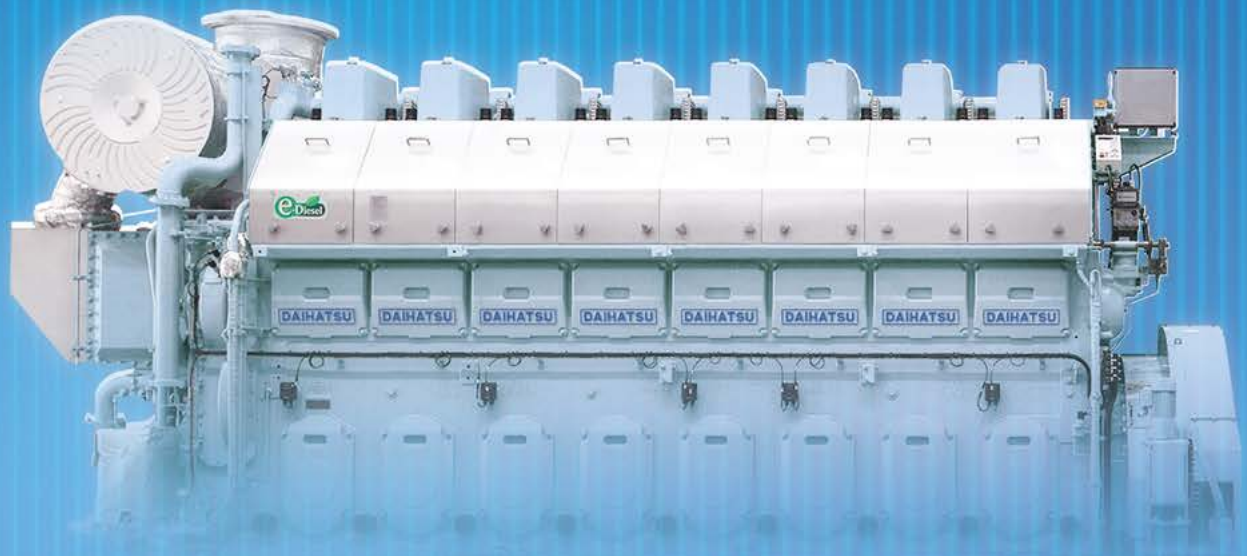
MARINE GENSETS ENGINE

General Catalog



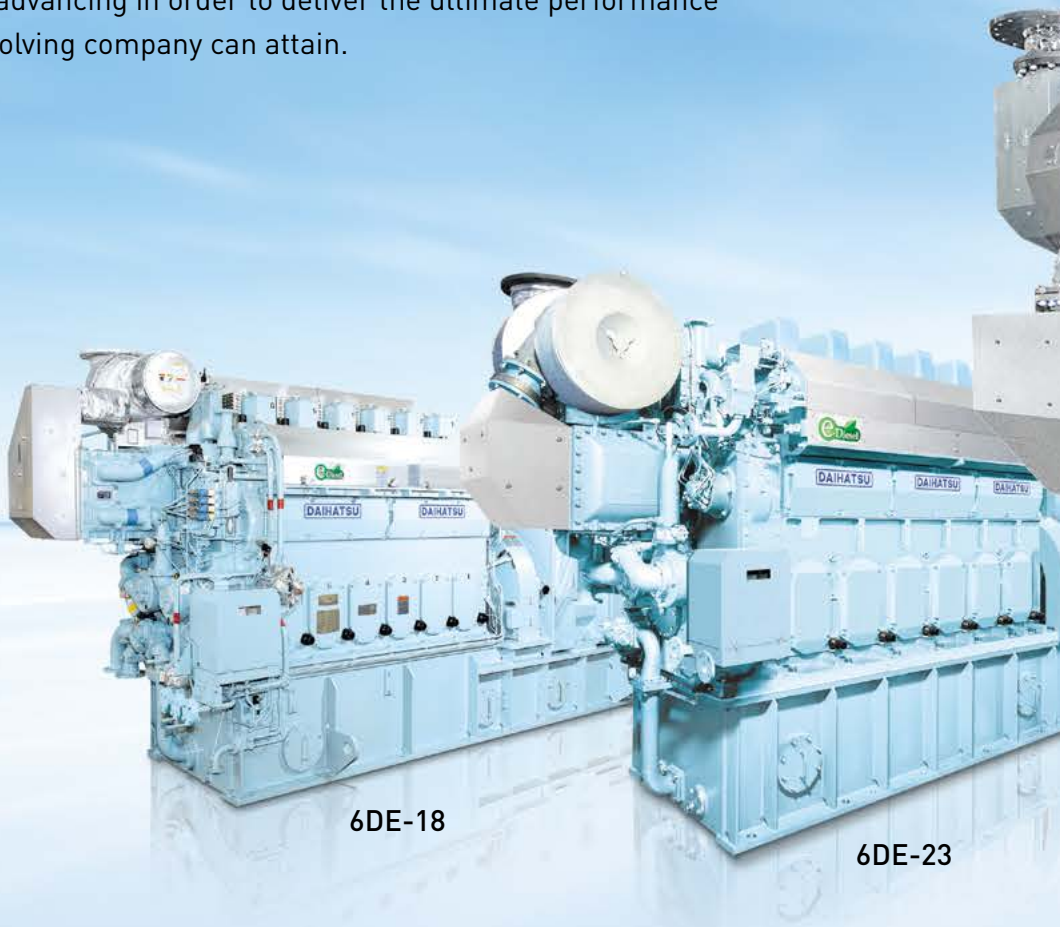
DAIHATSU

InfiniEarth

Next Stage

Advancing toward a New Horizon

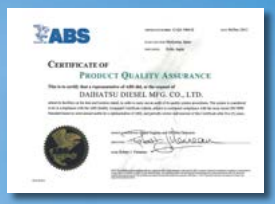
Our clean and powerful "e-Diesel" is packed with top-level quality and technologies
that we have accumulated and refined over many years
since the foundation of the company in 1907.
Our history is marked by relentless challenges toward achieving the engine performance
demanded by the changing times and meeting new needs.
This challenging spirit is unchanged today and will continue into the future.
Our e-Diesel is constantly advancing in order to deliver the ultimate performance
that only the continually evolving company can attain.



6DE-18

6DE-23

Since 1907



ABS

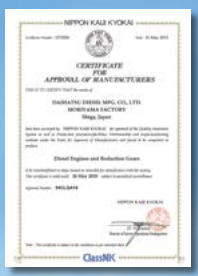

BV


CCS


DNV·GL


KR

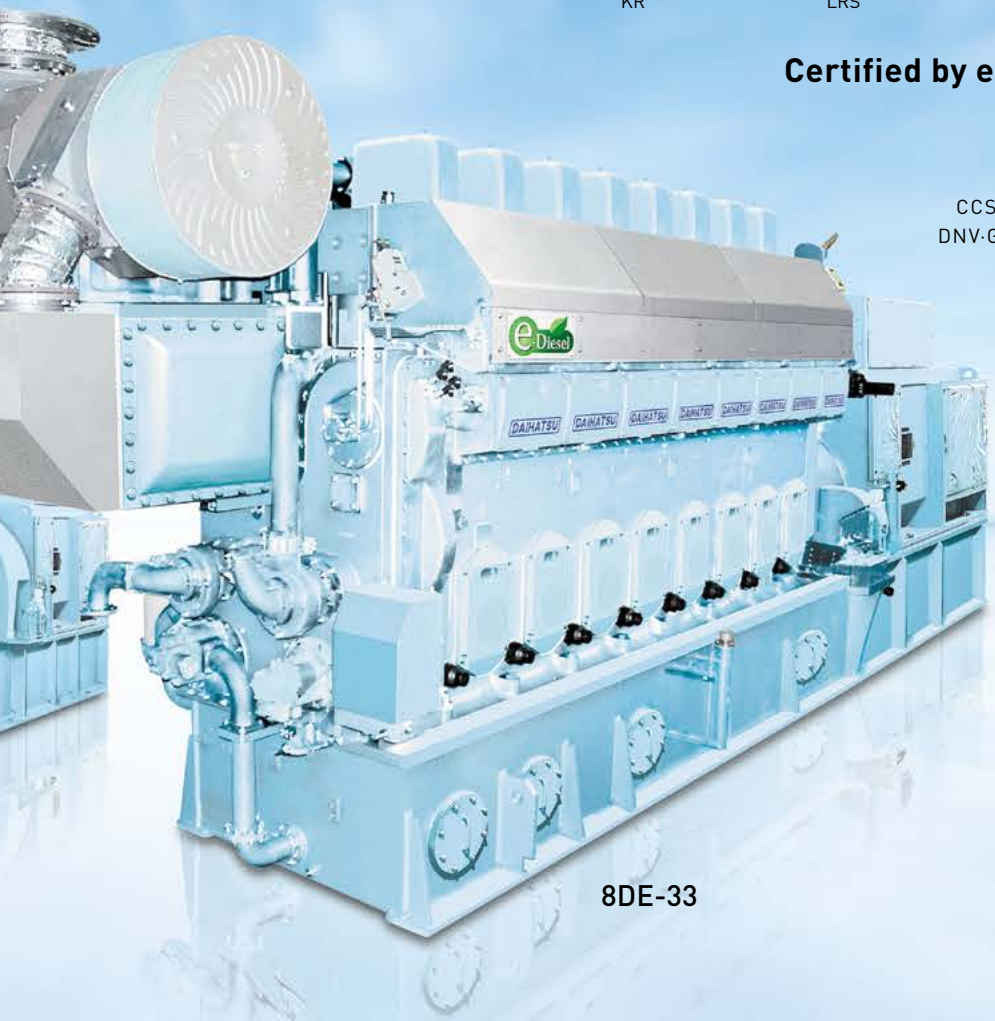

LRS


NK


RS

Certified by eight classification societies in the world

ABS(American Bureau of Shipping)
BV(Bureau Veritas)
CCS(China Shipping Classification Association)
DNV·GL(Det Norske Veritas·Germanischer Lloyd)
KR(Korean Register of shipping)
LRS(Lloyd's Register of Shipping)
NK(Nippon Kaiji Kyokai)
RS(Russian Maritime Register of Shipping)



