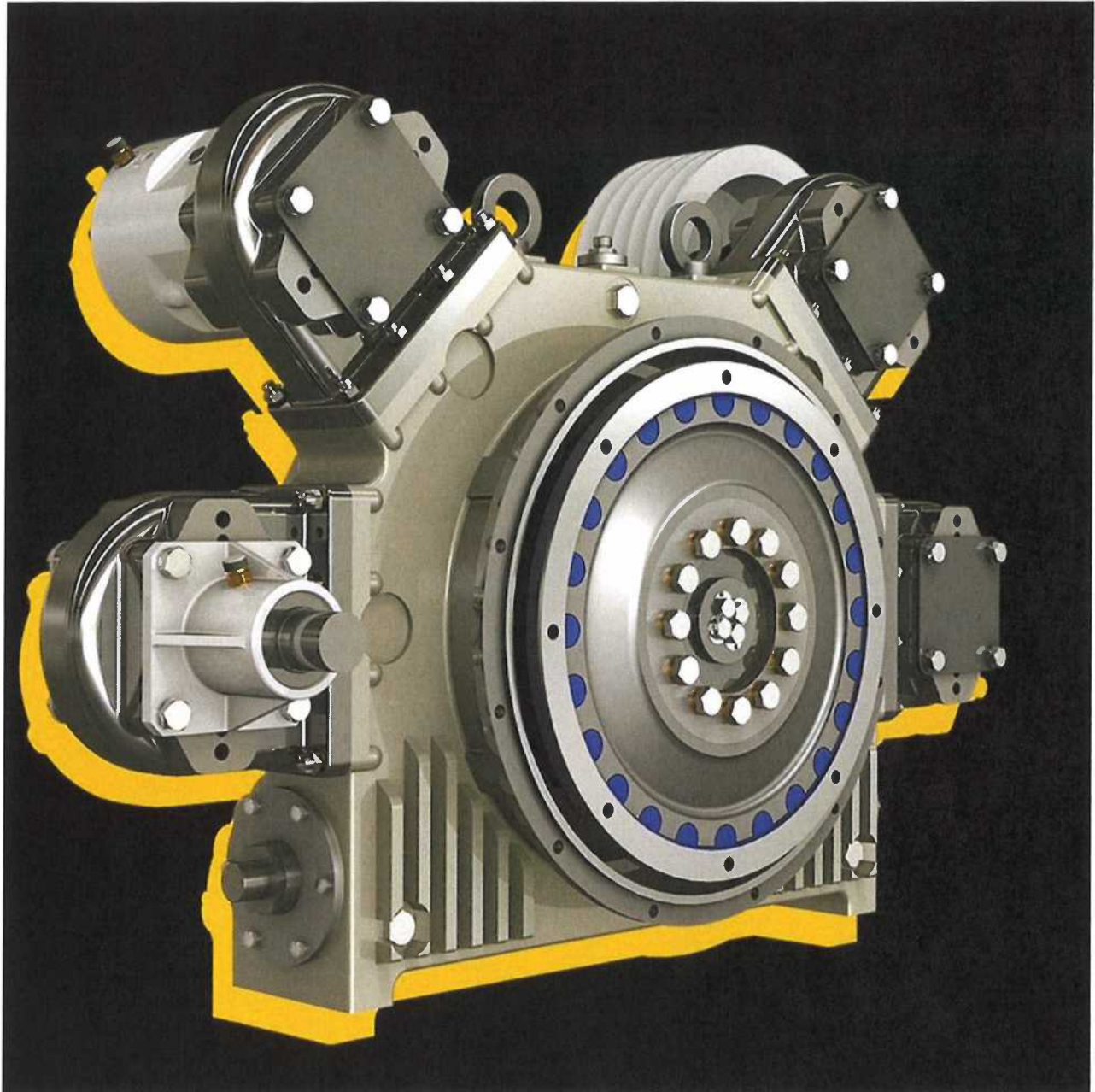


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Transfluid Offers Versatile Pump Solution

August 3, 2023

As engine manufacturers began to produce engines which conform to modern emissions standards, many familiar features of the previous generations were casualties of the design process. One such example was the reduction of pump pad provisions provided on the diesel engine itself. Drilling rig manufacturers who depended on these pads to drive hydraulic pumps for their top drive found themselves facing a costly dilemma: the flywheel of the diesel is needed to provide power to a multispeed transmission

to run the draw works, and so a separate hydraulic power unit would need to be used to run the pumps. The cost and space requirement for another diesel engine would significantly increase the price of their machinery.

Enter the Transfluid MPD (multiple pump drive): an innovative split drive module designed to sandwich between the main diesel engine and transmission. It features an integrated flexible coupling on the input side and an SAE standard flywheel and housing on the output side. Gear driven PTO heads provide multiple pump pads for mounting pumps, while the output flywheel ensures adequate power transfer to drive larger transmissions. With this solution, even the most hydraulically impaired engines can cost effectively drive multiple implements. Even hydrostatic equipment can benefit from the MPD's design by allowing each pump to have its own head and be installed without stacking, which greatly simplifies maintenance.

The MPD is available in all SAE standard input/output arrangements, for engines up to 1,850 hp. Up to four total PTO heads are available, with up to eight total pump pads ready for mounting. The pads are not limited to only hydraulic pumps and are able to drive any SAE standard equipment, with adapter kits available for any input configuration. Additionally, Transfluid offers stub shaft PTO attachments for the heads to allow pulley drives (in the case of a side-mounted compressor or generator), as well as oil or air actuated clutches for engaging or disengaging individual pads. As part of the package, the pump circuit for providing pressure to the clutches can be mounted onboard the unit to allow the customer to engage the clutch with a simple 12 or 24 vdc signal. The cooling for the unit can also be routed through the customer's existing heat exchanger, making the MPD a true "drop-in" solution.

transfluid.us ([/*www.transfluid.us](http://www.transfluid.us))