



DRESSER-RAND

Bringing energy and the environment into harmony.*

VALVE-IN-PISTON COMPRESSORS

A Stroke of Genius

A modern compressor system that provides higher efficiency, lower emissions and is easier to maintain.

“A Stroke of Genius”

Dresser-Rand Valve-in-Piston (VIP®) compressors, intended for the lower horsepower spectrum of our gas field compressor product line, were introduced in 1994 following extensive development work and several years of field testing. A combination of proven field success and advanced design techniques enabled development of a complete line of VIP compressors, ranging from the A-VIP compressor (15,400 lb/68 kN rod load) up to the D-VIP compressor (45,000 lb/200 kN rod load). Since its introduction, more than 360 frames and 1,000 cylinders have been produced for both gas field and other markets worldwide.



The success of the VIP line is the result of continued product development using advanced design tools, extensive laboratory testing and more than 15 years of proven field reliability when properly applied and maintained.

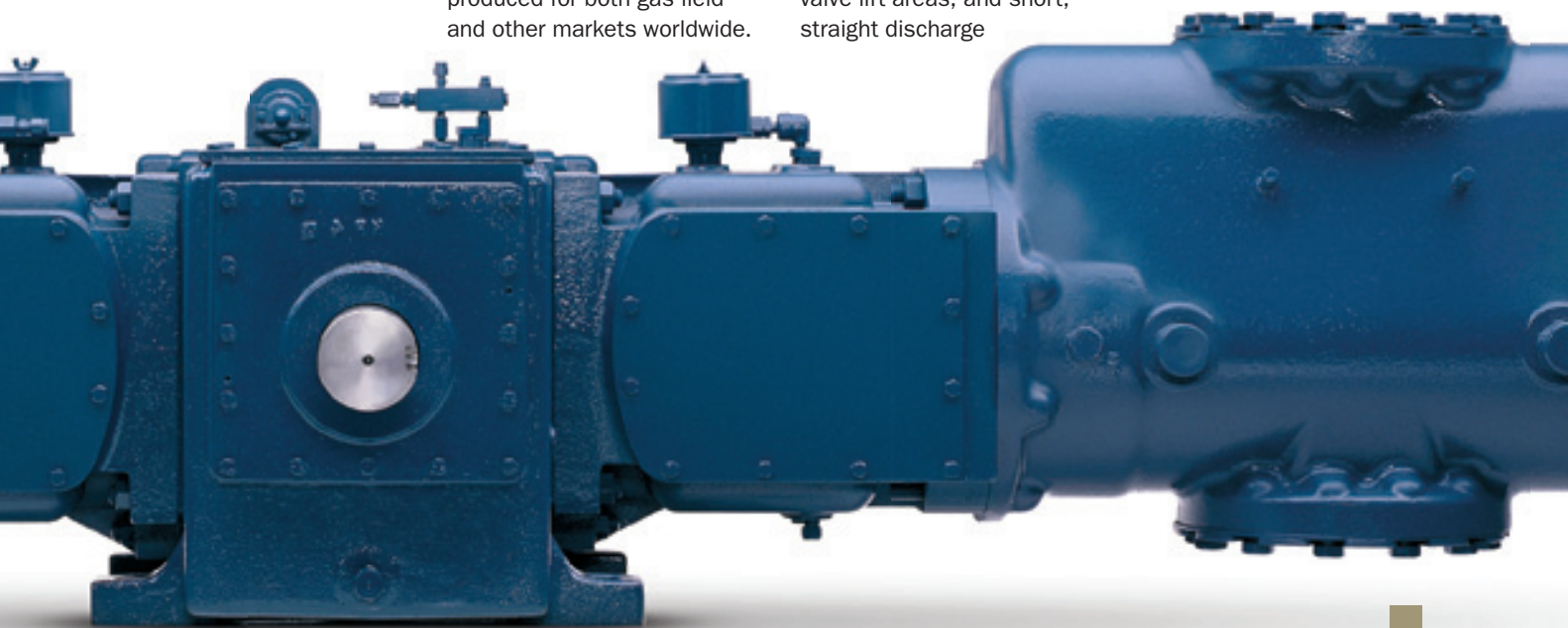
Our VIP compressor cylinder design requires up to 40 fewer parts than a conventional cylinder (only two each of suction and discharge valves in all cylinder sizes; no valve covers, no valve crabs, etc.) resulting in reduced inventory and lower maintenance costs. There are also fewer leak passages, reducing the chances for fugitive emissions to escape into the atmosphere.

