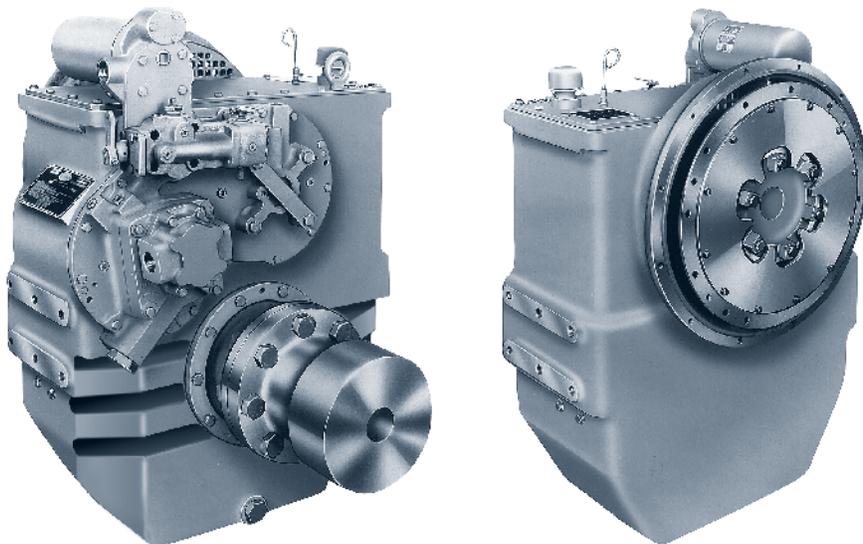


**MAXIMUM 594 KW (797 HP) @ 2300 RPM [INTERMEDIATE DUTY]**

### STANDARD EQUIPMENT

#### MG-516 DC

- Input coupling 14" torsional type
- Oil pressure/oil temperature gauges
- Oil strainer and oil filter
- SAE housing no. 1



### OPTIONS

	MG-516 DC
14" size torsional input couplings	<b>x</b>
Alternate output flange	<b>x</b>
Companion flange	<b>x</b>
Electric, 12V or 24V selector valve	<b>x</b>
Mounting brackets	<b>x</b>
PTOs – for driving customer’s hydraulic pump	
Live PTO: Size 32-4, Size 38-4	
With hydraulic 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)	<b>x</b>
Weight (dry weight – alloy housing)	<b>36 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])\*

Reduction Ratios :1	Continuous and Medium Duty	Intermediate Duty		Maximum rated input speed and minimum engine low idle speed RPM	
	@1800 RPM	@2100 RPM	@2300 RPM		
<b>MG-516 DC</b>	3.06	447 kW (600 hp)	573 kW (768 hp)	594 kW (797 hp)	500 min. 2500 max.
	3.50		549 kW (736 hp)	569 kW (763 hp)	
	4.04		521 kW (699 hp)	540 kW (724 hp)	
	4.52		510 kW (684 hp)	526 kW (705 hp)	
	5.05		492 kW (660 hp)	508 kW (681 hp)	
	6.00		406 kW (544 hp)	470 kW (630 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.

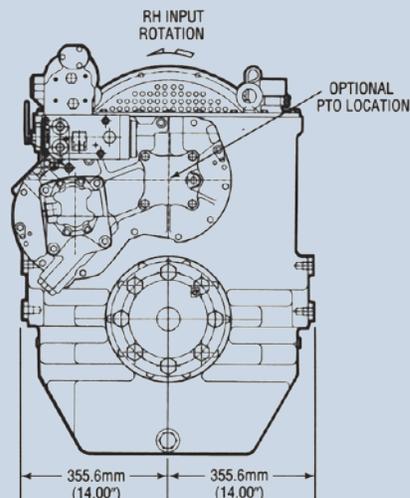
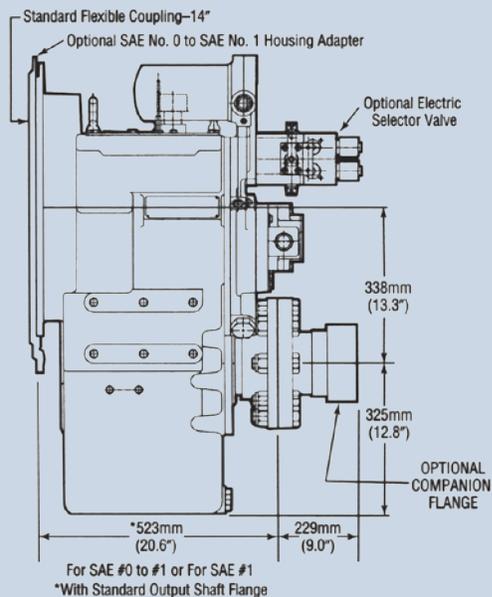
**Important Notice:** Torsional Vibration: Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

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-516 DC



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