

REDUCTION GEARBOXES

- Servogear supplies reduction gearboxes as an integrated part of the Servogear Ecoflow Propulsor™ system. All gearboxes are custom-fitted for each vessel.
- The gearboxes compact design fits well into the hull form, giving a minimum shaft inclination and higher power-to-weight ratio. As options, most gearboxes can be fitted with PTO drive.
- The gear housing is made in cast iron to ensure low noise excitation.
- Custom built gearbox mountings.
- Can be supplied with elastic gearbox suspensions.
- High quality gear wheels ensures low noise levels.
- Each unit has integrated hydraulically operated clutches and a servo system to actuate the propeller pitch.
- All Servogear gearboxes are type approved by DNV GL.

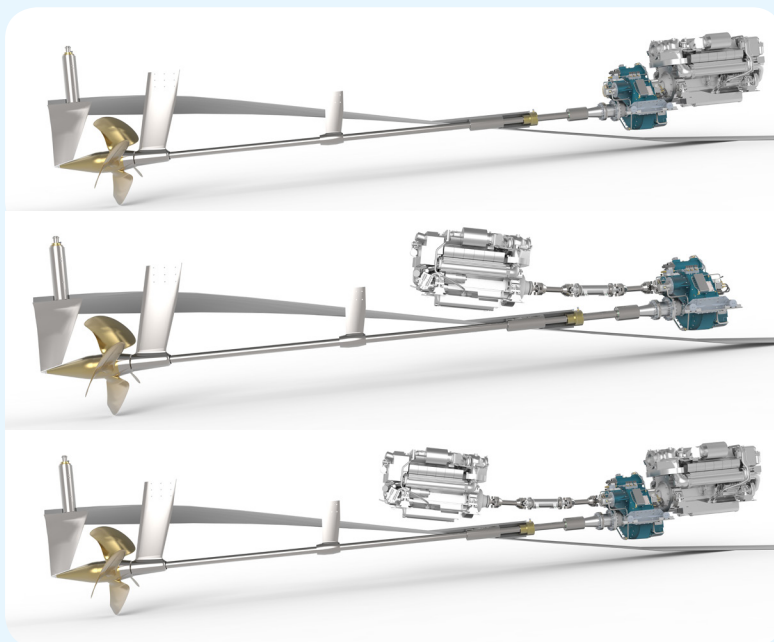


DNV

Type Approved Product

Configuration	kW/ RPM	Torque (Nm)	Reduction ratios	Weight kg
220 U-drive	0,404	3865	2,148 : 1	525/460
	0,404	3865	2,952 : 1	
	0,347	3320	2,609 : 1	
220 H-drive	0,404	3865	2,148 : 1	560/460
	0,404	3865	2,952 : 1	
	0,347	3320	2,609 : 1	
250 U-drive	0,599	5730	2,16 : 1	695/615
	0,599	5730	2,63 : 1	
250 H-drive	0,599	5730	2,16 : 1	660/590
	0,599	5730	2,63 : 1	
250 PTI-drive	0,681	2 x 3251	2,16 : 1	740
	0,681	2 x 3251	2,63 : 1	
295 U-drive	0,600	5730	2,742 : 1 & 3,296 : 1	1220/1080
	0,475	4548	4,20 : 1	
	0,523	5002	4,20 : 1	
295 H-drive	0,600	5730	2,742 : 1 & 3,296 : 1	1220/1080
	0,475	4548	4,20 : 1	
	0,523	5002	4,20 : 1	
295 PTI-drive	1,200	2 x 5730	2,742 : 1 & 3,296 : 1	1370/1330
	0,953	2 x 4548	4,20 : 1	
	1,048	2 x 5002	4,20 : 1	
450 U-drive	0,688	6580	5,00 : 1	1700
450 H-drive	0,688	6580	5,00 : 1	1725
450 PTI-drive	1,378	2 x 6580	5,00 : 1	1850

Available in the following configurations:



H-gear configuration:

This is the standard configuration and is recommended when available space allows it.

U-gear configuration:

This is the best solution when space is limited.

PTI-gear configuration:

This is the most flexible configuration. Depending on the desired speed and/or if the design of the vessel calls for two small engines instead of one large engine; the propeller can be run optimally on one or two engines. This configuration is ideal for the hull of catamaran vessels.