



Innovative Power Transmission

RENK Group
Data, Facts and Products
2015

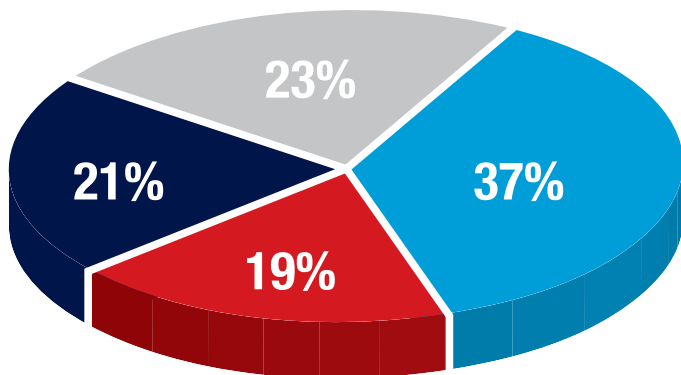
The RENK Group in Figures





Financial year	2010 € million	2011 € million	2012 € million	2013 € million	2014 € million
New orders	525	456	525	504	666
Germany	262	150	176	196	137
Outside Germany	263	306	349	308	529
Sales	403	389	476	485	480
Germany	120	146	165	168	153
Outside Germany	283	243	311	317	327
Orders on hand 1)	522	586	634	648	827
Germany	282	284	296	323	295
Outside Germany	240	302	338	325	532
Number of employees Average on year	1823	1883	2098	2199	2112

1) as of December 31, 2014 vs 2013

Sales of the Product Groups 2014

Sales in %



-  Special Gear Units
-  Vehicle Transmissions
-  Standard Gear Units
-  Slide Bearings

Supervisory Board

Supervisory Board:

Dr. Ingrun-Ulla Bartölke

Wolfsburg

Supervisory Board Chair

Head of Corporate Accounting
and External Reporting of
Volkswagen AG

Roberto Armellini^{*)}

Augsburg

Supervisory Board Vice Chair

Trade Union Secretary

Michael Behrendt

Hamburg

Member of the Supervisory Board
since Sept. 29, 2014

Chair of the Supervisory Board
of Hapag-Lloyd AG

Dipl.-Ing. (FH) Frank Hoffmann^{*)}

Augsburg

Division Manager of Vehicle
Transmissions RENK AG, Augsburg

Dr.-Ing. Hans-O. Jeske

Wesel

Member of the Executive Board
of MAN Diesel & Turbo SE

Dipl.-Ing. (FH) Rainer Handschuh^{*)}

Augsburg

Member of the Supervisory Board
since May 8, 2014

Chairman of the General Works
Council of RENK AG
Chairman of the Works Council
of RENK AG, Augsburg plant and
RENK Test System GmbH

Prof. Dipl.-Ing. Werner Neubauer

Wolfsburg

Member of the Board of Manage-
ment for the Volkswagen brand

Prof. Dr. rer. pol. Horst Neumann

Wolfsburg

Member of the Board of Manage-
ment of Volkswagen AG

Dr. Georg Pachta-Reyhofen

Niederpöcking

Chief Executive Officer of MAN SE

Herbert Surmann^{*)}

Rheine

Industrial mechanic

Walter Vogt^{*)}

Eltville

Trade Union Secretary with the
IG Metall Board, Frankfurt/M.

Ingo Weidner^{*)}

Ronnenberg

Mechanical engineering technician

As of February 27, 2015

*) elected by the staff

Executive Board:

Dipl.-Ing. (FH) Florian Hofbauer
Landsberg
Spokesman

Ulrich Sauter
Wertingen

Companies Management:

RENK AG
Hannover plant
Management
Manfred Hukker
Richard Voß

**RENK Shanghai Service and
Commercial Co., Ltd.**
China
Management
Stephan Baumgartner

RENK AG
Rheine plant
Management
Christof Heßling
Martin Pleus

RENK France S.A.S.
France
President
Pascal Jakimon

RENK-MAAG GmbH
Switzerland
Management
Thomas Fritschi
Ulrich Sauter

RENK Transmisyon Sanayi A.S.
Türkei
Management
Dr. Franz Hoppe
Contact: Tanju Cakir