Large inlet gas passages; minimal gas turns and twists; no valve masking; large valve lift areas; and short, straight discharge

gas passages all lead to improved efficiency and lower BHP per MMSCFD compressed. The result is lower power costs or additional capacity.

The VIP compressor design has inherently lower reciprocating weights, resulting in lower unbalanced forces and couples. This reduces potential vibration levels and provides an efficient, smooth-running compressor.

New innovative aftermarket programs have been developed in conjunction with our authorized packagers. Maintenance parts are more readily available, and we offer a variety of training programs to help ensure high compressor availability.



Dresser-Rand is truly focused upon bringing energy and the environment into harmony. With fewer leak passages, the VIP compressor reduces the chance for fugitive emissions to escape into the atmosphere.

All VIP compressors offer standard, hand-operated variable volume clearance pockets and crank-end clearance adjustments provide flexibility for changing compression requirements. Head end unloaders are optional for some sizes.

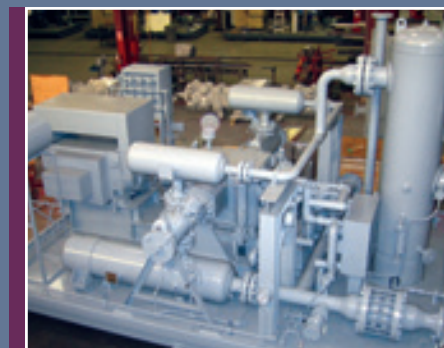
A-VIP COMPRESSORS:

The A-VIP compressor is offered in 3.5" (89 mm) stroke at 1,800 RPM and 4.5" (114 mm) stroke at 1,500 RPM. The highly reliable frame has years of proven gas field experience. It is available in 2 or 4 throws with ratings up to 1,300 HP (969 kW) at 1,800 RPM or 1,083 HP (805 kW) at 1,500 RPM to match available engine or motor drivers. The A-VIP cylinders are identical between the two stroke options (the only difference is the discharge valve center-bolt and piston rod).



B-VIP COMPRESSORS:

The B-VIP compressor is offered in 5.0" (127 mm) stroke at 1,500 RPM and 6.0" (152 mm) stroke at 1,200 RPM. The highly reliable frame has years of proven gas field experience. It is available in 2 or 4 throws with ratings up to 2,125 HP (1,585 kW) at 1,500 RPM or 1,700 HP (1,268 kW) at 1,200 RPM to match available engine or motor drivers. The B- and C-VIP cylinders are identical between the two stroke options (the only difference is the discharge valve center-bolt and piston rod).



C-VIP COMPRESSORS:

The C-VIP compressor is offered in 4.0" (101.6 mm) stroke at 1,800 RPM, 5.0" (127 mm) stroke at 1,500 RPM and 6.0" (152 mm) stroke at 1,200 RPM. The highly reliable frame has years of proven gas field experience. It is available in 2 or 4 throws with ratings up to 2,880 HP (2,148 kW) at 1,800 RPM, 2,400 HP (1,790 kW) at 1,500 RPM or 1,920 HP (1,432 kW) at 1,200 RPM to match available engine or motor drivers. The B- and C-VIP cylinders are identical between the three stroke options (the only difference is the discharge valve center-bolt and piston rod).



D-VIP COMPRESSORS:

The D-VIP compressor is offered in 5.0" (127 mm) stroke at 1,500 RPM, 6.0" (152 mm) stroke at 1,200 RPM and 7.0" (178 mm) stroke at 1,000 RPM. The D-VIP compressors use the reliable HOS™ compressor frame with years of proven gas field experience. It is available in 2, 4 or 6 throws with ratings up to 5,625 HP (4,195 kW) at 1,500 RPM, 4,500 HP (3,356 kW) at 1,200 RPM or 4,800 HP (3,580 kW) at 1,000 RPM to match available engine or motor drivers. The unique D-VIP cylinders are identical between the three stroke options (the only difference is the discharge valve center-bolt and piston rod).



