REINTJES
POWERTRAIN SOLUTIONS

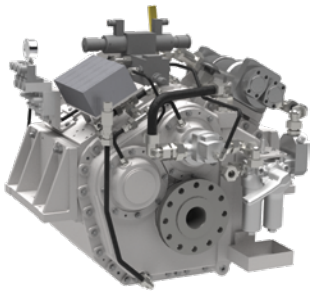
Engineering Excellence for Electric Propulsion

QUALITY
MADE IN
GERMANY

REINTJES Engineering Excellence for Electric Propulsion

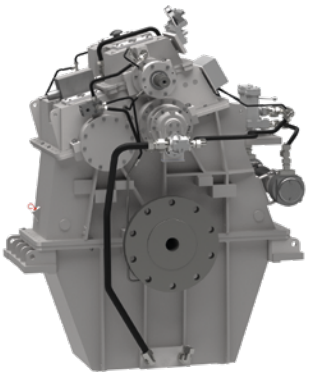
"We tailor your electric propulsion plant to your needs in proven REINTJES quality. Let's get in touch."
Klaus Deleroi, Managing Director

Selection from the electric model portfolio:

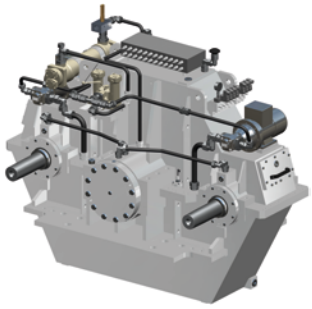


VS

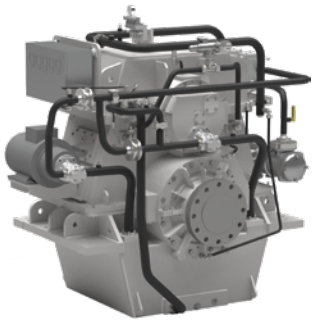
EF



AF



DUG



SVA / SVAL

Ship type examples	Common propulsion type in REINTJES references	VS	EF	AF	DUG	SVA / SVAL
Ferry	Battery-electric	✓	✓	✓	✓	
Tugboat, push boat	Diesel-electric		✓	✓		
Workboat	Battery-electric	✓	✓	✓	✓	✓
Coaster	Diesel-electric		✓	✓	✓	✓
Patrol / Navy vessel	Diesel-electric	✓				✓

Unlock the Future of Marine Propulsion with REINTJES

REINTJES Quality and Reliability in Electric Propulsion Thanks to Well-Proven Designs

For decades, REINTJES has been at the forefront of marine gearbox engineering, delivering robust, efficient, and sustainable solutions for a wide range of vessels. Our engineering competence ensures that each gearbox for electric propulsion, based on our proven product families of WF, WAF, WVS, DLG and SVA or SVAL, embodies reliability, efficiency, and cutting-edge technology for a wide range of applications.

Efficiency and Sustainability for Maximum Customer Benefit

The EF series, based on the latest WF models, offers modern propulsion systems with high torque capacity, increased input speeds, and higher reduction ratios, making it ideal for electric and hybrid solutions. The VS series is initially designed for high-performance vessels like patrol boats and also perfectly fits for fast electric ferries, boosting a high power-to-weight ratio and low operating noise. The AF series, tailored for workboats, promises high operating reliability and simple maintenance for electric applications.

Every REINTJES product is engineered to provide more power with less weight, optimising space and cost-efficiency, while advanced production technologies and state-of-the-art tools ensure each gearbox meets the highest standards of performance and sustainability. Choose REINTJES for solutions that not only meet today's needs but are also prepared for the future.

Pioneering Electric Ship Propulsion for a Greener Future

For a broad range of vessel types, the future of marine propulsion lies in electric and hybrid systems, pivotal in the global effort to reduce CO_2 emissions. Electric ship propulsion represents a significant leap forward in eco-friendly logistics and transportation, offering substantial reductions in greenhouse gas emissions and improving air quality in port cities and along shipping routes. REINTJES is committed to lead this transition, providing advanced gearboxes that seamlessly integrate with electric propulsion systems.

By supporting electric and hybrid propulsion, REINTJES not only helps to reduce the maritime industry's carbon footprint but also contributes to make logistics and transportation more sustainable. This commitment to eco-friendliness ensures that our solutions help to protect the environment while enhancing operational efficiency. Embracing electric ship propulsion is a crucial step towards making the world a better place, and REINTJES is proud to be at the forefront of this transformative movement.


