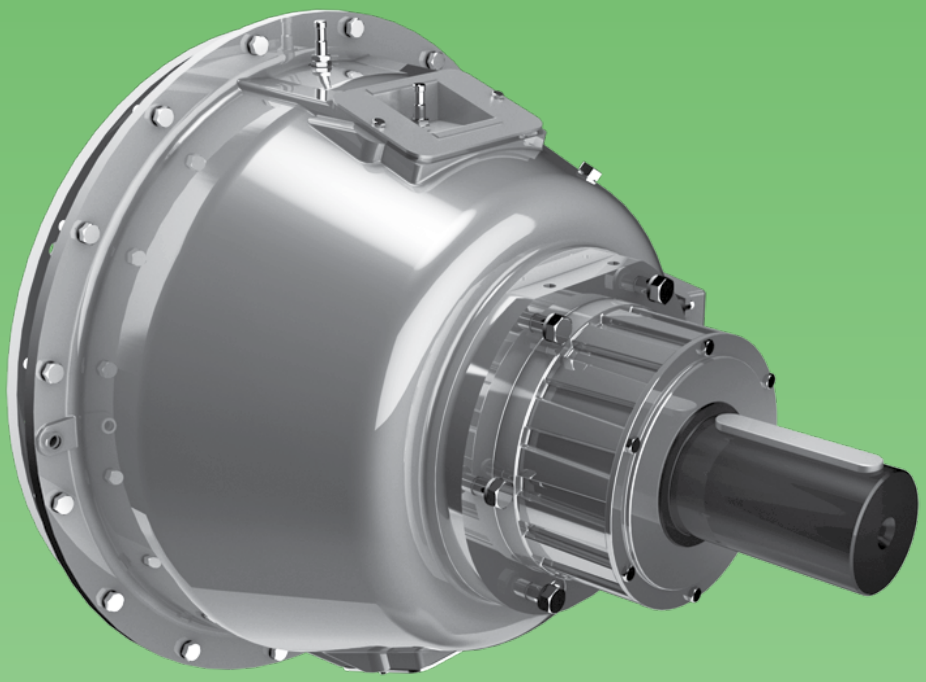
TRANSFLUID

TRANSFLUID

trasmissioni industriali

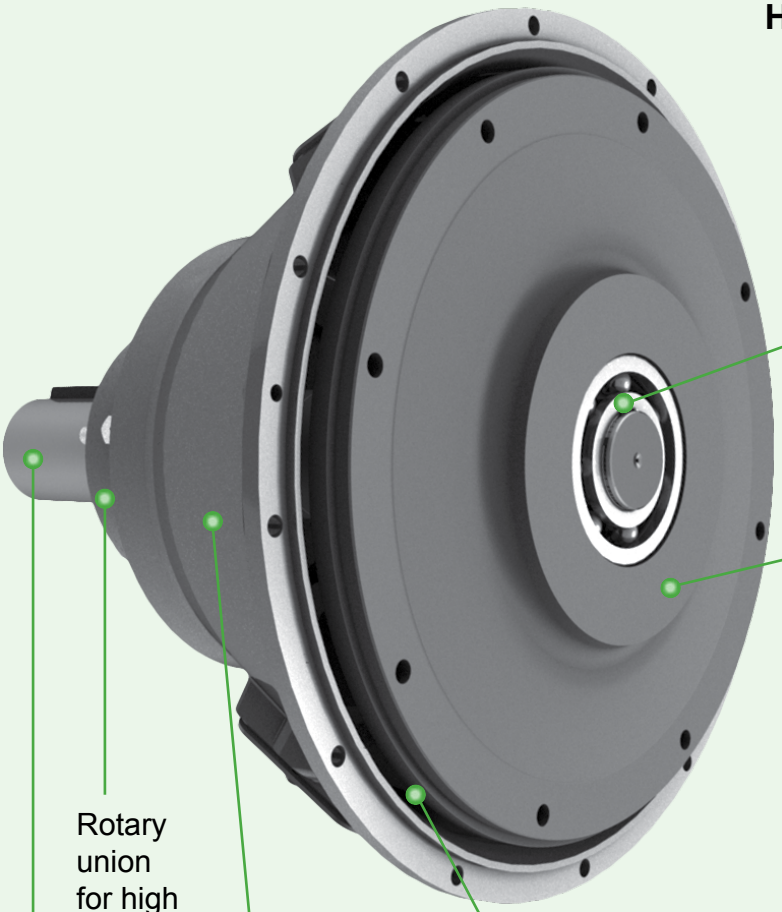


drive with us

HF

OIL/AIR ACTUATED POWER TAKE OFF

HFO - FOR SIDE LOAD APPLICATIONS



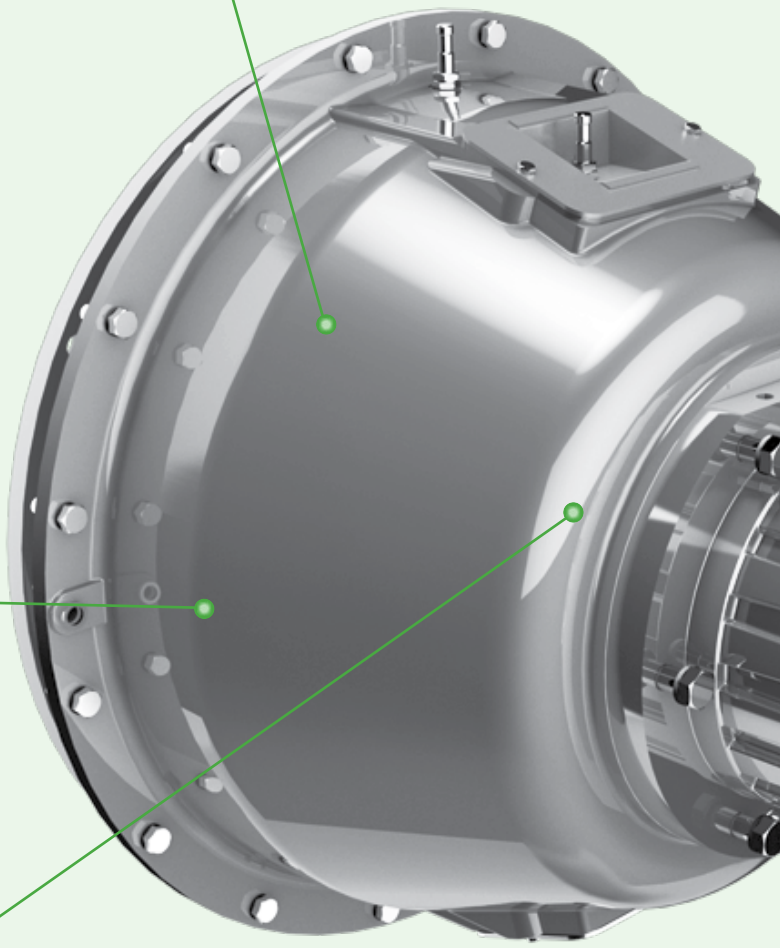
Unique greased for life bearing design

Eliminates the pilot bearing inside the engine flywheel

Rotary union for high reliability

Large bearings for high side load capacity

Rotary union protection (for 314 only)



Self adjusting clutch
Easy maintenance due to special clutch pack design

Grease and oil lubrication

