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**ABI Gruppe Product INFO.**

## Efficiency Drive



Carrier from C series on



Efficiency Drive I  
(Option)



Fuel savings while  
pile driving with  
MRZV-VV vibrator  
at entire power

Carrier From E series on



Efficiency Drive I  
(Series)



Efficiency Drive II  
(Option)



Fuel savings and  
increased power on  
all ABI standard  
attachments

**STEEL PILING CONTRACTOR OF CHOICE**



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## Efficiency Drive

Did you know that: .....

- The flow losses are determined by the hydraulic flow rate only,
- Part load operation is the prevailing operating status on vibrators,
- Conventional vibrators create much losses in no-load and part load operation,
- On many construction sites more diesel fuel is required for the internal hydraulic flow losses as for the driving work itself.

We have the solution:

## Efficiency Drive I in combination with ABI Vibrator MRZV-VV

Because, expressed in simplified terms, we do not want to pump the oil around in circles we have developed a smart control system for the variable vibrator MRZV-VV which supplies the hydraulic flow rate according to the required power. Thus, the hydraulic flow losses are reduced in the part load range in particular.

## Technical requirements:

The following components are required for the Efficiency Drive I (ED I)

- Vibrator of the MRZV-VV series
- Attachment kit MRZV-VV on the machine
- Carrier from the C series on

## Your Advantages:

- Fuel savings
- Maintaining the entire power
- Reductions of emissions

On test constructions sites fuel savings of up to 20% have been achieved.

The adaptation of the hydraulic flow rate has no negative effects on the available power. The full power is available at the vibrator at any time.

Environment-friendly / Efficient



.....and more over that

- ❑ The efficiency of the diesel engine is low in the upper speed range and the noise exposure is high instead,
- ❑ Most of the time the high hydraulic flow rate is not necessary for the power transfer, and the high diesel engine speed would be avoidable.

We thought about that as well and have developed the Efficiency Drive II.

## Efficiency Drive II

Efficiency Drive II is available as a complete package and consists of:

- ❑ Control of the diesel engine speed in accordance with the power
- ❑ Optimization of the hydraulic system
- ❑ Automatic throttle function

## Technical requirements

ED II is only offered in conjunction with new machines on carriers of the E series, retrofitting is not intended. The ED I is not required to operate the ED II.

## Your Advantages:

- ❑ Fuel saving on all ABI standard attachments
- ❑ Fuel savings in no-load and part load operation
- ❑ Increased power
- ❑ Reduction of the noise level
- ❑ Less regeneration process for engines with diesel particulate filter due to the higher exhaust gas temperature

The biggest savings can be realised on pile driving with the MRZV-VV vibrator. In test runs the savings went up 40%.

In contrast to ED I, the Efficiency Drive II works with ABI standard attachments as well. The diesel engine speed is controlled according to the required hydraulic flow rate, the efficiency of diesel engine and pumps rises.



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Due to the optimization of the hydraulic system there is more power available at the attachment.  
The speed of the diesel engine is controlled using the automatic throttle function so that it always runs in idle as long as no consumers, e.g. chassis, leader mast, etc. are activated.  
Are there any comparable systems on the market? ABI applied for patent for the Efficiency Drive and thus it is available from ABI ONLY.



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