FastFacts
from the world of Voith Turbo

Propelling tradition
The Staten Island Ferry has been running between Manhattan and Staten Island since 1905. The ferry, which runs continuously, carries over 22 million passengers annually on a 5.2-mile run between the St. George Terminal on Staten Island and the Whitehall Terminal in Lower Manhattan. In the future, the City’s Department of Docks and Ferries will further put its trust in Voith Schneider propeller technology.

Voith Scharfenberg Couplers providing safe and reliable connections in the automatic or simultaneous coupling of mechanical, pneumatic and electrical components.

550,000
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RAIL
→ 700 km/h potential maximum scheduled speed with important components for front end systems, safety and power
→ ~ 40°C; RAILPacks can survive even extreme weather conditions
→ More than 2,000 Voith T 211 transmissions have been delivered to China for special vehicles.

MARINE

4,332 Voith Schneider Propellers (VSPs) have been sold. More than 950 tugboats run with VSPs. Some VSPs have been in use for more than 50 years.

550,000
uptrack 

150 years’ experience

COMMERCIAL VEHICLES
→ 300,000 DIWA automatic transmissions have been delivered worldwide.
→ Up to 12% less fuel consumption with Voith Stop-Start Technology.
→ 2,000 DIWA SmartNet telemetry system installations worldwide
→ 90% of all vehicle braking operations are wear-free with Aquatarder SWR / 50% less installation space with Aquatarder SWR

RAIL COMMERCIAL VEHICLES MARINE

Train components inspired by nature
Trees have to be firmly rooted to the ground in order to withstand the enormous forces created by strong winds. At their base, where they meet the roots, they form transitions between the trunk and the ground — naturally making use of the notch effect to reduce stress. The same principle gave inspiration to Voith’s innovative bionic toothing. “Utilizing this geometry not only makes the toothing more durable, but also allows for narrower designs in gearwheels. This results in lighter gear unit weight and also saves valuable centimeters of installation space,” explains Steffen Pyka, Product Management Rail Drives with Voith. Adapted to regular-sized gear-tooth bases, the principle allows for more teeth to be fitted. The effect: a reduction of noise emissions of up to 3 dB(A). Which is why Siemens is considering Voith’s bionic toothing for the Mireo family, its next-generation regional trains.

Steffen Pyka,
Voith Product Manager Rail Drives

An insight into innovative ideas, solutions and the people behind them
innovate
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