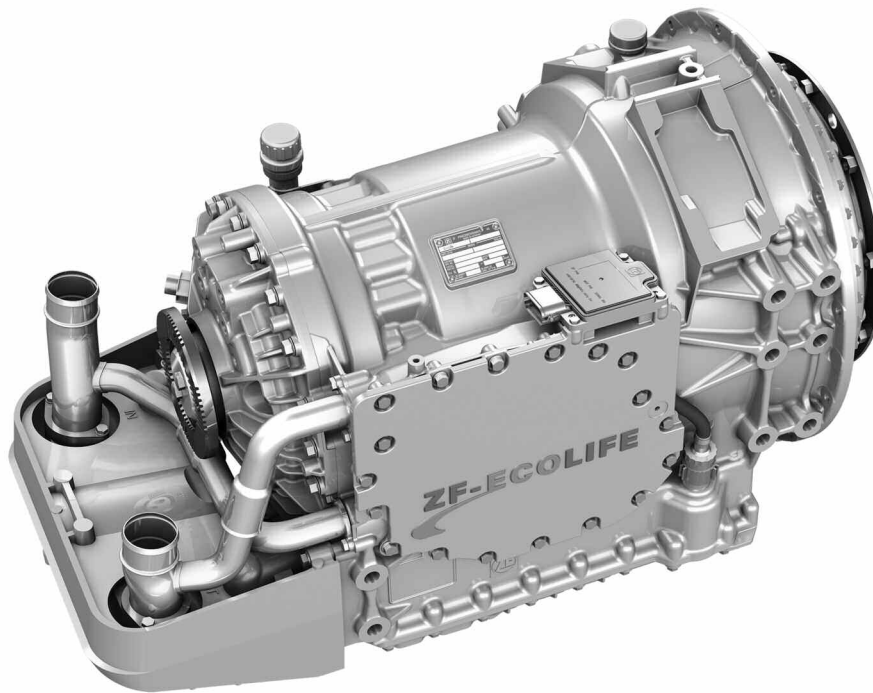


# ZF-EcoLife

## ZF automatic transmissions for buses



Transmission type	Input torque	Spreading <sup>1)</sup>	Transm. weight <sup>2)</sup>	Oil capacity <sup>3)</sup>	max. Vehicle weight
<b>6 AP 1000 B</b>	max. 1000 Nm	12.6 (5.4)	≈ 346 kg	≈ 38 dm <sup>3</sup>	≈ 19 t
<b>6 AP 1200 B</b>	max. 1200 Nm	12.6 (5.4)	≈ 348 kg	≈ 38 dm <sup>3</sup>	≈ 28 t
<b>6 AP 1400 B</b>	max. 1400 Nm	12.6 (5.4)	≈ 351 kg	≈ 38 dm <sup>3</sup>	≈ 28 t
<b>6 AP 1700 B</b>	max. 1700 Nm	12.6 (5.4)	≈ 376 kg	≈ 42 dm <sup>3</sup>	≈ 42 t <sup>4)</sup>
<b>6 AP 2000 B</b>	max. 2000 Nm	12.6 (5.4)	≈ 379 kg	≈ 42 dm <sup>3</sup>	≈ 42 t <sup>4)</sup>
<b>6 AP 2100 B <sup>5)</sup></b>	max. 2100 Nm	12.6 (5.4)	≈ 379 kg	≈ 42 dm <sup>3</sup>	≈ 26 t <sup>4)</sup>

### Standard ratios in gear

<b>1 H <sup>6)</sup></b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>R <sup>6)</sup></b>
7.80	3.36	1.91	1.42	1.00	0.72	0.62	9.84

<sup>1)</sup> Ratio between the highest ratio and the lowest one incl. maximum converter torque ratio at the moment of setting off - depending on converter type (Ratio without torque converter)

<sup>2)</sup> with retarder and oil cooler, without oil

<sup>3)</sup> Oil grade as specified in ZF list of Lubrication TE-ML 20.