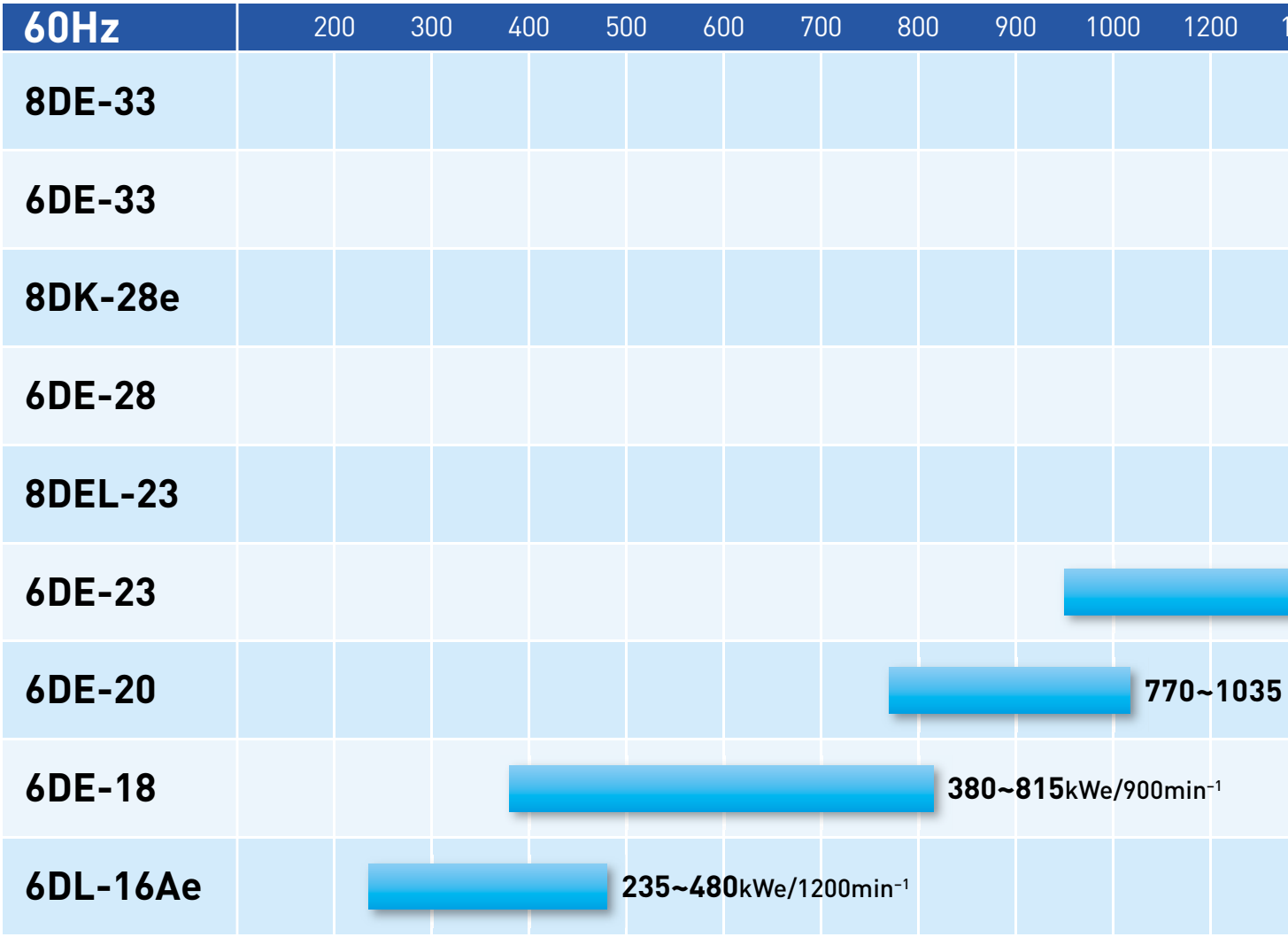
8DE-33

e-Diesel

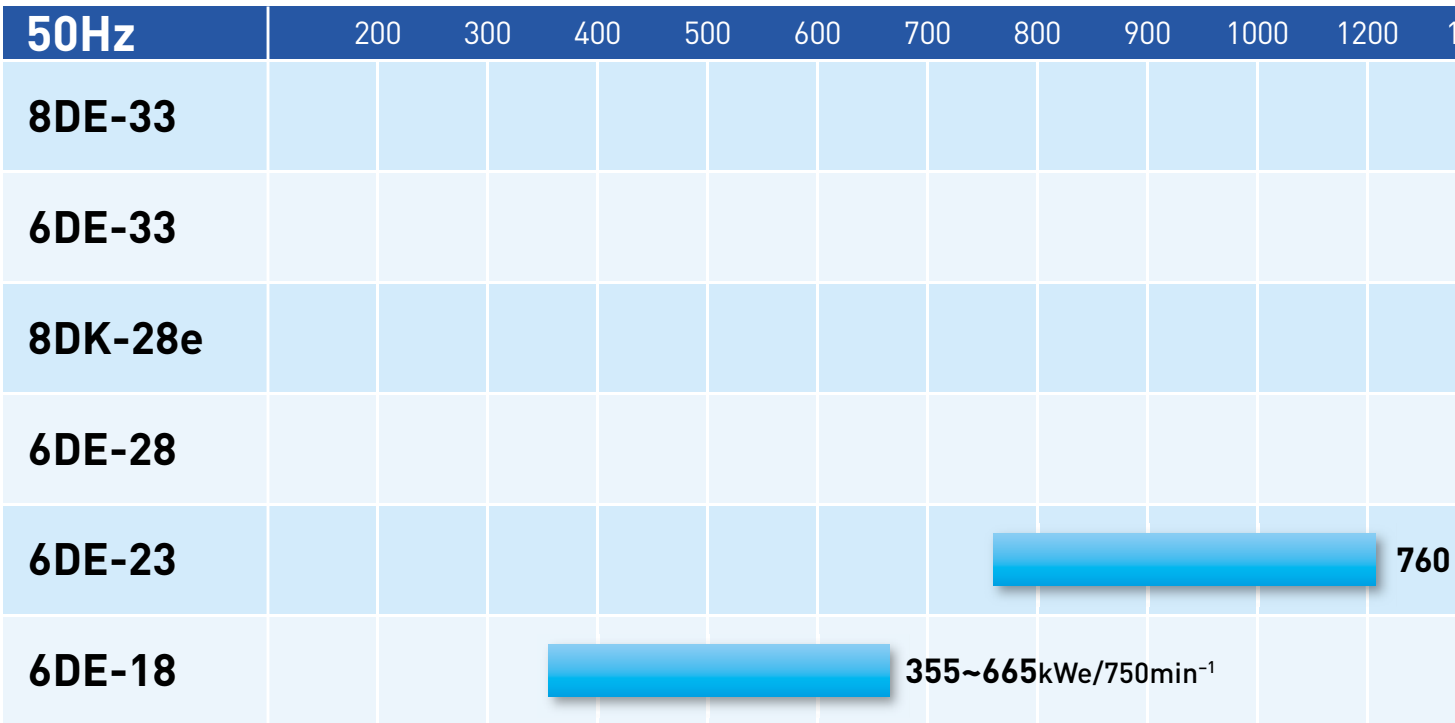
Clean & Powerful

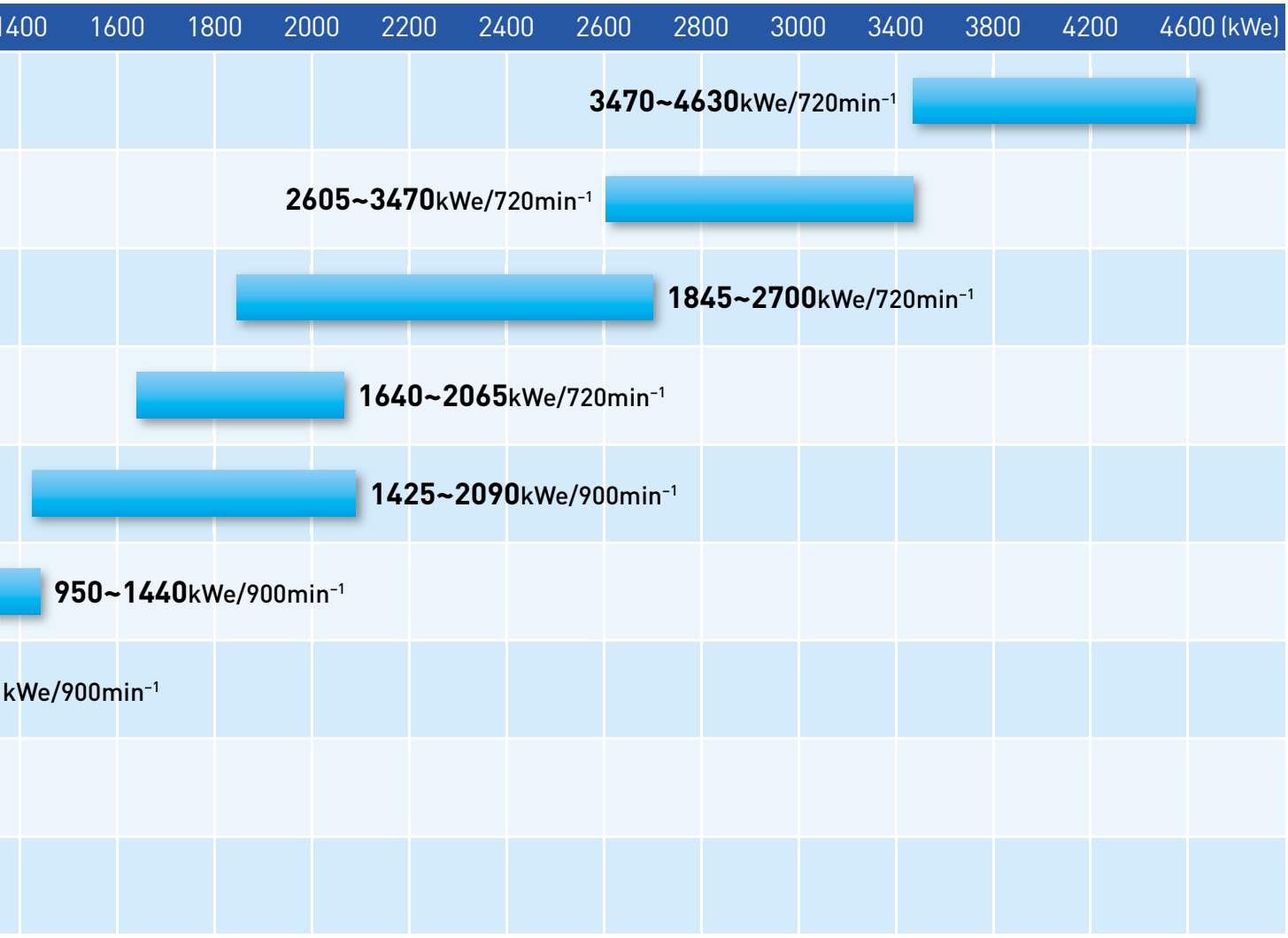
e-Diesel engines are gentle to the earth's environment.
They boast reduced NOx emissions as well as
high fuel efficiency for reduced CO_2 emissions.

