



SPECIFICATIONS

2/2/2022

for

HPX74-60

HYDRAULIC POWER UNIT

FOR OILFIELD TONG OPERATION

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REV-B

HPX 74 Series

GENERAL DESCRIPTION AND OPERATION



SPECIFICATIONS AND CAPACITIES

Kanamak is proud to introduce a Tier-4 Final Power Unit. We have been certified by the EPA as a manufacturer of these units, and specifications are below.

1. Hatz 74hp liquid cooled engine, Tier-4 Final compliant.
2. (OPTIONAL) Fully enclosed engine with Hatz Silent Pak sound deadening system.
3. Fuel capacity is 40 gallons and part of the modular design
4. 75 gallon hydraulic oil tank

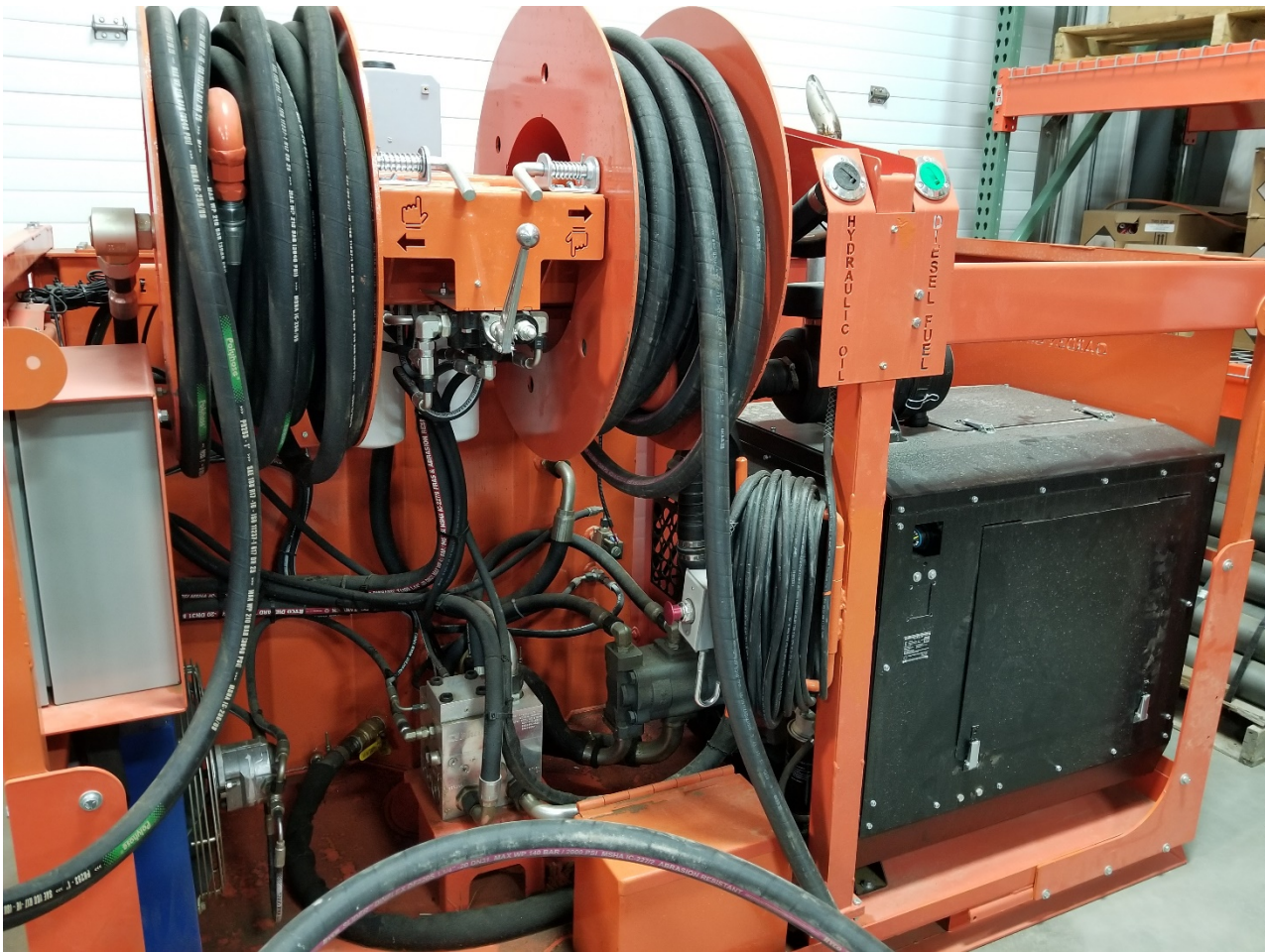
Truck PTO specifications:

1. This comes as a Stand-Alone, skid-mount unit, or it can optionally be tied into a truck PTO for redundancy. Flows may vary depending on the truck transmission model.
2. Controls can be mounted high (for Power Unit skid mount, on the ground) or low (for Power Unit mounted on a truck.)

Other specifications:

1. Absolute rated 6 micron hydraulic filter
2. Emergency Shutdown. There is an Emergency Shutdown on the engine control panel, AND a remote Emergency Shutdown with a 100ft cord for the rig floor.
3. (OPTIONAL) Emergency intake air shut down of engine: In case of combustible gas injection that can cause an engine to overspeed, this system will self-trip when the engine speed exceeds 300 rpm above rated speed. This is totally automatic and requires NO cable or cord to the rig floor. The response is much faster than human intervention. This device requires manual resetting when the danger has been removed from the vicinity.
4. (OPTIONAL) An extra Pressure Compensated or Load Sense pump can be added in order to operate auxilliary functions such as an FMS
5. Reels: Hydraulically retracted reels make hose stowage simple and easy. Safety is enhanced. No more climbing into the basket in bad weather. No more manual coiling. No more lifting a hose bundle. As an additional safety feature, the retract force on the hoses is limited, so if personnel were to get tangled up in a hose, the reel will stall.
6. Lights: For night use, LED strip lights can be provided which illuminate the controls.
7. Automatic Throttle: Throttle raises engine to operating speed as soon as a load is sensed on the hydraulic system. This is our tried and true electronic throttle that talks directly to the engine controller. The throttle is impervious to changes in oil viscosity, unlike conventional "spring biased" hydraulic cylinder systems that have to be adjusted. Now with user adjustable timer.
8. (OPTIONAL) Telematics with GPS locator: (**Not available: still in development**) Telematics will enable map location of assets. Other benefits include: a) Fleet management can keep track of hours for maintenance or scheduling. b) Remote trouble-shooting. c) Remote software updates. d) Accelerometer can alert you in the event of an accident or if the unit is dropped. This option requires a cell-phone subscription for connectivity and a web-site subscription for reading the data.
9. Hydraulic pump is a cast iron housing, three stage gear pump.

10. An oil cooler is standard equipment to keep oil at a usable temperature (<160F) and the fan is hydraulically driven by a separate pump. This is much more reliable than an electric driven fan. (We've been there, done that)
11. Oil cooler fan override. Should the thermostat or control solenoid fail for the cooler fan, a manual override it standard. Just turn the valve and the fan will come on, so you can stay on the job.
12. All operating controls are positioned for easy access. The sheet metal has been laser cut with directions cut into the metal. No decals to become damaged or lost.
13. Physical size of Power Unit is 91 inches long X 52 inches deep X 71 Inches tall (to the top of the reels)
14. Fork pockets are provided.
15. Dry weight: 3500 lbs (with reels)



16. Full wet weight with hoses and reels: 4160 lbs
17. Optional front doors add approx. 180 lbs.
18. Max Flow: 65 gpm delivered to Quick Couplers. (actual, not theoretical)
19. Max Pressure: 3000 psi

TIER-4 FINAL. The timing of the Tier-4 Final implementation was rough for us as a company. We found ourselves in a down market, being forced to redesign our entire product line, because the new engines would not fit the existing envelopes. Endeavoring to make lemonade from those lemons, our Engineering Department used the opportunity to make several improvements in manufacturing efficiency, weight savings, simplification, and commonality of components. Plus, we capitalized on some of the enhanced features of the electronic engines with a redesign of our Electronic Throttle. Altogether, this has allowed us to enter the Tier-4 market with a World Class unit we are famous for.