RENK Test System GmbH
Augsburg
Management
Mathias Karrer
Rainer Thomay

RENK U.A.E. LLC.
United Arab Emirates
Abu Dhabi
Management
Klaus Huber

RENK Systems Corporation
USA
Management
Joerg Cordes

RENK Corporation
USA
Management
Manfred Hukker
Richard Voß
Contact: Mark Gosnell

COFICAL RENK
Mancais do Brasil Ltda.
Brazil
Management
Ermelindo Rezende
Contact: Ermelindo Rezende

Company History

and Engineering Milestones

1873	Foundation of the Augsburg plant by Johann Julius Renk.
1897	Conversion into a joint stock company trading as “Zahnräderfabrik Augsburg, vorm. Joh. Renk (Act. Ges.)”.
1916	Production of the largest gear cutting machine till then (7m diameter).
1923	Integration of the company into the GHH group of companies, now MAN SE.
1926	Production of the first wheels with ground tooth profile.
1939	Production of the world’s fastest (36,000 rpm) gear transmission for the aircraft industry.
1943	Invention of the hydrostatic superimposition steering systems for armoured vehicles.
1956	Production of the first turbine gear unit with the highest pitch circle velocity till then (185 m/s).
1961	Development of the world’s first electronic control system for an automatic vehicle transmission.
1965	Invention of the hydrostatic-hydrmechanical steering drive for tracked vehicles.
1971	First vehicle braking system with friction brake and retarder (also functioning for the first time as an operating brake) integrated into a vehicle gear transmission.
1975	Acquisition of the slide bearings and couplings division of Eisenwerke Wülfel, Hannover.
1976	RENK becomes the world’s first drive systems manufacturer to harden and grind gear wheels measuring over 3,000 mm in diameter.
1982	Construction of the most powerful marine gear unit till then (40,000 kW).
1986	The company’s Augsburg based industrial and marine gear division is spun off and integrated into RENK TACKE GmbH. Creation of the company’s “Control and Test System” division.

1989	RENK supplies a high-speed gear unit with the highest power rating (75,000 kW) ever transmitted by gears in mesh.
1992	Construction of the world's most powerful epicyclic gear unit (20,600 kW) for a marine propulsion system with counter-rotating propellers.
1997	The world's first 100 MW turbo gear.
1998	Bevel-planetary KPAV 280 gear unit for one of the largest vertical cement/raw-flour mills developing 4,800 kW at a speed of 21 rpm. In Rheine the 1,000,000th curved-tooth coupling is manufactured and delivered.
1999	First type of the most powerful turbo gear unit worldwide; gas turbine output 140 MW.
2000	Presentation of the newly developed <i>etaX</i> [®] gear unit with energy profit. For the test system division RENK acquires the activities of the US American company LABECO. Acquisition of the slide bearing activities from A. Friedr. Flender AG for the RENK Hannover plant.
2001	First CODAG installation worldwide for the main propulsion plant of a frigate, 38 MW total power.
2002	Development of a 5 MW AEROGEAR for offshore wind power plants.
2004	First type of the high-capacity marine propulsion gears for COGAG arrangement with the lowest specific weight (3.6 to) worldwide, 6,300 kW total power.
2011	Acceptance of the world's first gear system built for the hybrid propulsion of a frigate in CODELAG arrangement, 30,000 total power.
2013	Development and construction of a multiple locked train gear box – multi-flow for an output torque of 15 million Nm – about 3 times higher than anything in use up to now – for RENK Test System.

Subsidiaries and Affiliates



COFICAL RENK Mancais do Brasil Ltda.

Guaramirim / Brazil

Slide bearings

98%

RENK Corporation

Duncan / USA

Distribution company, slide bearings assembly and service agency

100%

RENK France S.A.S.

Saint-Ouen-l'Aumône / France

Automatic transmissions for tracked vehicles, brake systems and couplings

100%

RENK-MAAG GmbH

Winterthur / Switzerland

Turbo gears and spare parts, marine spares and service

100%

RENK Shanghai

Service and Commercial Co., Ltd.

Shanghai / China

All RENK products

100%

RENK Test System GmbH

Augsburg / Germany

Test systems

100%

RENK Systems Corporation

Camby / USA

Test Systems

100%

RENK Transmisyon Sanayi A.S.

Istanbul / Turkey

All RENK products

55%

RENK U.A.E. LLC.