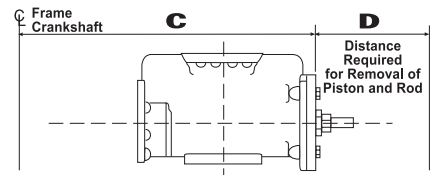
A-VIP COMPRESSORS

RATINGS

Model	Stroke in. (mm)	Number of Cylinders	Nominal Rated Power hp (kW)	Max. Allowable Rod Load lbs. (kN)	Rated rpm
4.5A-VIP2	4.5 (114.3)	2	540 (403)	15,400 (68)	1500
4.5A-VIP4	4.5 (114.3)	4	1080 (805)	15,400 (68)	1500
3.5A-VIP2	3.5 (88.9)	2	650 (485)	15,400 (68)	1800
3.5A-VIP4	3.5 (88.9)	4	1300 (969)	15,400 (68)	1800

Cylinder Size in. (mm)	MAWP psig (kg/cm ²)	Piston Displacement			
		3.5" (88.9 mm) Stroke @ 1500 rpm CFM (m ³ /hr.)	3.5" (88.9 mm) Stroke @ 1800 rpm CFM (m ³ /hr.)	4.5" (114.3 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)	4.5" (114.3 mm) Stroke @ 1500 rpm CFM (m ³ /hr.)
4.25 (108.0)	1650 (116.0)	82 (140)	98 (167)	84 (143)	105 (179)
5 (127.0)	1375 (96.7)	115 (196)	138 (235)	118 (201)	148 (252)
5.5 (139.7)	1150 (80.9)	140 (238)	168 (286)	144 (245)	180 (307)
6 (152.4)	1150 (80.9)	167 (284)	201 (342)	172 (293)	215 (366)
6.5 (165.1)	825 (58.0)	197 (335)	237 (404)	203 (346)	253 (431)
7.125 (181.0)	825 (58.0)	237 (404)	285 (485)	245 (417)	306 (521)
7.75 (196.9)	605 (42.5)	282 (480)	339 (577)	290 (494)	363 (618)
8.5 (215.9)	605 (42.5)	340 (579)	408 (695)	350 (596)	438 (746)
9.25 (235.0)	585 (41.1)	404 (688)	485 (826)	415 (707)	519 (884)
10 (254.0)	585 (41.1)	473 (806)	567 (966)	486 (828)	608 (1035)
11.25 (285.8)	440 (30.9)	599 (1020)	719 (1224)	617 (1051)	771 (1313)
12.5 (317.5)	440 (30.9)	741 (1262)	889 (1514)	762 (1298)	953 (1623)
13.75 (349.3)	275 (19.3)	898 (1529)	1077 (1834)	923 (1572)	1154 (1965)
15 (381.0)	275 (19.3)	1069 (1821)	1283 (2185)	1100 (1873)	1375 (2342)

Model	A in. (mm)	B in. (mm)	C in. (mm)	D in. (mm)
3.5A-VIP2	36.94 (938.3)	40.5 (1028.7)	59.25 (1505.0)	32.25 (819.2)
3.5A-VIP4	36.94 (938.3)	77 (1955.8)	59.25 (1505.0)	32.25 (819.2)
4.5A-VIP2	40.44 (1027.2)	40.5 (1028.7)	63.56 (1614.4)	35.44 (900.2)
4.5A-VIP4	40.44 (1027.2)	77 (1955.8)	63.56 (1614.4)	35.44 (900.2)



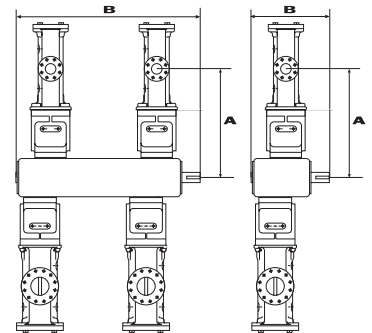
Standard Specifications:

Frame & Running Gear

Frame.....	Rugged Cast Iron With Bolt-on Crosshead Guides
Crankshaft.....	Balanced Forged Steel
Connecting Rods.....	Forged Steel
Connecting Rod Pins.....	Hardened Steel
Connecting Rod Bolts.....	Alloy Steel - Rolled Threads
Crossheads.....	Nodular Iron or Aluminum
Bearings-Main.....	Precision - Aluminum Alloy
Bearings-Crankpin.....	Aluminum Alloy
Bushings-Connecting Rod.....	Aluminum
Oil Pump.....	Gear Type
Oil Filter.....	Full Flow-10 Micron
Oil Cooler.....	Shell & Tube
Tool Kit	
Paint.....	Red Oxide Primer
Instruction & Parts List.....	(6) CD Version
Outline Drawings.....	(1) Reproducible, 2D

