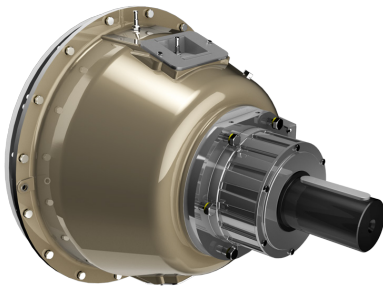


TRANSFLUID CLUTCHES & POWER TAKE-OFFS

Innovative technology, careful materials selection, and meticulous assembly place Transfluid products at the forefront of the industrial equipment market. Transfluid products are used on a huge range of industrial and marine applications. Invest in Transfluid for smooth operation, equipment protection, and decreased operating and maintenance costs. Kraft Power has been a proud Transfluid partner for over 30 years.



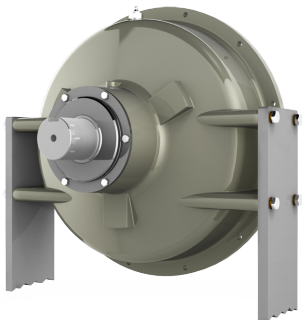
HFO-HFR

The HFO-HFR clutches have been developed to meet the growing demand for power take-offs for high-speed, high-horsepower industrial engines and having remote operation. HFO Series clutches consist of an oil or air actuated clutch assembly (dry plates) with shaft and bearings suitable for high radial loads, mounted in a cast iron housing that provides for easy engine installation. Clutches are built to meet SAE standards and specifications. Oil/Air allows for remote actuation and enables the clutches to be self-adjusting, drastically reducing the maintenance cost, especially on heavy-duty applications where plate wear is typical.



PF

PF is a non-disconnect power take-off for all types of engine application. The RBD elastic coupling on input side protects the engine and driven equipment. PF is available for SAE housing and flywheel connections. It has been designed for both in-line and pulley application featuring a high radial load capability. There is no clutch included in this model.



SU

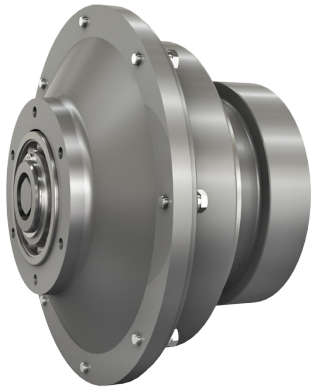
A self standing PTO adapter with an input shaft with radial load capability and SAE4-10", SAE3-11 1/2nd", SAE1-14" standard output. Its design allows installation on output side of any kind of PTOs; the output design allows high radial load application. SU is suited for electric motors or industrial and marine diesel: typical installation is an engine front end leaving engine free from supporting weight and vibrations. In a typical installation, the unit is mounted on the front of the engine, freeing the engine from supporting additional weight and vibrations.



SH-SHC

Wet type, multiple sintered plate units designed to run in oil and actuated by oil pressure.

- No adjustment required for wear.
- Constant torque for the life of the friction plates.
- Compact size to torque capacity: the torque is not affected and no adjustment is required.
- High torque capacity engagement force.
- Easily commanded remotely.
- Longevity of friction plates due to consistent engagement.



TPO-TPH

TPO air clutches are strong and reliable components. Their range of performance can fulfill different applications, with transmittable torques up to 1170 daNm. The modulated compressed air feeding system can be remote and automatically self compensate for wear. Operating discs are high-quality cast iron, with large surfaces where heat generated with friction is dissipated without dangerous tensile stresses. The friction discs are made of a composite compound. The TPH model is designed for in-line drives and is based on the standard TPO clutch pack with a self-contained stationary thruster operating with 9 bar (130 Psi) air pressure.

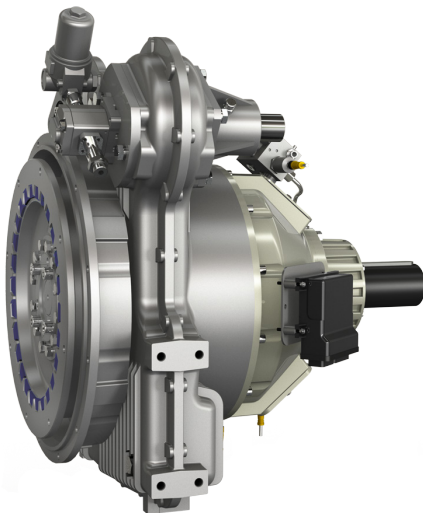


Stelladrive MPD

The MPD is an innovative module that fits between engine and transmission to drive a plurality of hydraulic pumps, withdrawing power directly from the engine flywheel.

The MPD is directly mountable to the engine SAE housing and flywheel, featuring a built-in flexible pump to damp torsional vibrations and compensate possible misalignment.

The output is an SAE dummy flywheel and housing that connects to any SAE driven equipment such as marine transmissions or PTOs. The unit is self-contained with its own lubrication circuit. Fast mounted designs are available.



TowerClutch

The TowerClutch fulfills the need for a disconnectable, compact dry clutch with high capacity hydraulic pump pads. With the ability to easily drive multiple implements, there are applications for its use in rock crushers, wood chippers, drill rigs, waste grinders, road mills, reclaimers and marine propulsion. The oil/air actuated dry clutch is flanged to the engine through an innovative splitter box which mounts to standard SAE engine flywheel and housing connections. The TowerClutch is remotely operated and uses oil or air pressure for engagement. The robust splitter box eliminates flywheel side loads and torsional vibrations. Heads accept a variety of unique accessories such as pumps, pulleys, stub shaft PTOs, cardan shafts, pump clutches and electric motor/generators.