

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:

- 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
- Buoy tenders
- Offshore supply boats
- Ferries
- Research vessels
- Ocean freighters

INTERMEDIATE DUTY

Pleasure or Commercial usage of planing or 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.

Examples:

- Long Range Pleasure Cruisers
- Sportfish Charter Boats
- Party Fishing Boats
- Crew Boats
- Harbor and Coastal Patrol Boats
- Search and Rescue Boats
- Fire Boats

PLEASURE CRAFT

Maximum power capacity is intended only for personal use, planing hull pleasure craft where full engine throttle operation will be less than 5% of total time with balance of time at 87% of full throttle engine rpm or less. Marine transmissions used in long-range pleasure cruisers, sportfish charters or any commercial service should not be selected according to Pleasure Craft Service Classification.

IMPORTANT NOTICE

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.



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IMPORTANT NOTICE: Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this catalog. 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.