Courtesy of Kirby Inland Marine

Courtesy of Eastern Shipbuilding Group, Inc.

EF 350 - 580 | New, compact, better

EF: Reduction gearbox, electric version, close-coupled, without disc clutch, without reverse stage
(German: Untersetzungesgetriebe, **E**lektrische Ausführung, An**F**lanschausführung, ohne Lamellenkupplung, ohne Wendefunktion)

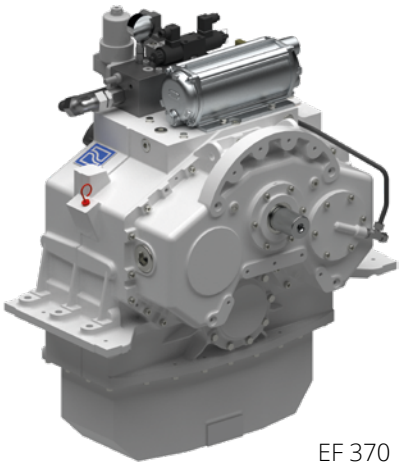
Ideal for e.g. all types of smaller workboats

Main characteristics

- Reduction gearbox of steel / cast iron housing with vertical offset
- FPP and CPP capability

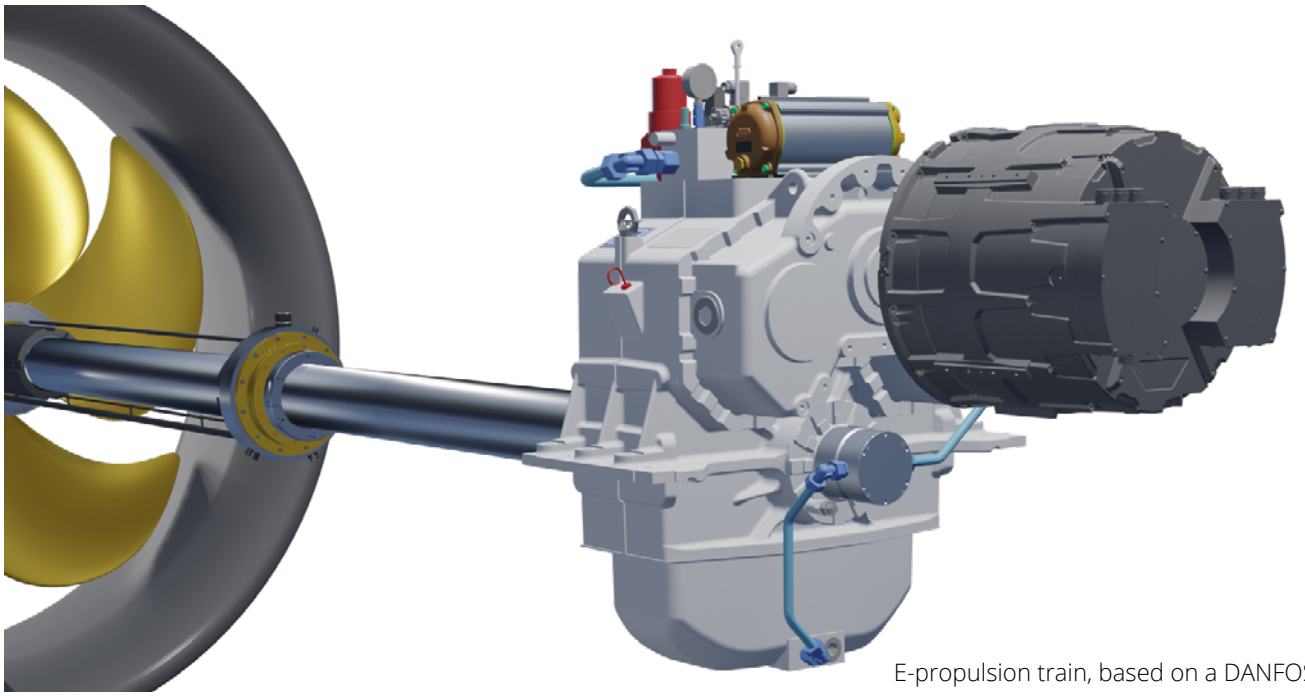
Benefits

- Up-to-date modular design
- Higher reduction ratios
- Higher torque capacity
- Easy adoption of options



