

Interflon Finnoly Additive T251

Application

MSA is a manufacturer of transmissions and drives for power boats and commercial vessels. A special and practical feature is that the propeller is only halfway submerged in the water, ensuring a higher RPM and thus allowing the boats to reach higher speeds on flat water.

MSA frequently competes in what are called drag races, which place extremely high demands on the equipment.

Advantages

After 50 hours of full-load operation, the transmission with Shell Omala S2 G220 had reached 30% of its wear limit. At 50% the chain must be replaced.

The chain with Shell Omala S2 G220 and 5% Interflon Finnoly Additive T251 showed no signs of wear.

Sector

- 5088 Transportation equipment and supplies

Company name & address

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Company description

Welcome to MSA Marine Systems, your specialist for the patented tunnel prop drive. Get to know the tunnel prop drive - the innovation in boat drive systems. Experience an unbelievable thrust that powerfully accelerates your boat from standstill and even outshines boats with counterrotating double propeller systems! Not only does the tunnel prop drive beat conventional drive systems in terms of acceleration, the SARO tunnel prop design impresses in all navigation situations due to its exceptionally good handling. For commercial, civilian, military or high-performance use, the SARO-Tunnel-Drives from MSA are the only logical choice for your boat's drive train!

Approval

See appendix.

Problem

The transmission oil starts to boil, which affects the entire drive.

The chain belts in the transmissions reach a high temperature, thereby accelerating their wear.

As a result, the chain belts break several times a year. In the worst case, the transmission explodes, causing enormous damage to the transmission.

Replacement of the transmission means €750 for a new chain and approx. €1800 for the repair.

Environment

Water

Previous product

Shell Omala S2 G 220

Solution

- Interflon Finnoly Additive T251

Result



Tunnel prop drive.



Chain belt.

Thanks to the Interflon technology, the area of application for Interflon Finnoly Additive T251 was quickly found. After the first full-load operation test, the engineer changing the oil found:

1.) there is no pressure on the oil drain plug (conclusion: no extreme expansion due to burnt oil).

2.) no noticeable smell of burning.

3.) no immediate discoloration visible.

More tests with Interflon Finnoly Additive T251 followed and the product was approved for use.

Cost saving

Due to the transmission oils used in the transmissions thus far, the chain belts wear more quickly and sometimes break off. Replacement of the transmission means €750 for a new chain and approx. €1800 for the repair.

Instructions for use

Upgrade Shell Omala S2 G to 5% Interflon Finnoly Additive T251 (see appendix).

[STP-300MXC Owners Manual_en.pdf](#)

AS created by

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