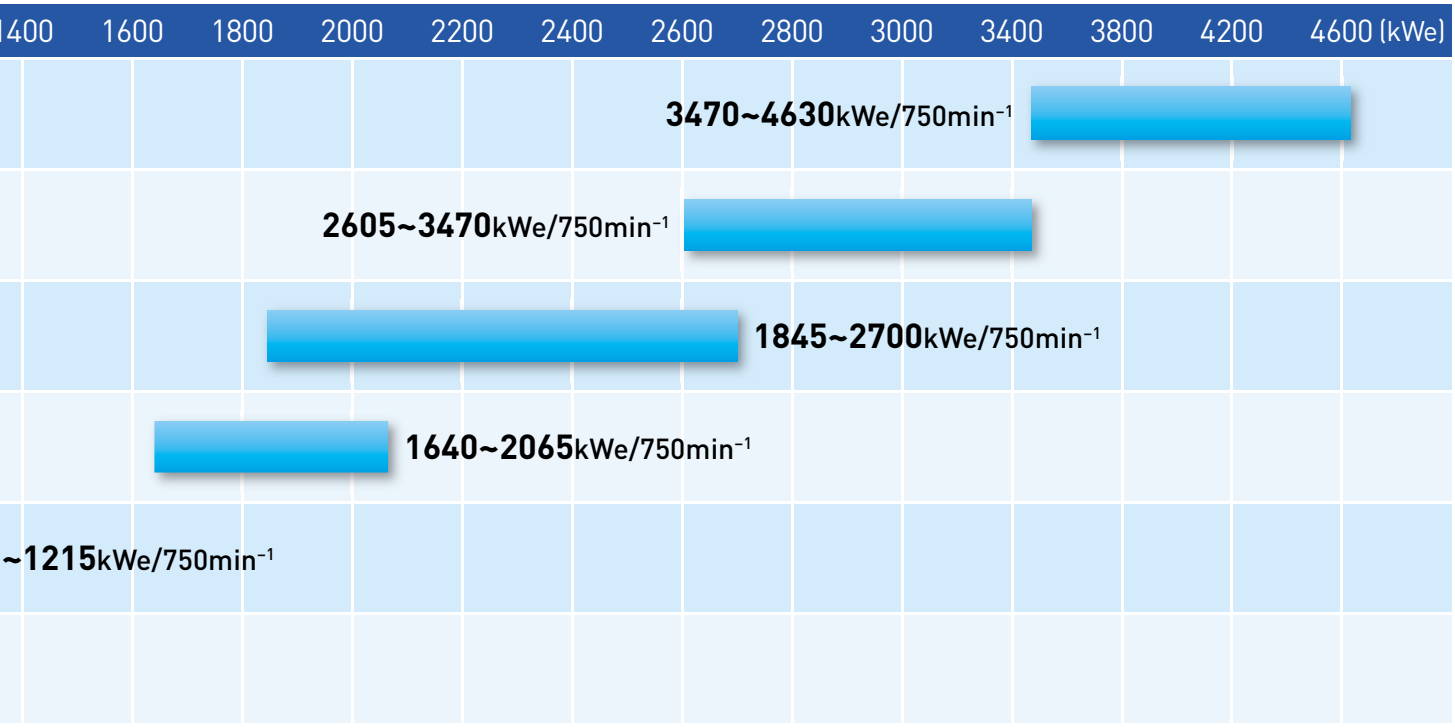
Generator output chart



Information on models other than the above is listed on page 8.



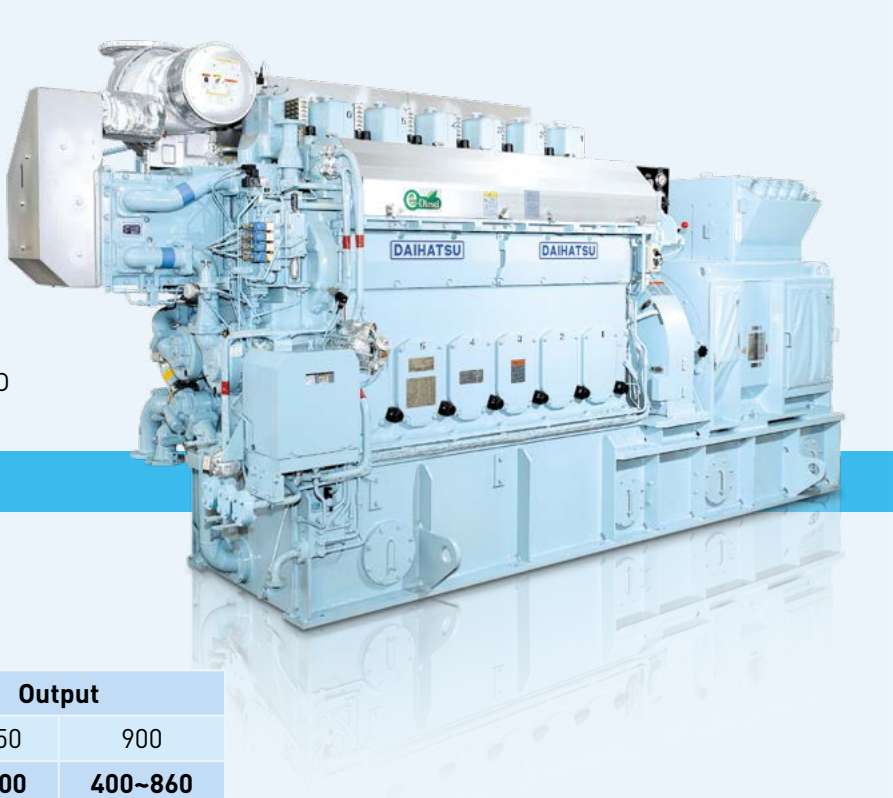

1400 1600 1800 2000 2200 2400 2600 2800 3000 3400 3800 4200 4600 (kWe)
3470~4630kWe/720min-1
2605~3470kWe/720min-1
1845~2700kWe/720min-1
1640~2065kWe/720min-1
1425~2090kWe/900min-1
950~1440kWe/900min-1
kWe/900min-1


1400 1600 1800 2000 2200 2400 2600 2800 3000 3400 3800 4200 4600 (kWe)
3470~4630kWe/750min-1
2605~3470kWe/750min-1
1845~2700kWe/750min-1
1640~2065kWe/750min-1
~1215kWe/750min-1

DE-18

Main data

Cylinder bore : 185mm
Piston stroke : 280mm
No. of cylinder : 6
Pme : 2.54MPa
Piston speed : 8.40m/sec.(at 900min^{-1})
7.00m/sec.(at 750min^{-1})
6.72m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50°C HFO



Main specifications

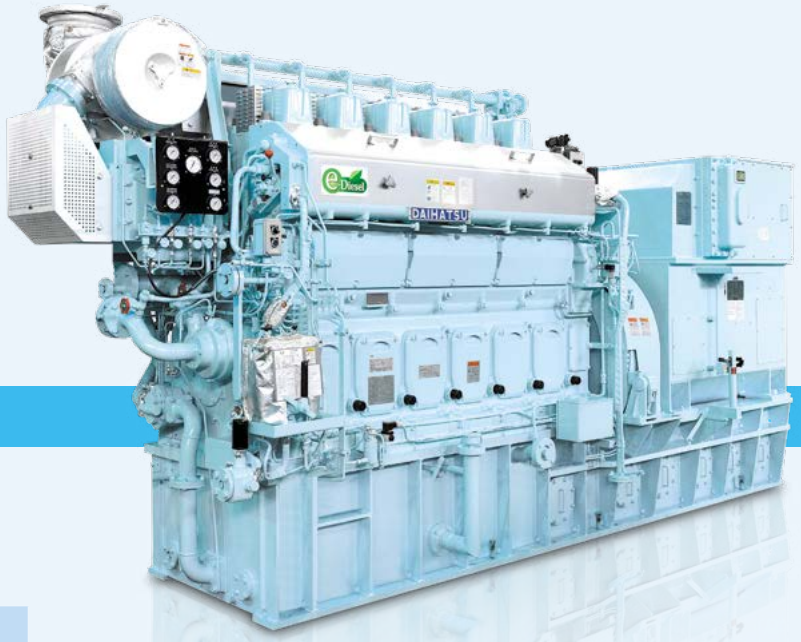
Model			Output	
	Engine speed (min^{-1})		720/750	900
6DE-18	Engine	kWm	**375~700**	**400~860**
	Generator	kWe	**355~665**	**380~815**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DE-20

Main data

Cylinder bore : 205mm
Piston stroke : 300mm
No. of cylinder : 6
Pme : 2.45MPa
Piston speed : 9.00m/sec.(at 900min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50°C HFO



Main specifications

Model			Output
	Engine speed (min^{-1})		900
6DE-20	Engine	kWm	**811~1090**
	Generator	kWe	**770~1035**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DE-23

Main data

Cylinder bore : 230mm
Piston stroke : 320mm
No. of cylinder : 6
Pme : 2.53MPa
Piston speed : 9.60m/sec.(at 900min^{-1})
8.00m/sec.(at 750min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50°C HFO

Main specifications

Model			Output	
	Engine speed (min^{-1})		750	900
6DE-23	Engine	kWm	**800~1280**	**1000~1516**
	Generator	kWe	**760~1215**	**950~1440**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DEL-23

Main data

Cylinder bore : 230mm
Piston stroke : 350mm
No. of cylinder : 8
Pme : 2.52MPa
Piston speed : 10.50m/sec.(at 900min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50°C HFO

Main specifications

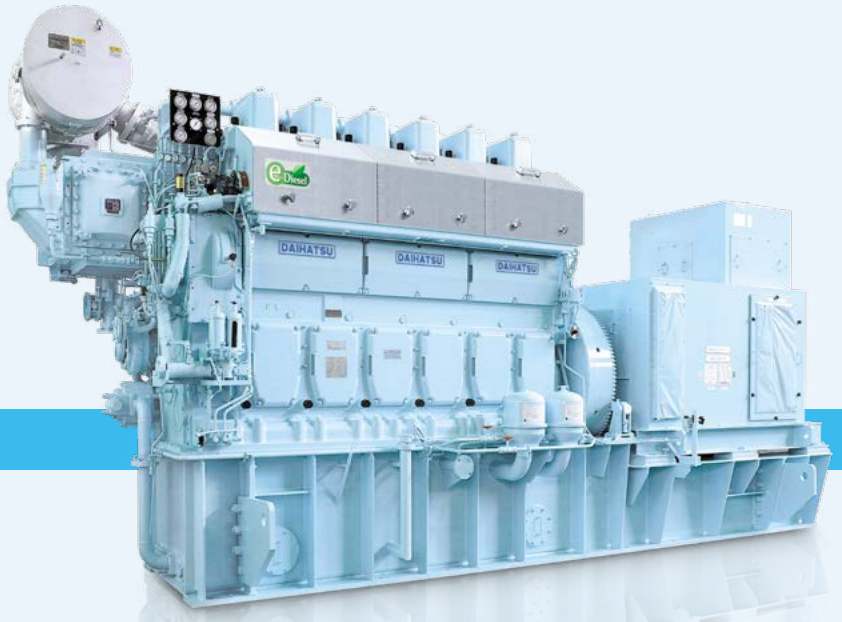
Model			Output
	Engine speed (min^{-1})		900
8DEL-23	Engine	kWm	**1500~2200**
	Generator	kWe	**1425~2090**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DE-28

Main data

Cylinder bore : 285mm
Piston stroke : 390mm
No. of cylinder : 6
Pme : 2.39MPa
Piston speed : 9.36m/sec.(at 720min^{-1})
9.75m/sec.(at 750min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50°C HFO



Main specifications

Model			Output
	Engine speed (min^{-1})		720/750
6DE-28	Engine	kWm	**1701~2140**
	Generator	kWe	**1640~2065**

The generator output values are based on power generation efficiency of approximately 96.5%. They may vary depending on generator efficiency.