Abu Dhabi / United Arab Emirates

All RENK products

49%

The companies of the RENK group are renowned worldwide as manufacturers of special-purpose gear units, drive components and test systems meeting highest quality standards. A high flexibility in meeting customer demands is an outstanding characteristic of these companies.

The products and data appearing in this booklet can only provide a first information outline. Special solutions are available by arrangement at any time.

Our Product Range Comprises the Following Systems and Components:

Automatic vehicle transmissions	10
Industrial gear units	11-16
Marine gear units	17-19
Slide bearings and couplings	20-21
Couplings and clutches	22-24
Test systems	25

Automatic Transmissions for Tracked Vehicles

Our automatic powershift transmissions for tracked vehicles are suitable for operating with diesel engines and gas turbines. They are available in so-called “T”, “L” or “U”-configurations for front and rear installation. Besides the power-shiftable driving gears, the transmissions also contain the steering and braking system. Control and monitoring is provided by an electronic system. In addition to the basic functions of a tracked vehicle transmission, other components of the driveline can be supplied (i.e. fixed and variable ratio PTOs, final drives, transfer gear boxes, ...).

Type	Power in kW	Power in hp	Number of speeds ahead	Number of speeds reverse	Typical vehicle weight*
HSWL 106	300-530	400-700	6	6	25-35 t
HSWL 256	500-800	700-1,100	6	6	35-45 t
HSWL 284C	700-1,100	950-1,500	4	4	50-60 t
HSWL 295	800-1,200	1,100-1,600	5	5	50-70 t
HSWL 354	900-1,300	1,200-1,800	4	4	50-70 t
RK 304S	650-1,050	900-1,400	4	4	50-70 t
RK 325	800-1,200	1,100-1,600	5	5	50-70 t
ESM 350 1)	600-900	800-1,200	8	3	70 t
ESM 500 1)	750-1,200	1,000-1,600	5	3	70 t

1) Fabrication RENK France

* Guide only: Please contact RENK with specific vehicle details.

RENK develops and builds industrial gear units for almost any field of application. In addition to the design versions listed in the tables, the RENK product range includes one-off special-purpose gear units for power generation, cement production, rubber and plastic industries, water and wind power stations, transport and conveyor equipment, and open-pit mining applications.

RENK-MAAG manufactures the former MAAG Series G turbo gear units, couplings and offers global service and spares for MAAG turbo and marine gears.

High-Speed Planetary Gear Units (Augsburg)

Type	Transmitted ratio		Power value P/n 1)
PTG	8-30		0.2-2
Recovar	Variabel		0.1-2
Design:	PTG	High speed double stage drive for small size turbines in compressors	
	Recovar	Superimposition gear units	

1) P: Power in kW | n: Speed of the low-speed shaft in rpm

High-Speed Spur Gear Units (Rheine)

Compact Design Series, Cast Casings, Welded Casings

Standard Series (Cast Casings)

Type	Transmitted ratio	Distance between shafts mm	Power value P/n 1)
TNA	1-4.5	200-500	7.5
TNB	3.5-9	200-500	5.5
TCS	5-15	500-900	13

Standard Series (Welded Casings)

Type	Transmitted ratio	Distance between shafts mm	Power value P/n 1)
TS	5-10	400-1,300	27
TB	3-5.5	400-1,300	33
TL	1-3.5	400-1,300	55
TCS	5-15	500-900	13
THGD	3-12	250-800	6.5
Design:	Double-helical toothing		
	Single-helical toothing		
	Single-helical toothing with thrust collar (THGD)		

Different design types according to DIN/ISO, AGMA, or API.
Special design available on request.

1) P: Power in kW | n: Speed of the low-speed shaft in rpm

Flexible Series, Welded Casings

Type	Transmitted ratio	Distance between shafts mm	Power value P/n 1)
TA...XI TAE...XI TAD...XI	1.2-12	200-1,000	1-100
TA...I	5.5-9.5	500-900	1-14
Design:	TA...XI	Double-helical toothing	
	TAE...XI	Single-helical toothing	
	TAD...XI	Single-helical toothing with thrust collar	
	TA...I	Double-helical toothing	
	<i>etaX</i> ®	Power loss optimized	
According to API, DIN/ISO or AGMA on request.			

