## **ZF 2300**

## **TECHNICAL DATA SHEET**

# **ZF 2000 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 opposite side to output drive.
- Non-reversing NR version also available
- Fully works tested, reliable and simple to install
- Suitable for high performance applications in luxury motoryachts, sport fishers, express cruisers etc
- Compatible with all types of engines and propulsion systems, including waterjets and surface-piercing propellers and cpp's
- 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 astern and ahead
- Smooth and reliable hydraulic shifting with electric actuation
- Emergency "get home" capability
- "SUPERSHIFT" clutch control



## **ZF 2300**

## **RATINGS**

Ratios Power Factor			Input Power Capacity					Max.	Max.	Max.		
	kW/RPM	hp/RPM	kW	hp	kW	hp	kW	hp	kW	hp	RPM	
Pleasure Duty - Diesel <sup>8</sup>			2100 RPM 2300 RPM		RPM	2450 RPM						
4.000, 4.444		0.6142	962	1290	1053	1413	1122	1504	1122	1504	2600	
Light Duty - Diesel <sup>8</sup>			2100 RPM 23		2300	2300 RPM		2450 RPM				
4.000, 4.444	0.4062	0.5447	853	1144	934	1253	995	1334	995	1334	2600	
Medium Duty - Diesel <sup>8</sup>			1800 RPM 2		2100 RPM		2250 RPM					
4.000, 4.444	0.3210	0.4305	578	775	674	904	722	968	722	968	2600	
Continuous Duty - Diesel <sup>8</sup>			1600	RPM	1800	RPM	2100	RPM				
4.000, 4.444	0.2819	0.3780	451	605	507	680	592	794	592	794	2100	

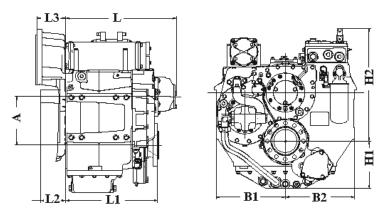
<sup>\*</sup> Special Order Ratio

Footnotes:

<sup>&</sup>lt;sup>8</sup> U-drive version also available.

## **ZF 2300**

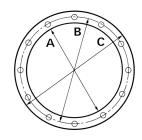
## **DIMENSIONS**



А	B1	B2	H1	H2	L	L1	L2			
Millimeter (mm)										
335.0	340.0	340.0	340.0 300.0 667.0 589.0 435.0 11							
Inch (in)										
13.19	13.39	13.39	11.81	26.26	23.19	17.13	4.53			
Weight (kg) Weight (lb)				Amount	of Oil (I)	Amount of Oil (qt)				
434 957		57	27	7.0	28.6					

## **BELL HOUSING DIMENSIONS**

Name	А		В		С		L3		Bolt Holes		
									No.	Diameter	
	mm	in	mm	in	mm	in	mm	in	INO.	mm	in
SAE 0	647.7	25.5	679.45	26.75	711.2	28.0	115.0	4.53	16	13.49	0.53
SAE 1	511.2	20.13	530.2	20.87	554.0	21.81	115.0	4.53	12	12.0	0.47



## **OUTPUT FLANGE DIMENSIONS**

АВ		2	С		Г	)	Bolt Holes			
		В			U		No.	Diameter (E)		
mm	in	mm	in	mm	in	mm	in	INO.	mm	in
285.0	11.22	245.0	9.65	175.0	6.89	22.0	0.87	12	20.2	0.8



## GENERAL INFORMATION

## **Duty Definitions**

#### **Pleasure Duty**

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

500 hours/year

Average engine operating hours limit: 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.

4000 hours/year

Average engine operating hours limit: (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: Unsplacement

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 continous 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.