Specifications / Dimensions and Mass

60Hz

Engine model	Engine revs. min^{-1}	Output kWm	Output kWe	Bore mm	Stroke mm	No. of cylinders
6DE-18	900	400 ~ 860	380 ~ 815	185	280	6
	720	375 ~ 700	355 ~ 665			
6DE-20	900	811 ~ 1090	770 ~ 1035	205	300	6
6DE-23	900	1000 ~ 1516	950 ~ 1440	230	320	6
	720	800 ~ 1280	760 ~ 1215			
8DEL-23	900	1500 ~ 2200	1425 ~ 2090	230	350	8
6DE-28	720	1701 ~ 2140	1640 ~ 2065	285	390	6
6DE-33	720	2700 ~ 3600	2605 ~ 3470	330	440	6
8DE-33	720	3600 ~ 4800	3470 ~ 4630	330	440	8
6DL-16Ae	1200	260 ~ 530	235 ~ 480	165	210	6
8DK-28e	720	1915 ~ 2800	1845 ~ 2700	280	390	8

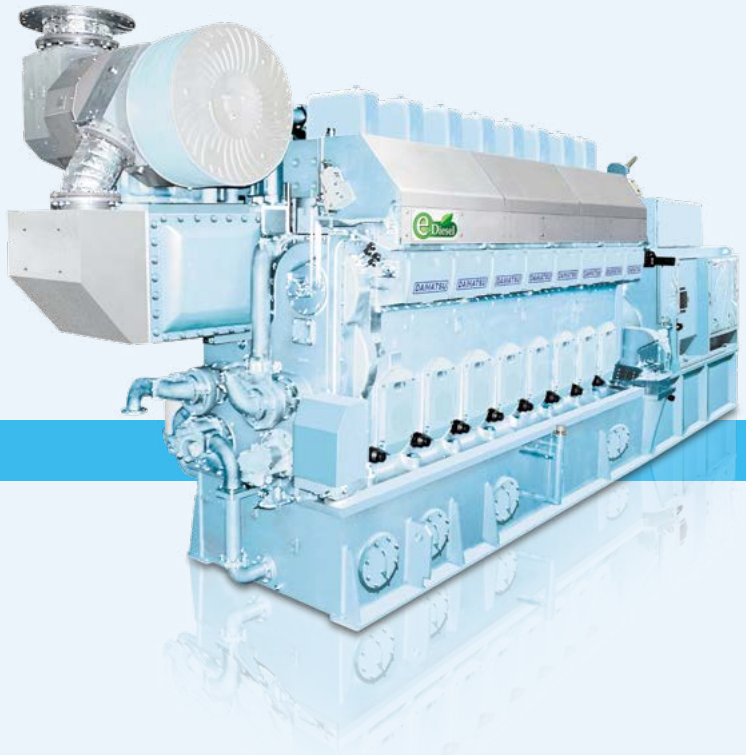
50Hz

Engine model	Engine revs. min^{-1}	Output kWm	Output kWe	Bore mm	Stroke mm	No. of cylinders
6DE-18	750	375 ~ 700	355 ~ 665	185	280	6
6DE-23	750	800 ~ 1280	760 ~ 1215	230	320	6
6DE-28	750	1701 ~ 2140	1640 ~ 2065	285	390	6
6DE-33	750	2700 ~ 3600	2605 ~ 3470	330	440	6
8DE-33	750	3600 ~ 4800	3470 ~ 4630	330	440	8
8DK-28e	750	1915 ~ 2800	1845 ~ 2700	280	390	8

DE-33

Main data

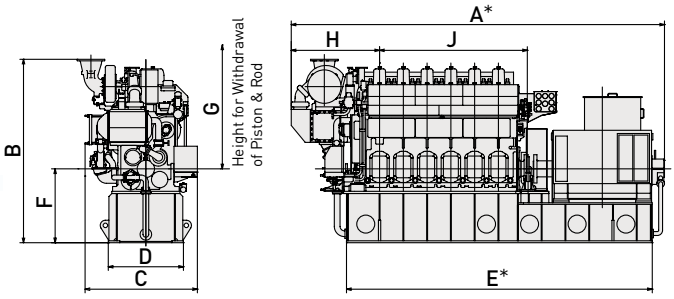
Cylinder bore : 330mm
Piston stroke : 440mm
No. of cylinder : 6, 8
Pme : 2.66MPa
Piston speed : 10.56m/sec.(at 720min^{-1})
11.00m/sec.(at 750min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50°C HFO



Main specifications

Model			Output
	Engine speed (min^{-1})		720/750
6DE-33	Engine	kWm	**2700~3600**
	Generator	kWe	**2605~3470**
8DE-33	Engine	kWm	**3600~4800**
	Generator	kWe	**3470~4630**

The generator output values are based on power generation efficiency of approximately 96.5%. They may vary depending on generator efficiency.



Dimension mm									Dry Mass* ton
A	B	C	D	E	F	G	H	J	
4850	2400	1540	1070	3820	900	1400	1200	1810	13
5480	2890	1800	1040	4430	1000	1545	1240	2035	16
6100	2860	1780	1020	5040	1150	1660	1400	2300	23
7390	3160	1900	1110	6140	1150	1780	1440	3050	30
6825	3710	2235	1230	6100	1300	2065	1605	2580	35
9110	3950	2410	1780	7520	1350	2570	2050	3270	69
10390	4150	2410	1780	8800	1350	2570	2050	4330	84
3700	1870	1230	960	3260	750	1195	645	1418	5.9
7865	3830	2235	1230	6780	1300	2065	1605	3440	46

Dimension mm									Dry Mass* ton
A	B	C	D	E	F	G	H	J	
4850	2400	1540	1070	3820	900	1400	1200	1810	13
6100	2860	1780	1020	5040	1150	1660	1400	2300	23
6825	3710	2235	1230	6100	1300	2065	1605	2580	35
9110	3950	2410	1780	7520	1350	2570	2050	3270	69
10390	4150	2410	1780	8800	1350	2570	2050	4330	84
7865	3830	2235	1230	6780	1300	2065	1605	3440	46

The values above are reference values. *Actual dimensions and mass may vary depending on the specifications of the generator unit.

DF series

High Environmental Performance through Precise and Detailed Control

Dual-fuel engines that operate on both environmentally friendly natural gas and conventional petroleum fuel require precise control and must offer high safety and durability. We have incorporated the results of extensive research on the internal combustion engine into the development of our dual-fuel engines.
Our dual-fuel engines offer accurate and stable operation on natural gas while incorporating the excellent environmental performance inherited from the company's diesel engines, which boast features such as a fuel injection system with high control precision, superb fuel efficiency, and outstanding engine durability.

1 Complies with IMO NOx Tier III emissions regulations (when operating on gas fuel)

- Complies with IMO NOx regulation Tier III in gas operation, and Tier II in diesel operation.

2 No change to engine rotation speed when switching to gas mode or diesel mode

- Output is not interrupted when switching to either gas or diesel.

3 Utilizes a variable valve timing mechanism

- Optimal control of valve open/close timing maintains stable output.

4 Utilizes twin nozzles

- Fine fuel injection control achieves high combustion efficiency.

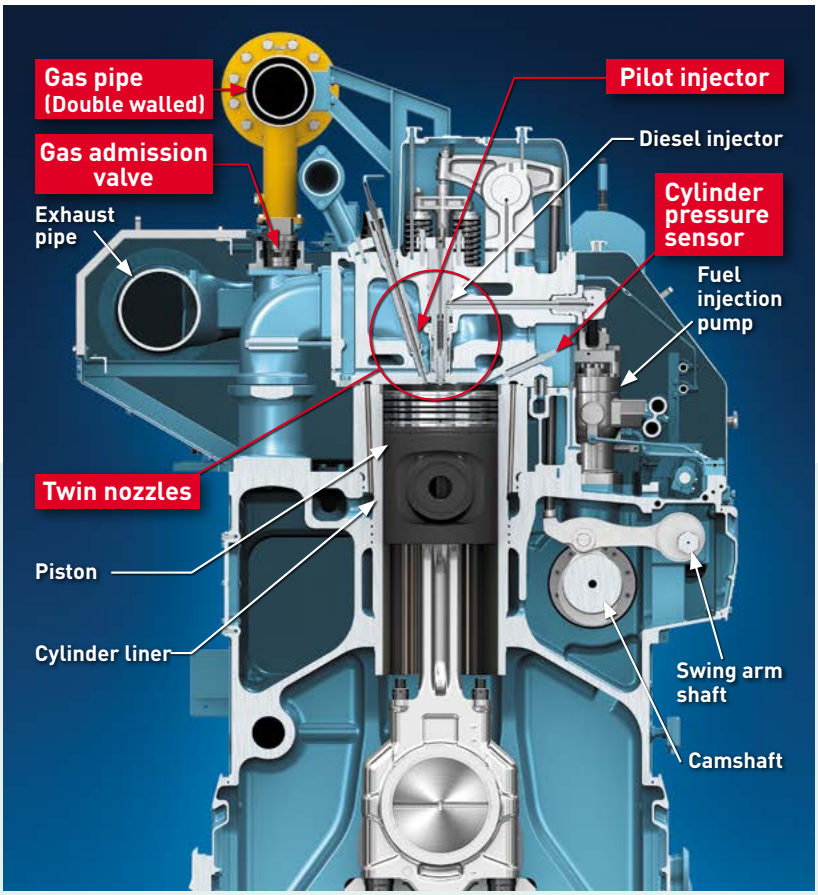
Type approval certificate

Generator output chart

Engine model	Bore×Stroke(mm)	Rotation speed(min⁻¹)	500 1000 1500 2000 2500 300
6DE20DF	Φ205×300	900	730~840kWe
6DE23DF	Φ230×320	900	840~1140kWe
6DE28DF	Φ280×390	720	1220~1640kWe
6DE35DF	Φ350×440	720	
8DE35DF	Φ350×440	720	2950~3940kWe

Main Specifications

Engine model		6DE20DF	6DE23DF	6DE28DF	6DE35DF	8DE35DF
Bore x Stroke	mm	Φ205×300	Φ230×320	Φ280×390	Φ350×440	
Number of cylinders	–	6	6	6	6	8
Rotation speed	min⁻¹	900	900	720	720	
Max. engine output	kWm	890	1200	1730	3060	4080
Max. generator output	kWe	840	1140	1640	2950	3940
NOx emission rate	–	≦ Tier III (gas mode) / ≦ Tier II (diesel mode)				
Fuel	–	Natural gas (gas mode) / MDO, MGO, (HFO) (diesel mode)				
Pilot fuel	–	MDO or MGO				

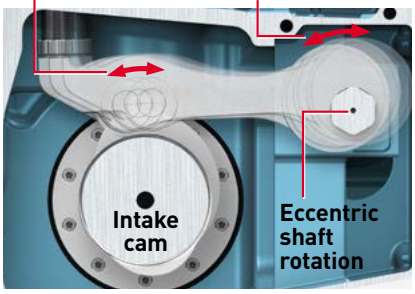


* The parts indicated with the red background [ ] are designed exclusively for the DF engine; other parts are modified from existing parts of conventional diesel engines.