Planetary Gear Units for Mills

Gear Units for Ball Mills

Type	Transmitted ratio	Power value P/n 1)	Number of modular sizes
PBLZ	40-100	100-800	5

Gear Units for Vertical Roller Mills

Type	Transmitted ratio	Power value P/n 1)	Number of modular sizes
KPAV	30-50	10-70	9
KPBV	30-100	50-500	10
COPE	30-50	150-700	3

1) P: Power in kW | n: Speed of the low-speed shaft in rpm

Gear Units for Roller Presses (Augsburg)

Type	Transmitted ratio	Power value P/n 1)	Number of modular sizes
REROPA	30-100	10-200	8

Gear Units for Water Power Stations (Augsburg, Rheine)

Type	Transmitted ratio	Power value P/n 1)
PAR	3-9	20-250
PBR	9-20	50-300
BLR	8-16	30-500
RIV	2-8	1-100

Different design types according to DIN or AGMA.
Special design available upon request.

Gear Units for Belt Conveyor and Crushers (Augsburg)

Type	Transmitted ratio	Power value P/n 1)
KA	6-25	10-50

Surface cooled, higher torques feasible if equipped with a cooling system.

Gear Units for Wind Power Stations (Rheine)

Type	Transmitted ratio	Power value kW
Aerogear WPS WP	10-150	1,500-15,000

1) P: Power in kW | n: Speed of the low-speed shaft in rpm

Parallel Shaft Gear Unit

Flexible Design Series Helical Teeth (Welded Casings)

Type	Transmitted ratio	Centre distance mm	Power MW
G 1) 2) 3)	1-10 *)	120-1,600	1-100
SG 1) 2) 5)	1-10	320-800	1-40
HET Gear® 4)	1-10	320-900	10-100
MULTICOM® 6)	1-18 *)	160-1,600	0.2-40

Firm Design Series Helical Teeth (Cast Casings)

Type	Transmitted ratio	Centre distance mm	Power MW
GB 2) 5)	up to 2.5	160-650	1-50
GN 2) 5)	2.5-6.5	130-1,000	1-25
GS 2) 5)	6.5-10	220-1,200	1-10

Design:	1)	D double helical teeth
	2)	X single helical teeth with thrust collar
	3)	Designed also as pinion “on top” or as “pinion underneath”
	4)	HET Gear® High Efficiency Turbogear (power loss optimized)
	5)	Firm centre distance and firm span (standard type)
	6)	Integral gearbox MULTICOM® with thrust collar (GMX)
	*)	higher with intermediate shaft

According to DIN/ISO, AGMA or API, special design upon request.

High-Speed Epicyclic Gears

Type	Transmitted ratio	Speed [rpm]	Power MW
Px	1.6-13	up to 36,000	1-45
PD two stage	12-45	up to 36,000	1-45
P multi-stage	on request	up to 36,000	on request
PV power splitting gear unit	8-80	up to 36,000	1-45

Synchronous Clutches type MS and HS

Size	Power value P/n ₁ [kW/rpm]	Application
8-85	up to 85	Power Generation / Industry / Marine

Shiftable Clutches type ZEP

Size	Power value P/n ₁ [kW/rpm]	Application
4-14	up to 60	Power Generation / Industry / Marine

Design: with separate casing | without casing

According to DIN/ISO, AGMA or API, special design upon request.

RENK offers a comprehensive range of marine gear units from reversing gear units starting at 1,000 kW to complex gear units arrangements for naval vessels with 40,000 kW and more of transmitted power, including all requisite control and monitoring systems. Many of today's ships are equipped with **CODAD (COmbined Diesel And Diesel)** and **CODOG (COmbined Diesel Or Gas turbine)**, **CODAG (COmbined Diesel And Gas turbine)** or **COGAG (COmbined Gas turbine And Gas turbine)** propulsion plants.

Special Cross Connect gears and **CODELAG (COmbined Diesel ELectric And Gas turbine)** units, for propulsion plants with electric motor and gasturbine propulsion complete the product range.

