

MARINE GENSETS DIESEL ENGINE

General Catalog



DAIHATSU
DAIHATSU DIESEL MFG.CO.,LTD.

Next Stage

Advancing toward a New Horizon

Our clean and powerful "e-Diesel" is packed with top-level quality and technologies that Daihatsu Diesel has accumulated and refined over many years since the foundation of the company in 1907.

Daihatsu Diesel's 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.

Daihatsu's e-Diesel is constantly advancing in order to deliver the ultimate performance that only a continually evolving company can attain.



DAIHATSU DIESEL
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)

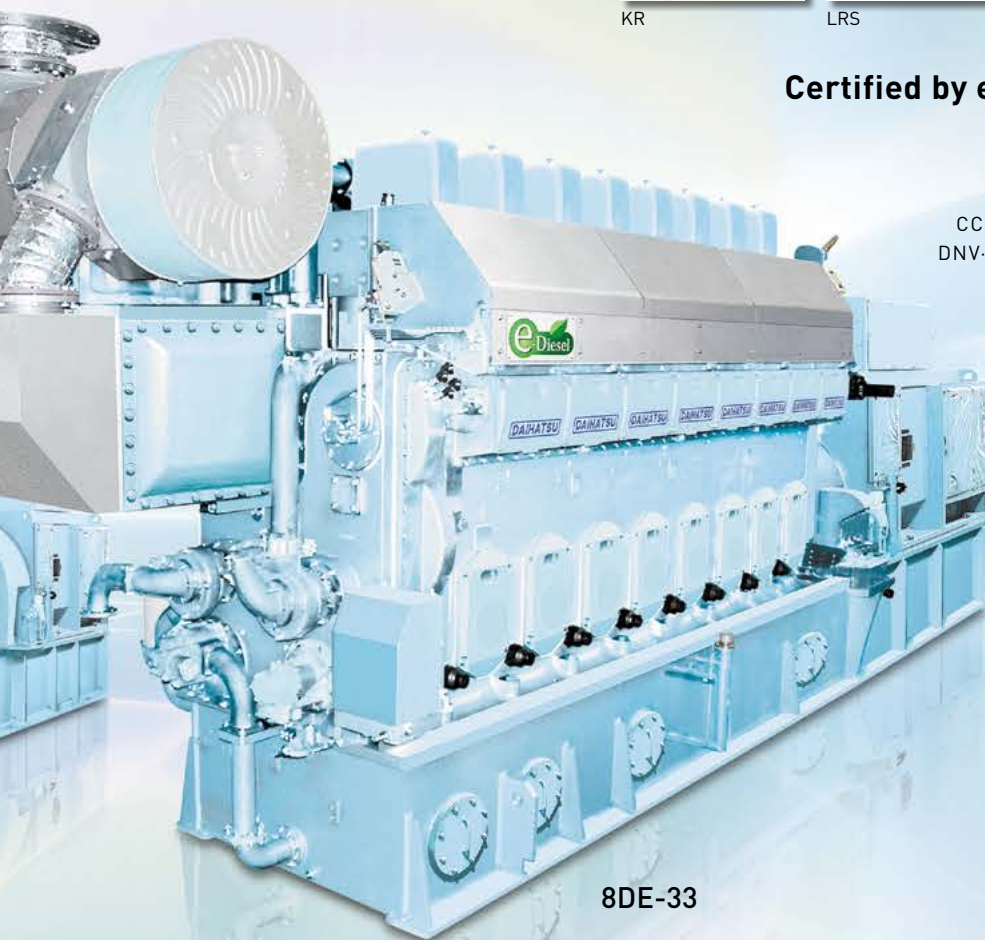
DNV-GL(Det Norske Veritas-Germanischer Lloyd)

KR(Korean Register of shipping)

LRS(Lloyd's Register of Shipping)

NK(Nippon Kaiji Kyokai)

RS(Russian Maritime Register of Shipping)



