

ZF 12 M

Vertical offset, direct mount marine transmission.
Maximum rated input: 47kW (63hp)

Description

- Reverse reduction marine transmission with mechanically actuated multi-disc clutches.
- Suitable for high performance applications in luxury sailboats, motoryachts, fishing boats, etc..
- Robust design also withstands continuous duty in workboat applications.
- Fully works tested, reliable and simple to install.
- Design, manufacture and quality control standards comply with ISO 9001.

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.
- Compact, space saving design.
- Ratios: 2.136, 2.632
- Capable of input speeds up to 5000rpm.

Options

- Engine-matched torsional coupling.
- BW or SAE 5 bell housings.
- Classification by all major Classification Societies on request.
- Oil cooler. To be used when input power exceeds following values:- Pos. «A» 40 kW - Pos. «B» 25 kW.

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P Duty

RATIOS		MAX. TORQUE		POWER/RPM		SAMPLE POWER CAPACITIES						MAX. RPM
'A' Pos	'B' Pos	NM	ftlb	kW	hp	2800 rpm		3000 rpm		3600 rpm		
2.136	1.955	125	92	0.0131	0.0176	37	49	39	53	47	63	5000
2.632	1.955	106	78	0.0111	0.0149	31	42	33	45	40	54	5000

Max input power 55 kW

L Duty

RATIOS		MAX. TORQUE		POWER/RPM		SAMPLE POWER CAPACITIES						MAX. RPM
'A' Pos	'B' Pos	NM	ftlb	kW	hp	2800 rpm		3000 rpm		3600 rpm		
2.136	1.955	113	83	0.0118	0.0159	33	44	35	48	43	57	5000
2.632	1.955	95	70	0.0099	0.0133	28	37	30	40	36	48	5000

Max input power 50 kW

M Duty

RATIOS		MAX. TORQUE		POWER/RPM		SAMPLE POWER CAPACITIES						MAX. RPM
'A' Pos	'B' Pos	NM	ftlb	kW	hp	2100 rpm		2500 rpm		2800 rpm		
2.136	1.955	106	78	0.0111	0.0149	23	31	28	37	31	42	5000
2.632	1.955	93	69	0.0097	0.0131	20	27	24	33	27	37	5000

