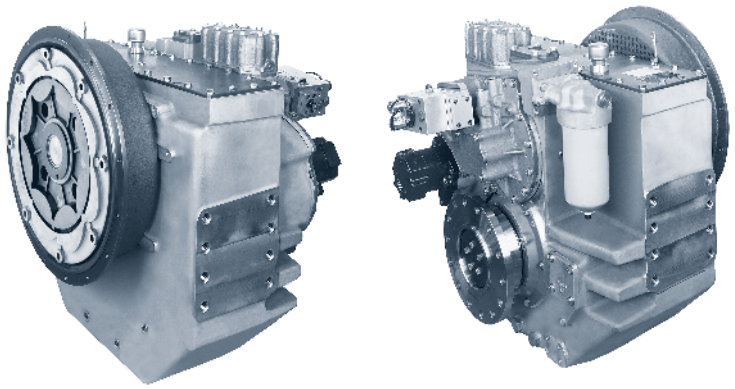
MAXIMUM 1864 KW (2500 HP) @ 2100 RPM [PLEASURE CRAFT DUTY]

STANDARD EQUIPMENT

MG-6848 SC

12V or 24V electric selector valves
18”/21” torsional input couplings
Mounted raw water heat exchanger
Oil pressure gauge
Oil strainer and oil filter
SAE No. ‘0’/’00’ housings (C.I.)



OPTIONS

	MG-6848 SC
Adapter plate for applications which customer provides own heat exchanger	x
Companion flange	x
Fresh water unit mounted heat exchanger	x
Metric to NPTF adapter kit	x
Monitoring devices to customer’s specification	x
Mounting brackets	x
Oil temperature indicating switch	x
Trailing pump	x
Trolling valves	x
Live PTO - Size 32-4, 38-4	
With Clutch - Size 32-4, 38-4	
PTO Torque Capacity	
Size 32-4, 592 N·m (436 lb-ft)	
Size 38-4, 1187 N·m (875 lb-ft)	x
Weight (dry weight with standard equipment)	970 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-6619 SC

Reduction Ratios :1	Pleasure Craft Duty @2100 RPM	Light Duty @2000 RPM	Interediate Duty @2000 RPM	Medium Duty @1800 RPM	Continuous Duty @1800 RPM	Max rated input speed and min. engine low idle speed RPM
1.19	1758 kW (2357 hp)	1639 kW (2198 hp)	1491 kW (2000 hp)	1342 kW (1800 hp)	1250 kW (1676 hp)	2500 max. 450 min.
.89, 1.51, 1.88, 2.03	1864 kW (2500 hp)	1740 kW (2333 hp)				
2.47						
2.93	1746 kW (2341 hp)	1618 kW (2170 hp)				
3.21	1526 kW (2046 hp)	1414 kW (1896 hp)	1383 kW (1854 hp)	1226 kW (1644 hp)	1194 kW (1601 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.

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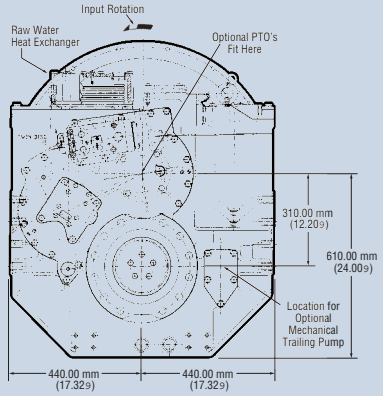
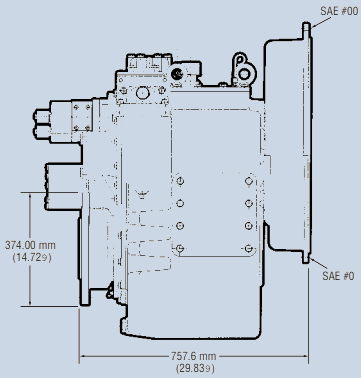
MG-6848 SC





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