Compressor Cylinders

Cylinder.....	CI-NI or Special FS
Outer Head.....	HOVCP (CI-NI Cylinders)
Piston Rods.....	AISI4142 Alloy Steel
Pistons.....	Discharge Valves
Valves.....	PF Style Plate Valves
Seats & Guards.....	Calcium-Aluminum Treated AISI4142 Alloy Steel
Valve Plates.....	Hi-Temp (PEEK)
Springs.....	Chrome Silicon
Piston Rings.....	Carbon Filled Teflon w/Rider Bands 4.25-10.0" Cylinders Carbon Filled Teflon Combo Rings 11.25-15.0" Cylinders
Packing Rings.....	Carbon Filled Teflon
Cylinder Lubrication.....	Divider Block System
Inlet & Discharge.....	Standard ANSI Flanges
Indicator Connections.....	3/4" Head End & Crank End
Inlet Passage Connections.....	3/4" HE/CE for Temperature RTD



Optional Features (Additional Cost):

- 17-4 PH SS Piston Rods, TC3 Coating
- Annealed 4140 Piston Rods, TC3 Coating
- Special Distance Piece Options
- Crankcase Explosion Relief Devices
- Purged Packing & Wiper Rings
- Compressor Regulation Devices
- Crankcase Heaters
- Main Bearing RTD
- Dual LO Filter
- All SS Frame Oil Piping
- FPSO/Offshore Options
- Low Emission Packings
- Torsional Analysis
- Dynamic Valve Analysis
- Flywheel (if Required)
- Non-Lube Construction
- Cylinder Lubrication System Options
- Analyzer Drive Options
- Balance Cylinder
- Hoist Rings
- Static Seal Packing

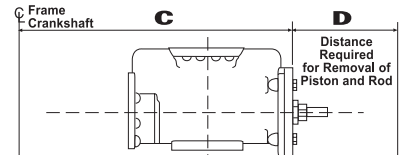
B-VIP COMPRESSORS

RATINGS

Model	Stroke in. (mm)	Number of Cylinders	Nominal Rated Power hp (kW)	Max. Allowable Rod Load lbs. (kN)	Rated rpm
6B-VIP2	6 (152.4)	2	850 (634)	24,200 (108)	1200
6B-VIP4	6 (152.4)	4	1700 (1268)	24,200 (108)	1200
5B-VIP2	5 (127)	2	1062 (792)	24,200 (108)	1500
5B-VIP4	5 (127)	4	2125 (1585)	24,200 (108)	1500

Cylinder Size in. (mm)	MAWP psig (kg/cm ²)	Piston Displacement			
		6" (152.4 mm) Stroke @ 1000 rpm CFM (m ³ /hr.)	6" (152.4 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)	5" (127 mm) Stroke @ 1500 rpm CFM (m ³ /hr.)	5" (127 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)
4.25 (108.0)	2250 (158.2)	88 (150)	105 (179)	110 (187)	88 (150)
5 (127.0)	2250 (158.2)	125 (213)	151 (257)	157 (267)	125 (213)
5.5 (139.7)	1925 (135.4)	154 (262)	185 (315)	193 (329)	154 (262)
6 (152.4)	1925 (135.4)	185 (315)	223 (380)	232 (395)	185 (315)
6.5 (165.1)	1375 (96.7)	220 (375)	263 (448)	274 (467)	220 (375)
7.125 (181.0)	1375 (96.7)	266 (453)	319 (543)	332 (565)	266 (453)
7.75 (196.9)	1150 (80.9)	317 (540)	380 (647)	396 (674)	317 (540)
8.5 (215.9)	1150 (80.9)	383 (652)	460 (783)	479 (816)	383 (652)
9.25 (235.0)	750 (52.7)	456 (777)	547 (932)	570 (971)	456 (777)
10 (254.0)	750 (52.7)	535 (911)	641 (1092)	668 (1138)	535 (911)
11.25 (285.8)	495 (34.8)	679 (1156)	815 (1388)	815 (1388)	679 (1156)
12.5 (317.5)	495 (34.8)	841 (1432)	1010 (1720)		841 (1432)
13.75 (349.3)	275 (19.3)	1020 (1737)	224 (2084)		1020 (1737)
15 (381.0)	275 (19.3)	1216 (2071)	1460 (2486)		1216 (2071)
16.25 (412.8)	215 (15.1)	1429 (2434)	1715 (2921)		1429 (2434)
17.5 (444.5)	215 (15.1)	1659 (2825)	1991 (3391)		1659 (2825)
19 (482.6)	215 (15.1)	1958 (3334)	2350 (4002)		
20.5 (520.7)	215 (15.1)	2281 (3885)	2737 (4661)		

