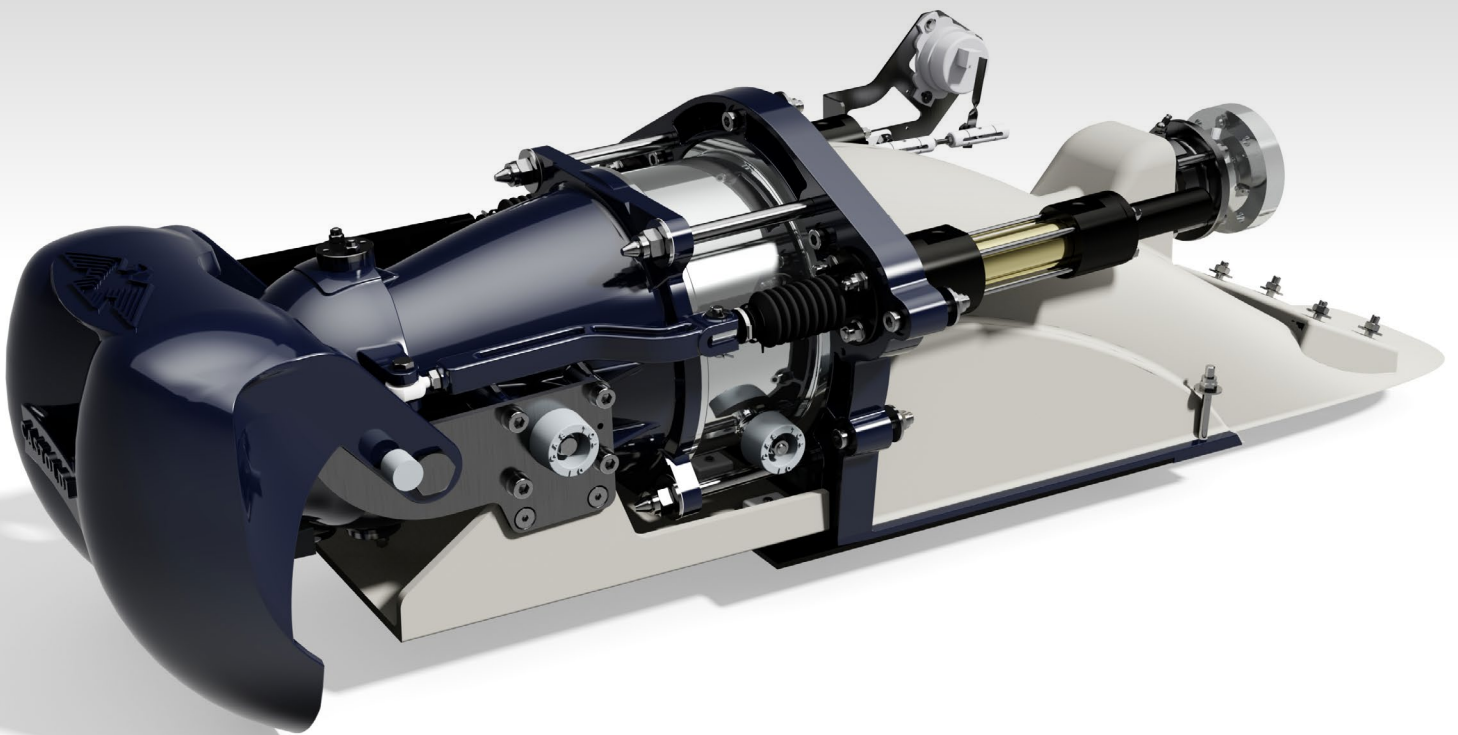


NEW
Advanced Waterjet Drive

TD 224 D.D.

Turbodrive 224 D.D. is the only model of the range not equipped with the integrated gearbox but directly driven.
A simple, tough and light waterjet, developing an astonishing thrust.



