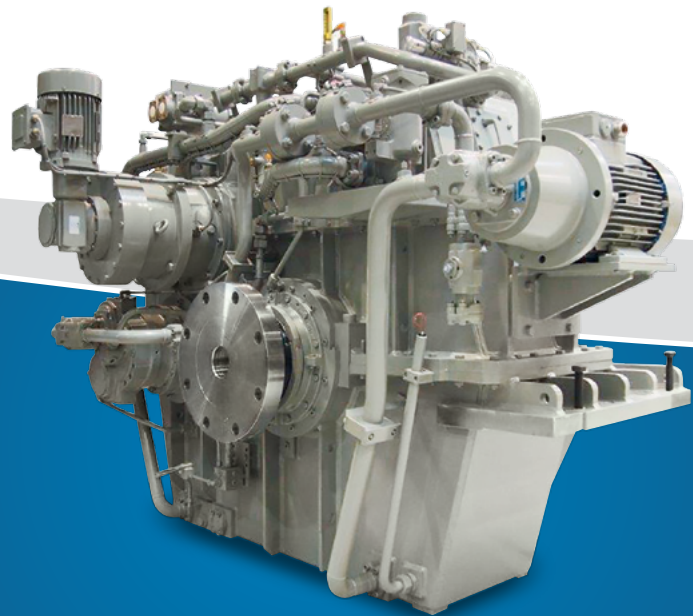
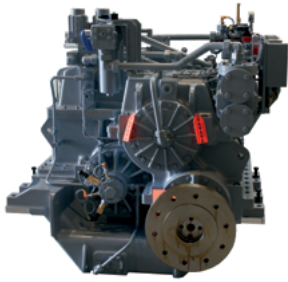


Gearboxes for  
**Naval & Governmental  
Applications**

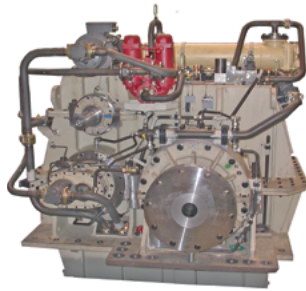
700 – 30,000 kW



# Gearboxes for Naval & Governmental Applications



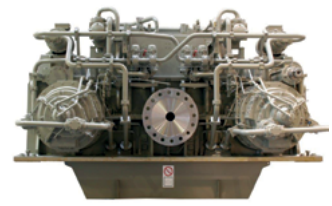
WVS 2240 - Reverse reduction gearbox, horizontally offset configuration, for fast vessels



SVAL 1000 - Reduction gearbox with slide bearings, for controllable pitch propeller, horizontally offset configuration, with disc clutch



WAF 763 - Reverse reduction gearbox, vertically offset configuration, version with flange



DLG 110131 - Twin input/single output reduction gearbox, with disc clutch, same height of the input shafts

## Basic Equipment

- Fabricated steel, cast, iron or aluminium housing
- Spur wheels helically toothed, case hardened and tooth flank ground
- Built-in hydraulically operated disc clutches with steel/sinter friction surface
- Smooth engagement by adapted pressure increase during shifting
- Full power transmission and equal reduction ratios in identical and counter rotation application

- Roller or plain bearing design

## Scope of Supply

### STANDARD

- Integrated oil sump, common circuit for operating pressure and lube oil, oil pump and oil filter accessible from the outside
- Fitted heat exchanger, seawater resistant
- Supervision in accordance to all class requirements
- Built-on control valve, electrically operated

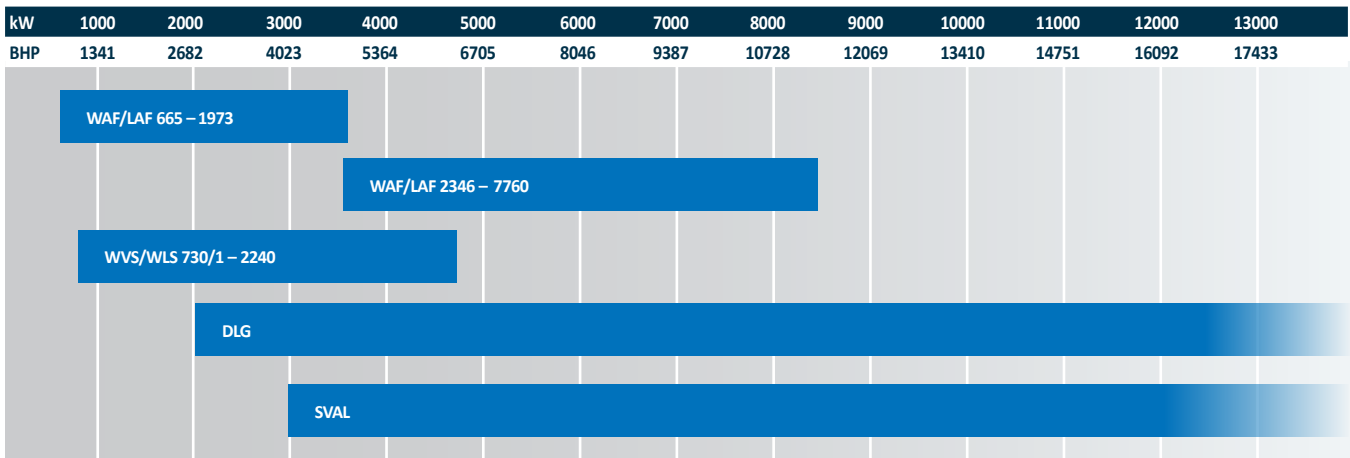
- Input: free shaft end with taper 1:30
- Output: forged-on flange
- Paint coating with synthetic resin according to RAL/Munsell code