Model	A in. (mm)	B in. (mm)	C in. (mm)	D in. (mm)
B-VIP2	46.94 (1192.3)	41.5 (1054.1)	67 (1701.8)	39.41 (1001.0)
B-VIP4	46.94 (1192.3)	79.5 (2019.3)	67 (1701.8)	39.41 (1001.0)



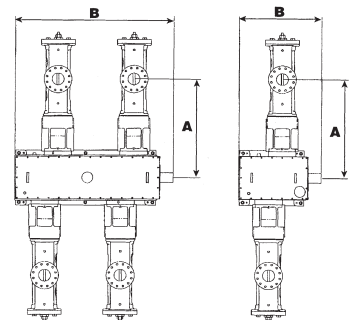
Standard Specifications:

Frame & Running Gear

Frame.....	Rugged Cast Iron With Bolt-on Crosshead Guides
Crankshaft.....	Balanced Forged Steel
Connecting Rods.....	Forged Steel
Connecting Rod Pins.....	Hardened Steel
Connecting Rod Bolts.....	Alloy Steel - Rolled Threads
Crossheads.....	Nodular Iron
Bearings-Main.....	Precision - Aluminum Alloy
Bearings-Crankpin.....	Aluminum Alloy
Bushings-	
Connecting Rod.....	Aluminum
Oil Pump.....	Gear Type
Oil Filter.....	Full Flow-10 Micron
Oil Cooler.....	Shell & Tube
Tool Kit	
Paint.....	Red Oxide Primer
Instruction & Parts List.....	(6) CD Version
Outline Drawings.....	(1) Reproducible, 2D

Compressor Cylinders

Cylinder.....	CI-NI or Special FS
Outer Head.....	HOVWCP (CI-NI Cylinders)
Piston Rods.....	AISI4142 Alloy Steel
Pistons.....	Discharge Valves
Valves.....	PF Style Plate Valves
Seats & Guards.....	Calcium-Aluminum Treated AISI4142 Alloy Steel
Valve Plates.....	Hi-Temp (PEEK)
Springs.....	Chrome Silicon
Piston Rings.....	Carbon Filled Teflon w/Rider Bands 4.25-10.0" Cylinders Carbon Filled Teflon Combo Rings 11.25-20.5" Cylinders
Packing Rings.....	Carbon Filled Teflon
Cylinder Lubrication.....	Divider Block System
Inlet & Discharge.....	Standard ANSI Flanges
Indicator Connections.....	3/4" Head End & Crank End
Inlet Passage Connections.....	3/4" HE/CE for Temperature RTD



Optional Features (Additional Cost):

- 17-4 PH SS Piston Rods, TC3 Coating
- Annealed 4140 Piston Rods, TC3 Coating
- Special Distance Piece Options
- Crankcase Explosion Relief Devices
- Purged Packing & Wiper Rings
- Compressor Regulation Devices
- Crankcase Heaters
- Main Bearing RTD
- Dual LO Filter
- All SS Frame Oil Piping
- FPSO/Offshore Options
- Low Emission Packings
- Torsional Analysis
- Dynamic Valve Analysis
- Flywheel (if Required)
- Non-Lube Construction
- Cylinder Lubrication System Options
- Analyzer Drive Options
- Balance Cylinder
- Hoist Rings
- Static Seal Packing

For more details, see Dresser-Rand Application & Data Book at www.dresser-rand.com/products/gfc/databook

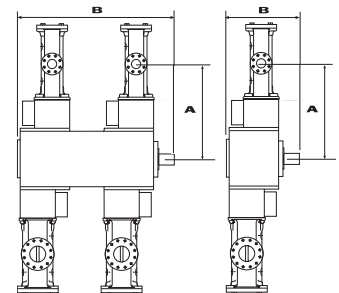
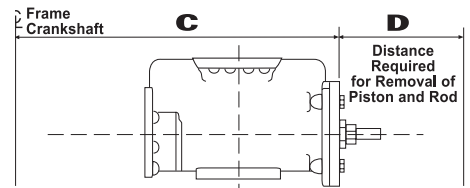
C-VIP COMPRESSORS

