



An All-Rounder for All-Wheel Drives: The New Transfer Case TC 27 From ZF

- **Lighter, faster, more efficient: TC 27 increases payload capacity or reduces fuel consumption**
- **New suspension method reduces installation cost**
- **Comprehensive monitoring: Oil sensors help to prevent overload**

Friedrichshafen/Munich. Once again ZF proves its reputation as being a true driveline specialist for construction equipment: At the Bauma trade fair, the company will introduce its newly developed transfer case TC 27. The TC 27 is designed for demanding all-wheel drive applications. In the new product, ZF unites decades of experience with new benchmarks for efficiency and reliability. Equally, the new transfer case is sleeker, lighter and more flexible in terms of its installation options.

For many years ZF's transfer case VG 2000 was the benchmark when it came to powerful drive solutions for demanding all-wheel drive applications. In designing the next generation transfer case, ZF took all of the experience obtained with the VG 2000. The TC 27, allows for increased engine output while saving on fuel. It offers a wide variety of configuration options and simplifies installation in the vehicle. The new transfer case is therefore the perfect choice for trucks, all-terrain cranes, dump trucks, articulated haulers and other special AWD vehicles.

Powerful and compact

In comparison to its predecessor, the TC 27 can process a maximum input speed of 3,200 rpm. This enables shorter axle-drive ratios at a constant maximum speed. At a permitted input torque of 27,000 Nm, the transmission is perfectly prepared for demanding all-wheel drive applications. In addition, the power take-off now is now rated to 8,500 Nm. Equally, efficiency has been optimized to such an extent that an external oil cooler is no longer required for many applications. This further simplifies installation saving cost and space. During



PRESSE-INFORMATION
PRESS RELEASE

Page 2/3, April 8, 2019

development of the product, ZF was able to realize further weight optimization – the TC 27 weighs around 100 kg less than its predecessor thanks to its sleeker housing and the use of aluminum. This weight advantage can reduce fuel consumption or increase the load capacity.

Control and overview

Optional sensors which measure the oil level and temperature enable the driver to see the current operating state of the TC 27. Other software functions can be executed via a control unit, if required. The TC 27 can be combined with ZF's proven Automatic Drivetrain Management (ADM), for example, which controls all inter-axle and inter-wheel differential locks within the vehicle completely automatically. This improves driving stability and at the same time prevents damage to the driveline due to incorrect usage.

Flexible installation

ZF has reduced the number of mounting points to simplify installation of the TC 27. Previously, there were three suspension points, but now there are only two. In addition, thanks to new central connectors, it is now impossible to mix up the pneumatic and electrical connections. Different vehicles provide different installation conditions: The TC 27 comes in two different sizes to respond to this need. The S variant offers 300 mm of shaft distance, while the L variant has a shaft distance of 396 mm. This means that automotive engineers are free to design their drive concepts to best meet their requirements.

Caption:

19) More power, less weight: Improved efficiency makes ZF's TC 27 transfer case the ideal choice for all-wheel drive vehicles on construction sites.

Photo: ZF



PRESSE-INFORMATION
PRESS RELEASE

Page 3/3, April 8, 2019

Press contact:

Gernot Hein, Director Communications & Public Affairs / Spokesman,
Industrial Technology Division, Phone: +49 851 494-2480,
e-mail: gernot.hein@zf.com

Svenja Stütz, Head of Marketing and Communications,
Marine & Special Driveline Technology Business Unit,
Phone: +1 734 582-1297, e-mail: svenja.stuetz@zf.com

ZF Friedrichshafen AG

ZF is a global technology company and supplies systems for passenger cars, commercial vehicles and industrial technology, enabling the next generation of mobility. With its comprehensive technology portfolio, the company offers integrated solutions for established vehicle manufacturers, mobility providers and start-up companies in the fields of transportation and mobility. ZF continually enhances its systems in the areas of digital connectivity and automation in order to allow vehicles to see, think and act.

In 2018, ZF achieved sales of €36.9 billion. The company has a global workforce of 149,000 with approximately 230 locations in 40 countries. ZF invests over six percent of its sales in research and development annually.

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