



**FILTER
TECHNOLOGY**

cleaner fluids mean better business



Filtration and Contamination Control Specialists

FM7 Series Mechanical Drive Filtration Units



FM71012 Mechanical Drive Filtration Unit

General Description

Designed specifically for use on mechanical drive trucks, the FM71012 is equipped with three hose reels for connection to the compartments via quick-connect couplings.

Oil is drawn from the differential drain port via the suction hose reel and pumped the filter housings. The oil is then returned simultaneously through both return hose reels to the final drives.

Due to the high viscosity of lubricants typically used in these drive systems, it is essential to start the filtration process while the compartment is still quite warm after leaving service.

A heater is incorporated into the system to maintain the oil at the required temperature throughout the filtration process.

System Process

1. Connect the suction and return hoses to the relative ports.
2. Connect to power and commence filtration process.

Filtration Time - For a typical 240 ton class differential and final drive compartment off 900 – 1000 L, using SAE 60W oil held at approx. 60°C, allow 9.0 – 11.0 filtration time.

Shipping Crate Dimensions

	Metric	US
Height	1600 mm	63"
Length	1900 mm	75"
Width	1450 mm	57"
Weight	670 kg	1474 lb
Maximum Pressure	5 bar	75 psi
Rec. Operating Pressure	3 bar	45 psi
Rec. Maximum Flow (@ 60°C on SAE 60W oil)	32 L/min	8.5 gal/min

FM7 Series Mechanical Drive Filtration Units



FM71022 Mechanical Drive Filtration Unit

General Description

Designed specifically for use on mechanical drive trucks, the FM71022 is designed to provide ultimate flexibility and return on investment. The system is configured to provide a choice of four operation modes:-

1. **Kidney loop filtration of oil whilst still in compartment.** The compartment needs to still be warm to assist in keeping oil at the required temperature and viscosity during filtration.
2. **Evacuation and kidney loop filtration of oil in on-board holding tank.** Particularly useful where the compartment has been allowed to cool. Also provides assurance that 99% of all oil is removed and subject to filtration process.
3. **Evacuation, kidney loop filtration and recirculation.** This mode creates a flushing and cycling process, passing oil through the filter system, back to the compartments and returning back to the filters. This process assists in removing any residual contaminants which did not leave the compartment at the initial evacuation.
4. **Filtration of new oil stock prior to use.** Ensures new oil stock meets OEM cleanliness requirements prior to use.

Filtration time - For a typical 240 ton class diff and final drive compartment off 900 – 1000 L, using SAE 60W oil held at approx. 60°C, allow 9.0 – 11.0 filtration time. Can be manufactured to suit larger trucks. A heater is incorporated into the system to maintain the oil at the required temperature throughout the filtration process.

Shipping Crate Dimensions		
	Metric	US
Height	1600 mm	63"
Length (subject to final spec.)	3400 mm	134"
Width (subject to final spec.)	1450 mm	57"
Weight (subject to final spec.)	1000 kg	2200 lb
Maximum Pressure	5 bar	75 psi
Rec. Operating Pressure	3 bar	45 psi
Rec. Maximum Flow (@ 60°C on SAE 60W oil)	32 L/min	8.5 gal/min