

ZF 5250 V

TECHNICAL DATA SHEET

ZF 5000 SERIES PRODUCT DETAILS



Description

- 3 shaft, reverse reduction transmission with hydraulic clutch mounted on the input shaft and another one mounted on the reverse shaft. Input drive on the same side to output drive
- Non-reversing NR version also available
- Fully works tested, reliable and simple to install
- Suitable for high performance applications in all types of fast craft, luxury motoryachts, patrol vessels, crew-boats etc
- Compatible with all types of engines and propulsion systems, including waterjets and surface-piercing propellers and cpp's
- Compact, space-saving design, complete with oil cooler, pump and full flow filter.
- Design, manufacture and quality control standards comply with ISO 9001

Features

- Lightweight cast aluminum alloy housing resistant to sea water corrosion.
- 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 electric actuation
- Emergency "get home" capability
- Suitable for twin engine installation (same ratio and torque capacity engine-wise or counter-engine-wise)
- Airborne and structure borne noise in accordance to ISO 8579
- PTI (Hybrid) or Integrated Shaft Brake also available.



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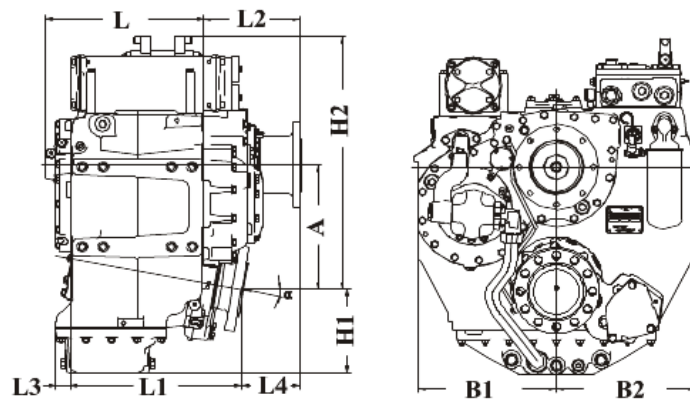
RATINGS

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				
2.588, 2.844*, 3.100, 3.393*, 3.692	0.9435	1.2653	1981	2657	2170	2910	2312	3100	2312	3100	2600
4.000	0.8586	1.1514	1803	2418	1975	2648	2104	2821	2104	2821	2600
4.250*	0.7920	1.0621	1663	2230	1822	2443	1940	2601	1940	2601	2600
Light Duty - Diesel			2100 RPM		2300 RPM		2450 RPM				
2.588, 2.844*, 3.100, 3.393*, 3.692	0.9157	1.2280	1923	2579	2106	2824	2243	3007	2243	3007	2600
4.000	0.8272	1.1093	1737	2330	1903	2551	2027	2718	2027	2718	2600
4.250*	0.7508	1.0068	1577	2114	1727	2316	1839	2466	1839	2466	2600
Medium Duty - Diesel			1800 RPM		1900 RPM		2250 RPM				
2.588, 2.844*, 3.100, 3.393*, 3.692	0.7466	1.0012	1344	1802	1419	1902	1680	2252	1680	2252	2600
4.000	0.7120	0.9548	1282	1719	1353	1814	1602	2148	1602	2148	2600
4.250*	0.6670	0.8945	1201	1610	1267	1700	1501	2012	1501	2012	2600
Continuous Duty - Diesel			1600 RPM		1800 RPM		1900 RPM				
2.588, 2.844*, 3.100, 3.393*, 3.692	0.6319	0.8474	1011	1356	1137	1525	1201	1610	1201	1610	2000
4.000	0.5864	0.7864	938	1258	1056	1416	1114	1493	1114	1493	2000
4.250*	0.5497	0.7372	880	1180	989	1327	1044	1400	1044	1400	2000

* Special Order Ratio

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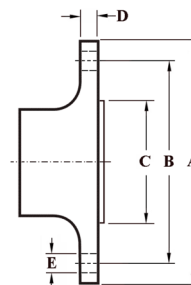
DIMENSIONS



A	B1	B2	H1	H2	L	L1	L2	L3	L4
Millimeter (mm)									
430.0	445.0	445.0	280.0	826.0	425.0	549.0	285.0	62.0	126.0
Inch (in)									
16.93	17.52	17.52	11.02	32.52	16.73	21.61	11.22	2.44	4.96
Angle (°)		Weight (kg)		Weight (lb)		Amount of Oil (l)		Amount of Oil (qt)	
8		880		1940		45.0		47.7	

OUTPUT FLANGE DIMENSIONS

A		B		C		D		Bolt Holes		
								No.	Diameter (E)	
mm	in	mm	in	mm	in	mm	in		mm	in
350.0	13.78	310.0	12.2	220.0	8.66	35.0	1.38	18	24.0	0.94



GENERAL INFORMATION

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

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.

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.