

ZF W220

Vertical offset, direct mount marine transmission.

Description

- Reverse reduction marine transmission with hydraulically actuated multi-disc clutches .
- Robust design also withstands continuous duty in workboat applications .
- Fully works tested, reliable and simple to install .
- Compatible with all types of engines and propulsion systems .
- Design, manufacture and quality control standards comply with ISO 9001 .

Features

- Durable cast iron construction .
- 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 .
- Smooth and reliable hydraulic shifting with control lever for attachment of push-pull cable .
- Suitable for twin engine installations (same ratio and torque capacity in ahead or astern mode) .

Options

- Engine-matched torsional coupling .
- Heavy duty brackets for rigid connection to foundation .
- Propeller shaft flange and coupling bolt sets .
- SAE 2, 3, 3 CAT bell housings .
- PTO (clutchable) .
- Oil cooler complete with fittings and flexible oil hoses .

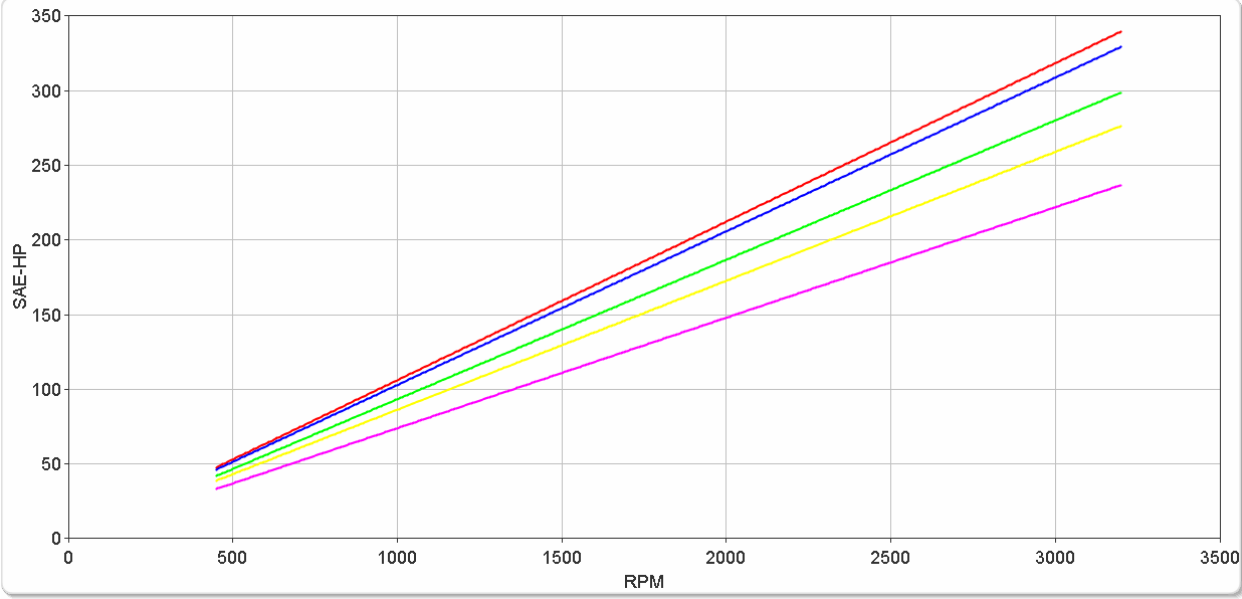
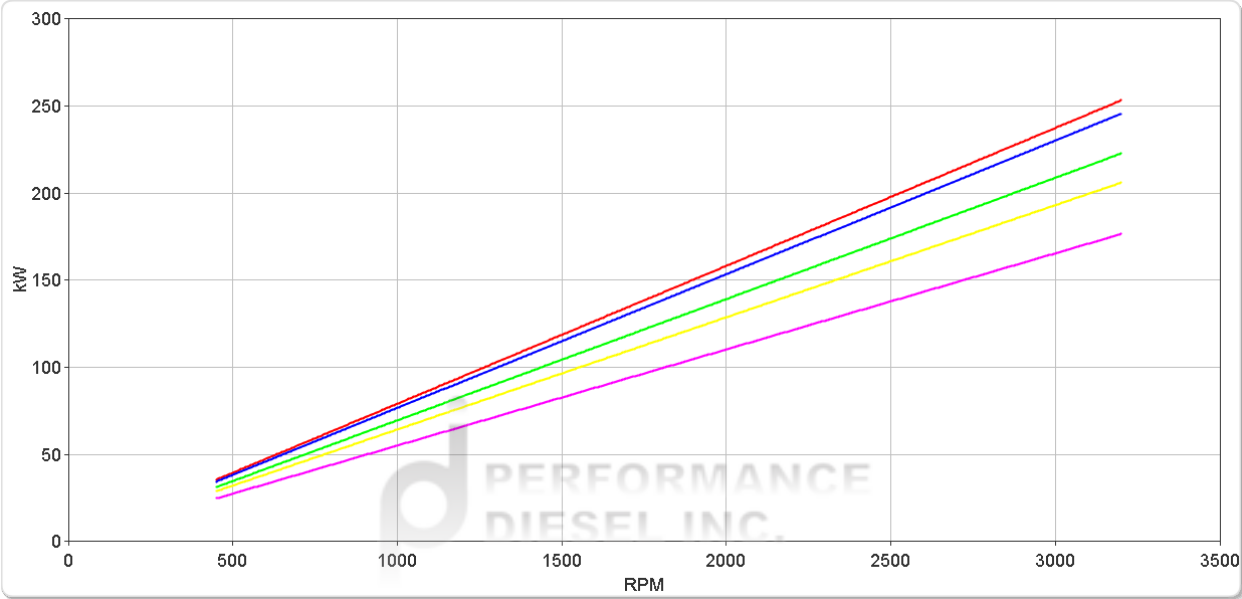
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Ratings