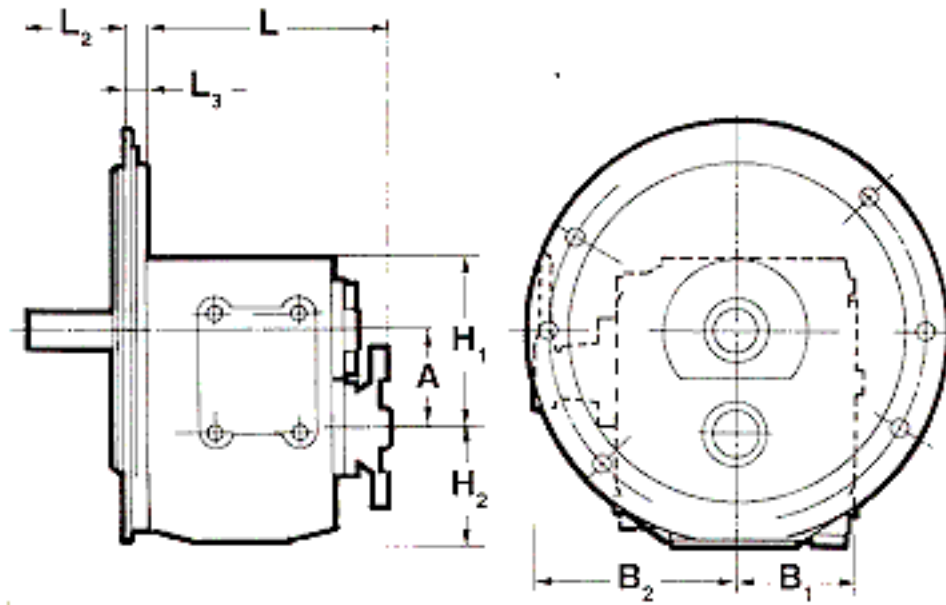
Max input power 46 kW

C Duty

RATIOS		MAX. TORQUE		POWER/RPM		SAMPLE POWER CAPACITIES						MAX. RPM
'A' Pos	'B' Pos	NM	ftlb	kW	hp	1800 rpm		2300 rpm		2600 rpm		
2.136	1.955	100	74	0.0105	0.0140	19	25	24	32	27	37	5000
2.632	1.955	90	66	0.0094	0.0126	17	23	22	29	25	33	5000

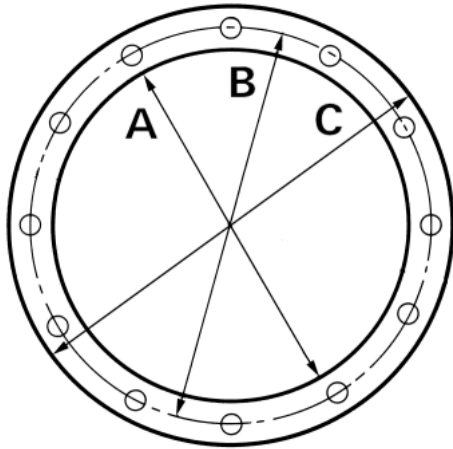
Max input power 40 kW

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mm (inches)								
A	B ₁	B ₂	H ₁	H ₂	L	L ₂	L ₃	Bell Hsg.
72.0 (2.83)	80.0 (3.15)	134 (5.25)	122 (4.80)	89.0 (3.50)	192 (7.56)	60.0 (2.36)	15.0 (0.59)	B/W
Weight kg (lb)					Oil Capacity Litre (US qt)			
13.0 (29.0)					0.60 (0.66)			

SAE Bell Housing Dimensions



SAE No.	A		B		C		No.	Bolt Holes Diameter	
	mm	in	mm	in	mm	in		mm	in
4	361.95	14.25	381.0	15.0	403.23	15.875	12	10.32	13/32
5	314.33	12.375	333.38	13.125	355.6	14.0	8	10.32	13/32



Duty Definitions

Duty	Description	Average Engine Operating Hours	Typical Hull Forms	Typical Applications
P Duty	Highly intermittent operation with very large variations in engine speed and power	500 hours/year 300 hours/year for mechanical transmissions	Planing.	Private, non-commercial, non-charter sport/leisure activities.
L Duty	Intermittent operation with large variations in engine speed and power	2500 hours/year (for hydraulic transmissions smaller than the ZF 650 series, 2000 hours/year).	Planing and semi-displacement.	Private and charter, sport/leisure activities, naval and police activities.
M Duty	Intermittent operation with some variations in engine speed and power	3500 hours/year.	Semi-displacement and displacement.	Charter and commercial craft (example: crew boats), and naval and police activities
C Duty	Continuous operation with little or no variations in engine speed and power	Unlimited	Displacement.	Heavy duty commercial vessels, tugs, fishing boats.

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.

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).

Trolling Valves

Trolling valves are available as an option on most models of marine transmissions. In most cases, trolling valves are easily retrofitted. A thermostatic oil by-pass valve and remote oil cooler may be required to maintain proper operation and recommended oil temperature. Consult ZF for details and limits.

Non Reversing and 'U' Drive Options

In principle, all transmissions are available as non-reversing units (for instance, for controllable pitch propeller applications). Many parallel shaft transmissions can also be supplied with input and output on the same side (U-drive). Consult ZF for details.

Power Take Offs (PTO's)

All PTO'S are retrofittable except where stated otherwise. Most transmissions can be offered with clutchable or permanently driven (live) PTO'S. Consult ZF for details and limits.