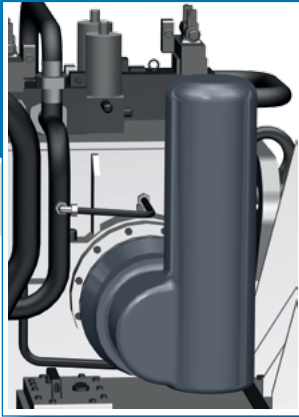
### OPTIONS

- Customised gearbox execution
- Double helical toothing
- Shock resistant
- Watertight sealing
- Resilient mounting
- PTO/PTI

- Shaft brake/shaft locking
- Trolling valve (ADS)
- Degaussing
- Local Operating Panel (LOP)
- Oil pre-heater
- Spare parts as per classification rules
- Documentation in accordance with customers' requirements meeting international standards incl. different IETM levels

## Engine power

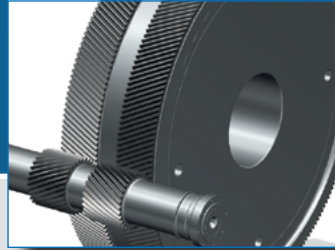




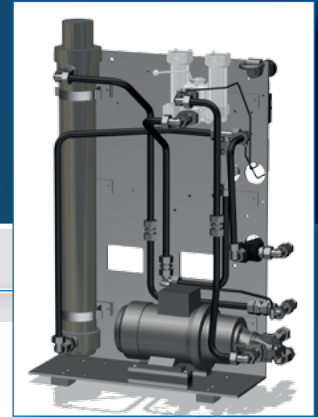
### Turn Drive

The turn drive allows turning the propeller shaft even when the main engine is standing still, e.g. for maintenance work.

- Operation with a control panel and with a remote control
- Current status can be monitored and visualised with the LOP



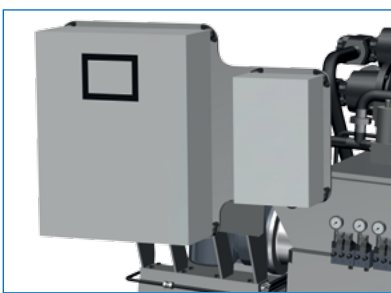
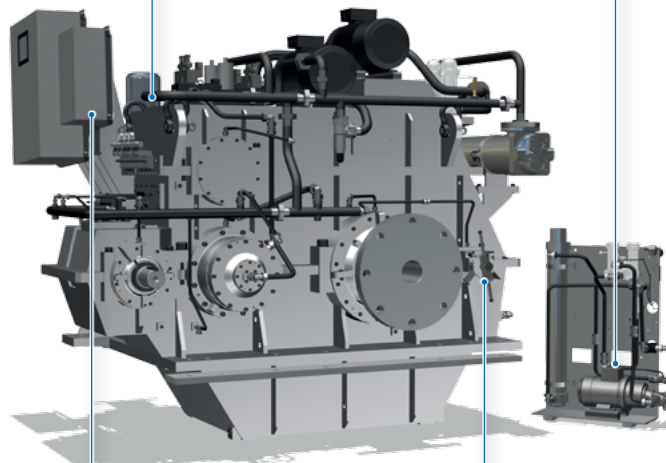
### Double Helical Toothing



### Oil Pre-Heater

The oil pre-heater heats up the oil to a temperature of > 25 °C.

- Manual and automatic operation are both possible
- Current status can be monitored and visualised with the LOP

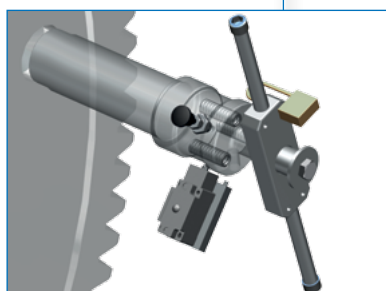


### Local Operating Panel (LOP)

The LOP can be used for various purposes including:

- Control of the clutch(es)
- Control of electric oil pumps
- Monitoring alarms, operating conditions, and values such as pressure, speed etc.
- Operation of special equipment such as turn drive, shaft locking device, and oil pre-heater

The LOP control cabinet comes with a TFT display with a customised menu structure.