Variable valve timing mechanism

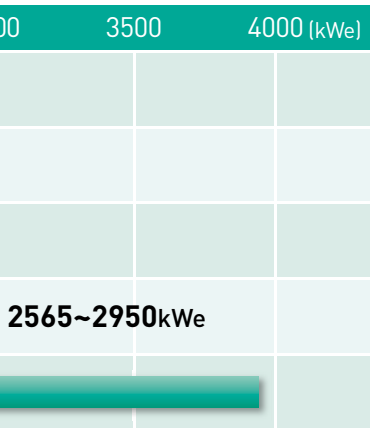
Change in roller position

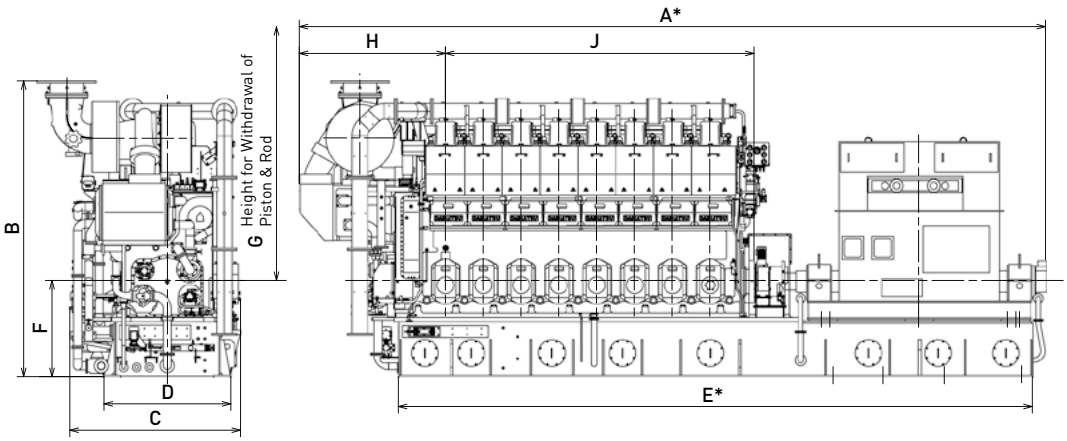
Swing arm shaft
Operated by rotary drive actuator



Accurate fuel injection using a common rail

A precise amount of high-pressure fuel is injected at the optimal timing according to the operating condition, thus helping to improve fuel economy and reduce NOx.





Dimensions and Mass

Engine model	Dimensions (mm)									Dry Mass* (ton)
	A	B	C	D	E	F	G	H	J	
6DE20DF	5510	3245	1830	1040	4290	1000	1530	1240	2035	20
6DE23DF	6000	3150	2200	1170	4600	1150	1720	1460	2300	27
6DE28DF	7190	3645	2230	1380	5600	1300	2065	2020	2580	40
6DE35DF	9065	3950	2570	1780	7460	1350	2555	2050	3270	81
8DE35DF	10470	4150	2570	1780	8895	1350	2555	2050	4330	98

* Actual dimensions and mass may vary depending on the specifications of the generator unit.

DE20DF

Main data

Cylinder bore : 205mm
Piston stroke : 300mm
No. of cylinder : 6
Pme : 2.00MPa
Piston speed : 9.00m/sec.(at 900min^{-1})
Fuel oil : Natural gas, MGO·MDO~
up to 380mm^2/s/50°C HFO

Main specifications

Model			Output
	Engine speed (min^{-1})		900
6DE20DF	Engine	kWm	**771~890**
	Generator	kWe	**730~840**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DE23DF

Main data

Cylinder bore : 230mm
Piston stroke : 320mm
No. of cylinder : 6
Pme : 2.00MPa
Piston speed : 9.60m/sec.(at 900min^{-1})
Fuel oil : Natural gas, MGO·MDO~
up to 380mm^2/s/50°C HFO

Main specifications

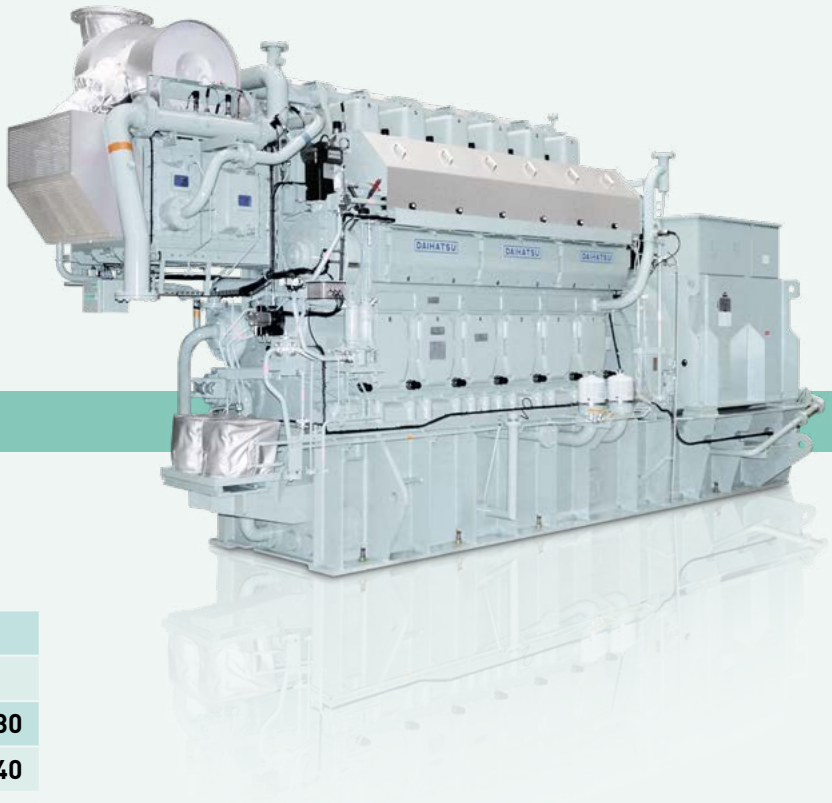
Model			Output
	Engine speed (min^{-1})		900
6DE23DF	Engine	kWm	**890~1200**
	Generator	kWe	**840~1140**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DE28DF

Main data

Cylinder bore : 280mm
Piston stroke : 390mm
No. of cylinder : 6
Pme : 2.00MPa
Piston speed : 9.36m/sec.(at 720min^{-1})
Fuel oil : Natural gas, MGO·MDO~
up to 380mm^2/s/50°C HFO



Main specifications

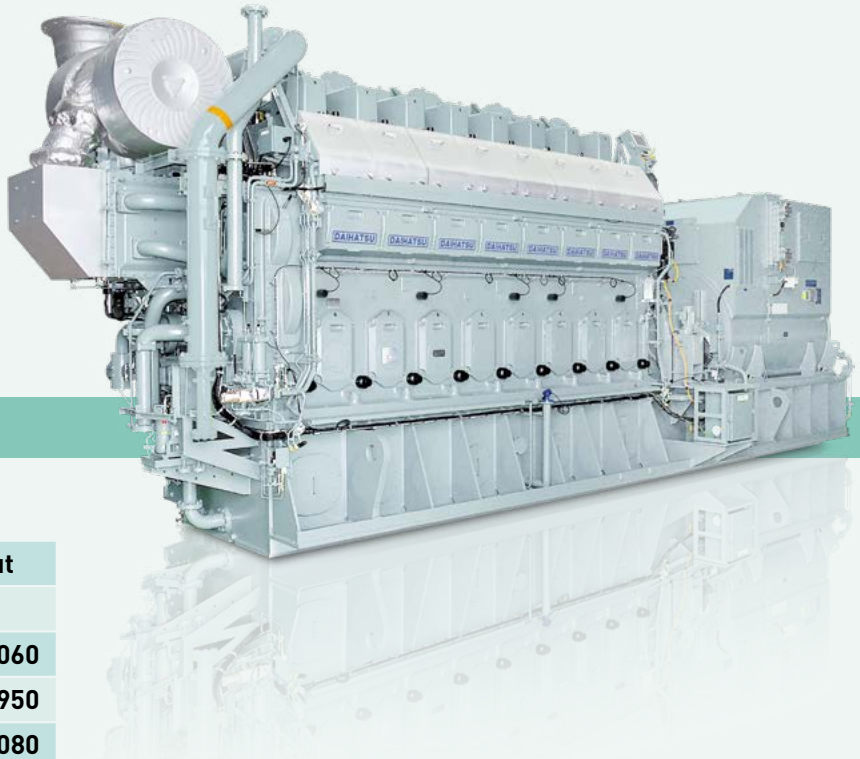
Model			Output
	Engine speed (min^{-1})		720
6DE28DF	Engine	kWm	**1300~1730**
	Generator	kWe	**1220~1640**

The generator output values are based on power generation efficiency of approximately 95%. They may vary depending on generator efficiency.

DE35DF

Main data

Cylinder bore : 350mm
Piston stroke : 440mm
No. of cylinder : 6, 8
Pme : 2.01MPa
Piston speed : 10.56m/sec.(at 720min^{-1})
Fuel oil : Natural gas, MGO·MDO~
up to 380mm^2/s/50°C HFO



Main specifications

Model			Output
	Engine speed (min^{-1})		720
6DE35DF	Engine	kWm	**2701~3060**
	Generator	kWe	**2565~2950**
8DE35DF	Engine	kWm	**3061~4080**
	Generator	kWe	**2950~3940**

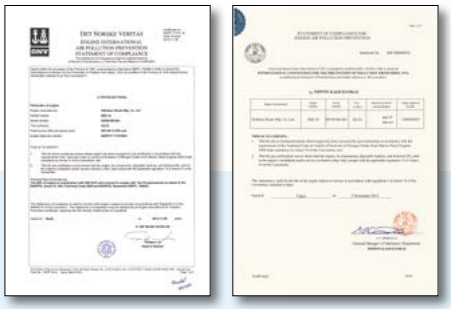
The generator output values are based on power generation efficiency of approximately 96.5%. They may vary depending on generator efficiency.