#Thrust #Compactness #Lightness #Durability



CASTOLDI

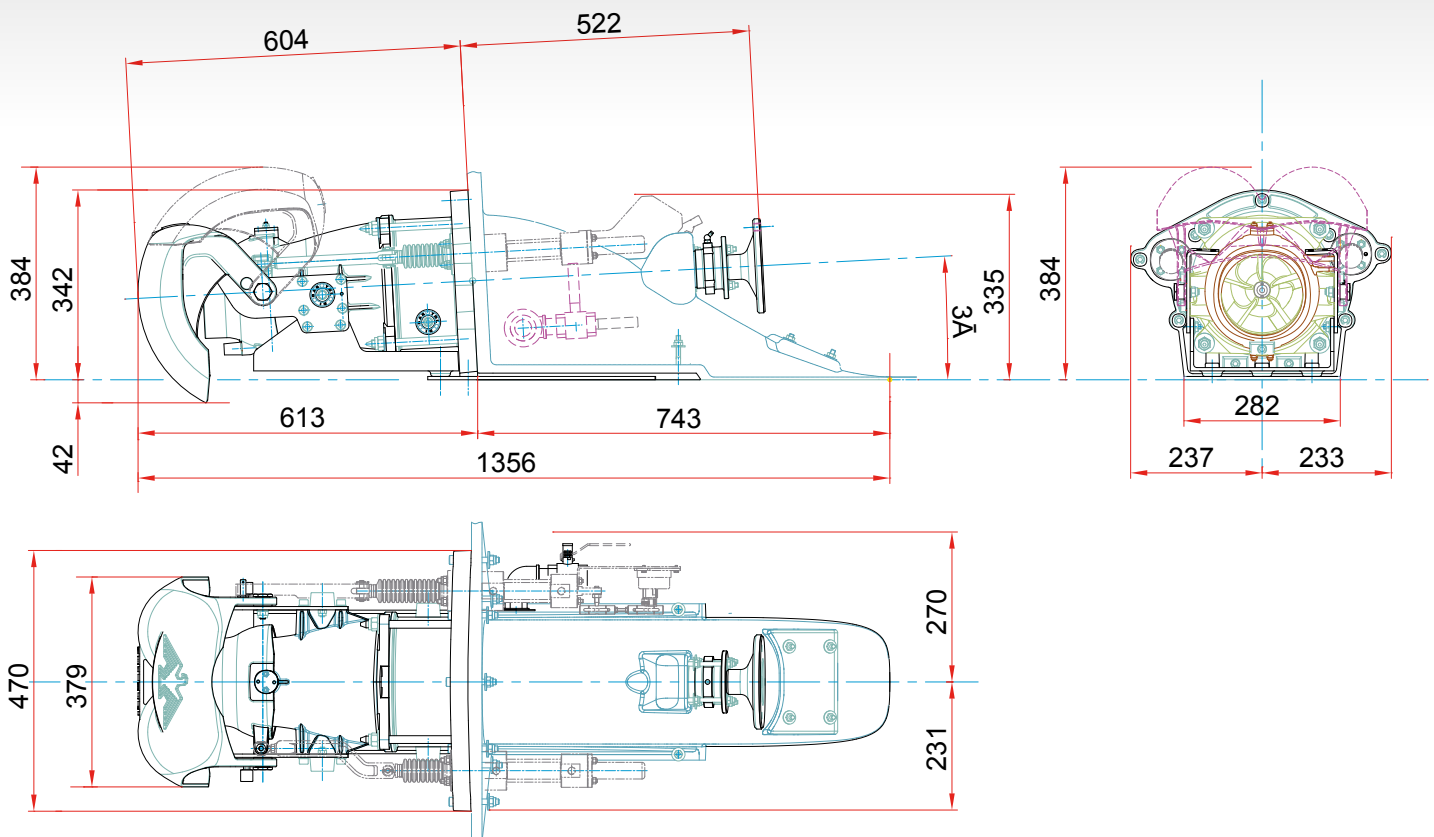
TD 224 D.D.

MAIN PART MATERIALS

The main parts of **Turbodrive 224 D.D.** are made in aluminum alloy except the impeller housing and the impeller which are made in stainless steel; the upper part of the duct is built directly into the boat hull in GRP, Kevlar or composites

Impeller	AISI 316 stainless steel
Impeller housing	AISI 316 stainless steel
Impeller shaft	Bronze CW459K
Input shaft	Aquamet 17 stainless steel
Stator	G.Ai.Si.7 aluminum alloy
Steering nozzle and reversing bucket	G.Ai.Si.7 aluminum alloy
Steering shaft	AISI 316 stainless steel
Reversing shaft	AISI 316 stainless steel
Waterjet duct	GRP, Kevlar or composites
Debris screen grid	UNI EN AW6082 aluminum alloy

DIMENSIONS



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TD 224 D.D.

TECHNICAL SPECIFICATIONS

Impeller	N. 4 blades, single stage, axial flow suitable for 110 mHP @ 3.200 rpm engines or others with power and rpm lying on the same cubic curve. Other impellers are available on demand.
Impeller diameter	224 mm at the inlet
Stator	N. 5 blades
Input flange	Suit up to 170 mm diameter drive shaft flange
Max power input	147 kW (200 mHP)
Impeller connecting system	Directly driven
Transom angle	93°
Drive shaft rotation	Clockwise looking at the input drive shaft flange
Hydraulic actuators	All inboard, waterjet mounted
Water pick-up for engine cooling	1" (33,3 mm) GAS
Unit dry weight (including all the components and hydraulics, excluding the upper duct part)	51,7 kg
Electric oil pump (separated)	11 kg
Entrained water volume	30 l
B.P.R. (integrated)	Additional water intake for take-off improvement
Water intake protection	Fixed debris screen grid
Reversing system	Castoldi compact reversing bucket
Steering system	Castoldi steering nozzle
Full protection against marine corrosion	The whole unit is protected by a hard anodizing treatment, plating all light-alloy components with 60 microns thickness of aluminum oxide (ceramic), three layers of special paint and cathodic protection by sacrificial anodes

