



## CUSTOMER SUCCESS STORY

# SAILING TOWARD A GREENER HORIZON

HOW REGAL REXNORD™ IS AIDING THE MOVE TOWARD A MORE SUSTAINABLE MARINE INDUSTRY

As the marine industry pushes toward greener practices and alternative propulsion sources, many companies are transforming their current fleets into ones that can usher them into the future. Ferry systems in the United States have also felt the momentum to lower their carbon footprints and are turning toward more environmentally conscious solutions.

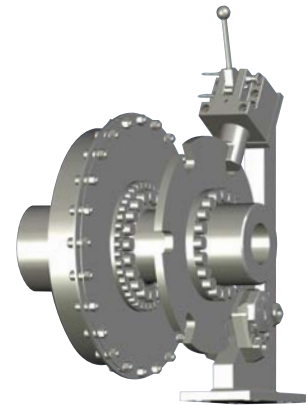
One of these solutions is the introduction of electric propulsion systems on passenger ferries. At least one U.S. based company has already begun constructing a ferry of this type, with the ability to accommodate nearly 600 passengers and over a dozen vehicles per trip.

### CRAFTING THE FUTURE OF PASSENGER TRAVEL

A naval architect firm out of Seattle was contracted to design a passenger ferry to be powered by an electric motor + battery propulsion system. Regal Rexnord's CENTA™ team received the inquiry for a flexible coupling design for this new vessel. Bob Lennon – Industry Manager from CENTA, developed an initial CENTAX® coupling design, a budgetary price quote was offered, and the construction approval process began.

Two years had passed, and Bob received another call about this innovative project – the funding from the Federal Transit Administration (FTA) had come through and the green light was given to begin construction of the vessel. One caveat to this funding was that a given percentage of the materials used on the ship were to be made in the United States, due to the FTA's "Buy America" regulations. Regal Rexnord was able to meet this U.S. based materials goal, as a majority of the steel components can be produced in domestic sites.

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### HIGHLIGHTS

- Green practices and alternative fuel sources are prevalent topics in the marine industry
- A CENTAX® coupling and a Twiflex™ disc brake with a locking pin device were integrated to create a unique powertrain solution for an electric propulsion system
- Regal Rexnord can design and deliver turnkey solutions to meet the specific needs of any vessel



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### ENGINEERING EXCELLENCE MEETS INNOVATIVE SUSTAINABILITY

In the two years between Bob's initial coupling design and the allocation of government funding, Regal Rexnord had expanded its portfolio due to the acquisition of Altra Industrial Motion in 2023. This meant that there was an opportunity to improve upon the initial design to create an even more efficient solution for the customer. Along with a CENTAX® coupling, a Twiflex™ disc brake with a locking pin device was added to the coupling design, creating a unique powertrain system that was able to be installed and run as one cohesive, single-sourced component.

As the shipyard continues to finalize the dimensions and tolerances of the propulsion system, Regal Rexnord's new powertrain design is ready to be customized for the exact needs of the shipyard. Once the final design drawings are approved, all parts are to be assembled and checked at the Regal Rexnord facility in Milwaukee, WI before being shipped as one system to the shipyard.

As a company with sustainability at the forefront of all they do, Regal Rexnord is proud to be a part of one of the first electric passenger ferries designed and built in the United States. As ONE Regal Rexnord, the breadth of solutions available to customers has become more extensive and has sparked even further innovation with more unique powertrain solutions, as more components can come together as one system. As the sole provider of a comprehensive portfolio of torsionally flexible and stiff couplings, shaft braking, turning and locking systems, clutch and brake systems, along with various types of shafting materials including stainless steel, steel, and carbon fiber, Regal Rexnord can design and deliver turnkey solutions to meet the specific needs of any vessel. As the marine industry moves toward a more environmentally conscious future, Regal Rexnord is here to provide sustainable solutions to support these efforts.



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