Selective Catalytic Reduction

SCR System Patented

The DAIHATSU-DEC Marine SCR System engineered to achieve the highest levels of space saving and running cost reduction

Marine diesel engines installed on ocean navigating ships must be gentle to the global environment at all times. Daihatsu SCR system decomposes NOx contained in the engine exhaust gas using chemical reaction and makes the exhaust gas clean. We adopted a patented bypass-integrated structure and optimized the electronic control and operation devices to enable easy onboard installation, save installation space and reduce running cost.



Statement of Compliance for IMO NOx Tier III

1 NOx removal performance compliant with IMO NOx Tier III standards

2 Compact design for easy onboard installation

- The SCR reactor can be mounted vertically or horizontally.
  (*Horizontal mounting is possible for models up to SCR81B.)
- A unique nozzle sprays urea aqueous microparticles to reduce the vaporization distance.
- A built-in auto-switching bypass damper reduces duct connection to only two locations: inlet and outlet.

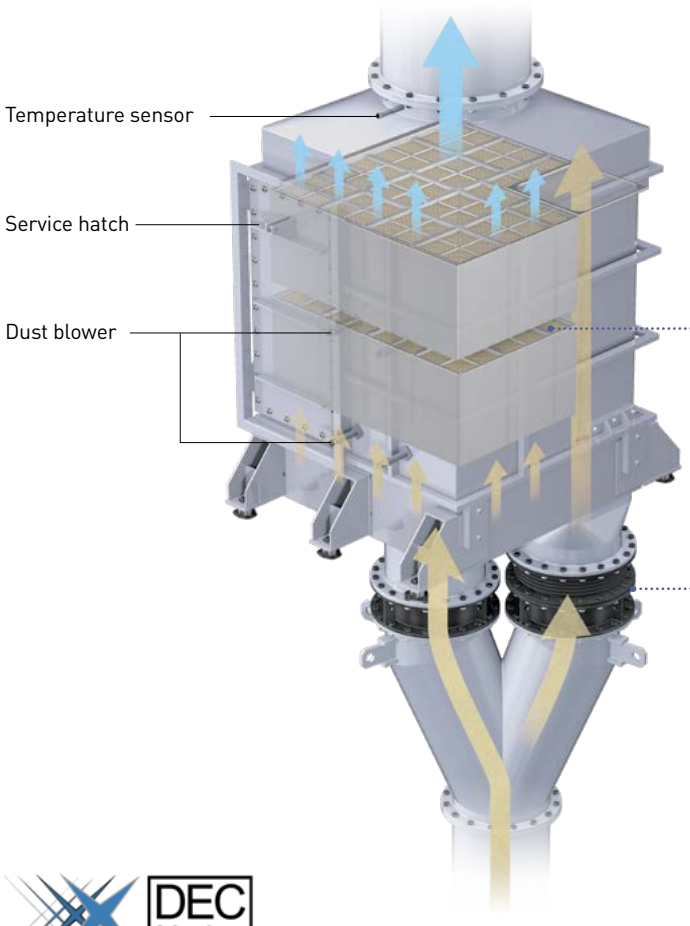
3 Low running cost

- The unique nozzle and electronically controlled auto-operation optimize the amount of urea aqueous spraying.

4 High vibration resistance

- Anti-vibration support for the SCR reactor.

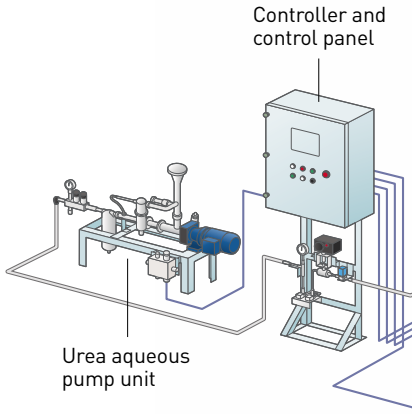
Connection of single duct to SCR reactor



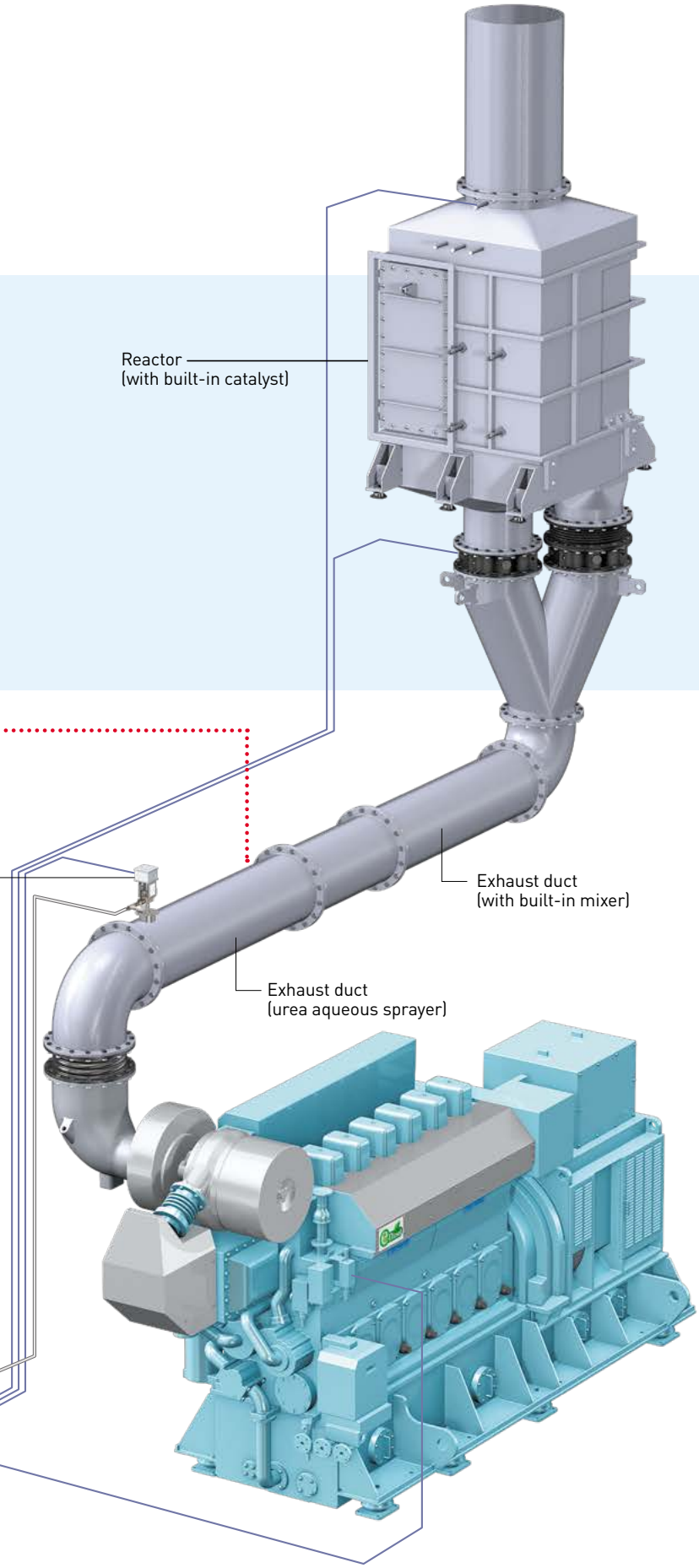
Catalyst
The catalyst causes chemical reaction between ammonia and NOx to eliminate harmful NOx.

Urea aqueous spraying nozzle

Bypass damper
The bypass damper performs switching operations automatically according to the operating condition of the SCR system.
The bypass damper is installed immediately before the SCR reactor to enable the use of only one existing duct.



DEC Marine

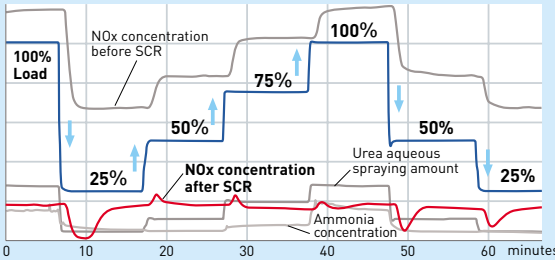


Aqueous urea spraying pump unit

Controller and control panel

Low running cost

The unique aqueous urea nozzle and electronically controlled auto-operation optimize the amount of aqueous spraying and maintain NOx below the regulation value at all times.



SCR Model Selection Table for Gensets Engine

Engine model	Engine output		SCR model
	min^{-1}	kWm	
6DL-16Ae	1,200	442~530	**25B**
6DE-18	720/750	375~700	**30B**
	900	400~660	
6DE-18	900	661~860	**36B**
6DE-20	900	811~1,090	**49B**
6DE-23	720/750	800~1,280	**64B**
	900	1,000~1,516	
8DEL-23	900	1,500~2,200	**100B**
6DE-28	720/750	1,701~2,140	**100B**
6DE-33	720/750	2,700~3,600	**169B**
8DE-33	720/750	3,600~4,800	**240B**
8DK-28e	720/750	1,915~2,800	**144B**

* Compatible models are added from time to time. For gensets engine models/ specifications not listed in the above table, please contact our company.
* Please inquire separately for propulsion engine models with SCR compatibility.
* Even when the SCR system is in non-operational (bypass operation), air supply is still used at a rate of 0.1 to 0.3 Nm^3/h for the cooling of the spraying nozzle while the engine is running.

For the SCR NOx reduction system

AUS Generator

AUS: AQUEOUS UREA SOLUTION

D-Power SCR
Urea Solution Device

Inboard production of high-purity urea water from urea powder and pure water

A device that produces on-board the aqueous urea solution that is required as a reducing agent for the SCR (Selective Catalytic Reduction) system has been developed. Since it generates only the necessary amount of aqueous urea solution at the necessary time from pure water and urea powder, there are no concerns about degradation, and a solution of consistently stable quality can be supplied. Also, because there is no need for large tanks to store the solution in liquid form, it offers space-saving storage, and the procurement of urea powder is economical.

1 Dispense with large, space-consuming AUS storage tanks

- Large on-board tanks storing the entire voyage's quota of AUS are no longer needed. Although a buffer tank will be required to provide AUS this tank is far smaller than the aforementioned storage tanks.

2 Save money on your AUS

- AUS produced from urea powder is cheaper than buying AUS already in its liquid form.