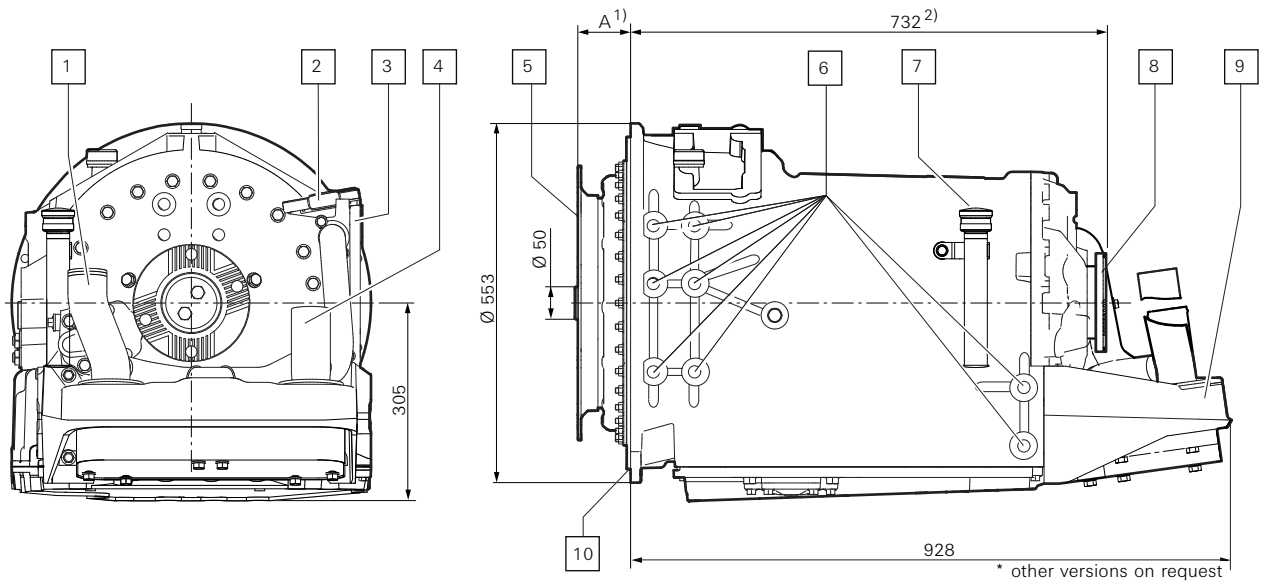
<sup>4)</sup> depending on axle ratio

<sup>5)</sup> for coaches only, torque limitation to 2 000 Nm when torque converter lock-up clutch is opened and in gear 1-3

<sup>6)</sup> incl. maximum converter torque ratio at the moment of setting off - depending on converter type

# ZF-EcoLife

## Installation dimensions



- |   |                                |    |   |
|---|--------------------------------|----|---|
| 1 | Coolant inlet                  | 6  | Lateral mounting points                           |
| 2 | Connector for transmission ECU | 7  | Oil filler tube with dipstick                     |
| 3 | Transmission heat exchanger    | 8  | Output flange (different flange designs possible) |
| 4 | Coolant outlet                 | 9  | Retarder heat exchanger                           |
| 5 | Input                          | 10 | SAE1 engine mounting flange                       |

1) depending on the design of the torque converter  
 2) depending on the design of the output flange

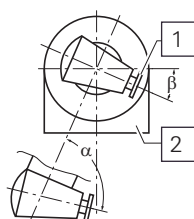
### Various transmission versions with angle drive are available for transverse installation of the engine/transmission unit:

Version	Transmission type	Ratio angle drive	Engine torque	Additional weight <sup>3)</sup>	$\alpha$	$\beta$
80° LHD	6 AP XX02 B	0.97	max. 1 700 Nm	ca. 98 kg	80°	3°, 6°, 9°
80° RHD	6 AP XX03 B	0.97	max. 1 400 Nm <sup>4)</sup>	ca. 110 kg	80°	5°, 9°

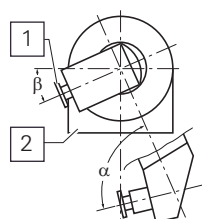
3) compared to the standard coaxial transmission 6 AP XX00 B, see page 1

4) up to 1 700 Nm on request

#### Angle drive 80° RHD



#### Angle drive 80° LHD



- |   |  |
|---|--|
| 1 | Output (different flange designs possible) |
| 2 | EcoLife Transmission                       |