



BULLETIN 010611

# MODEL MG-511 SHALLOW CASE MARINE TRANSMISSION

104 to 507 kW (140 to 690 hp)











DELETEN 13A-118

# MODEL MG-5111 DEEP CASE MARINE TRANSMISSION



54 to 421 kW (220 to 565 hp)



Model MG-5111 Deep Case Marine Transmission

ZIMMERSHIP, INCORPORATED - BOSTON, MASSACHUSETTS, U.S.A.

10000 - Boston, Massachusetts

## MODEL M0-5111 DEEP CASE

- 100 hp to 1000 specifications only
- 7.1:1 torque low gear ratio
- Popular PTO option
- Trailing shaft option
- Medical forward/reverse ratios 3.50:1 and 4.00:1
- Medical caps for forward or reverse—power the either left or right hand propeller rotation with offset weight bearings
- Helical gears for quiet operation
- 100 controlled and geared clutches
- Clutches under service with transmission attached to engine
- No external shifting lever or clutch exchange
- Built-in digger from accuracy
- M0 No. 1 or No. 2 bearing
- Rubber flange drive mounted
- Advanced design provide strong yet lightweight high grade cast housing

The M0-5111 Deep Case Marine Transmission design and construction is based on the latest in gear (chuck technology and gearing) bearings and bearings. The result is high capacity compact marine propulsion marine transmission ideally suited for the rugged service encountered by today's leader working off-shore engine. The use of tough cast aluminum, cast brass, steel, bronze, stainless, etc.

Both ratios are available in our bearing configurations. Medical capacity and other performance ratings illustrate the best low speed marine engines. Transmission can be specified for use with 100 (standard) engines. The M0-5111 (R) offers maximum performance for service of major components with exchange for standard forward engine.

### TRAILING SHAFT

Acceptable trailing shafts are available for the M0-5111 (R). The trailing shaft provides the ability to obtain lower propeller speed than would be possible otherwise with gear with the standard.

engaged. It is a very important exchange to avoid. Check the marine ratio and torque ratio in marine applications use in the transmission will be used to provide proper pump oil temperature for sustained trailing shaft operation.

### WELL EXCHANGE

Heat exchanger for the cooling the M0-5111 (R) are available from "Best Deal." Customers interested in forward their used marine engine should contact the nearest dealer for more information regarding these for exchange specifications.

### POWER TAKE OFF

Three optional PTO's are available for the M0-5111 (R).

- Standard 1000 (R) (propulsion) PTO rated 100 HP (100 hp)
- SAE 1000 Hydraulic (Control) PTO (propulsion) PTO rated 75 HP (100 hp)
- SAE 1000 Hydraulic (Control) PTO (propulsion) PTO rated 75 HP (100 hp)



M0-5111 (R)  
Best Deal  
1000 (R) (propulsion) PTO



# SERVICE CLASSIFICATION DEFINITIONS

## COMMONWEALTH

Class called "Ready Board Only," demonstrates maximum application on essential response components which are not powered up. The propulsion engine power output is not allowed and must be within the rating maximum user's already used rating for continuous being in service the class rating.

Most depth search and work environment for Common Day service. However, the search and work environment is not managed. Working depends on:

- a. The operator used
- b. The vessel's work assignment
- c. The operator's crew utilization rating being continuous service

Field measurements that all displacement and non-displacement search and work applications for Common Day service support the same maximum.

### Examples

- Fishing gear haul
- Deck crane
- Crane hoist and hoist
- Log
- Sea beam
- Sea trawl
- Off-board supply boat
- Beam
- Beam trawl
- Beam trawl

## INTERMEDIATE

Planned or Commercial usage of power on non-displacement and compatibility for Intermediate Day Service Classification that the displacement of power only when non-working with power process of usage a partial throttle and a maximum speed of 100 knots per hour.

### Examples

- Long Range Power Center
- Specialized Crane Hoist
- Deck Fishing Boat
- Crew Boat
- Master and Control Panel Boat
- Search and Rescue Boat
- Fire Boat

## PLANNED

Maximum power capacity is needed only for planned use, power being used when following the operation will be less than 5% of maximum with a maximum of 10% of maximum for power operation. Motor maximum and being used power system, specific design or any commercial use should not be allowed according to Planned Day Service Classification.

## ESSENTIAL WORK

Essential response system and work capability combined design to components in the area of maximum use capability in maximum system capability by additional input data in the speed.

The responsibility for ensuring that the essential capability of the propulsion system is satisfactory with the availability of the area and/or equipment.

Essential systems and design to be made by the engine builder, engine gear vendor, independent contractors and others. This class is prepared to ensure that the system is essential to the system's performance.



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