OIL / AIR ACTUATION

- remote control operation by push button engagement
- self adjusting; no operator adjustment required

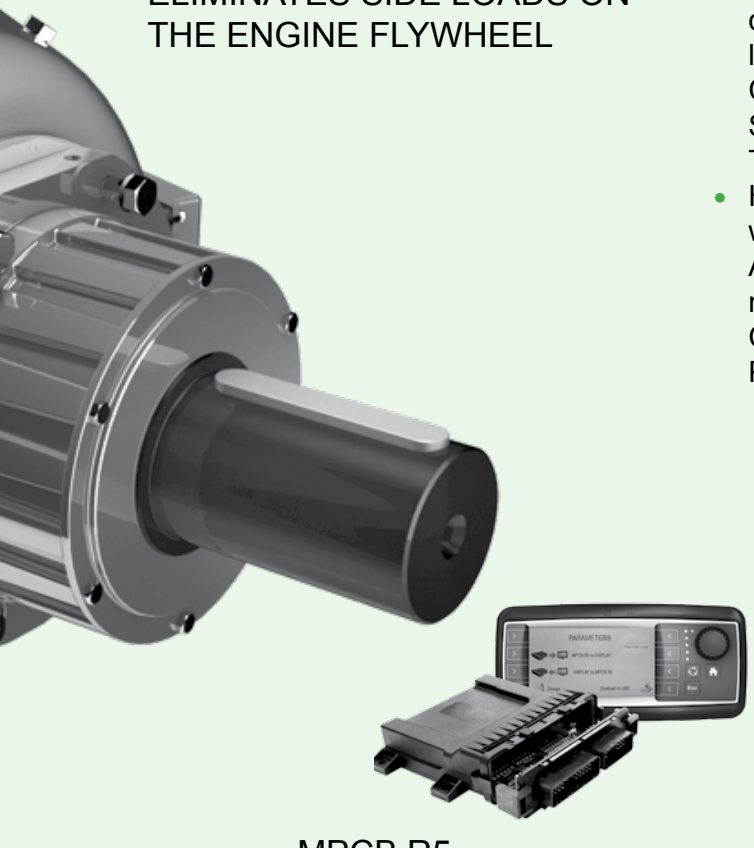
UNIQUE CLUTCH DESIGN

- compact design
- high torque capacity
- eliminates the engine flywheel pilot bearing (HFO)
- no side load on flywheel (HFR)
- SAE standard interface
- dust proof for harsh environmental conditions
- simplified service in case of discs replacement
- easy installation
- Kevlar friction discs (with the exception of HFR210) for heavy duty and torsionally active applications

