

Service Classification Definitions

Continuous Duty

Often called "Work Boat 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 day long or around the clock service.

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

- The propeller used
- The vessel's work assignment
- 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
Buoy tenders
Offshore Supply boats
Ferries
Research vessels
Ocean freighters

Intermediate Duty

Commercial usage of semi-displacement or planing hulls can qualify for Intermediate Duty classification if:

Full throttle usage averages only a few hours per day and, total annual usage is not over 2000 hours per year.

Examples:

Crew boats
Party fishing boats
Long range cruisers
Harbor and coastal patrol boats
Search and rescue boats
Fireboats

Compared to Continuous Duty, Intermediate Duty should have a substantial amount of partial throttle operation.

Intermediate ratings are higher than the continuous ratings for each marine transmission.

The additional horsepower is allowed for Intermediate Duty with the expectation the total yearly hours of usage will be much less than is normal for Continuous Duty.

Pleasure Craft (Maximum Rating)

Marine transmission kilowatt (horsepower) and speed (rpm) ratings are the highest for planing type pleasure craft service.

Normal pleasure craft duty presumes there will be only occasional usage at full engine power such as may be necessary to "get up on step" or race a storm to shore. Normal cruising is expected to be at a comfortable partial-throttle setting.

NOTE: When a pleasure craft is being planned for any commercial service, the marine transmission should not be selected according to its pleasure craft rating.



RACINE, WISCONSIN 53403, U.S.A.
ENGLAND SOUTH AFRICA
SINGAPORE AUSTRALIA HONG KONG
TWIN DISC INTERNATIONAL S.A.
1400 NIVELLES, BELGIUM

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