

Finally, Reliable Auxiliary Lube Oil Pump Options From TDI



Engine & Equipment Life Depends on Reliable Lubrication.

Cold starts, or worse, dry starts take a toll on equipment and result in many hours of extra wear. Hot engine shut downs can scorch oil and ruin turbocharger bearings. That's expensive.

A reliable auxiliary lubrication system can protect your engine & equipment from unnecessary wear at every start and every shut down. And, no pneumatic motor driven oil pump will be more reliable than a TDI TurboTwin.

At Last, an Air Motor That is Up to the Job.

Vane-type air motors just aren't designed for the punishment of a lube system. While gear-type oil pumps deliver dependable service, vane-type air motors are quickly destroyed by air/gas system moisture, contamination and ironically, by lack of lubrication. Sensitive pneumatic diaphragm-type oil pumps are even less durable in these conditions.

TurboTwin motors are different. Rust, scale, condensate, and heavy moisture flow through TurboTwin's open air path design with little effect.

No Lubricators, No Maintenance, No Problems.

One key to the reliability of a T30-M is they simply do not require air line lubricators. You'll spend less for coalescing filters, dryers and air treatment. No one has to maintain or replace these things if they aren't there!

Long Lube Cycle Times, Keep Cool.

TurboTwins run cool because there are no cylinders or rubbing vanes to heat up, wear out or break. At 1200-1800 RPM and lubrication cycles up to thirty minutes in duration, a TurboTwin will not overheat. Exhaust from the turbine actually cools bearings and gearbox... without annoying motor freeze-ups.

Cleaner is Cool Too.

Complying with emission regulations is easier too, because TurboTwin motors eliminate messy fugitive emissions (oil mist) inherent with vane-type motors. There's less mess and no oil clean-up costs.

Power to Spare on Less Air.

Vane motor power diminishes as vanes and cylinders wear... so lube cycles take longer. Low power means

cold lube oil may not reach critical components. The powerful T30-M motor and 30GPM oil pump can deliver even 40W oil at temperatures down to 20°F.

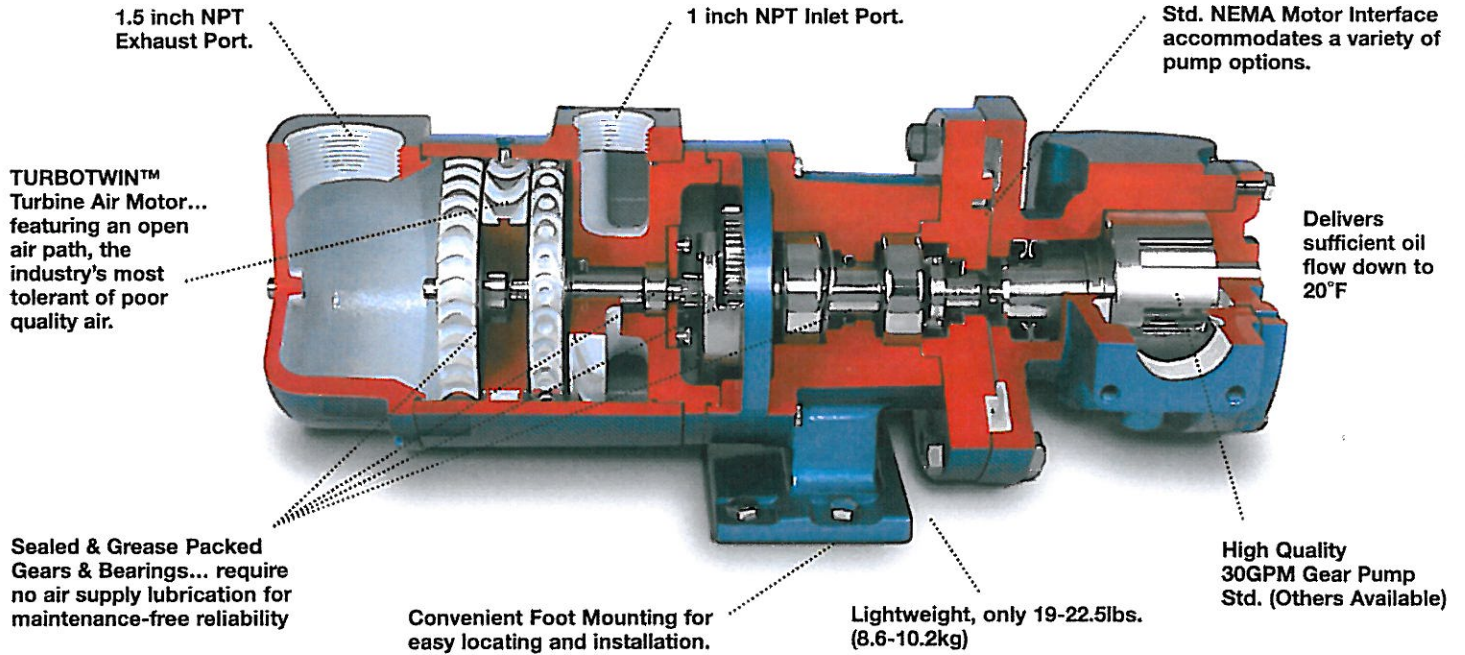
TurboTwins efficiently deliver dependable, consistent power at about half the operating pressure required by vane-type motors. Higher output, even at lower air/gas pressures are well within its capabilities. So, most anywhere you have equipment, oil can be circulated fast with a T30-ML... even in low pressure gas fields.

