RPM set-point (factory pre-set 1,250, +/- 250 RPM) Variable mode: Engine RPM increases and decreases automatically based on air demand (up to max RPM for the pump)
Throttle Control		
Warranty	 <ul style="list-style-type: none"> Two years on all major components; VMAC air-ends are covered by VMAC's Lifetime Limited Warranty Chelsea PTO covered by Parker Chelsea Two Year Warranty; Chelsea Pumps covered by Parker Chelsea 18-month Warranty 	

*Actual maximum CFM and GPM output varies based on truck model year, engine RPM, hydraulic pump size, and operating mode. See table below for details.

2020+ Model Year	2 Operating Modes - Toggle Switch Selection			Fixed Mode*		Variable Mode							
	Engine Speed (RPM)			1,250		1,500	1,800	2,100	2,200	2,300	2,400	2,500	
	Compressor Output (CFM @ 100 psi)			25		35	46	55	58	60	63	65	
	DM2A021	Priority Valve included; Hydraulic Pump included	(GPM @ 3,000 psi)	2.5 - 3.2**		* Fixed Mode factory pre-set 1,250 (± 250 RPM)							2,500 Max
	DM2B021			4.3 - 6.0**		**Hydraulic flow adjustment made w/ Priority Valve							2,300 Max
DM2C021	6.5 - 8.0**			2,100 Max									

2017-2019 Model Year	2 Fixed Engine Speeds (RPM) - Adjustable			Speed 1		Speed 2								
				1,200 - 1,500		1,500	1,800	2,100	2,200	2,300	2,400	2,500	2,600	2,700
	Compressor Output (CFM @ 100 psi)			30 - 41		41	49	55	58	60	62	64	66	69
	DM20011	Priority Valve Not Available; Hydraulic pump INCLUDED, choose best pump option:	(GPM @ 3,625 psi)	3.5 - 4.4		4.4	5.3	6.2	6.5	6.8	7.1	7.4	7.7	8.0
	+ 4500147			4.9 - 6.2		6.2	7.4	8.6	9.0	9.4	9.9	10.3	10.7	2,661 Max
	+ 4500148			7.4 - 9.3		9.3	11.1	13.0	13.6	2,258 Max				
+ 4500149	8.1 - 10.2			10.2	12.2	14.2	14.9							
+ 4500150														

VMAC DEALER INFORMATION:



T: 250-740-3200 | Toll Free: 1-877-912-6605 | Fax: 250-740-3201
E: sales@vmacair.com | www.VMACAIR.com