Medium Duty

RATIOS	MAX. TORQUE		POWER/RPM		INPUT POWER CAPACITY						MAX. RPM
	Nm	ftlb	kW	hp	2100 rpm		2500 rpm		2800 rpm		
					kW	hp	kW	hp	kW	hp	
2.617	756	558	0.0792	0.1062	166	223	198	265	222	297	3200
3.133	733	541	0.0768	0.1029	161	216	192	257	215	288	3200
3.555	665	490	0.0696	0.0934	146	196	174	233	195	261	3200
3.960	615	454	0.0644	0.0864	135	181	161	216	180	242	3200
4.636	527	389	0.0552	0.0740	116	155	138	185	155	207	3200

* Special Order Ratio.



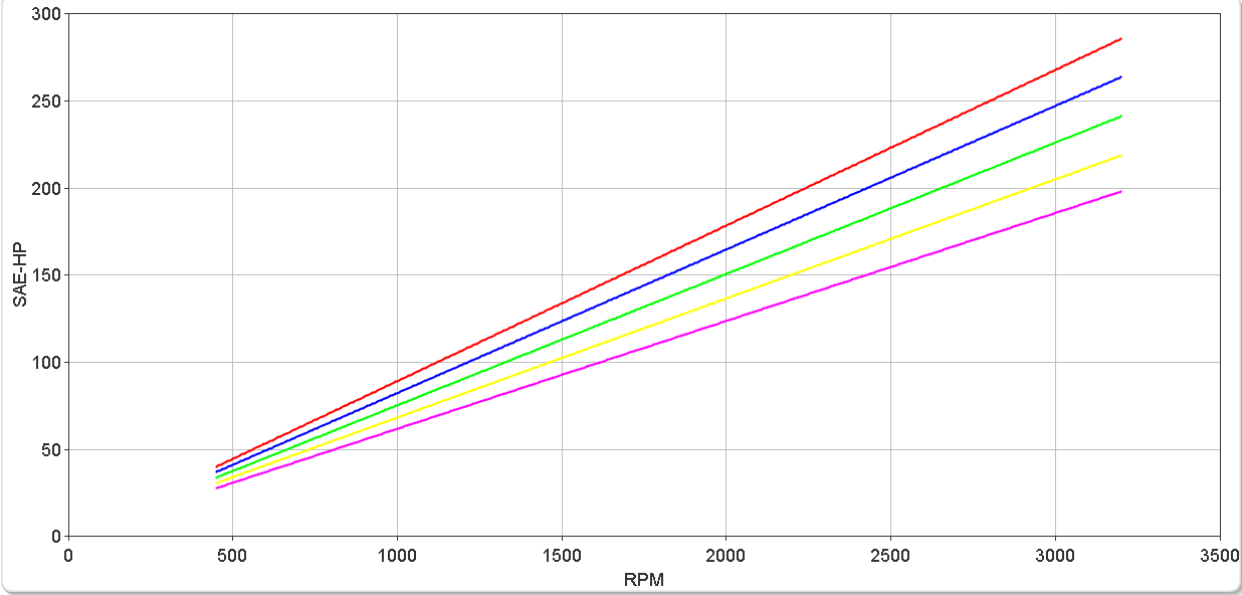
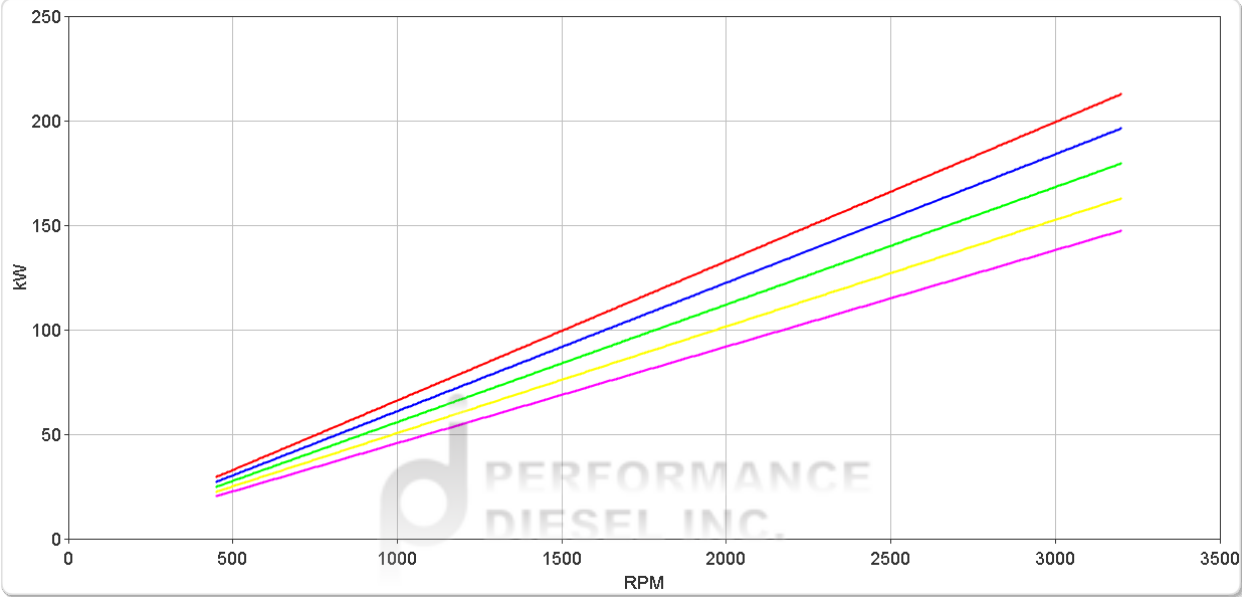
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Ratings