RATINGS

Model	Stroke in. (mm)	Number of Cylinders	Nominal Rated Power hp (kW)	Max. Allowable Rod Load lbs. (kN)	Rated rpm
6C-VIP2	6 (152.4)	2	960 (716)	33,000 (147)	1200
6C-VIP4	6 (152.4)	4	1920 (1432)	33,000 (147)	1200
5C-VIP2	5 (127)	2	1200 (895)	33,000 (147)	1500
5C-VIP4	5 (127)	4	2400 (1790)	33,000 (147)	1500
4C-VIP4	4 (101.6)	2	1440 (1074)	33,000 (147)	1800
4C-VIP4	4 (101.6)	4	2880 (2148)	33,000 (147)	1800

Cylinder Size in. (mm)	MAWP psig (kg/cm ²)	Piston Displacement			
		4" (101.6 mm) Stroke @ 1500 rpm -or- 5" (127 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)	4" (101.6 mm) Stroke @ 1800 rpm -or- 6" (152.4 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)	5" (127 mm) Stroke @ 1500 rpm CFM (m ³ /hr.)	4" (101.6 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)
4.25 (108.0)	2250 (158.2)	88 (150)	105 (179)	110 (187)	70 (119)
5 (127.0)	2250 (158.2)	125 (213)	151 (257)	157 (267)	100 (170)
5.5 (139.7)	1925 (135.4)	154 (262)	185 (315)	193 (329)	123 (209)
6 (152.4)	1925 (135.4)	185 (315)	223 (380)	232 (395)	148 (252)
6.5 (165.1)	1375 (96.7)	220 (375)	263 (448)	274 (467)	176 (300)
7.125 (181.0)	1375 (96.7)	266 (453)	319 (543)	332 (565)	212 (361)
7.75 (196.9)	1150 (80.9)	317 (540)	380 (647)	396 (674)	253 (431)
8.5 (215.9)	1150 (80.9)	383 (652)	460 (783)	479 (816)	307 (523)
9.25 (235.0)	750 (52.7)	456 (777)	547 (932)	570 (971)	365 (622)
10 (254.0)	750 (52.7)	535 (911)	641 (1092)	668 (1138)	428 (729)
11.25 (285.8)	495 (34.8)	679 (1156)	815 (1388)	849 (1446)	544 (926)
12.5 (317.5)	495 (34.8)	841 (1432)	1010 (1720)	1052 (1792)	673 (1146)
13.75 (349.3)	275 (19.3)	1020 (1737)	1224 (2084)	1275 (2171)	816 (1390)
15 (381.0)	275 (19.3)	1216 (2071)	1460 (2486)	1520 (2589)	973 (1657)
16.25 (412.8)	215 (15.1)	1429 (2434)	1715 (2921)	1787 (3043)	1143 (1947)
17.5 (444.5)	215 (15.1)	1659 (2825)	1991 (3391)	2074 (3532)	1328 (2262)
19 (482.6)	215 (15.1)	1958 (3334)			1566 (2667)
20.5 (520.7)	215 (15.1)	2281 (3885)			1825 (3108)

Model	A in. (mm)	B in. (mm)	C in. (mm)	D in. (mm)
C-VIP236.94	45 (1143.0)	47.25 (1200.2)	72.25 (1835.2)	37 (939.8)
C-VIP436.94	45 (1143.0)	85.25 (2165.4)	72.25 (1835.2)	37 (939.8)



Standard Specifications:

Frame & Running Gear

Frame.....	One Piece, Grey Cast Iron High Strength
Crankshaft.....	Balanced Forged Steel
Connecting Rods.....	Forged Steel
Connecting Rod Pins.....	Hardened Steel
Connecting Rod Bolts.....	Alloy Steel - Rolled Threads
Crossheads.....	Nodular Iron
Bearings-Main.....	Spherical Roller
Bearings-Crankpin.....	Aluminum Alloy
Bushings-Connecting Rod.....	Bronze
Oil Pump.....	Gear Type
Oil Filter.....	Full Flow-25 Micron
Oil Cooler.....	Shell & Tube
Tool Kit.....	
Paint.....	Red Oxide Primer
Instruction & Parts List.....	(6) CD Version
Outline Drawings.....	(1) Reproducible, 2D

