

# ZF 500

## TECHNICAL DATA SHEET

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### ZF 500 SERIES PRODUCT DETAILS



#### Description

- Reverse reduction marine transmission with hydraulically actuated multi-disc clutches
- Suitable for high performance applications in luxury motoryachts, sport fishers, express cruisers and light duty applications.
- Compatible with all types of engines and propulsion systems, including waterjets and surface- piercing propellers, as applicable
- Fully works tested, reliable and simple to install
- Design, manufacture and quality control standards comply with ISO 9001 and AQAP
- Robust design also withstands continuous duty in workboat applications

#### Features

- Supershift2 technology inside
- Lightweight and robust aluminium alloy casings (sea water resistant) with integrated SAE 1 bell housing
- Case hardened and precisely ground gear teeth for long life and smooth running
- Output shaft thrust bearing designed to take maximum propeller thrust astern and ahead
- Smooth and reliable hydraulic shifting with control lever for attachment of push-pull cable or other operating system
- Suitable for twin engine installation (same ratio and torque capacity engine-wise or counter-engine-wise)



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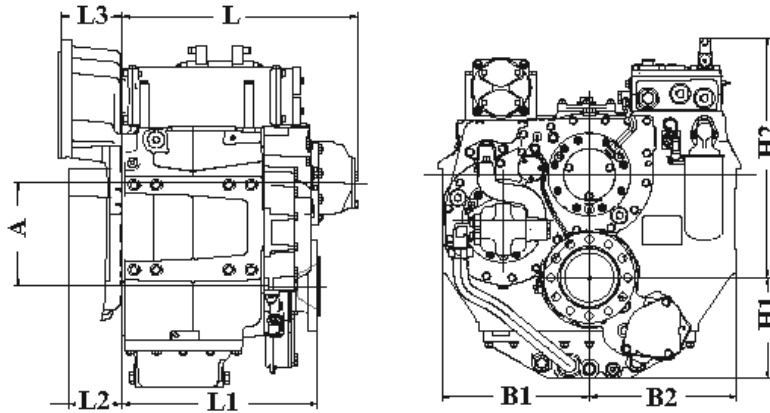
## RATINGS

Ratios	Power Factor		Input Power Capacity						Max. kW	Max. hp	Max. RPM
	kW/RPM	hp/RPM	kW	hp	kW	hp	kW	hp			
Pleasure Duty - Diesel			2100 RPM		2300 RPM		2450 RPM				
1.000*, 1.125, 1.237*, 1.500, 1.774*, 1.966	0.3913	0.5247	822	1102	900	1207	959	1286	1174	1574	3000
0.925*, 2.185*	0.3654	0.4900	767	1029	840	1127	895	1201	1096	1470	3000
2.480*	0.3404	0.4565	715	959	783	1050	834	1118	1021	1370	3000
2.625*	0.3242	0.4348	681	913	746	1000	794	1065	973	1304	3000
2.917*	0.2675	0.3587	562	753	615	825	655	879	803	1076	3000
Light Duty - Diesel			2100 RPM		2300 RPM		2450 RPM				
1.000*, 1.125, 1.237*, 1.500, 1.774*, 1.966	0.3567	0.4783	749	1004	820	1100	874	1172	1070	1435	3000
0.925*, 2.185*	0.3242	0.4348	681	913	746	1000	794	1065	973	1304	3000
2.480*	0.3080	0.4130	647	867	708	950	755	1012	924	1239	3000
2.625*	0.2917	0.3912	613	822	671	900	715	958	875	1174	3000
2.917*	0.2594	0.3479	545	731	597	800	636	852	778	1044	3000
Medium Duty - Diesel			1800 RPM		2100 RPM		2250 RPM				
1.000*, 1.125, 1.237*, 1.500, 1.774*, 1.966	0.2694	0.3613	485	650	566	759	606	813	808	1084	3000
2.185*	0.2486	0.3334	447	600	522	700	559	750	746	1000	3000
0.925*, 2.480*, 2.625*	0.2279	0.3056	410	550	479	642	513	688	684	917	3000
2.917*	0.1989	0.2667	358	480	418	560	448	600	597	800	3000
Continuous Duty - Diesel			1600 RPM		1800 RPM		2100 RPM				
1.000*, 1.125, 1.237*, 1.500, 1.774*, 1.966	0.2486	0.3334	398	533	447	600	522	700	746	1000	3000
2.185*	0.2279	0.3056	365	489	410	550	479	642	684	917	3000
0.925*	0.2217	0.2973	355	476	399	535	466	624	665	892	3000
2.480*	0.2079	0.2788	333	446	374	502	437	585	624	836	3000
2.625*	0.1989	0.2667	318	427	358	480	418	560	597	800	3000
2.917*	0.1864	0.2500	298	400	336	450	391	525	559	750	3000

\* Special Order Ratio

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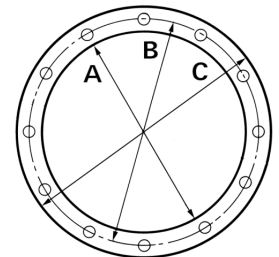
## DIMENSIONS



