

MAXIMUM 2222 KW (2980 HP) @ 2100 RPM [PLEASURE CRAFT DUTY]**STANDARD EQUIPMENT****MG-6984SC**

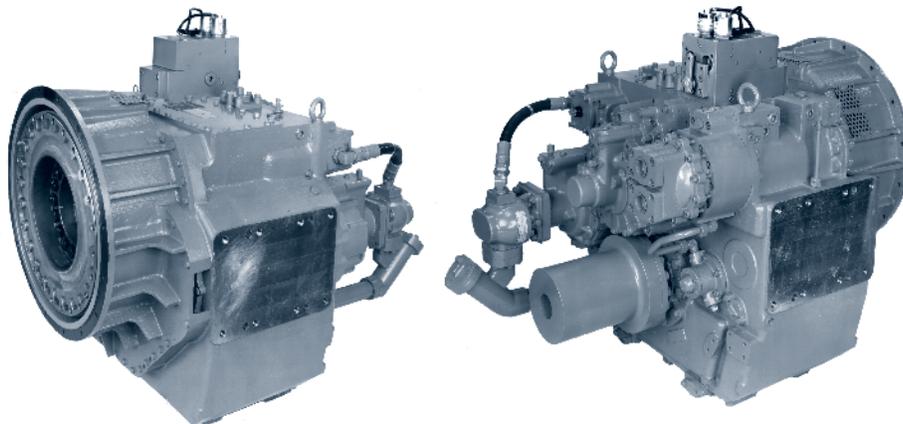
SAE 0/SAE 00 housings (alloy) or independent mount

18"/21" torsional input couplings

12V or 24V electric selector valve with mechanical backup valve operable from control station

Integral raw water heat exchanger

Oil strainer/oil filter

**OPTIONS**

Companion flange/bolt set

Trailing pump

Mounting brackets

Electric and mechanical trolling valves

PTOs (engine rotation direction and speed)

Live SAE C bolt pump 592 N·m (437 lb-ft)

With hydraulic disconnect clutch – 592 N·m (437 lb-ft)

Oil temperature gauges with electric high temperature alarm contacts

Survey Society approvals

Weight (dry weight with standard equipment)

MG-6984 SC**x****x****x****x****x****x****x****x****1100 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-6984 SC	Reduction Ratios :1	Pleasure Craft @ 2100 RPM	Light Duty @ 2100 RPM	Intermediate Duty @ 2100 RPM	Medium Duty @ 1800 RPM	Continuous Duty @ 1800 RPM	Input speed limits RPM
	1.18, 1.54, 2.06 2.29, 2.52	2222 kW (2980 hp)	2119 kW (2841 hp)	1929 kW (2587 hp)	1354 kW (1816 hp)	1327 kW (1780 hp)	2100 max. 450 min.
	2.92	2163 kW (2900 hp)	2006 kW (2690 hp)				
	3.25	1924 kW (2580hp)	1665 kW (2233 hp)	1632 kW (2189 hp)	1227 kW (1645 hp)	1200 kW (1610 hp)	
	3.43	1790 kW (2400 hp)	1549 kW (2077 hp)	1313 kW (1761 hp)	924 kW (1239 hp)	902 kW (1210 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.

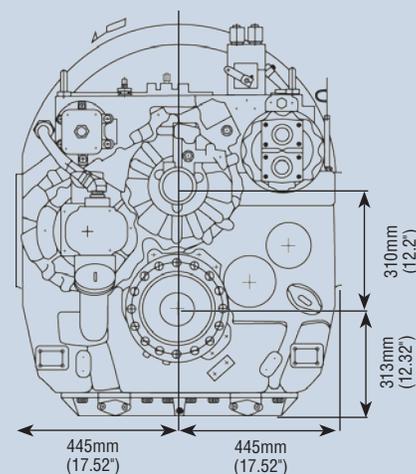
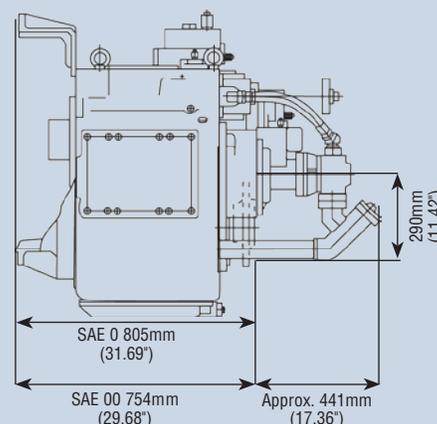
Important Notice: Torsional Vibration: Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

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-6984 SC



Twin Disc, Incorporated
Racine, Wisconsin 53403 U.S.A
Phone +1-262-638-4000
Fax +1-262-638-4482
www.twindisc.com