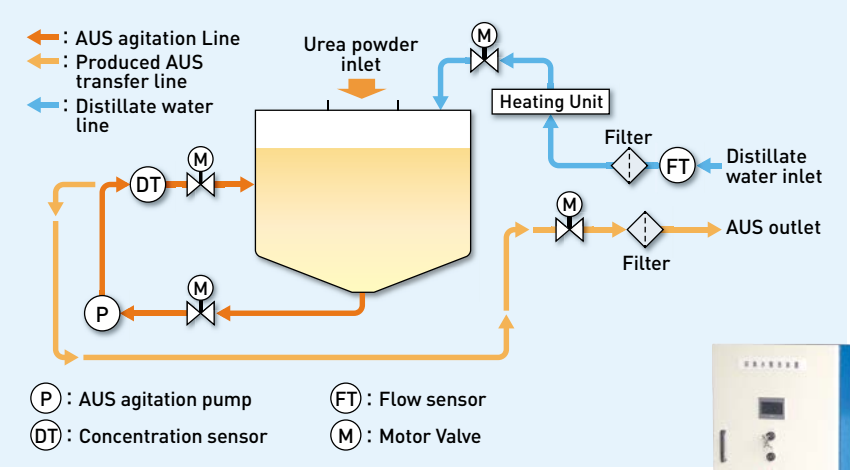
3 Loading urea powder is easier than loading AUS

- In order to load AUS, an Intermediate Bulk Container (IBC) and pump are required to transfer the AUS from the container to the tank. With powder these are not needed.

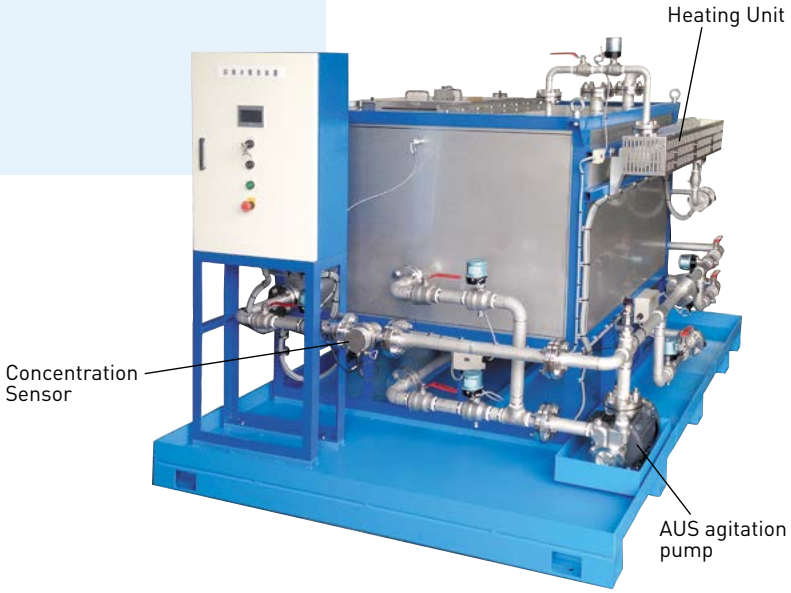
4 The same high quality AUS every time

- Storing AUS for extended periods risks exposing it to temperature fluctuations that decrease its quality and shelf-life. Producing AUS from powdered urea when it is needed maintains the AUS quality and helps to prevent the SCR's catalyst from becoming stained or obstructed.

Structure



The material of pipe, valve, and fittings shall be made of stainless steel from urea solution outlet to shipyard storage tank.

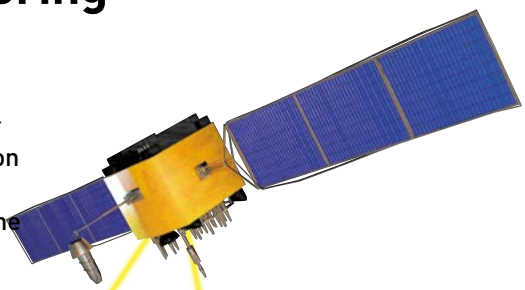


CMAXS LC-A

CMAXS LC-A ClassNK

Cloud-based engine condition monitoring and diagnostic solution

CMAXS LC-A is an abnormality diagnosis and maintenance assist system with a multiple capability for monitoring the main engine, power generator and auxiliary equipment in the main engine room. It achieves early detection of abnormal trends and prevents malfunctions by promoting proper maintenance. By utilizing cloud services, it makes it possible to grasp engine conditions at sea or on land.



1 Self-contained onboard engine support

- Early identification of potential faults through continuous engine diagnosis prevents serious engine failures.
- Troubleshooting guides assist with the customer's own maintenance work.

2 Simple and easy operation

- Integrated operation of the main engine, auxiliary engine and auxiliary devices.
- User-friendly operation through photographs, graphs, image data, alarm monitoring functions and an intuitive user interface.

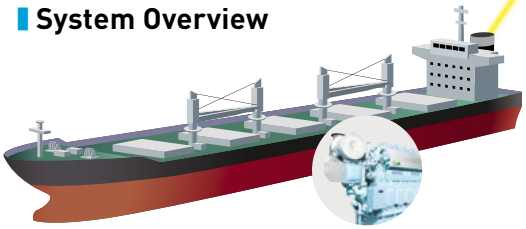
3 Onboard and onshore engine "visualization"

- Fleet overviews and targeted vessel monitoring through the CMAXS Web Service.
- Ascertain a vessel's condition and activate any measures necessary via the onshore "Ship Data Center".
- Retrieve a target vessel's data at any time thanks to safe Cloud storage.

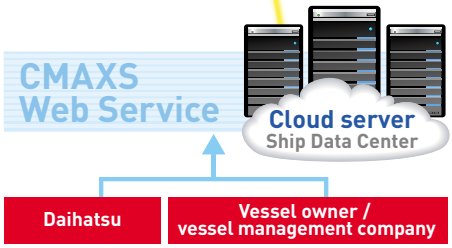
4 A total support solution

- Direct analysis of engine data allows DAIHATSU to provide quick and relevant support.
- Periodic diagnostic reports provide reassurance for customers.

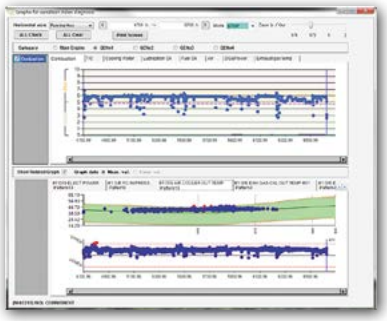
System Overview



Data is obtained from sensors mounted to the engines and used to automatically diagnose the engine condition. This allows appropriate maintenance to be provided quickly to prevent engine trouble.

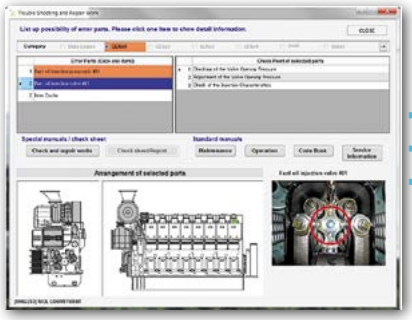


Diagnosis function



Check details of an engine's condition via the diagnosis screen.

Troubleshooting function



- Parts Lists
- Manuals
- Service Info.

Displays the part that is most likely to have caused a failure, as well as measures to be taken.

CMAXS Web Service

The CMAXS Web Service home page can be accessed over the internet, enabling the ship's status to be determined from virtually anywhere in the world.

CMAXS provides service as a member of the NK-CMAXS Alliance

CMAXS LC-A/e-GICSX alliance members: ClassNK Consulting Service Co., Ltd., Ship Data Center Co., Ltd., IHI Power Systems Co., Ltd., Mitsui E&S Machinery Co., Ltd., Makita Corporation, Hitachi Zosen Corporation, IMC Co., Ltd., and our company.
(As of January 2023.)

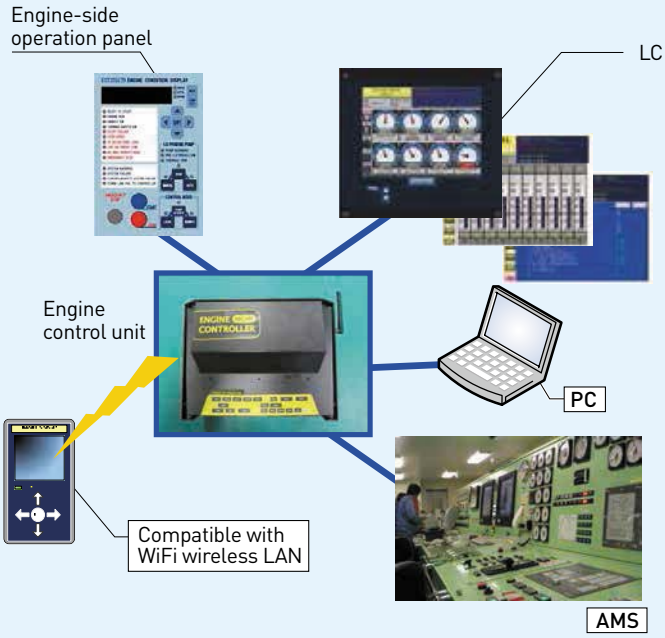
Engine safety / control system

Engine Controller

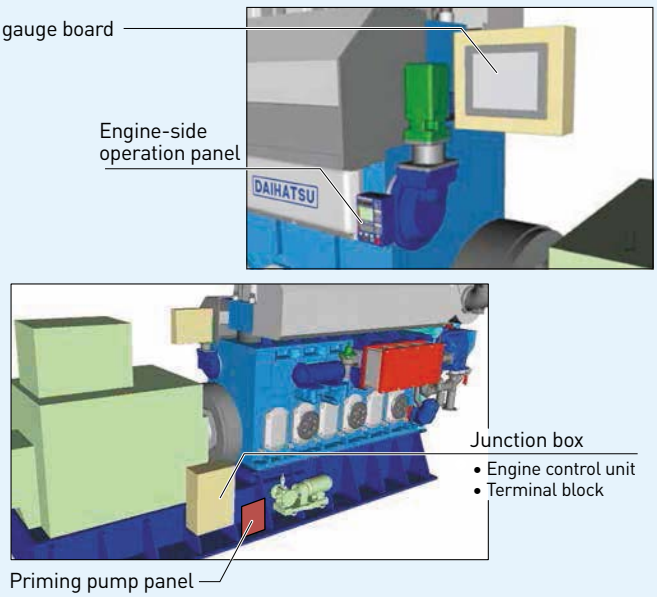
Improving engine reliability
An engine safety/control system for next-generation engines

The engine safety/control system ensures safe and reliable engine operation based on the control/safety sequence verified by Daihatsu. The circuits are protected so as to prevent faulty operation even if a mistake is made in the installation. The system automatically saves the record of engine control device operations (events) and the trend data. This enables accurate understanding of symptoms when engine trouble occurs, thus allowing swift and efficient investigation of the problem causes.
Since the product was developed for a long-term use, there is no need for replacement parts.