Compressor Cylinders

Cylinder.....	CI-NI or Special FS
Outer Head.....	HOVCP (CI-NI Cylinders)
Piston Rods.....	AISI4142 Alloy Steel
Pistons.....	Discharge Valves
Valves.....	PF Style Plate Valves
Seats & Guards.....	Calcium-Aluminum Treated AISI4142 Alloy Steel
Valve Plates.....	Hi-Temp (PEEK)
Springs.....	Chrome Silicon
Piston Rings.....	Carbon Filled Teflon w/Rider Bands 4.25-10.0" Cylinders Carbon Filled Teflon Combo Rings 11.25-20.5" Cylinders
Packing Rings.....	Carbon Filled Teflon
Cylinder Lubrication.....	Divider Block System
Inlet & Discharge.....	Standard ANSI Flanges
Indicator Connections.....	3/4" Head End & Crank End
Inlet Passage Connections.....	3/4" HE/CE for Temperature RTD

Optional Features (Additional Cost):

- 17-4 PH SS Piston Rods, TC3 Coating
- Annealed 4140 Piston Rods, TC3 Coating
- Special Distance Piece Options
- Crankcase Explosion Relief Devices
- Purged Packing & Wiper Rings
- Compressor Regulation Devices
- Crankcase Heaters
- Dual LO Filter
- All SS Frame Oil Piping
- FPSO/Offshore Options
- Low Emission Packings
- Torsional Analysis
- Dynamic Valve Analysis
- Flywheel (if Required)
- Non-Lube Construction
- Cylinder Lubrication System Options
- Analyzer Drive Options
- Balance Cylinder
- Hoist Rings
- Static Seal Packing

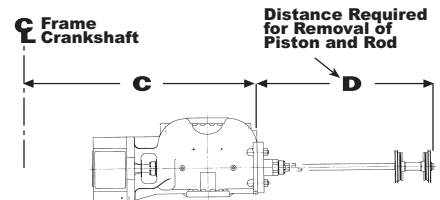
D-VIP COMPRESSORS

RATINGS

Model	Stroke in. (mm)	Number of Cylinders	Nominal Rated Power hp (kW)	Max. Allowable Rod Load lbs. (kN)	Rated rpm
7D-VIP2	7 (177.8)	2	1800 (1342)	45,000 (200)	1000
7D-VIP4	7 (177.8)	4	3600 (2685)	45,000 (200)	1000
7D-VIP6	7 (177.8)	6	4800 (3580)	45,000 (200)	1000
6D-VIP2	6 (152.4)	2	1500 (1119)	45,000 (200)	1200
6D-VIP4	6 (152.4)	4	3000 (2237)	45,000 (200)	1200
6D-VIP6	6 (152.4)	6	4500 (3356)	45,000 (200)	1200
5D-VIP2	5 (127)	2	1875 (1398)	45,000 (200)	1500
5D-VIP4	5 (127)	4	3750 (2797)	45,000 (200)	1500
5D-VIP6	5 (127)	6	5625 (4195)	45,000 (200)	1500

Size in. (mm)	MAWP psig (kg/cm ²)	Piston Displacement		
		7" (177.8 mm) Stroke @ 1000 rpm CFM (m ³ /hr.)	6" (152.4 mm) Stroke @ 1200 rpm CFM (m ³ /hr.)	5" (127 mm) Stroke @ 1500 rpm CFM (m ³ /hr.)
4.625 (117.5)	2800 (196.9)	120 (204)	123 (209)	129 (220)
5 (127.0)	2800 (196.0)	143 (244)	147 (250)	153 (261)
5.5 (139.7)	2500 (175.8)	176 (300)	181 (308)	189 (322)
6 (152.4)	2500 (175.8)	213 (363)	219 (373)	228 (388)
6.75 (171.5)	2500 (175.8)	274 (467)	282 (480)	293 (499)
7.25 (184.2)	2500 (175.8)	318 (542)	327 (557)	341 (581)
8 (203.2)	2000 (140.6)	391 (666)	402 (685)	419 (714)
8.75 (222.3)	2000 (140.6)	471 (802)	485 (826)	505 (860)
9.75 (247.7)	1500 (105.5)	589 (1003)	606 (1032)	631 (1075)
10.5 (266.7)	1500 (105.5)	685 (1167)	705 (1201)	734 (1250)
11.75 (298.5)	1050 (73.8)	862 (1468)	887 (1511)	924 (1574)
12.5 (317.5)	1050 (73.8)	978 (1666)	1006 (1713)	1048 (1785)
14 (355.6)	650 (45.7)	1231 (2096)	1266 (2156)	1319 (2246)
14.75 (374.7)	650 (45.7)	1368 (2330)	1407 (2396)	1466 (2497)
16.5 (419.1)	350 (24.6)	1716 (2922)	1765 (3006)	1839 (3132)
17.25 (438.2)	350 (24.6)	1877 (3197)	1931 (3288)	2011 (3425)
19.25 (489.0)	205 (14.4)	2342 (3988)	2409 (4103)	2509 (4273)
20 (508.0)	205 (14.4)	2529 (4307)	2601 (4430)	2710 (4615)
22.25 (565.2)	175 (12.3)	3134 (5337)	3224 (5490)	3358 (5719)
23 (584.2)	175 (12.3)	3350 (5705)	3446 (5869)	3589 (6112)