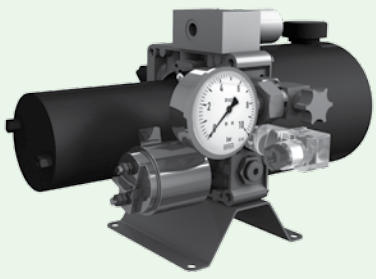
OPTIONALS

- MPCB R5 microprocessor controller for 12 to 24 Vdc systems with advanced clutch protection, operation and monitoring. Integrated hydraulic and air power pack drive logic, event logging (latest 1000 events registration), controlled engagement monitoring (including soft start granting full driveline protection), clutch overload protection, engine and load speed display and real time data acquisition capability. Communication via CAN BUS 2.0 extended according to SAE J1939 protocol.
  The display CAN BUS SAE J1939 is included.
- Hydraulic and air power pack (only for HFR),12 or 24 Vdc, with motor relay, pressure switch and indicator.
  Avoids complicated actuation hydraulic circuits or modifications to existing ones.
  Compact, light, reliable with reduced maintenance. Particularly useful in retrofitting applications.

HFR - FOR SIDE LOAD AND IN-LINE SELF SUPPORTING DESIGN ELIMINATES SIDE LOADS ON THE ENGINE FLYWHEEL



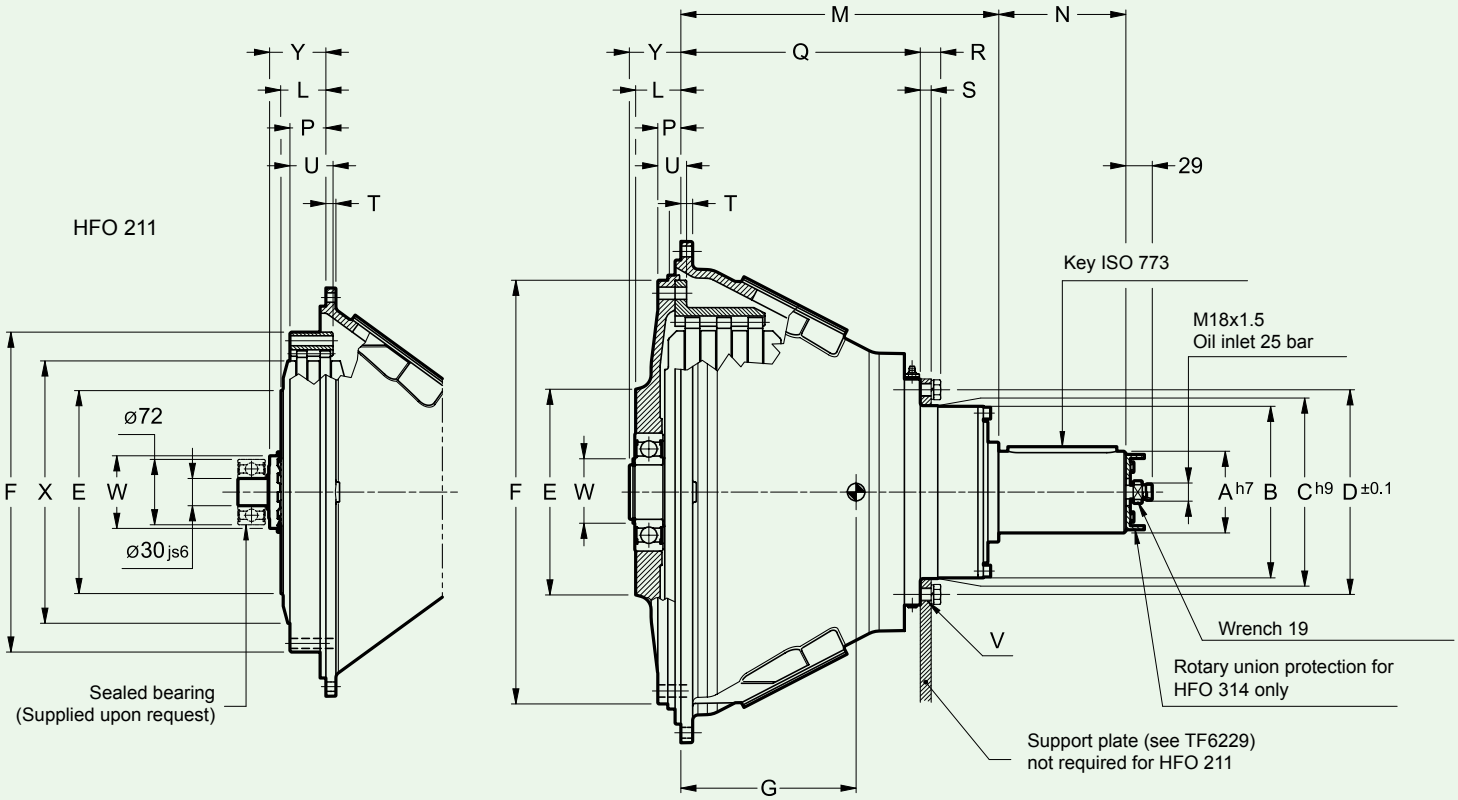
MPCB R5



Oil power pack

Air power pack

HFO OIL ACTUATED POWER TAKE OFF

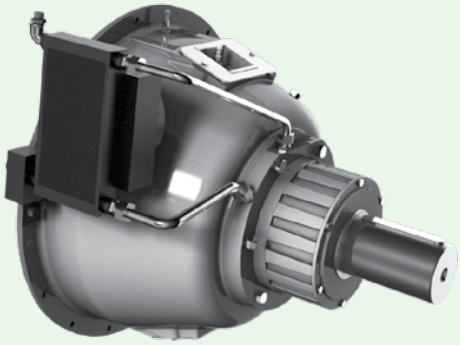


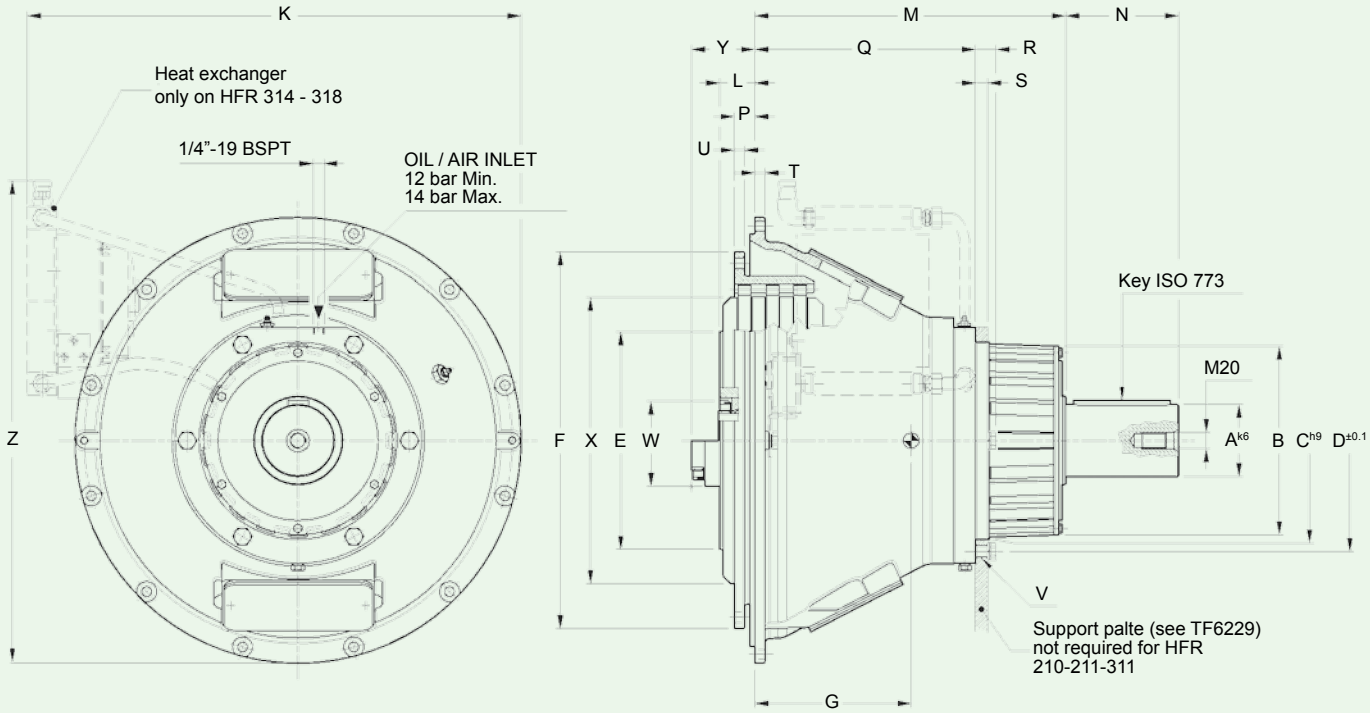
Dimensions																						
SIZE	SAE Housing size	SAE Flywheel size	A	B	C	D	E	F	L	M	N	P	Q	R	S	T	U	V Ø	V Nr.	X	Y	W
211	3	11½"	70	137	-	-	223.5	352.4	49.5	235	140	39.6	-	-	-	11	47.6	-	-	289	63	85
311	3-2-1		80	189	190.5	225.4	113		66	270			182.5	23	12	12	88	13.5	6x60°	-	71	60.8
214	1-0	14"					225.5	466.7	49.9	350.3		25.4	263.8			12.7	31.7				56.8	73.4
314			90	236	245	275							273.3	27	15			15				

