

MAXIMUM 1180 kW (1582 HP) @ 1800 RPM [CONTINUOUS DUTY]**STANDARD EQUIPMENT**

Electric GP-valve with manual override
 EC050 profile module – interface for
 engagement signals
 Oil strainer and oil filter
 Companion flange/bolts set

**OPTIONS**

Input hub for freestanding installation
 SAE J617 input housing no. 0 or no. 00
 Flexible coupling for 18" or 21" flywheel (SAE J620 size 460 or 530)
 Mechanical control valve
 Companion flange/bolts set for shaft brake application
 Monitoring devices to customer's specification
 Mounted oil cooler for raw or fresh water cooling
 Mounting brackets
 Weight (dry weight with standard equipment): 2019 kg

Contact Twin Disc for Survey Society Approvals and Classifications.

Specifications subject to change without prior notice in the interest of continual product improvement.

INPUT RATINGS – KILOWATTS (kW) (HORSEPOWER [HP])*

	Reduction Ratios :1	Intermediate Duty		Medium Duty			Continuous Duty			Max. Input
		@ 1800 RPM	@ 2100 RPM	@ 1200 RPM	@ 1600 RPM	@ 1800 RPM	@ 1200 RPM	@ 1600 RPM	@ 1800 RPM	
MG-540	1.72	1180 kW (1582 hp)	1377 kW (1847 hp)	787 kW (1055 hp)	1049 kW (1407 hp)	1180 kW (1582 hp)	787 kW (1055 hp)	1049 kW (1407 hp)	1180 kW (1582 hp)	1650
	1.93									1900
	2.58									
	2.90									
	3.26	1011 kW (1356 hp)	1193 kW (1600 hp)	776 kW (1041 hp)	1034 kW (1387 hp)	1163 kW (1560 hp)	776 kW (1041 hp)	1034 kW (1387 hp)	1163 kW (1560 hp)	2100
	3.90			648 kW (869 hp)	864 kW (1159 hp)	972 kW (1303 hp)	648 kW (869 hp)	864 kW (1159 hp)	972 kW (1303 hp)	2400
	4.10	1180 kW (1582 hp)	1377 kW (1847 hp)	787 kW (1055 hp)	1049 kW (1407 hp)	1180 kW (1582 hp)	787 kW (1055 hp)	1049 kW (1407 hp)	1180 kW (1582 hp)	1650
	4.60									1900
	5.17	1168 kW (1566 hp)	1362 kW (1826 hp)	774 kW (1038 hp)	1032 kW (1384 hp)	1161 kW (1557 hp)	774 kW (1038 hp)	1032 kW (1384 hp)	1161 kW (1557 hp)	2100
	6.18	975 kW (1307 hp)	1138 kW (1526 hp)	644 kW (864 hp)	859 kW (1151 hp)	969 kW (1300 hp)	644 kW (864 hp)	859 kW (1152 hp)	969 kW (1300 hp)	2400
	7.00	895 kW (1200 hp)	1043 kW (1399 hp)	596 kW (799 hp)	796 kW (1067 hp)	895 kW (1200 hp)	596 kW (799 hp)	796 kW (1067 hp)	895 kW (1200 hp)	
	7.47	808 kW (1084 hp)	943 kW (1265 hp)	535 kW (717 hp)	715 kW (959 hp)	804 kW (1078 hp)	535 kW (717 hp)	715 kW (959 hp)	804 kW (1078 hp)	

* Ratings shown are for use with standard right hand rotation engines.

SERVICE CLASSIFICATION DEFINITIONS

Pleasure Craft [PC]: Up to 500 hours/year, low load factor usage planing hull vessels where typical full engine throttle operation is less than 10% of total time. The balance of operation at 80% of full engine throttle or less. Marine transmissions for use in long range pleasure cruisers, sportfish charter boats/patrol boats do not qualify for Pleasure Craft Service.

Note: Some revenue producing applications such as Planing Hull Bristol Bay Gillnetter do qualify under Pleasure Craft rating definition.

Light Duty [LD]: Relatively low hour usage (less than 1500 hours per year) where full throttle operation is 2 hours out of 12.

Typical applications include planing hull vessels such as fire boats, sportfish charter boats, and patrol/custom boats. This rating is also applicable to some bow and stern thruster applications.

Intermediate Duty [ID]: Hour usage of up to 2000 hours/year (for models MG-5114 Series and smaller) and up to 3000 hours/year (for models larger than MG-5114 Series) with 50% of the operating time at full engine rating.

Typical applications include planing hull vessels such as ferries, fishing boats, some crew boats, and some displacement hull yachts as well as some bow and stern thruster applications.

Medium Duty [MD]: Hour usage of up to 4000 hours/year with up to 80% of operating time at full engine power. This duty classification is for usage where some variations in engine speed/power occur as part of normal vessel operation.

Typical vessels include mid-water trawlers, crew/supply boats, ferries, and some inland water tow boats.

Continuous Duty [CD]: For use in continuous operation with little or no variation in engine speed/power setting.

Typical vessels include fishing trawlers, tow/tug boats and ocean going vessels.

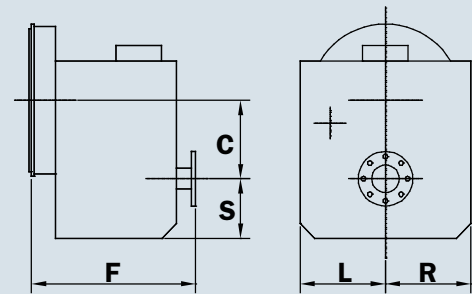
Important Notice: Torsional Vibration: Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

The responsibility for ensuring that the torsional compatibility of the propulsion system is satisfactory rests with the assembler of the drive and driven equipment.

Torsional vibration analysis can be made by the engine builder, marine survey societies, independent consultants and others. Twin Disc is prepared to assist in finding solutions to potential torsional problems that relate to the marine transmission.

Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this bulletin. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing conditions. It is the responsibility of the user (and not Twin Disc, Incorporated) to provide and install guards or safety devices which may be required by recognized safety standards or by the Occupational Safety and Health Act of 1970 and its subsequent provision.

MG-540



C	205.3 mm (8.08 in)
S	340.0 mm (13.39 in)
F	926.3 mm (36.46 in) #0
F	965.2 mm (38.00 in) #00
L	406.4 mm (16.00 in)
R	406.4 mm (16.00 in)



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