EF 370

Key data gearbox w/o e-motor	EF 350 / 370 / 380	EF 450 / 470 / 480	EF 550 / 570 / 580
P/n max (kW/rpm)	0.34	0.48	0.63
Input speed (rpm)	1200 - 2300	1200 - 2300	1200 - 2300
Input power (kw)	544 - 782	768 - 1104	1008 - 1449
Installation length (mm)	587 - 639	634 - 713	755 - 773
Installation width, w/o brackets (mm)	910 - 1216	1096 - 1286	924 - 1358
Centre distance (mm)	282 - 418	310 - 460	339 - 500
Dry weight (kg)	670 - 1180	830 - 1500	1200 - 1850
Oil (l)	35 - 28	30	40 - 50
Reduction ratio range	4.190 – 8.000	4.190 – 8.000	4.190 - 8.000



E-propulsion train, based on a DANFOSS e-motor, REINTJES EF 370 and a Promarin propeller

AF 763 - 1173 | Best-selling workhorses

AF: Reduction gearbox, axially offset, close-coupled, without disc clutch, without reverse stage
(German: Untersetzungsgetriebe, **A**chsversetzt, An**F**lanschausführung, ohne Lamellenkupplung, ohne Wendefunktion)

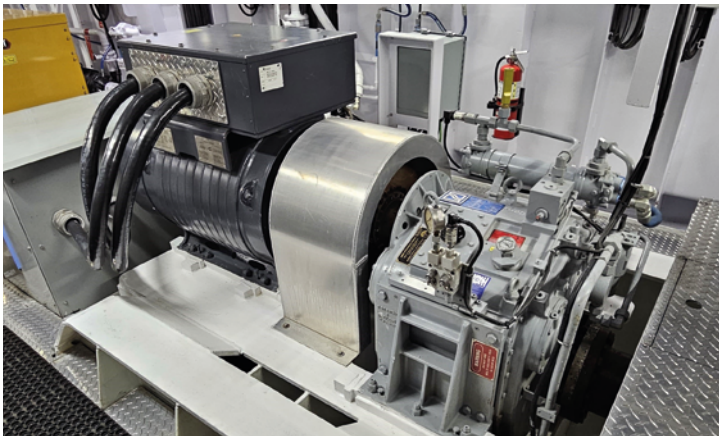
Ideal for e.g. all types of larger workboats

Main characteristics

- Reduction gearbox of cast iron housing with vertical offset
- FPP and CPP capabilit

Benefits

- Perfect for power applications
- Higher reduction ratios
- Manifold options
- Proven quality



Courtesy of Kirby Inland Marine

Key data gearbox w/o e-motor	AF 763	AF 873	AF 1163	AF 1173
P/n max (kW/rpm)	1.15	1.45	1.70	1.70
Input speed (rpm)	1200 - 1800	1200 - 1800	1200 - 1800	1200 - 1800
Input power (kw)	1380 - 2070	1656 - 2610	1740 - 3060	1800 - 3060
Installation length (mm)	1030	1030	1385	1110
Installation width, w/o brackets (mm)	1300	1650	1520	1800
Centre distance (mm)	490	670	590	730
Dry weight (kg)	2100	3800	3150	3300
Oil (l)	75	120	125	150
Reduction ratio range	4.037 - 5.913	6.44 - 7.526	4.500 - 5.81	6.08 - 7.429

Type of vessel	G/b, type, size	Class.	Input kW / g/b	Input rpm	Output rpm	Country	Delivery
Push boat	2 x AF 364	w/o	460	1800	298	USA	2022
Work boat	2 x AF 1143	LR	1471	1195	323	Netherlands	2020
Ferry	2 x AF 264	BV	450	2213	542	Denmark	2019
Fishing vessel	2 x AF 873	BV	1000	995	126	Belgium	2018/19
Fishing vessel	2 x AF 763	BV	900	1200	263	France	2017
Coaster	2 x AF 364	BV	375	1800	366	Belgium	2012
Fishing vessel	2 x AF 873	w/o	1500	1800	254	Spain	2012
Pilot vessel	2 x AF 1163	BV	1700	1000	192	Belgium	2012
Pilot vessel	2 x AF 1163	BV	1700	1000	192	Belgium	2012
Pilot vessel	2 x AF 1163	BV	1700	1000	192	Belgium	2011
Supply vessel	2 x AF 1173	DNV	1800	1794	262	Spain	2008
Work boat	2 x AF 862	DNV	1150	970	187	Belgium	2002/03