Technical data						
SIZE	MAX SPEED rpm	MAX INPUT TORQUE (at 25 bar) Nm	THERMAL CLUTCH CAPACITY Q	OUTPUT BEARING LUBRIFICATION	WEIGHT kg	CENTER OF GRAVITY G dimension
211	2500	1400	514	Grease	79	64
311	2400	2250	747	Grease	116	110
214	2400	3250	754	Grease	134	133
314	2400	4900	1128	Grease	167	130

– For permissible radial loads see selection instructions
– Dimensions are subject to alteration without notice

HFR OIL/AIR ACTUATED POWER TAKE OFF





Dimensions																								
SIZE	SAE Housing size	SAE Flywheel size	A	B	C	D	E	F	L	M	N	P	Q	R	S	T	U	V Ø	V Nr.	X	Y	W	K	Z
210	4	10"	60	155	-	-	90	314.3	63	220	110	53.8	-	-	-	11	47	-	-	254	83	70	-	-
211	3-2	11½"						352.4	54.5	235		39.6					47.5			289	68			
311	3-2-1		80	177			223.5		49.5	280	140					12	80				63.5	90		
314	1-0	14"	90	234	245	275	270	466.7	43.2	384.8		25.4	273.3	27	15	12.7	12.7	15	6X60°	355	45.2	75	650	563
318	0	18"	110	258	265	305	385	571.5	40	515	180	15.7	380	32	18	14	16	17		457	45	85	766	750

Technical data						
SIZE	MAX SPEED rpm	MAX INPUT TORQUE (at 12 bar) Nm	THERMAL CLUTCH CAPACITY Q	OUTPUT BEARING LUBRIFICATION	WEIGHT kg	CENTER OF GRAVITY G dimension
210	2800	1300	517	Grease	63	48
211	2800	1400	514	Grease	78	54
311	2800*	2250	747	Grease	127	84
314	2100	4900	1128	Oil	206	137
318	2100	7750	1980	Oil	368	155

– For permissible radial loads see selection instructions
– Dimensions are subject to alteration without notice
– All size are with kevlar discs (with exception of HFR 210)
* For online applications, with radial load, the limit decreases

HFO

oil supply 25 bar side load application

The HFO clutches have been developed by TRANSFLUID to meet the growing market demand for power take offs applied to high speed, high horse power industrial engines and having remote control operation.
The HFO consists of an oil actuated clutch assembly (dry plates) with a shaft and bearings suitable for high side loads mounted in a cast iron housing that provides easy engine installation.
The clutch actuation is provided by a rotating union mounted in the output shaft .
This system allows the use of HFO for belt driven applications only. The oil actuation permits remote control as well as a larger transmittable torque compared to the traditional overcenter PTOs.
In addition, due to the continuous pressure applied to the clutch plates, the HFO is a self adjusting clutch which drastically reduces the maintenance costs especially on heavy duty applications where plate wear is typical.
Additional to the HFO is the HFF design (flanged shaft by QD).
This model is designed for road milling machines where a compact layout is required.

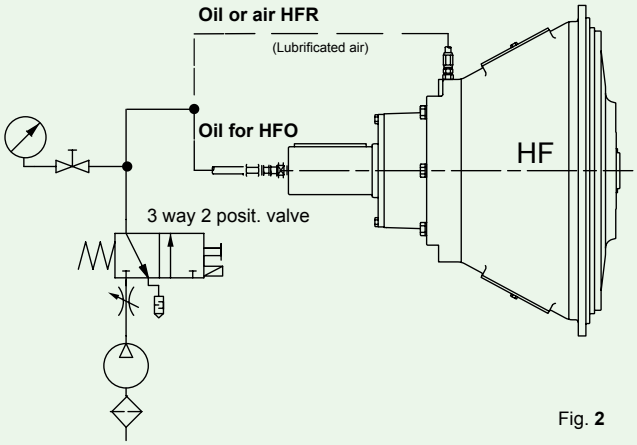


Fig. **2**

HFR

oil/air supply 12 bar in-line and side load application

The HFR clutches have been designed to complete the TRANSFLUID range of power take offs for new potential markets.
The oil-air actuation is provided by oil or air radial inlet instead of axial as the HFO: this configuration permits the mounting of couplings and/or cardan shafts on the output shaft.
The actuation oil or air is controlled externally and enters the clutch radially directly into the bearing carrier.

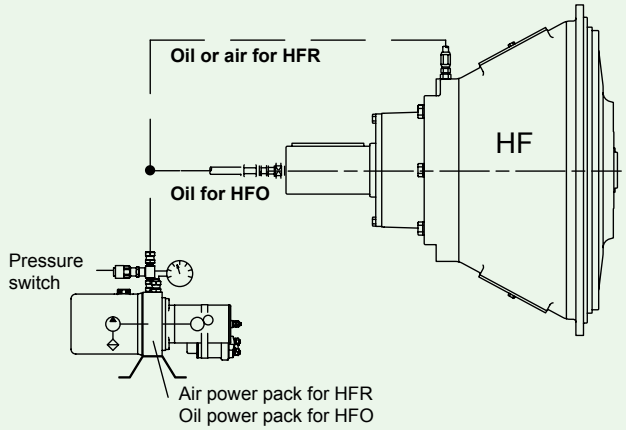


Fig. **3**

Control and management of the HFO-HFR equipment:

