


Twin Disc MG516 and ZF 350A can be engaged manually for forwards operation. Please refer to the "Fault tracing" chapter.

Forced propeller rotation

(E.g. when towing)

When towing, sailing, anchoring in strong currents, etc., the propeller can make the propeller shaft rotate even though the engine is stationary. This rotation may be uncomfortable and can damage the reverse gear.

 **IMPORTANT !** The propeller shaft can be allowed to rotate with a stationary engine for up to 6-8 hours. After that period, the engine must be started and run for at least 5 minutes to enable lubrication and cooling of the reverse gear.

In cases where the propeller shaft may rotate faster than during normal operation, e.g. when sailing, a temperature gauge should be fitted to monitor the oil temperature. Max. permitted temperature is 110°C (230°F) for Twin Disc and 95°C (203°F) for ZF reverse gear.

A shaft brake must be fitted if the above directions cannot be followed or if it is necessary to stop the shaft for reasons of comfort. On isolated occasions, the propeller shaft flange can be locked mechanically in a suitable manner.

Note. On Twin Disc MG516 and ZF 350A, the mechanical emergency shift connection can be utilised. Please refer to "Emergency Shifting" in the "Fault Tracing" chapter.