



The Most Powerful Transfer Case of the World is Made by ZF

- **The VG 2700 by ZF is particularly suited for applications in heavy four-wheel-drive trucks.**
- **Optional complement: ZF-ADM automatically controls differential lock shifting functions and excludes incorrect operation.**

Engine power is increasing continuously and so is the respective torque range. With the VG 2700 transfer case, ZF offers driveline technology which has been specially designed for the strongest engines in four-wheel-drive vehicles. As an option, the VG 2700 can be equipped with ZF-ADM, the Automatic Drivetrain Management.

With the VG 2700 transfer case, ZF meets the requirements of increasingly more powerful commercial vehicle engines. With a maximum input torque of 35,000 newton meters, the VG 2700 is the strongest transfer case worldwide for heavy four-wheel-drive trucks. This is also confirmed by the production figures which have more than tripled in comparison to last year. The VG 2700 tops off ZF's product portfolio in the transfer case sector for light, medium, and heavy four-wheel-drive commercial vehicles.

VG 2700 transfer case

The VG 2700 is a two-stage transmission designed specially for four-wheel-drive vehicles which distributes the propulsion power to the drive axles. As standard, it is equipped with an oil pump and a differential lock and can be operated both with an interaxle differential and front axle activation. Its compact design and the input torque of maximum 35,000 newton meters make it the most powerful transfer case of the world. The underlying modular system enables ZF to offer a multitude of customer-specific variants and solutions in a torque range from 10,000 to 35,000 newton meters, with all transfer cases being weight-optimized.



ZF-ADM – Automatic Drivetrain Management

An ideal, optional complement to the VG 2700 and all other ZF transfer cases is the ZF-ADM – Automatic Drivetrain Management. The ADM has been developed to meet the increasing requirements regarding driving safety, operator convenience, and economy. The ZF-ADM is a fully automatic system for the central control of all shifting functions in the driveline – a high-tech package consisting of mechanics, electronics, and software for commercial vehicles with and without four-wheel drive.

The heart of the system are special ZF-ADM dog clutches. The dog pairs in the intended differentials allow for gear changes during travel. Speeds of all wheels are measured and compared with each other by means of on-board speed sensors. When slip is detected on one wheel, the control unit detects the speed difference and automatically activates the differential locks within a millisecond. Furthermore, the locks remain active only as long as it takes to release the tension on the dog, then they open automatically by spring force. Thus, both mechanical damage to the driveline and incorrect operation by inexperienced drivers are prevented. With the ADM, the driver does not have to pay permanent attention to ground conditions anymore and does not have to stop either in order to manually engage the locks. This is done fully automatically during travel so that the vehicle can be moved faster and safer in all situations. The ZF-ADM contributes notably to increasing safety – both on the road and in difficult terrain.

Captions:

- 1.) The most powerful transfer case of the world: the VG 2700 by ZF.
- 2.) Incorrect operation excluded: The ZF-ADM, Automatic Drivetrain Management, controls all shifting functions in the driveline automatically.

Photos: ZF



Presseinformation
Press Information

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ZF is a leading worldwide automotive supplier for Driveline and Chassis Technology with approximately 64,000 employees at 119 locations in 25 countries. In 2008, the ZF Group achieved sales of approximately EUR 12.6 billion. In order to continue to be successful with innovative products, ZF annually invests about five percent of its sales in Research & Development.

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