- By customer hydraulic circuit
- By MPCB R5 with hydraulic control block, through continuous monitoring of some parameters proper transmission operation is assured. Any abnormal condition is promptly detected and countermeasures quickly enforced to protect the transmission as well as the engine
- By oil/air power pack: a compact power system which delivers either oil or air with suitable pressure
- By MPCB R5 with oil power pack only for HFO

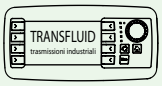
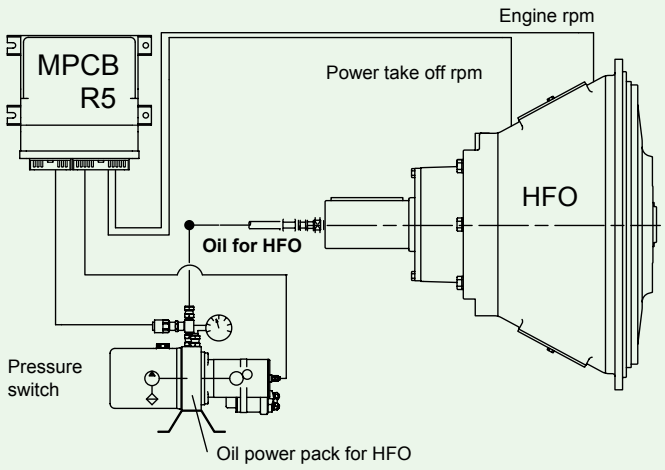
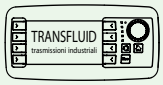