Marine Planetary Reversing Gear Units (Augsburg)

Type	Transmitted ratio	Power value P/n [kW/rpm]	Number of size ranges	Design
PLS	1.5-7.1	0.4-14	6	PLS/PAS = Planetary reduction gear unit PWS = Planetary reduction reversing gear unit. Leight-weight construction for diesel or gas turbine.
PWS	1.5-7.1	0.4-14	6	
PAS	2.8-7	3-160	9	

Marine Reversing Gear Units (Augsburg)

Type	Transmitted ratio	Power value P/n [kW/rpm]	Number of size ranges
AWS	1.6-7.1	0.1-4.5	13
SWUF	1.6-6.0	1.6-16	8

Single-Engine Marine Gear Units (Augsburg, Rheine)

Type	Transmitted ratio per step	Power value P/n [kW/rpm]	Number of size ranges	Design
RSH	2-8.5	0.6-110	17	Horizontally offset shafts as well as individual arrangement
RSHL	2-8.5	0.6-110	17	Horizontally offset shafts (as well as individual arrangement) with multiple-disc clutch
RSV	2-8.5	0.6-110	17	Vertically offset shafts as well as individual arrangement
RSVL	2-8.5	0.6-110	17	Vertically offset shafts (as well as individual arrangement) with multiple-disc clutch
T ² RECS	3-6	0.4-6	7	Vertically offset shafts (as well as standardized arrangement with roller bearings) also with multiple-disc clutch
ASL 1)	1.6-7.1	1.6-20		Individual arrangement
AUSL 1)	1.6-7.1	1.6-20		Individual arrangement

1) available also with fluid couplings

Twin-Engine Marine Gear Units (Augsburg, Rheine)

Type	Transmitted ratio per step	Power value P/n [kW/rpm]	Engine distances mm	Number of size ranges
ASL 2x 1)	1.6-7.1	1.6-20	1,600-4,000	Individual arrangement
NDSL	2-8.5	1-80	2,000-5,300	16
NDSQL	2-8.5	1-80	2,000-5,300	16
NDSH	2-8.5	1-80	2,000-4,400	16
HDS II	8-16.8	5-45	4,000-6,300	5

1) available also with fluid couplings

Auxiliary Crank Shaft Gears (Augsburg)

Type	Power kW	Distance between input/output shaft mm	Number of size ranges
GCR BW III	900-4,000	2,000-3,700	Individual

Auxiliary Marine Drives, Tunnel Gear Units, Shaft Generator Drives (Rheine)

Type	Power kW	Bore Ø for flange mm	Number of size ranges
SHH II	500-10,000	610-1,150	10

Propeller Shaft Clutch (Rheine)

Type	Torque kN	Number of size ranges
PSC	320-7,800	10

RENK-Constant-Frequency Gear Units (Augsburg)

Type	Power kW	Number of size ranges	
RCF	900-1,500	1	Also in connection with crank shaft gears

Two-Stage Gear Units for Gas Turbine Drives (Augsburg)

Type	Transmitted ratio	Power value P/n [kW/rpm]	Engine distances mm	Design
BS/BSL	6-36	0.1-20	free to select	Individual arrangement
BUS/BUSL	6-36	0.1-20	free to select also coaxial	
CODOG	10-36	0.1-40	free to select	
CODAG	10-36	0.1-40	free to select	Gearbox for combined arrangement of DE, GT or E-motor
CODELAG	10-36	0.1-40	free to select	

Slide Bearings and Couplings (Hannover)

RENK Hannover plant supplies hydrodynamically lubricated slide bearings and flexible couplings, both in standard and special versions.

Advanced computer programs, partially developed by RENK, are used for calculating the operating parameters of the bearing design. Efficient 3D CAD programs allow for flexible response to customer's requirements.

Couplings (Hannover)

Type	Size	Shaft Ø mm	Designation	Application
N	018...454	10...500	Elco® elastic coupling	General electrical machinery compressors, fans, pumps, electrical machinery and shipbuilding
B	149...353	19...220	Elco® elastic coupling	
S	123...324	19...200	Elco® elastic coupling	
W	259...341	45...200	Elco® elastic coupling	
KAZ	31...71	300...800	Shaft disconnecting device with integrated thrust bearing	Marine drives

Slide Bearings (Hannover)

Type	Size	Shaft Ø mm	Application
ER/EG	7...45	55...560	Electrical machinery, fans, compressors, pumps
EG	56...112	475...1,250	
EF	7...45	55...560	
EM	9...45	80...560	
ZM	7	55...75	
SC	36...140	315...1,400	Electrical machinery
SM	22...56	200...560	Shipbuilding, hydro generators
WG	600...9,000	200...1,400	Drives for rolling stands
HG	28...45	250...450	Hydro generators, cement industry
IS	10...52	100...520	
SN	16...100	140...1,000	Shipbuilding, hydro turbines
Radius® LRL	13...85	110...850	
Axilus® LA	125...850	110...850	
D	16...80	180...850	
Rotrix	II...V	1,250...2,400	Cement mills and ore dressing plants
SH	40...100	400...1,000	
TR		1,200...6,000	
Bearings shells G	50...750	50...750	Gear units, turbines, pumps, fans
EVE/EVF	01...018	70...560	Vertical electrical machinery pumps, fans
VT/VG	7...40	70...400	
Special bearings with fabricated housing			
External lube oil units			