8DE-33

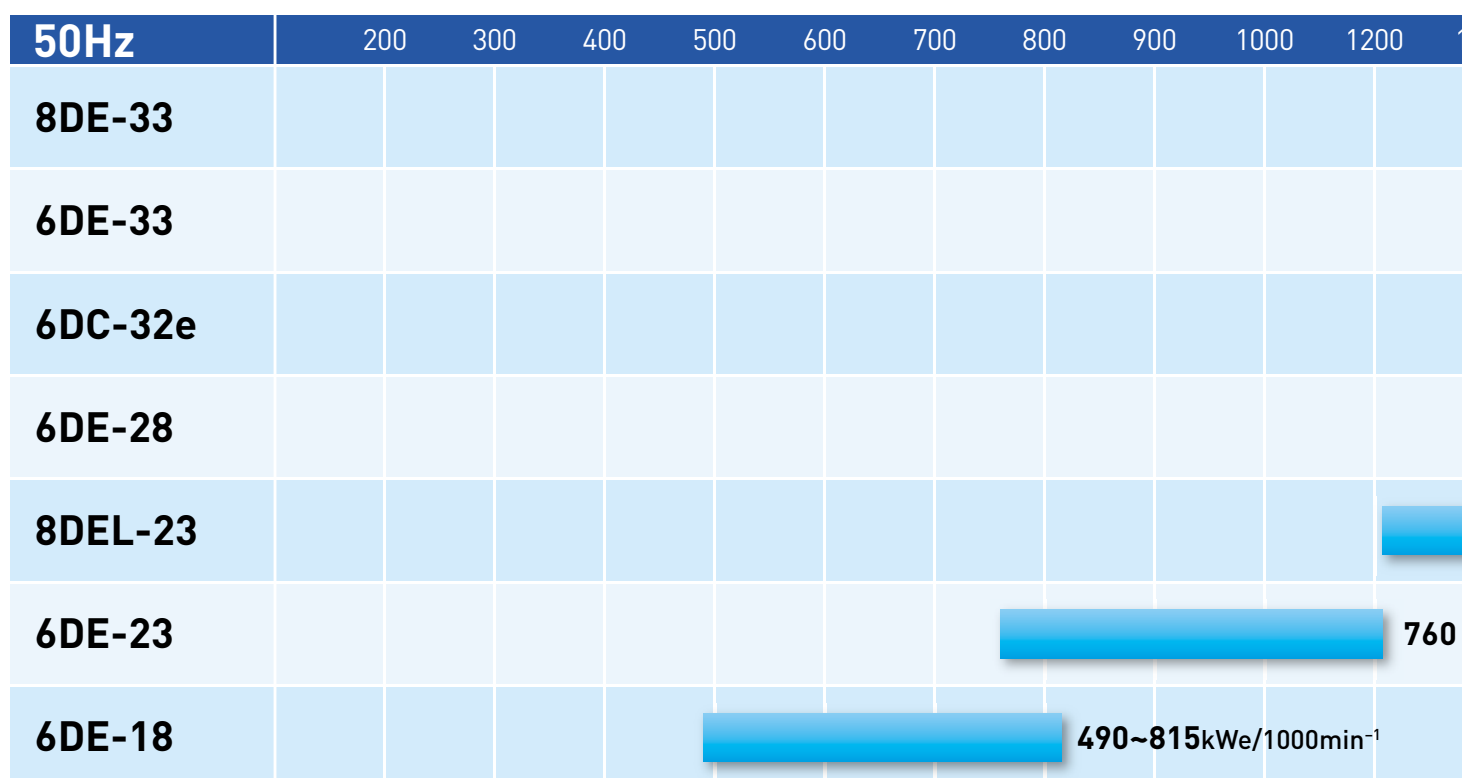
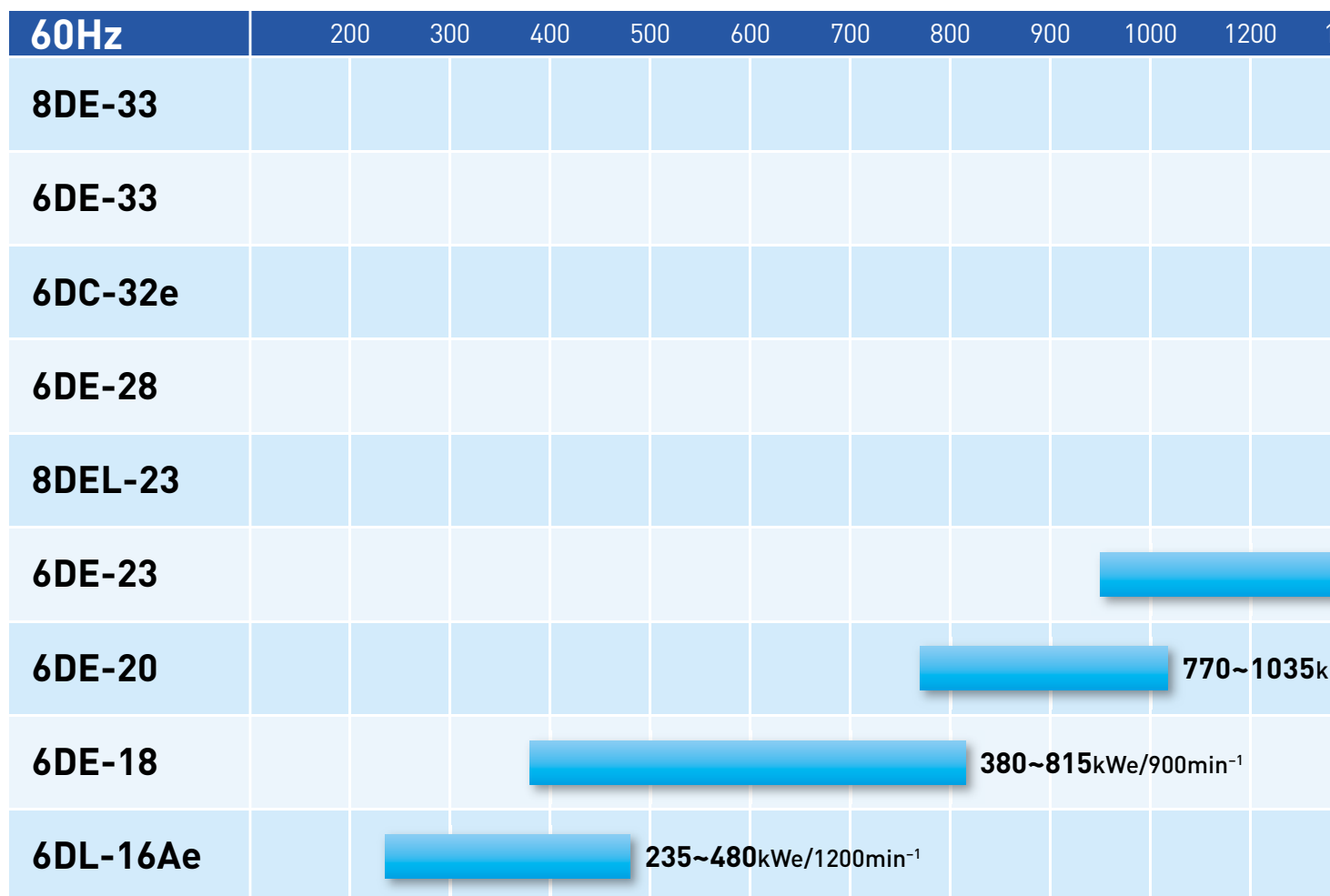


