The lightweight, high horsepower capacity MG-6557-00-A marine transmission, with excellent reduction-ratio coverage, is designed for propulsion systems with high performance diesel engines to obtain optimum vessel performance.

Like all Twin Disc marine transmissions, the MG-6557-00-A has been designed and manufactured to give boat owners many hours of reliable, trouble-free operation.

The ratings/ratios are the same thru forward or thru reverse for ahead propulsion when used with standard right-hand rotation engines.

Single precision helical ground gearing with oil-controlled/oil-cooled clutches, clutch engagement rate-of-rise feature and a robust light alloy main housing with conservatively rated anti-friction bearings are utilized in the MG-6557-00-A.

In-boat maintenance accessibility is another feature of the MG-6557-00-A. It is not necessary to remove the transmission or disturb alignment for most service functions, provided sufficient space exists aft of the transmission.

<table>
<thead>
<tr>
<th>REDUCTION RATIOS :1</th>
<th>PLEASURE CRAFT DUTY</th>
<th>INTERMEDIATE DUTY</th>
<th>CONTINUOUS DUTY</th>
<th>MAX. RATED INPUT SPEED AND MIN. ENGINE LOW IDLE SPEED RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.29, 1.51, 1.74, 2.03</td>
<td>2100 RPM 1225 (1643)</td>
<td>1342 (1800) 743 (997) 867 (1163)</td>
<td>1600 RPM 593 (795) 667 (895)</td>
<td>2500 max. 450 min.</td>
</tr>
<tr>
<td>2.48</td>
<td>996 (1336) 1091 (1463) 617 (828) 720 (965)</td>
<td>533 (715) 600 (805)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.92</td>
<td>919 (1233) 1007 (1350) 617 (828) 720 (965)</td>
<td>533 (715) 600 (805)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Ratings shown for use with standard rotation engines. Consult Twin Disc for use with non-standard rotation engines.
Specifications:
• Dry Weight – 443 kg (975 lbs.) - alloy housing
• SAE #1/SAE #0 housings (alloy)
• 14°18’ Torsional input couplings
• Oil Strainer/Oil Filter – Standard
• 12v or 24v electric selector valve with mechanical backup valve operable from control station standard
• Integral raw water heat exchanger

Options:
• Companion Flange/Bolt Set
• Trailing pump
• Mounting brackets
• Electric trolling valve
• PTOs
• Live SAE ‘C’ 4 Bolt pump 112 kW (150 hp) @ 1800 rpm
• With disconnect clutch (hydraulic type) 112 kW (150 hp) @ 1800 rpm
• Oil Temperature Gauges with electric high temperature alarm contacts
• Society approvals optional

Specifications subject to change without prior notice, in the interest of continual product improvements.

Service Classification Definitions

Continuous Duty
Commonly called “Workboat Duty,” these marine transmission applications are expected to operate continuously at full engine governed speed. The propulsion engine power setting must be known and must be within the marine transmission's allowable input rating for continuous daylong or around-the-clock service.

Most displacement hull vessels are pow-ered for Continuous Duty service. However, the actual engine (and marine transmission) power loading depends on:

a. The propeller used
b. The vessel's work assignment
c. The captain's choice of throttle setting during continuous service

Twin Disc recommends that all displacement and semi-displacement hull commercial applications be classed as Continuous Duty usage of the marine transmission.

Examples: Fishing Trawlers, Purse Seiners, Lobster Boats and Crab Boats, Tugs, Tow Boats, Buoys Tenders, Offshore Supply Boats, Ferries, Research Vessels, Ocean Freighters

Intermediate Duty
Commercial usage of semi-displacement hull craft can qualify for Intermediate Duty Service Classification if full throttle operation will average only a few hours per day with major portion of usage at partial throttle and total annual usage will be 2000 hours or less.


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 users (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 provisions.

Twin Disc, Incorporated
Racine, Wisconsin 53403, U.S.A.
262-638-4000/262-638-4482 (fax)
http://www.twindisc.com
Singapore Australia Italy
Twin Disc International S.A.
1400 Nivelles, Belgium

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