Links between the engine control unit and other devices



Example installation on engine



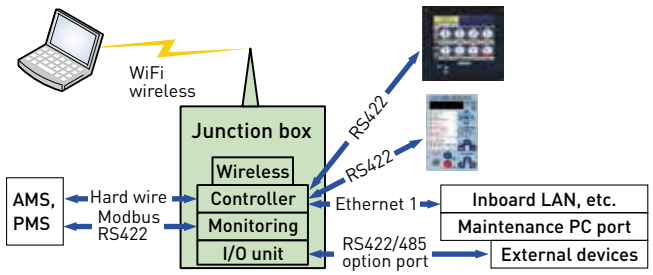
Pursuit of safety, security, and ease of use for the owner and the crew

1. Ease of operation and safety circuits ensure security during engine operation.
2. If a problem occurs with the controller, recovery is simple and quick. Simply replace the main assembly and insert a new memory card.
3. A web server is provided as a standard feature. Connect a browser to the server for easy checking of the engine condition.
4. Engine condition data can be downloaded easily in the event of an engine problem. Sending the data to Daihatsu allows our service personnel to conduct a preliminary investigation before visiting the site.

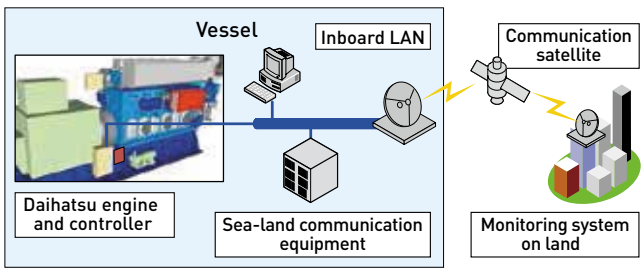
Meeting the users' needs

1. The engine controller has an industry standard Modbus-RTU/RS422 communication port to connect to the Alarm Monitoring System (AMS) to reduce wiring.
2. The priming pump control panel is engine-mounted as a standard feature to eliminate the need for separate procurement.
3. The safety and control functions provided on the engine controller simplify commissioning. Simplified generator panels cut costs and reduce the installation space required.
4. An Ethernet port is provided as a standard feature to flexibly meet future needs of shipbuilders, such as connection with onboard LAN and server and interaction with sea-land communication systems.

Engine controller input/output features



Connection to inboard system

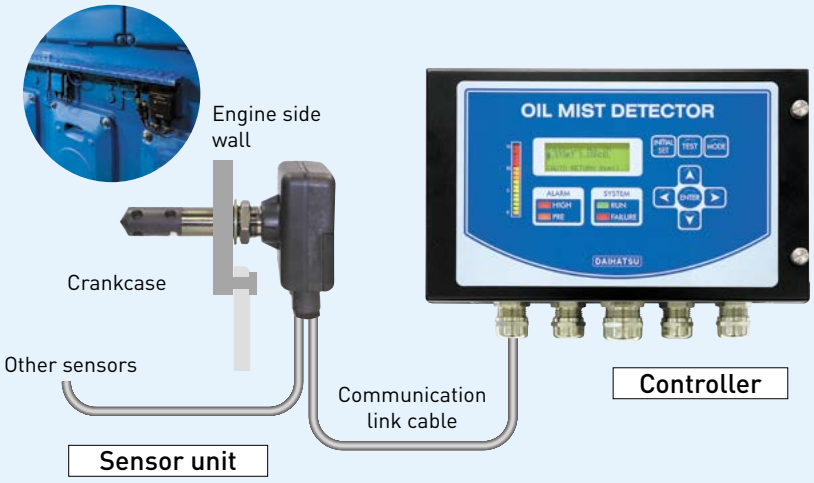


MD-SX / DOMM

Oil mist detector

MD-SX (Sensor type)

Oil mist detectors for crankcase monitoring are required by classification societies as devices for the protection of internal combustion engines. Daihatsu's MD-SX oil mist detector is type-approved by NK, DNV GL, BV, LR, ABS, CCS, KR and LINA. The MD-SX responds better and is easier to install and maintain than the conventional pipe type. The standard model can be connected with up to 16 sensor points.
The MD-SX II (connection of up to 9 sensor points) is designed exclusively for 4-stroke engines and provides excellent protection using a fewer sensor units.



MD-SX II

This product estimates the mist level in a crankcase not installed with a sensor unit from the data obtained from the sensors installed in the adjacent crankcases on both sides. Since it is highly responsive even with a reduced number of sensor units, installation costs can be minimized. The MD-SX II is also equipped with a self-diagnosis function to facilitate maintenance and provide extra safety assurance.

The optional sensor checker enables confirmation of the effectiveness of cleaning during maintenance and verification of proper operation of sensors. It is also possible to add a logging function to record oil mist concentration. Consequently, the MD-SX oil mist detector not only raises an alarm in a conventional manner when the oil mist concentration increases, but also enables the diagnosis and prediction of failure using log data.

Oil mist monitor

DOMM

DOMM Daihatsu Oil Mist Monitor

The DOMM installed in an engine room detects oil mist leakage at an early stage.
It helps prevent fire resulting from the ignition of oil mist and also helps keep inboard environment safe and clean by preventing oil mist from adhering to equipment and walls to cause oil stains.
The International Organization for Standardization (ISO) established the inspection standard for inboard oil mist detectors, "Atmospheric oil mist detectors for ship," in August 2012.

The DOMM can also be used any place in a ship where oil mist is generated. Since the sensors and controller are equipped with a self-diagnosis function just like our oil mist detector, the DOMM facilitates maintenance and provides extra safety assurance.

Sensor unit

Moriyama Factory

From Moriyama and Himeji to the world

Daihatsu's Moriyama Factory manufactures products using a production system that takes full advantage of our expertise and experience accumulated over many years, in order to assure high levels of quality and performance in engines that will set out on journeys around the world. On the environmental front, we take all possible environmental measures commensurate with our environmentally friendly engines, such as the use of gas engines for generating the electricity used inside the factory and complete recycling of factory water. The high quality of the factory underlies the high quality of our products. The same quality has been inherited by a new factory in Himeji that faces the Seto Inland Sea and is being crowned as Daihatsu's Himeji Factory.

Photovoltaic power generation (Moriyama Factory)

Technology Development Center (Moriyama Factory)

Logistics Center (Moriyama Factory)

A view of the factory (Himeji Factory)

The Training Center — Supporting Our Technologies

Mechanics in Training Centers worldwide conduct training in environments that allow trainees to disassemble and assemble actual engines in response to customer requests.

Training Scene (Moriyama Second Factory)

Reduction Gear (Moriyama Second Factory)

Training Room (Moriyama Second Factory)

Training Center (Him

Himeji Factory

Shipping Port (Himeji Factory)

Assembly Shop (Himeji Factory)

Trial Area (Himeji Factory)

Painting Area (Himeji Factory)

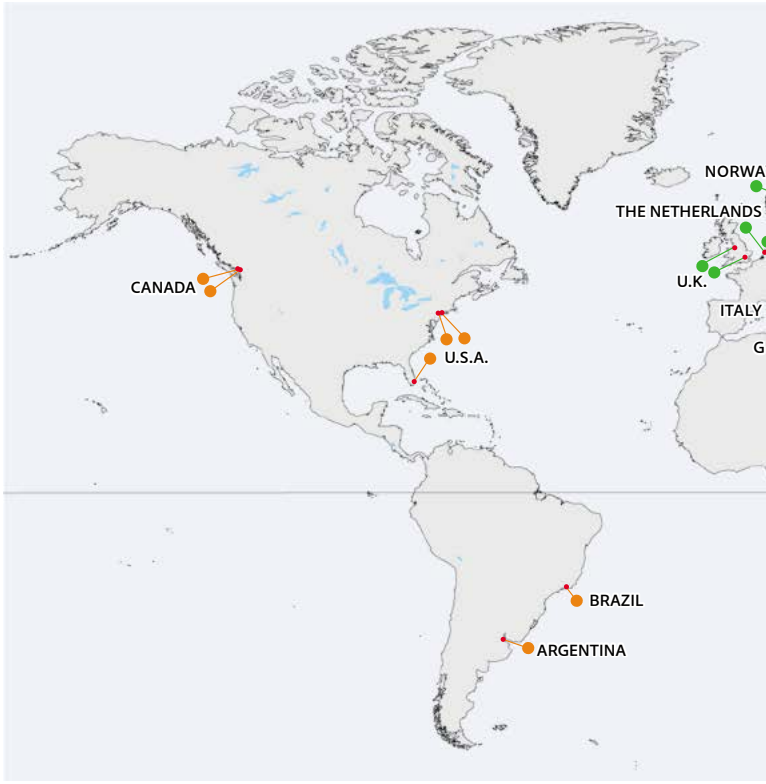
eji Factory)

Singapore Training Center

Hamburg / Germany Training Center

Dubai / UAE Training Center

Service Network



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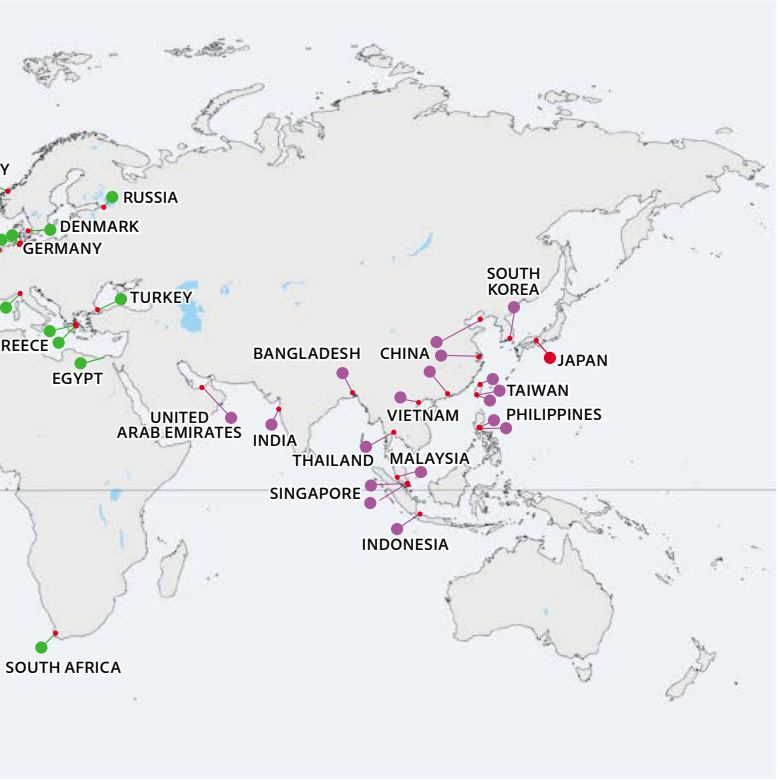

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