VS 334 / 430 | High-speed, light-weight

VS: Gearbox without clutch, axially offset, for fast vessels
(German: Getriebe ohne Schaltkupplung, achs**V**ersetzt, für **S**chnelle Schiffe)

Ideal for all types of fast vessels

Main characteristics

- Reduction gearboxes of aluminium housing with vertical offset
- FPP and waterjet capability

Benefits

- Up-to-date modular design
- Higher reduction ratios
- Higher torque capacity
- Easy adoption of options

Fast Ferry Penguin Refresh, 2 x VS 334P, 2.250 rpm, 2 x 640 kW

Key data gearbox w/o e-motor	VS 334	VS 430
P/n max (kW/rpm)	0.30	0.51
Input speed (rpm)	1500 - 2600	1500 - 2600
Input power (kw)	468 - 780	774 - 1326
Installation length (mm)	564	675
Installation width, w/o brackets (mm)	720	730
Centre distance (mm)	215	235
Dry weight (kg)	320	460
Oil (l)	25	45
Reduction ratio range	1.122 – 3.522	1.485 – 3.550

Type of vessel	G/b, type, size	Class.	Input kW / g/b	Input rpm	Output rpm	Country	Delivery
Ferry	2 x VS 334	LR	700	2500	985	Netherlands	2023
Ferry	2 x VS 334	BV	640	2250	887	Singapore	2022
Ferry	2 x VS 334	BV	640	2250	887	Singapore	2022
Ferry	2 x VS 334	BV	640	2250	887	Singapore	2022
Pilot vessel	2 x VS 430	BV	900	1800	620	Belgium	2016
Pilot vessel	2 x VS 430	BV	900	1800	620	Belgium	2015
Offshore supply	2 x VS 430	GL	710	2088	630	Germany	2009

High Power Electric Propulsion

Also for very large and powerful e-propulsion concepts the REINTJES gearbox portfolio is perfectly suited. Our DUG and SVA or SVAL series gearboxes are engineered to deliver exceptional performance even in high-powered electric propulsion systems. These gearboxes combine robust design with advanced engineering, making them ideal for electric propulsion requirements and ensuring high efficiency, reliability, and seamless integration with electric motors. Let's talk details.

DUG 716 / 1125 / 3000 | Twin-in, single-out

DUG: Twin input / single output gearbox, without disc clutch
(German: **D**oppel-**U**ntersetzungs**G**etriebe, ohne Lamellenkupplung)

Ideal for e. g. workboats, ferries, merchant

Main characteristics

- Reduction gearbox of cast iron housing with horizontal offset
- FPP and CPP capability
- Nominal 750 - 1800 rpm
- Max. P/n 2.49 kW/rpm

Benefits

- Perfect for high power applications with twin-input
- Higher reduction ratios
- Integrated thrust bearing
- Large range of optional accessories
- Proven quality

Courtesy of Eastern Shipbuilding, Inc.

SVA / SVAL 750 / 950 | Single-in, single-out

SVA: Gearbox with **S**lide bearings, for controllable pitch propellers, axially offset
(German: Getriebe mit Gleitlagern, für **V**erstellpropeller, **A**chsversetzt)

SVAL: Gearbox with **S**lide bearings, for controllable pitch propellers, axially offset, with disc clutch
(German: Getriebe mit Gleitlagern, für **V**erstellpropeller, **A**chsversetzt, **L**amellenkupplung)

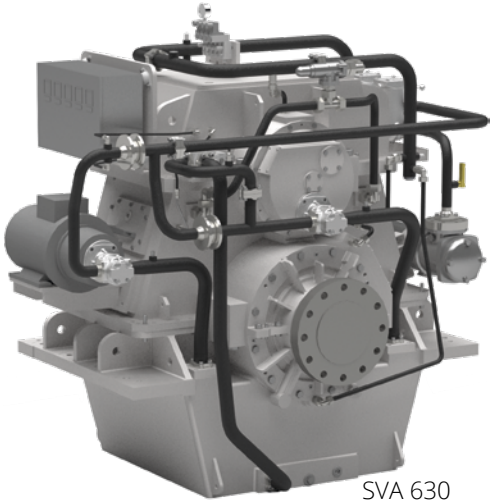
Ideal for e. g. workboats, ferries, merchant

