

**MAXIMUM 1950 KW (2615 HP) @ 1950 RPM [INTERMEDIATE DUTY]****STANDARD EQUIPMENT****MG-5600**

Companion flange/bolt set for non-propeller shaft brake applications

Input coupling

18"/21" dual spring rate type

18"/21" single spring rate type

18"/21" flexible/torsional type for F.S.

Mechanical selector valve

Metric design

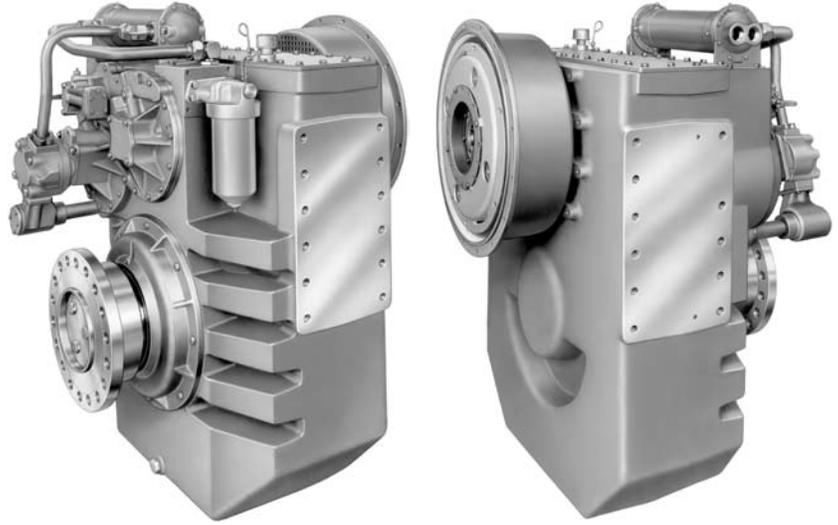
(except for some power transmitting components)

Oil pressure/oil temperature gauge fitted with contacts for high oil temperature alarm

Oil strainer and oil filter assemblies

Raw/fresh water heat exchangers

SKF taper joints - output components

**OPTIONS**

12V or 24V electric selector valves

Companions flange for shaft brake (disc type)

Electric motor/pump for lubrication windmilling propeller mode of operation

Heat exchanger oil thermostatic bypass valve

Live SAE 'C' 2/4 bolt pump mounted PTO - rated 112 kW (150 hp) @ 1800 rpm

Metric to NPTF adapter kit

Brackets for rigid mounting applications

Monitoring system components for unattended machinery space requirements

Weight (dry weight, freestanding arrangement)

**MG-5600****X****X****X****X****X****X****X****2864 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])\***

MG-5600	Reduction Ratios :1	Continuous Duty				Intermediate Duty			Maximum rated input speed
		@900 RPM	@1200 RPM	@1600 RPM	@1800 RPM	@1800 RPM	@1900 RPM	@1950 RPM	
	2.53, 2.98, 3.51, 4.03, 5.04	860 kW (1153 hp)	1200 kW (1608 hp)	1600 kW (2146 hp)	1760 kW (2360 hp)	1810 kW (2427 hp)	1910 kW (2561 hp)	1950 kW (2615 hp)	2100 rpm
	6.04	—	960 kW (1314 hp)	1275 kW (1710 hp)	1415 kW (1898 hp)	1500 kW (2012 hp)	1575 kW (2112 hp)	1620 kW (2172 hp)	

\* Ratings shown 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.

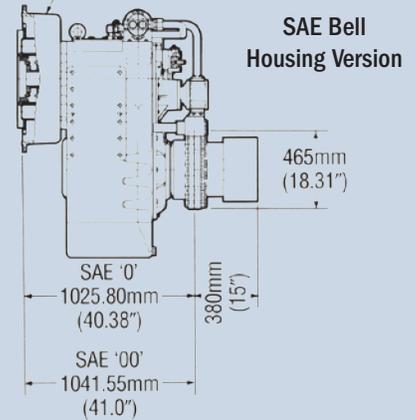
The responsibility for ensuring that the torsional compatibility of the propulsion system is satisfactory rests with the assembler of the drive and driven equipment.

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.

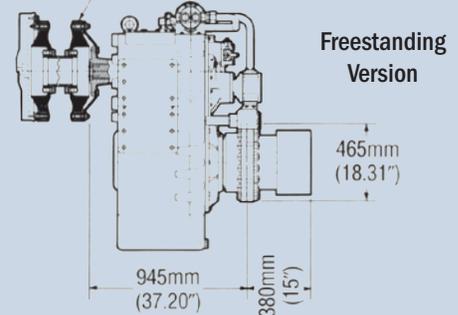
Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this bulletin. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing 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-5600

Ventilated SAE Housing for Enhanced Air Flow



Flexible/Torsional Input Couplings to Match Application Requirements



Optional Live PTO Fits Here



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