A	B1	B2	H1	H2	L	L1
Millimeter (mm)						
180.0	290.0	290.0	167.0	357.9	632.5	544.0
Inch (in)						
7.09	11.42	11.42	6.57	14.09	24.9	21.42
Weight (kg)		Weight (lb)		Amount of Oil (l)		Amount of Oil (qt)
185		408		9.0		9.5

## BELL HOUSING DIMENSIONS

Name	A		B		C		L3		Bolt Holes		
	mm	in	mm	in	mm	in	mm	in	No.	Diameter	
										mm	in
SAE 0	647.7	25.5	679.45	26.75	711.2	28.0	0.0	0.0	16	13.49	0.53
SAE 1	511.2	20.13	530.2	20.87	554.0	21.81			12	12.0	0.47



## OUTPUT FLANGE DIMENSIONS

A		B		C		D		Bolt Holes		
mm	in	mm	in	mm	in	mm	in	No.	Diameter (E)	
									mm	in
205.0	8.07	170.0	6.69	140.0	5.51	20.0	0.79	10	18.3	0.72



# GENERAL INFORMATION

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## Duty Definitions

### Pleasure Duty

Highly intermittent operation with very large variations in engine speed and power.

Average engine operating hours limit:	500 hours/year 300 hours/year for mechanical gearboxes
Typical hull forms:	Planing
Applications:	Private, non-commercial, non-charter leisure activities, no racing

### Light Duty

Intermittent operation with large variations in engine speed and power.

Average engine operating hours limit:	2500 hours/year (for hydraulic transmissions smaller than ZF 2000 series, 2000 hours/year)
Typical hull forms:	Planing and semi-displacement
Typical applications:	Private and charter, sport/leisure activities, naval and police activities

### Medium Duty

Intermittent operation with some variations in engine speed and power.

Average engine operating hours limit:	4000 hours/year (for hydraulic transmissions smaller than ZF 2000 series and workboat ZF W2700 series, 3500 hours/year)
Typical hull forms:	Semi-displacement and displacement
Typical applications:	Charter and commercial craft (example: crew boats), and naval and police activities

### Continuous Duty

Continuous operation with little or no variations in engine speed and power.

Average engine operating hours limit:	Unlimited
Typical hull forms:	Displacement
Typical applications:	Heavy duty commercial vessels

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## Technical Notes

### Duty Ratings

Ratings apply to marine diesel engines at the indicated speeds. At other engine speeds, the respective power capacity (kW) of the transmission can be obtained by multiplying the Power/Speed ratio by the speed. Approximate conversion factors:

- 1 kW = 1.36 metric hp
- 1 kW = 1.34 U.S. hp (SAE)
- 1 U.S. hp = 1.014 metric hp
- 1 Nm = 0.74 lb.ft.
- 1 Kg = 0.454 lb

Ratings apply to right hand turning engines, i.e. engines having counterclockwise rotating flywheels when viewing the flywheel end of the engine. These ratings allow full power through forward and reverse gear trains, unless otherwise stated. Contact your nearest ZF Sales and Service office for ratings applicable to gas turbines, as well as left hand turning engines, and marine transmissions for large horsepower capacity engines. Ratings apply to marine transmissions currently in production or in development and are subject to change without prior notice.

**NOTE:** The maximum rated input power must not be exceeded (see respective ratings in the technical data sheets).

### Safe Operating Notice

The safe operation of ZF products depends upon adherence to technical data presented in our brochures. Safe operation also depends upon proper installation, operation and routine maintenance and inspection under prevailing conditions and recommendations set forth by ZF. Damage to transmission caused by repeated or continuous emergency manoeuvres or abnormal operation is not covered under warranty. It is the responsibility of users and not ZF to provide and install guards and safety devices, which may be required by recognized safety standards of the respective country (e.g. for U.S.A. - the Occupational Safety Act of 1970 and its subsequent provisions).

### Monitoring Notice

The safe operation of ZF products depends upon adherence to ZF monitoring recommendations presented in our operating manuals, etc. It is the responsibility of users and not ZF to provide and install monitoring devices and safety interlock systems as may be deemed prudent by ZF. Consult ZF for details and recommendations.

### Survey Society Classification

In most cases, the maximum medium and continuous duty ratings permitted by ZF are accepted in full by major classification societies. If classification is required, contact ZF regarding proper procedures (also for yacht service and ice classifications service).

### Dimensions and Weights

Dimensions and weights refer to transmissions with bell housing (where appropriate) but excluding options such as: trolling valves, power take-offs, propeller shaft companion flanges, torsional couplings etc.

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## Torsional Vibration and Torsional Couplings

The responsibility for ensuring torsional vibration compatibility rests with the overall propulsion system integration responsible party.

Compatibility check of torsional vibration must include excitations induced by engine governor. ZF cannot accept any liability for gearbox noise or for damage to the gearbox, the flexible coupling or to other parts of the drive unit caused by torsional vibrations. Contact ZF for further information and assistance.

For single engine powered boats, where loss of propulsion can result in loss of control, ZF recommends the use of a torsional limit stop. It is the buyer's responsibility to specify this option. ZF cannot accept any liability for personal injury, loss of life or damage or loss of property due to the failure of the buyer to specify a torsional limit stop.

ZF selects torsional couplings on the basis of nominal input torque at commonly rated engine speeds. Consult ZF for details concerning speed limits of standard offered torsional couplings, which can be below transmission limits. Special torsional couplings may be required for Survey Society requirements.