Fig. **1**





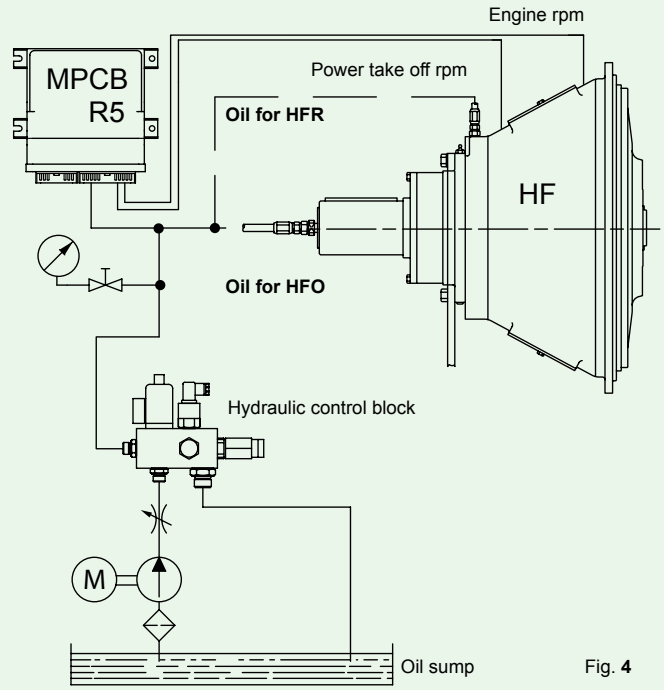


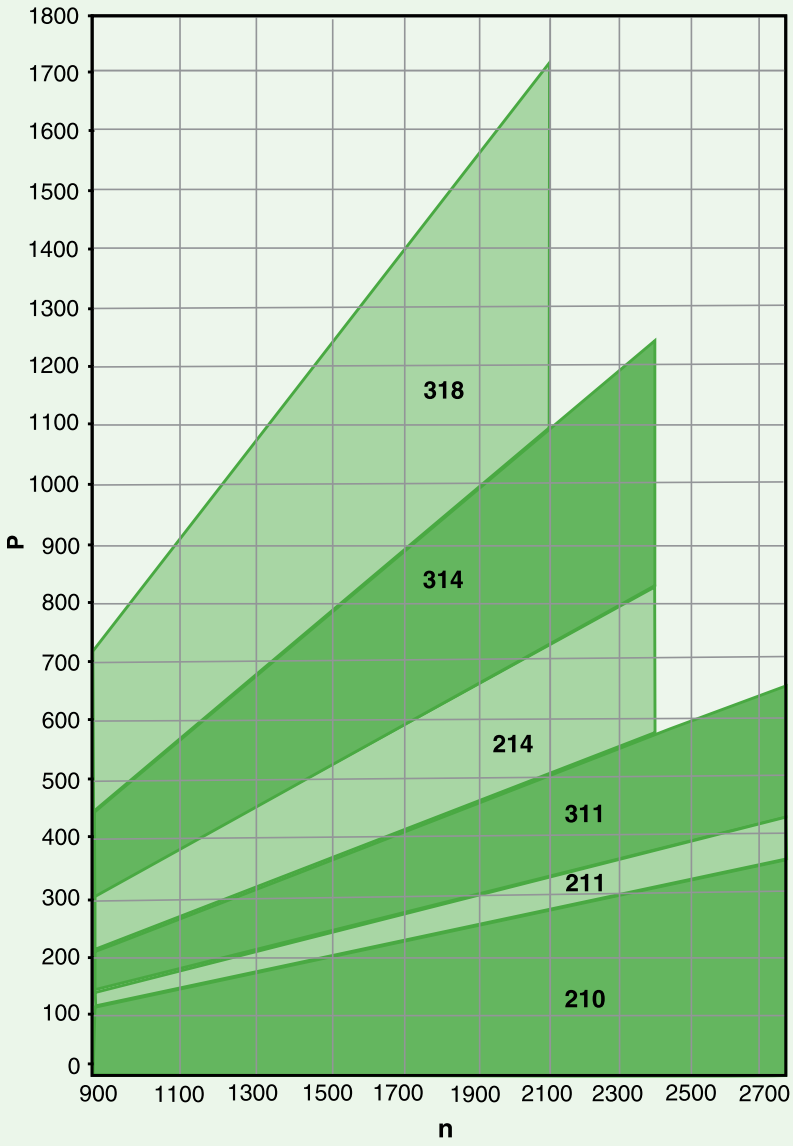
Fig. **4**

SELECTION GUIDE

Tab. **1**

	PRIME OVER				Driven machine load classification
	Multi cylinder Internal combustion engine		Multi cylinder Internal combustion engine with high torque rise		
APPLICATION FACTOR F *	Up 10 hours/day	Over 10 hours/day	Up 10 hours/day	Over 10 hours/day	
	1.25	1.5	1.75	2	Uniform load
	1.5	1.75	2	2.25	Moderate shock
	2	2.25	2.5	2.75	Heavy shock 1
	2.25	2.5	2.75	3	Heavy shock 2

* According to AGMA standard



STEP 1 - QUICK SELECTION

- Uniform load: marine propulsion, fan, centrifugal pump, compressor, generator, water jet.
- Moderate shock: road milling machine, cone crusher, volumetric pump, snow blower, drill, pump for dredge.
- Heavy shock 1: jaw crusher, impactor, wood chipper, shredder, grinder, hammer mills.
- Heavy shock 2: reciprocating compressor, piston pumps.

F : application factor (see Tab. **1**)
kW : gross engine power (kW)
n : speed (rpm)

$$P = kW \cdot F$$

- PTO engagement has to be performed at approximate engine idling speed.
- Interval between starts should be 1 hour minimum (fluid coupling mounted on the PTO output shaft allows 3 starts/hour evenly spaced).
- For other technical information, consult the Installation and Maintenance Manual.

KEVLAR FRICTION DISCS:

- For heavy duty and torsionally agressive applications, the use of Kevlar discs is recommended.
- For side load applications HFR with Kevlar discs must be used.

STEP 2 - THERMAL CAPACITY VERIFICATION

T : max input torque (Nm) - see table pages 3 & 4
J : inertia (kgm2) = GD2 /4
t : starting time (seconds) - actual slip
Q : thermal clutch capacity - see table pages 3 & 4

$$t = \frac{J \cdot n}{9.55 \cdot T}$$

$$kW \cdot t \leq Q$$

In case of higher Q value than stated in the technical data table (see pages 3 & 4), size of the clutch has to be revised.

0.746 kW = 1 hp
25.4 mm = 1 inch
0.042 kgm^2 = 1 lbs · ft^2
1.356 Nm = 1 lbs · ft

STEP 3 - HFO/HFR PERMISSIBLE SIDE LOAD CHART 2

- Calculated bearing life over 5000 hours
- Rim speeds over 35 m/s, the dynamic balancing of the pulley is recommended
- Timing belts must be approved by TRANSFLUID
- "X" distance is according to belt type & number
- HFR with Kevlar discs only

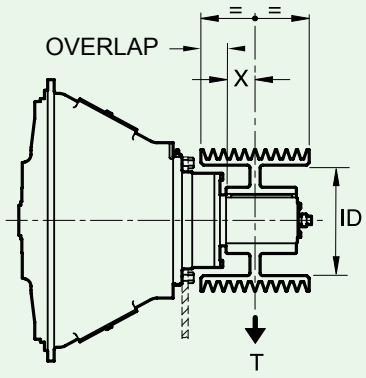
Actual applied side load "T"

$$(a)\ T\ [kN] = \frac{S \cdot kW \cdot L \cdot 191 \cdot 100}{D \cdot n}$$

D : pulley pitch diameter (mm)
kW : gross engine power (kW)
n : (rpm)
S : service factor
L : life factor

Service Factor	S
Chain or gear drive	1.0
V-Belts	2.2

Life Factor	L
Cyclic and shock loads	2.1
High-medium side load	1.8
Low side load	1.2
Medium-low side load (hydraulic belt tensioner)	0.9



Tab. **2**

HFO	Max overlap allowable* [mm]	Min pulley ID* [mm]
211	47	137
311	65	189
214	63.5	189
314	50	245

Tab. **3**

HFR	Max overlap allowable* [mm]	Min pulley ID* [mm]
210	71	155
211	71	155
311	83	177
314	83	233
318	102	263

* Dimensions are limits. Space for rotating parts must be added.