Main characteristics

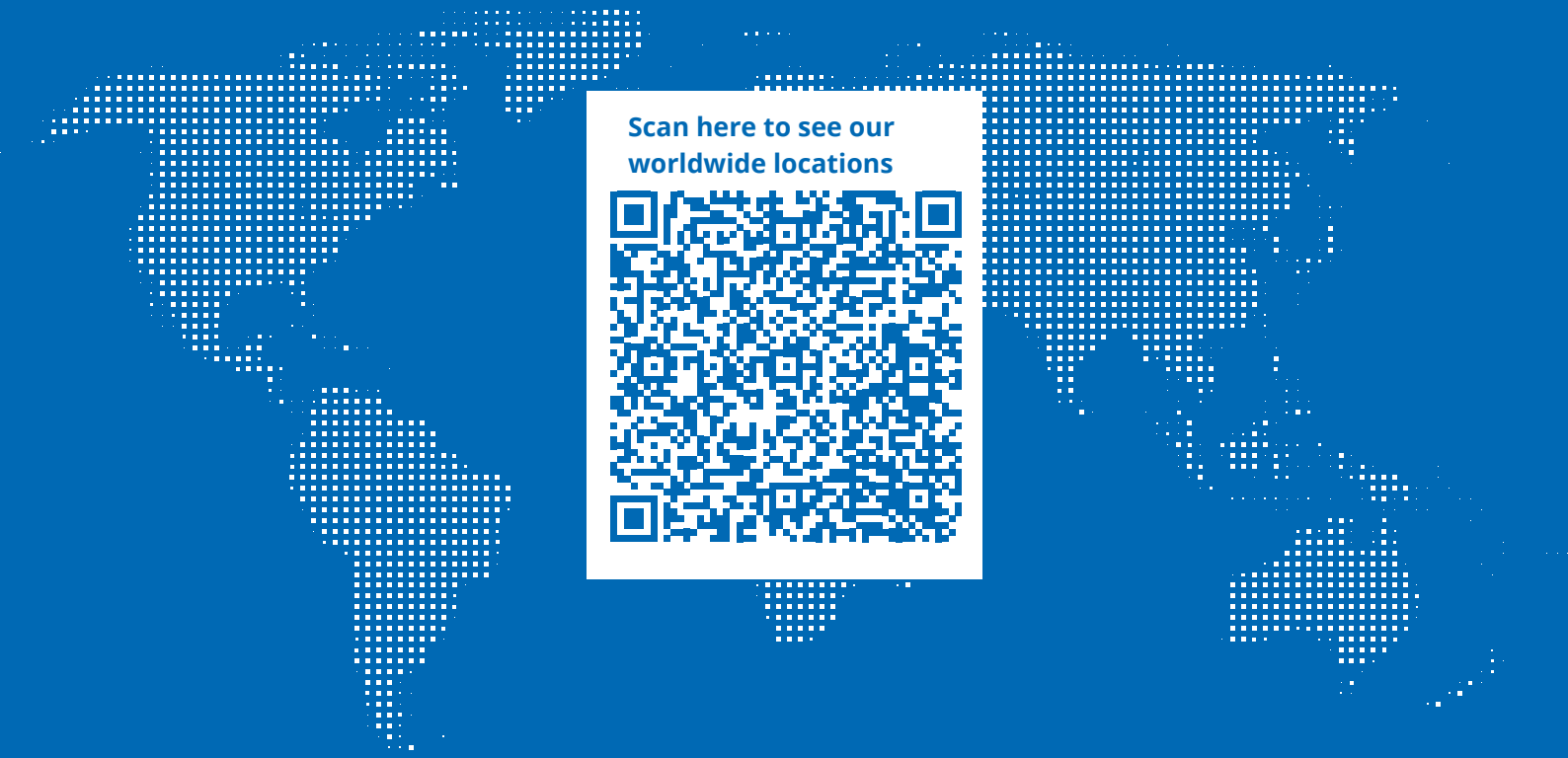
- Reduction gearbox with slide bearings, cast iron housing with vertical offset
- FPP and CPP capability
- Nominal 500 – 1000 rpm
- P/n starting at 2.00 kW/rpm, w/o class

Benefits

- Perfect for applications with very high input power
- Higher reduction ratios
- Large range of optional accessories
- Proven quality



SVA 630



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Dimensions and dry weights are approximate and may vary with housing or by input and ratio. Specifications are subject to change without notice. Please contact your REINTJES distributor for current information and binding data.

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