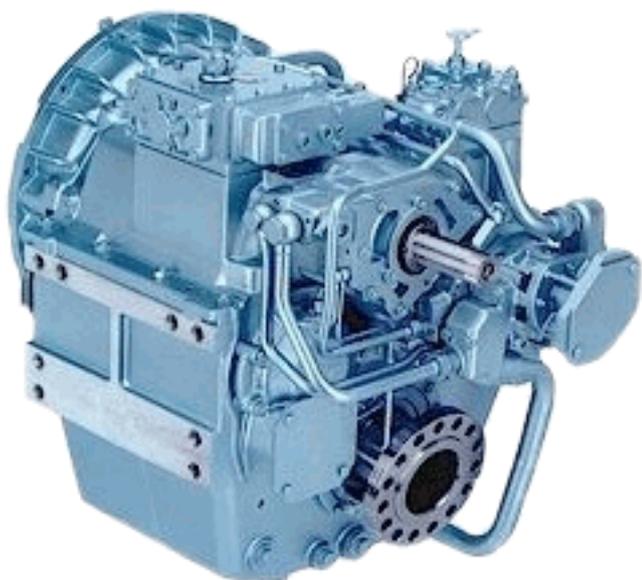




ZF 2555 A



10° Down angle, direct mount marine transmission.

Maximum rated input: 1492kW (2000hp)

Available for Pleasure Duty applications.

Description

- 3 shaft, reverse reduction transmission with hydraulic double clutch mounted on the input shaft. Input drive on opposite side to output drive.
- Non-reversing NR version also available .
- Fully works tested, reliable and simple to install .
- Reverse reduction marine transmission with hydraulically actuated multi-disc clutches .
- Suitable for high performance applications in all types of fast craft, luxury motoryachts, patrol vessels, crew-boats etc .
- Design, manufacture and quality control standards comply with ISO 9001 and AQAP .
- Compatible with all types of engines and propulsion systems, including waterjets and surface-piercing propellers and cpp's .

Features

- Lightweight and robust aluminum alloy casing (sea water resistant) .
- 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 .
- Compact, space saving design due to 10° down angle with integral oil cooler, pump and full flow filter .
- Smooth and reliable hydraulic shifting with control lever for attachment of push-pull cable or other operating system .
- Suitable for twin engine installations (same ratio and torque capacity in ahead or astern mode) .

Options

- Engine-matched torsional coupling .
- Mounting brackets for rigid connection to foundation or elastic mounting brackets .
- Trolling valve for slow-speed drive .
- Propeller shaft flange and coupling bolt sets .
- Monitoring kit .
- SAE 1 or SAE 0 bell housings .
- Trailing pump .
- PTO (live) .
- Electric clutch control (24 VDC) .
- ZF-Autotroll electronic control system for slow-speed drive .
- Classification by all major Classification Societies on request .