IMPORTANT NOTICE

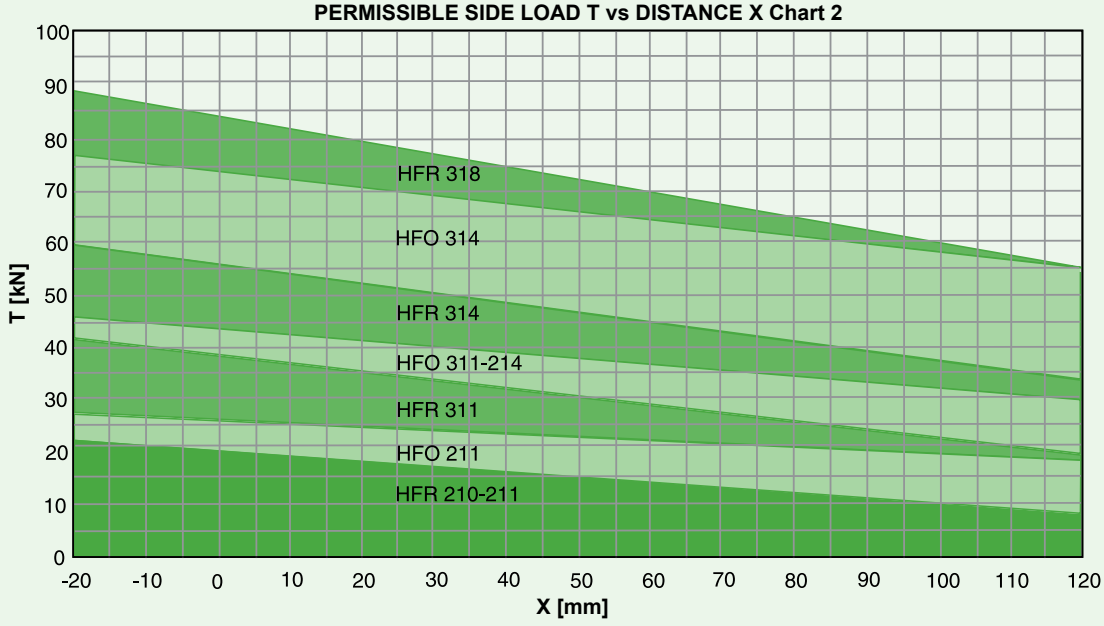
- Disregarding system torsional compatibiliy could cause damage to components in the drive train resulting in loss off mobility or power transmission for which the drive is intended. At minimum, system torsional incompatibility could result in unwanted noise and vibration at low speeds.
- The responsability for ensuring that the torsional load of the system is satisfactory rests with the assembler of the drive and driven equipment.
- The acceleration of large inertial loads may require special applications or downsizing of the intended units.
  TRANSFLUID is prepared to assist in finding solutions to potential inertial problems that relate to the power take-off.

Selection of HFR/HFO based on permissible side load:
- Calculate side load with formula (a).
- Enter side load and X distance.
- Select clutch.

EXAMPLE:
T side load= 65 kN
X distance = 30 mm
select HFO 314

- Clutch reference speed in Chart 2 is 2100 rpm.
- If the engine speed is higher than boveindicated value, contact TRANSFLUID for application approval.

PERMISSIBLE SIDE LOAD T vs DISTANCE X Chart 2



CHINA
TRANSFLUID BEIJING TRADE CO.LTD
101300 Beijing
Ph. +86.1060442301-2
Fax +86.1060442305
tbtcinfo@sina.com

FRANCE
TRANSFLUID FRANCE s.a.r.l.
38110 Rochetoirin
Ph. +33.9.75635310
Fax +33.4.26007959
tffrance@transfluid.it

GERMANY
TRANSFLUID GERMANY GmbH
D-48529 Nordhorn
Ph. +49.5921.7288808
Fax +49.5921.7288809
tfgermany@transfluid.it

RUSSIA
TRANSFLUID OOO
143100 Moscow
Ph. +7.495.7782042
Mob. +7.926.8167357
tfrussia@transfluid.it

U.S.A.
TRANSFLUID LLC
Auburn, GA 30011
Ph. +1.770.8221.777
Fax +1.770.8221.774
tfusa@transfluid.it

Global web site: www.transfluid.eu • **E-commerce web site:** www.buy-transfluid.com

TRANSFLUID S.p.A. • Via Guido Rossa, 4 • 21013 Gallarate (VA) Italy • Ph. +39 0331 28421 • Fax +39 0331 2842911 • info@transfluid.it