Thompson Pump continues to be at the forefront of design and engineering of pump sets that meet the latest Final Tier 4/Stage IV emissions requirements.

In fact, Dale Conway, vice president of engineering & manufacturing, wouldn’t have it any other way. “Our company has been very proactive when it comes to meeting Final Tier 4,” says Conway. “We brought in several prototype Final Tier 4 engines to test and evaluate with our products before the production engines were even available.”

Thompson Pump is family owned and operated in Port Orange, Florida, and is respected worldwide for its environmentally friendly, heavy-duty lines of pumps. Today, John Deere engines power a variety of self-priming pumps, dry-priming pumps, and rotary well-point pumps as well as hydraulic power units. The company rents and sells these pumps for dewatering, bypass, and emergency pumping applications, and it is able to quickly custom design and build quality pump sets specifically tailored to meet customers’ needs.

The company recently began offering John Deere Final Tier 4 engines on several of its models, including its popular 15-centimeter (6-inch) dry-priming pump. The popularity of this versatile pump stems from its use in a variety of applications from simple water transfer to well-point dewatering to sewer bypass pumping.

After years running with the PowerTech™ M 4.5L Interim Tier 4 engine, Thompson Pump recently transitioned its 15-centimeter (6-inch) dry-prime pump to the PowerTech EWX 4.5L engine. This Final Tier 4/Stage IV model...
meets the latest emissions requirements without cooled exhaust gas recirculation (EGR), selective catalytic reduction (SCR), or the need for diesel exhaust fluid (DEF).

“The main advantage of Final Tier 4 certifications is cleaner emissions from the diesel engines, and some other advantages include better fuel economy and the ability to program the horsepower of the engine to best match a specific application,” says Conway.

Thompson Pump also began offering the PowerTech PSS 4.5L Final Tier 4/Stage IV engine on its 20-centimeter (8-inch), high-head, dry-priming pump and are in the process of transitioning to the PowerTech PWL 4.5L engine on its 30-centimeter (12-inch) rotary pump. Conway and his engineering team met the challenge of integrating the Final Tier 4 engines into a redesigned pump package.

Conway gives John Deere Power Systems and its John Deere engine distributor credit for engineering assistance.

“John Deere and our distributor, Flint Power, have been very instrumental in helping us design our products to accept Final Tier 4 John Deere engines,” says Conway. “Some of the assistance included designing the engine packages to fit on our equipment and testing the engines in both the open and enclosed configurations with sound-attenuated enclosures. Both John Deere and Flint Power do a thorough engine package review before approving the engine for the particular application.”

Conway says John Deere–powered pumping units were launched into production after successfully passing rigorous testing. “The John Deere Final Tier 4 diesel engines have passed our factory performance tests for power, fuel efficiency, and noise level, among other parameters.” Now the first Final Tier 4 pumping units will be placed into the company’s rental fleet — the ultimate proving grounds.

Conway says Thompson Pump will continue to deliver customers the latest state-of-the-art technologies to ensure its pump sets are the most innovative, efficient, and long-lasting. John Deere engines have played a role in that success over the past two decades. “John Deere engines have performed very well for our company over the years. We have several John Deere engines in our rental fleet that are still running with over 25,000 hours on them.”

Over the years, Thompson Pump has been able to quickly adapt to changing market conditions and provide customized pumping solutions. Conway says Flint Power Systems supports this effort by offering customized engine packages. At the core of this success are engines that are fuel-efficient and smooth-running, and that deliver ample torque. He also appreciates the availability of a wide range of horsepower offerings and an auxiliary drive to run a gear-driven compressor to power their priming system.

He says the John Deere network of dealers is important, too. “Our company sells diesel-driven pumps all around the world, so having an engine supplier who can service these engines is a big advantage to our customers.”