



The oil/air-actuated TowerClutch HF series dry clutch from Italian manufacturer Transfluid is flanged to the engine through a splitter box that mounts to standard SAE engine flywheel and housing connections.

## DRY AND DISCONNECTABLE

Transfluid's new TowerClutch HF series compact clutch targets range of mobile machine applications

**T**ransfluid has developed a new disconnectable, compact dry clutch with high-capacity hydraulic pump pads. The TowerClutch HF series clutch is designed to drive multiple implements, thus the company is targeting it toward mobile machine applications such as rock crushers, wood chippers, drill rigs, waste grinders, road mills and reclaimers.

The oil/air-actuated dry clutch is flanged to the engine through the Transfluid Stelladrive series splitter box, which mounts to the standard SAE engine flywheel and housing connections. The splitter box pump pads accommodate SAE B, C, D, or E hydraulic pumps with the possibility to disconnect each of them by installing the CC650 pump clutch, the company said.

Torsional vibration dampening and compensation of radial and angular misalignment are assured by a flexible coupling mounted on the TowerClutch's input, Transfluid said. For extreme heavy-duty applications, op-

ditional Kevlar friction discs are designed to provide an extended operating life.

The unit incorporates a multidisc dry clutch that is rigidly connected to the splitter box and has an output shaft capable of transmitting torque either radially by a pulley or inline with a cardan shaft or flexible coupling.

The TowerClutch is remotely operated and uses oil or air pressure for engagement. Transfluid said the clutch's heads accept a variety of accessories such as pulleys, stub shaft PTOs, cardan shafts, pump clutches and electric motor/generators.

The Transfluid MPCB-R5 electronic controller manages the clutch and offers soft engagement of the driven components. The control is also designed to monitor operational parameters, prevents clutch overload and engine stalling and protects the clutch and engine from unexpected failures.

Transfluid explained that the controller complies with IP67 protection standards and can be operated at temperatures from -30 to 80°C. It is

equipped with parametric software that the company said can be tuned to each machine duty cycle and starting requirement. CANbus SAE J1939 and CANbus open-communication protocols allow the MPCB's integration into any CANbus compatible machine network. The MPCB-R5 controller is also engineered to process and generate signals that continuously monitor input and output speeds, oil temperature and oil pressure.

The TowerClutch is a self-standing transmission, with hydraulic block, feed pump, filter and electronic controller and wire harnesses completely pre-assembled into a compact design that eliminates the need for additional plumbing and wiring, Transfluid said. The controller is installed on the clutch with resilient mounts intended to dampen vibration and shorten electric harness length. dpi

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