ZF 2555 A

Ratings

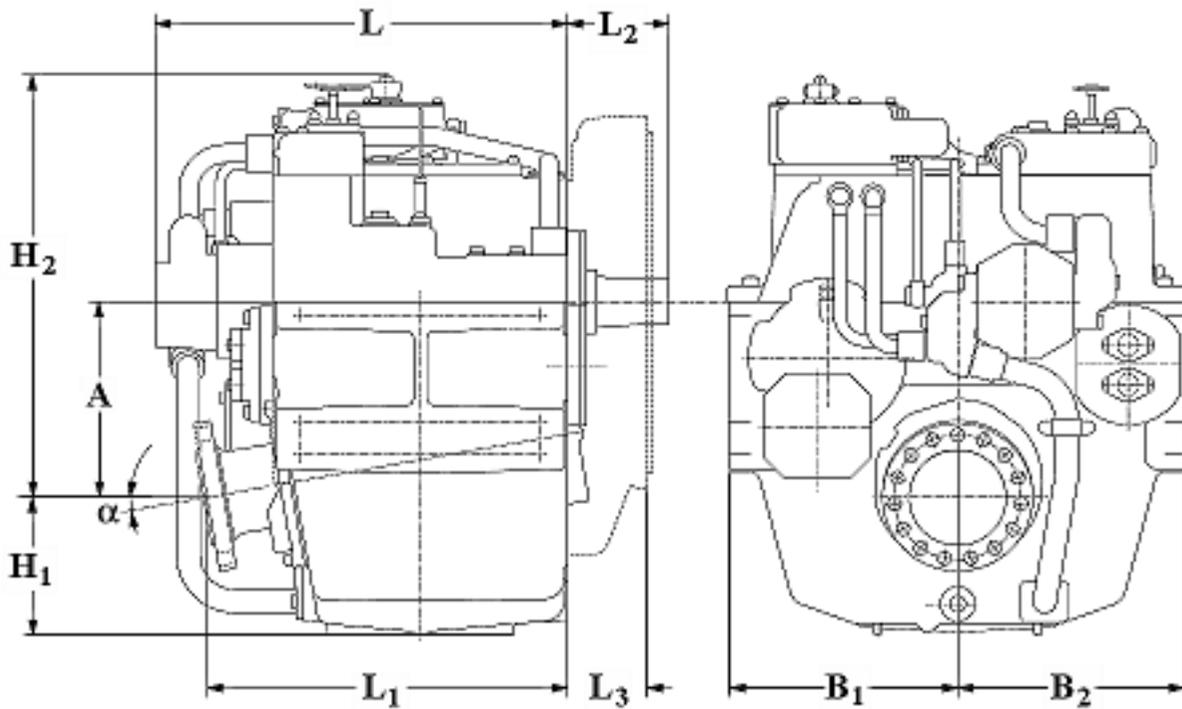
Pleasure Duty

RATIOS	MAX. TORQUE		POWER/RPM		SAMPLE POWER CAPACITIES						MAX. RPM
	NM	ftlb	kW	hp	1800 rpm		2100 rpm		2300 rpm		
1.574, 1.756*, 1.789*, 2.029, 2.290*, 2.536, 2.778*	6199	4572	0.6491	0.8705	1168	1567	1363	1828	1493	2002	2500
2.960*	5000	3688	0.5236	0.7021	942	1264	1099	1474	1204	1615	2500

* Special Order Ratio

ZF 2555 A

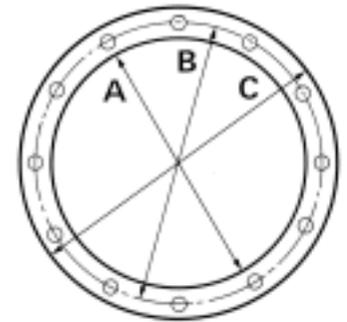
Dimensions



mm (inches)										
Angle	A	B ₁	B ₂	H ₁	H ₂	L	L ₁	L ₂	L ₃	Bell Hsg.
10.0	294 (11.6)	340 (13.4)	340 (13.4)	206 (8.11)	633 (24.9)	618 (24.3)	539 (21.2)	151 (5.94)	120 (4.72)	0
Weight kg (lb)					Oil Capacity Litre (US qt)					
472 (1039)					26.0 (27.5)					

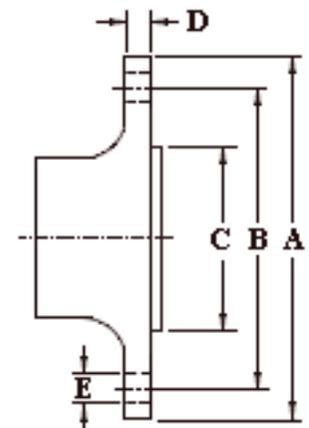
SAE Bell Housing Dimensions

SAE No.	A		B		C		Bolt Holes		
	mm	in	mm	in	mm	in	No.	Diameter	
								mm	in
0	647.7	25.5	679.45	26.75	711.2	28.0	16	13.49	17/32
1	511.18	20.125	530.23	20.875	552.45	21.75	12	11.91	15/32



Output Coupling Dimensions

A		B		C		D		Bolt Holes		
mm	in	mm	in	mm	in	mm	in	No.	Diameter (E)	
									mm	in
225	8.86	190	7.48	145	5.71	25.0	0.98	15	20.2	0.80



Duty Definitions

PLEASURE DUTY

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

Average engine operating 500 hours/year

hours limit: 300 hours/year for mechanical gearboxes

Typical hull forms: Planing.

Typical applications: Private, non-commercial, non-charter sport/leisure activities.

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.

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, gasoline (petrol) engines, 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.

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.

Torsional Responsibility and Torsional Couplings

The responsibility for ensuring torsional compatibility rests with the assembler of the drive and driven equipment. ZF can accept no liability for gearbox noise caused by vibrations or for damage to the gearbox, the flexible coupling or to other parts of the drive unit caused by this kind of vibration. Contact ZF for further information and assistance. ZF recommends the use of a torsional limit stop for single engine powered boats, wherein loss of propulsion power can result in loss of control. It is the buyer's responsibility to specify this option, which can result in additional cost and a possible increase in installation length.

ZF can accept no 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 ratings and commonly accepted rated engine governed speeds. Consult ZF for details concerning speed limits of standard offering torsional couplings, which can be less than the transmission limit. Special torsional couplings may be required for Survey Society Ice Classification requirements.