A powerful air motor that runs clean, cool and for a very long time let's your lube system do its job... protect your equipment. TDI TurboTwin T30-M turbine air motors are flat out the most durable you can buy... especially in harsh operating conditions.

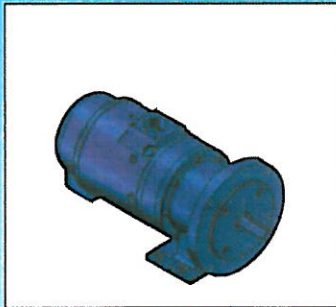

TDI
TECH DEVELOPMENT

ANYTHING LESS THAN A TURBOTWIN™
IS A COMPROMISE.

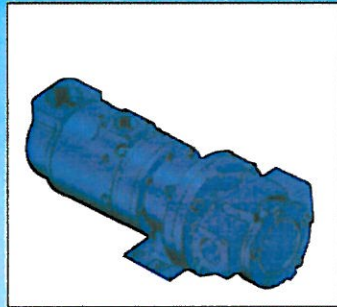
If Your Auxiliary Lube Oil System Doesn't Run, It's Not Protecting Your Equipment.



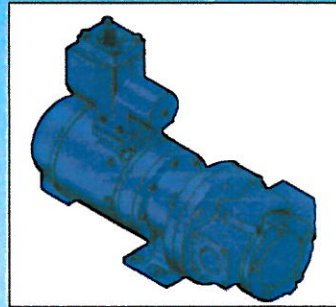
Pneumatically Driven Oil Pumps are Only as Good as the Air Motor that Runs Them.



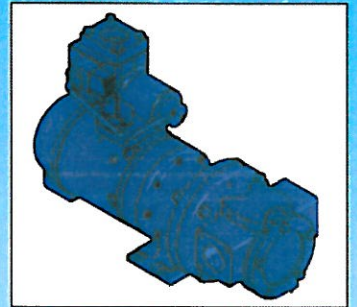
T30-M



T30-M & Integral
30GPM Oil Pump



T30-M Motor, Oil Pump
Integral TurboValve



T30-M Motor, Oil Pump
TurboValve & Solenoid

T30-M SPECIFICATIONS

Air Motor Type: Turbine

Gear ratio: 9.0:1

Rotation: CW or CCW

Motor (only) Supply: Air or Gas

Motor Inlet: 1 inch NPT

Motor Exhaust: 90° 1.5" NPT-F
Elbow

Output: 5 HP @ 1750 RPM
130 SCFM air flow @ 60 psig

Output: 5.5 HP @ 1750 RPM
160 SCFM methane gas flow @
60 psig

Max Motor Operating Pressure:
40 - 60 psig (w/30GPM pump load)

Max Recommended Output:
Motor RPM - 1850 RPM

Recommended Duty Cycle:
Intermittent Only: 1 - 30 minutes
max.

**TurboTwin Motor and
TurboValve Plus® Supply Medium*:**

Air or methane gas
*Solenoid versions air only.

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