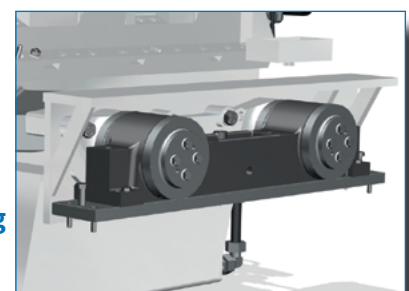


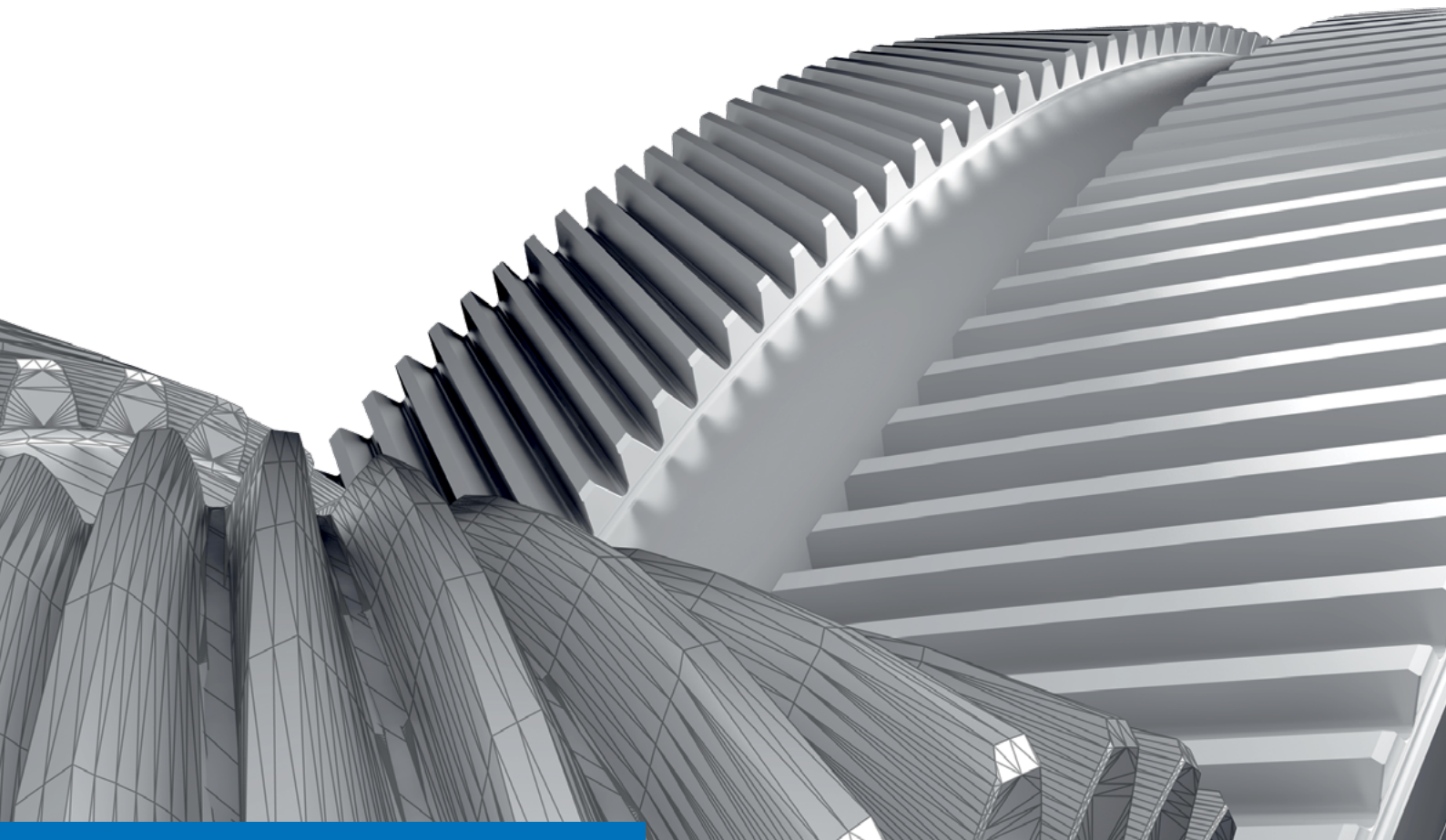
### Shaft Locking Device

With the shaft locking device the propeller shaft can be mechanically locked and therefore be secured in its position.

- Spring-loaded
- Easy-to-operate
- Current status can be monitored and visualised with the LOP

### Resilient Mounting of Gearbox and Accessories





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