Continuous Duty

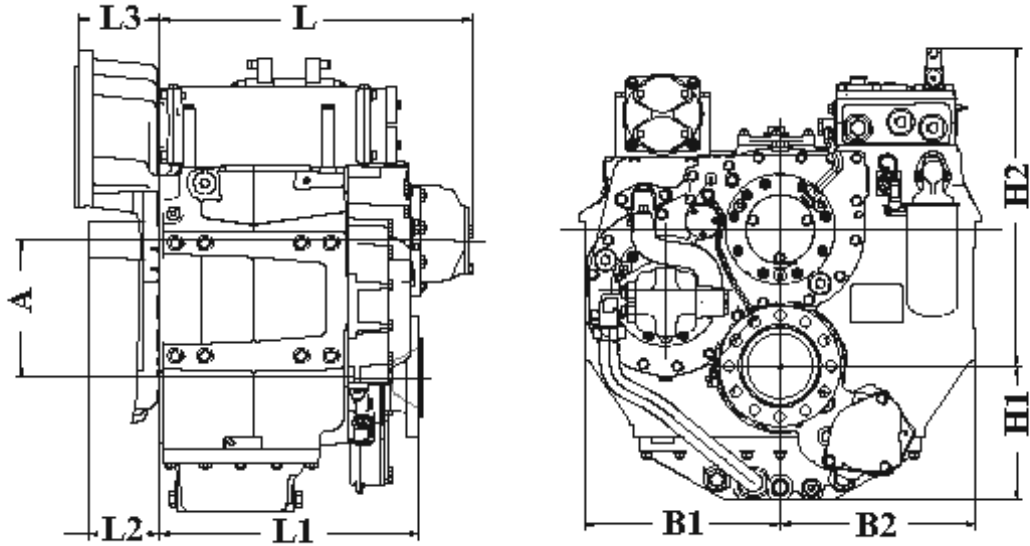
RATIOS	MAX. TORQUE		POWER/RPM		INPUT POWER CAPACITY						MAX. RPM
	Nm	ftlb	kW	hp	1800 rpm		2100 rpm		2300 rpm		
					kW	hp	kW	hp	kW	hp	
2.617	636	469	0.0666	0.0893	120	161	140	188	153	205	3200
3.133	587	433	0.0615	0.0824	111	148	129	173	141	190	3200
3.555	537	396	0.0562	0.0754	101	136	118	158	129	173	3200
3.960	487	359	0.0510	0.0684	92	123	107	144	117	157	3200
4.636	441	325	0.0462	0.0619	83	111	97	130	106	142	3200

* Special Order Ratio.



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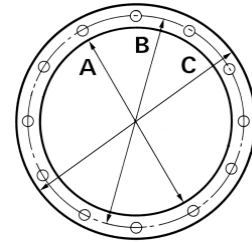
Dimensions



mm (inches)										Bell Hsg.
A	B ₁	B ₂	H ₁	H ₂	L	L ₁	L ₂	L ₃		
210 (8.27)	218 (8.58)	218 (8.58)	210 (8.27)	425 (16.7)	397 (15.6)	309 (12.2)	87.0 (3.43)	13.0 (0.51)		2
Weight kg (lb)					Oil Capacity Litre (US qt)					F
105 (231)					7.00 (7.40)					

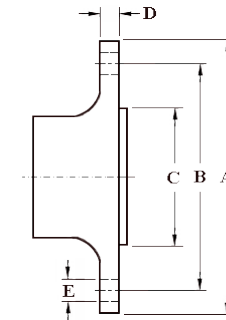
SAE Bell Housing Dimensions

SAE No.	A		B		C		Bolt Holes No.	Bolt Holes Diameter	
	mm	in	mm	in	mm	in		mm	in
2	447.68	17.625	466.73	18.375	488.95	19.25	12	10.32	13/32
3	409.58	16.125	428.63	16.875	450.85	17.75	12	10.32	13/32



Output Coupling Dimensions

A		B		C		D		Bolt Holes No.	Bolt Holes Diameter (E)	
mm	in	mm	in	mm	in	mm	in		mm	in
184	7.25	152	6.00	95.3	3.75	16.0	0.63	8	16.3	0.64



Duty Definitions

MEDIUM DUTY DEFINITION	Intermittent operation with some variations in engine speed and power
Average engine operating hours limit:	4000 hours/year. 3500 hours/year for gearboxes smaller than ZF 2000 series and workboat ZF W2700 series.
Typical hull forms:	Semi-displacement and displacement
Typical applications:	Charter and commercial craft (example: crew boats and fast ferries), and naval and police activities.
CONTINUOUS DUTY DEFINITION	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, 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.

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.

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.