Couplings and Clutches (Rheine)

The couplings and clutches made by RENK are used in all industrial fields of application. The range of the RENK plant in Rheine includes curved-tooth couplings, high-speed diaphragm and Raflex® flexible disk couplings, HYGUARD® safety couplings and TORLOC® clamping elements as well as curved-tooth articulated spindles torques from 21-1,500 kNm.

Curved-Tooth Couplings – Basic Design Series for Industry, Shipbuilding and Marine Engineering (Rheine)

Design	Type series	Bore Ø min./max. mm
Basic design	SB SBk/LBk	12-820 12-950
With retaining ring	SBR SBRk/LBRkn	12-400 12-260
With intermediate sleeve	SBL SBLk/LBLk	12-460 12-520
Intermediate sleeve with retaining ring	SRL SRLk/LRLkn	12-400 12-260
Intermediate shaft	SBG SBGk/LBGk	12-535 12-535
Intermediate shaft with retaining ring	SRG SRGk	12-460 12-280
Brake disk for shoe brake	SBD SBDk/LBkD	12-225 12-260
With brake disk for disk brake	SBT SBkT/LBkT	12-225 12-260
Vertical type for oil or grease lubrication	VSB	12-225
For grease lubrication only	VLBk	12-260
With single-part coupling sleeve	HBk	12-520

Raflex® Flexible Disk Couplings (Rheine)

Design	Type series	Bore Ø min./max. mm
Basic design	MSL	12-185
Types with intermediate shafts	MSG	
Types for short shaft distances	MEL	
Types with slit spacer for vertical mounting and dismounting	MFL	30-185
Types with clamping flange	MKL	14-155
Design acc. API 610	MSP	12-340

Raflex® Flexible Disk Couplings, High-Speed Series (Rheine)

Design	Type series	Bore Ø min./max. mm
“Reduced moment configuration” API 671	MTR	35-282
Flange design API 671	MTM	40-462
For pumps and compressors API 610	MTP	53-231
“Reduced moment configuration” API 671	DTR	52-282

High-Speed Diaphragm Couplings (Rheine)

Design	Type series	Bore Ø min./max. mm
High-speed	MCN/MCF	30-320

Curved-Tooth Couplings High-Speed Series (Rheine)

Design	Type series	Bore Ø min./max. mm
Non-split sleeve	THB ZTN/ZTK	12-210 18-205
Split sleeve with Z- or U-section retaining ring	TSB TSR	12-320
Non-split intermediate and hub sleeve	TFH ZTA/ZTAK	18-205
Split intermediate sleeve	TF	12-280
Split intermediate	ZTF/ZTFK	18-205
Intermediate sleeve	TSBL TRL ZTNH/ZTKH	12-320 18-205
Intermediate shaft Z-section retaining rings	TRG	12-320

RENK Test System GmbH designs and builds turn-key test systems for research/development, production and quality assurance.

Test Systems for:

Passenger Car/Truck- and Agricultural Industry

- Transmissions, axles and torque converters
- Clutches and dual mass flywheels
- Drive shafts and drive components
- Brakes and friction linings
- Power/drive trains
- Complete vehicles (e.g. chassis dynamometer)

Railway-Industry

- Wheelsets and wheelset bearings
- Engines, transmissions and axles
- Wagon couplers
- Brakes and friction linings

Aerospace-Industry

- Helicopter transmissions
- Drive components
- Auxiliary gear units

Wind Energy-Industry

- Nacelles
- Drive and power trains
- Transmissions/couplings
- Rotor and transmission bearings

Defence-Industry

- Transmissions for heavy tracked vehicles
- Transmissions for heavy wheeled vehicles
- Swivelling platforms

Additional Services and Productions:

- Maintenance and service
- Upgrading of existing test systems
- Test rig components (adaption gear boxes, hydraulic supply units)

Production Facilities inside Germany

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