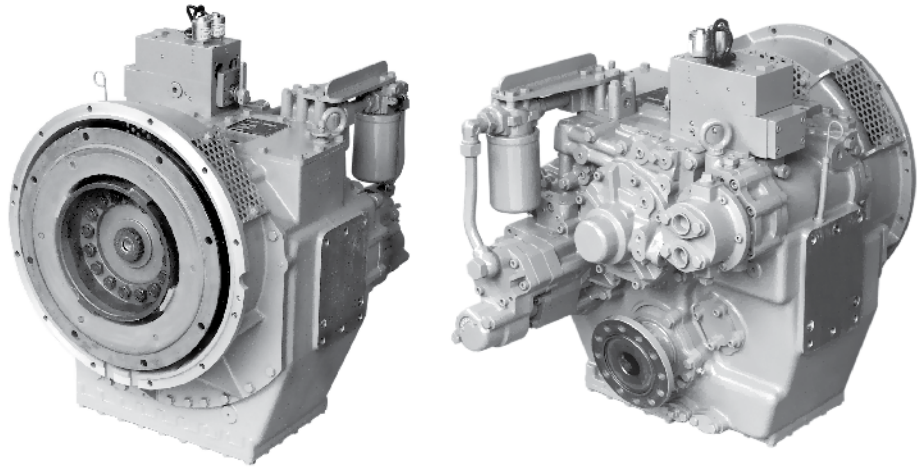


**MAXIMUM 1081 KW (1450 HP) @ 2300 RPM [PLEASURE CRAFT DUTY]****STANDARD EQUIPMENT****MG-6449 A**

SAE no. 1 and no. 0 (alloy)  
 14"/18" Torsional input couplings  
 Oil strainer and oil filter  
 Oil pressure gauge  
 12v or 24v electric selector valve with mechanical  
 backup valve operable from control station  
 Integral raw water heat exchanger

**OPTIONS**

|  | <b>MG-6449 A</b> |
|--|------------------|
| Companion flange/bolt set  | <b>x</b>         |
| Trailing pump  | <b>x</b>         |
| Mounting brackets  | <b>x</b>         |
| Electric trolling valve  | <b>x</b>         |
| Oil temperature gauges with electric high temperature alarm contacts | <b>x</b>         |
| Monitoring devices to customer's specification                       | <b>x</b>         |
| PTOs   |                  |
| Live SAE 'C' 4 bolt pump 112 kW (150 hp) @ 1800 rpm                  | <b>x</b>         |
| Disconnect clutch (hydraulic type) 112 kW (150 hp) @ 1800 rpm        | <b>x</b>         |
| Weight (dry weight - alloy housing)                                  | <b>344 kg</b>    |

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-6449 A**

| Reduction Ratios<br>:1 | Pleasure Craft Duty | Light Duty        | Intermediate Duty | Medium Duty     | Continuous Duty | Max rated input speed and min. engine low idle speed RPM |
|------------------------|---------------------|-------------------|-------------------|-----------------|-----------------|--|
|                        | @2300 RPM           | @2300 RPM         | @2100 RPM         | @1800 RPM       | @1800 RPM       |  |
| 1.51, 1.73             | 1081 kW (1450 hp)   | 1072 kW (1437 hp) | 896 kW (1202 hp)  | 741 kW (994 hp) | 695 kW (932 hp) | 2500 max.<br>450 min.                                    |
| 2.07                   |                     | 945 kW (1267 hp)  | 746 kW (1000 hp)  | 614 kW (823 hp) | 574 kW (770 hp) |  |
| 2.44                   |                     | 827 kW (1109 hp)  | 647 kW (868 hp)   | 537 kW (720 hp) | 502 kW (673 hp) |  |
| 2.95                   |                     | 782 kW (1050 hp)  | 696 kW (933 hp)   | 577 kW (774 hp) | 489 kW (656 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.

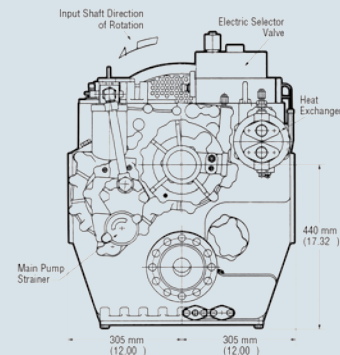
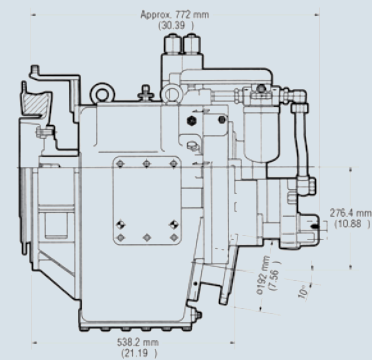
**Important Notice:** Torsional Vibration: Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

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-6449 A



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