



F4 – the disengageable twin flow truck pump

Fuel savings and reduced life cycle costs

NEW & PATENTED



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ENGINEERING YOUR SUCCESS.

The disengageable F4 twin flow truck pump – the easy way to flexible power and improved fuel economy

Less fuel, less emissions, less wear, less downtime!

Multi-function made easy

The new, disengageable F4 series offers a unique combination of features. The dual flow design offers a simple and flexible solution for any vehicle requiring separate flows of differing capacities – multiple function applications like salt spreaders, hook loaders, forestry cranes, sludge trucks and many others. The patented clutch function lets you engage and disengage the pump from the diesel engine on the fly, enabling substantial savings on fuel.

Substantial fuel savings and reduced emissions

An example from the real world: A new Volvo FH-13 hook loader with a detachable snow plough ran for 260 hours in its first month, using the PTO for just 56 of those hours. Around 1.2 kW per hour less power required when the pump is disengaged equals about 50 litres less fuel needed in that month alone – in a year, the

possible savings could exceed 600 litres by a wide margin, since the snow plough is in use only for a few of those months. The CO₂ emissions are also reduced by around 1.8 tonnes.

Longer service life, lower cost

Disengaging the pump also reduces wear and tear on the pump and minimizes the risk of costly downtime and standstills, while also reducing the noise level. All by just pressing a switch on the dashboard, without turning the engine off.

Safe limp-home

When a pump is fitted to an engine PTO, even small mishaps like a ruptured hose can result in having to be recovered and towed to a workshop, with all its down-sides by way of major outlay and high downtime costs. With the new F4, you just disengage the pump and make your way home under your own steam.



Configurable settings provide two sets of parameters with a single PTO. On this hook loader with detachable snow plough, PTO-1 is for ploughing – the pump can only be connected below 800 rpm, hazard warning lights are switched on, no other limitations. PTO-2 is for normal use as a hook loader – now the pump can only be connected below 800 rpm and at speeds below 30 kph, with engine speed limited to 1,450 rpm.



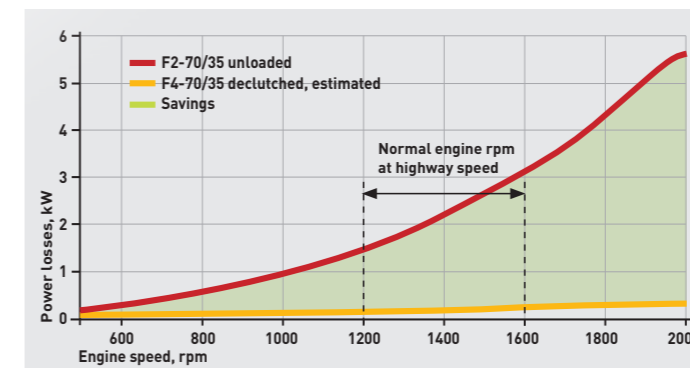
The clutch mechanism only adds 4 kilogrammes of weight and 90 mm of length, which simplifies installation considerably.

The F4 combines Parker's well-renowned twin flow pumps with the patented disconnect technology that was introduced with the F3 series in 2013.

Disengaging the pump can save up to 1.8 tonnes of CO₂ a year – or more!



Reduced losses in disengaged mode means substantial savings on fuel. At highway speeds, the power requirement is reduced by 1.5–3 kW.



FOUR SIZES TO FIT YOUR NEEDS

F4-42/42

Port A	43 cm ³ /rev.
Port B	41 cm ³ /rev.
Port A+B	84 cm ³ /rev.
Max. pressure	400 bar
Max. input power	100 kW

F4-55/28

Port A	55 cm ³ /rev.
Port B	28 cm ³ /rev.
Port A+B	83 cm ³ /rev.
Max. pressure	400 bar
Max. input power	100 kW

F4-53/53

Port A	54 cm ³ /rev.
Port B	52 cm ³ /rev.
Port A+B	106 cm ³ /rev.
Max. pressure	400 bar
Max. input power	127 kW

F4-70/35

Port A	69 cm ³ /rev.
Port B	36 cm ³ /rev.
Port A+B	105 cm ³ /rev.
Max. pressure	400 bar
Max. input power	110 kW



THE NEW F4 IN SHORT:

- Totally disengaged when not needed
- Save hundreds of litres on fuel
- Significant reduction of CO₂ emissions
- Safe limp-home in case of hydraulic hose failure
- Just push a button to activate on the go
- Thoroughly tested Parker technology
- Reduces wear on your pump and your transmission
- Compact and easy to install

IDEAL APPLICATIONS: SNOW PLOUGHS • SALT SPREADERS • SEWAGE TRUCKS • HOOK LOADERS • TRUCK CRANES • ANY TYPE OF MULTI-FUNCTION VEHICLE



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