Model	A in. (mm)	B in. (mm)	C in. (mm)	D in. (mm)
D-VIP2	74.94 (1903.5)	56.5 (1435.1)	94 (2387.6)	68 (1727.2)
D-VIP4	74.94 (1903.5)	103.75 (2635.3)	94 (2387.6)	68 (1727.2)
D-VIP6	74.94 (1903.5)	148.44 (3770.4)	94 (2387.6)	68 (1727.2)



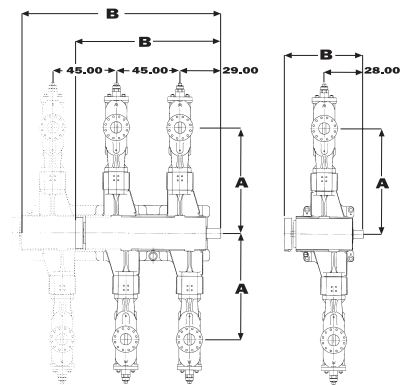
Standard Specifications:

Frame & Running Gear

Frame.....	One Piece, Grey Cast Iron High Strength
Crankshaft.....	Balanced Forged Steel
Connecting Rods.....	Forged Steel
Connecting Rod Pins.....	Hardened Steel
Connecting Rod Bolts.....	Alloy Steel - Rolled Threads
Crossheads.....	Nodular Iron
Bearings-Main.....	Solid Aluminum Alloy
Bearings-Crankpin.....	Tri-Metal Bronze
Bushings-Connecting Rod.....	Bronze
Oil Pump.....	Gear Type
Oil Filter.....	Full Flow-12 Micron
Oil Cooler.....	Shell & Tube
Tool Kit.....	
Paint.....	Red Oxide Primer
Instruction & Parts List.....	(6) CD Version
Outline Drawings.....	(1) Reproducible, 2D

Compressor Cylinders

Cylinder.....	CI-NI or Special FS
Outer Head.....	H0VVCPI (CI-NI)
Piston Rods.....	AISI4142 Alloy Steel
Pistons.....	Discharge Valves
Valves.....	PF Style Plate Valves
Seats & Guards.....	Calcium-Aluminum Treated AISI4142 Alloy Steel
Valve Plates.....	Hi-Temp (PEEK)
Springs.....	Chrome Silicon
Piston Rings.....	Carbon Filled Teflon w/Rider Bands 4.625-9.25" Cylinders 10.5-23" Cylinders
Packing Rings.....	Carbon Filled Teflon
Cylinder Lubrication.....	Divider Block System
Inlet & Discharge.....	Standard ANSI Flanges
Indicator Connections.....	3/4" Head End & Crank End
Inlet Passage Connections.....	3/4" HE/CE for Temperature RTD



Optional Features (Additional Cost):

- 17-4 PH SS Piston Rods, TC3 Coating
- Annealed 4140 Piston Rods, TC3 Coating
- Special Distance Piece Options
- Crankcase Explosion Relief Devices
- Purged Packing & Wiper Rings
- Compressor Regulation Devices
- Crankcase Heaters
- Main Bearing RTD
- Dual LO Filter
- All SS Frame Oil Piping
- FPSO/Offshore Options
- Low Emission Packings
- Torsional Analysis
- Dynamic Valve Analysis
- Flywheel (if Required)
- Non-Lube Construction
- Cylinder Lubrication System Options
- Analyzer Drive Options
- Balance Cylinder
- Hoist Rings
- Static Seal Packing

For more details, see Dresser-Rand Application & Data Book at www.dresser-rand.com/products/gfc/databook

For a complete list of products and services, visit www.dresser-rand.com or contact the following:

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