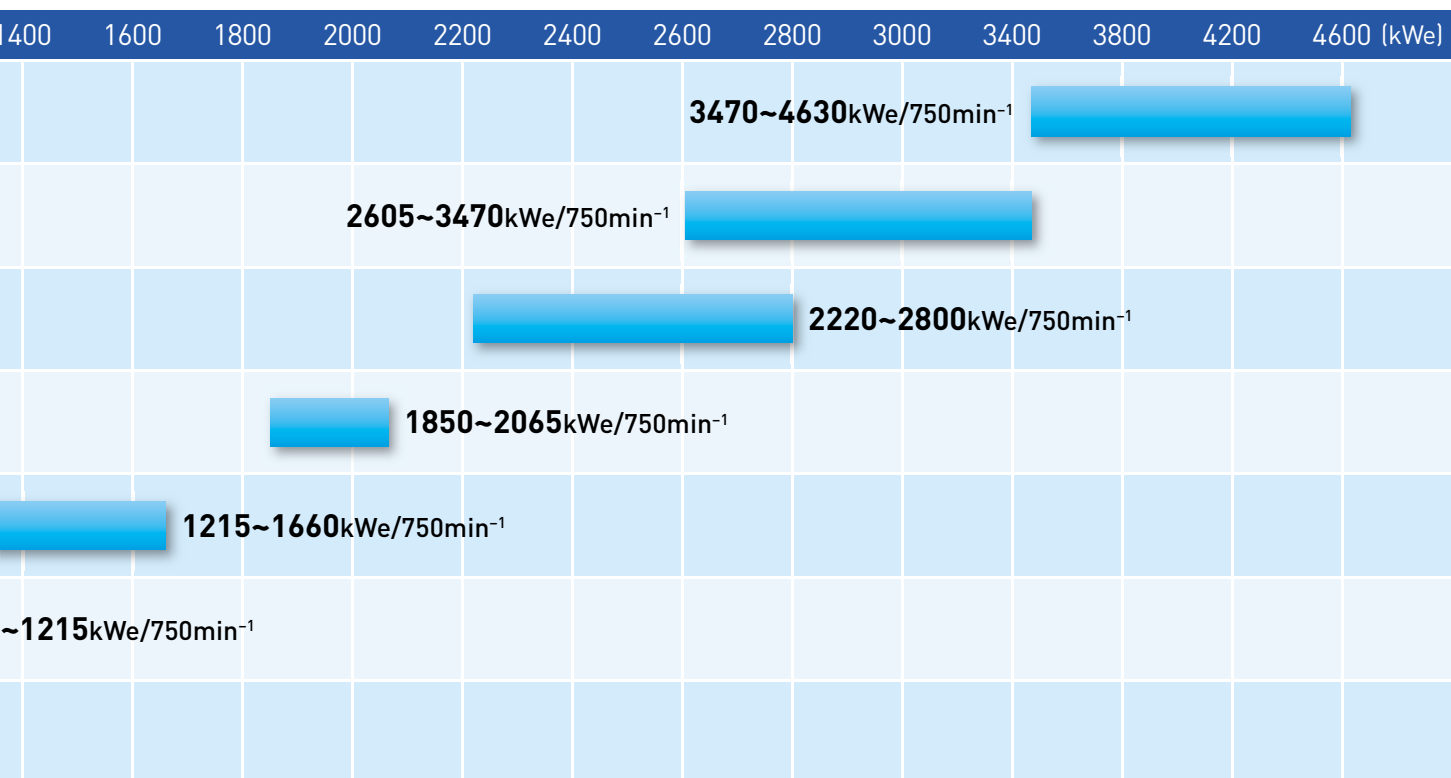
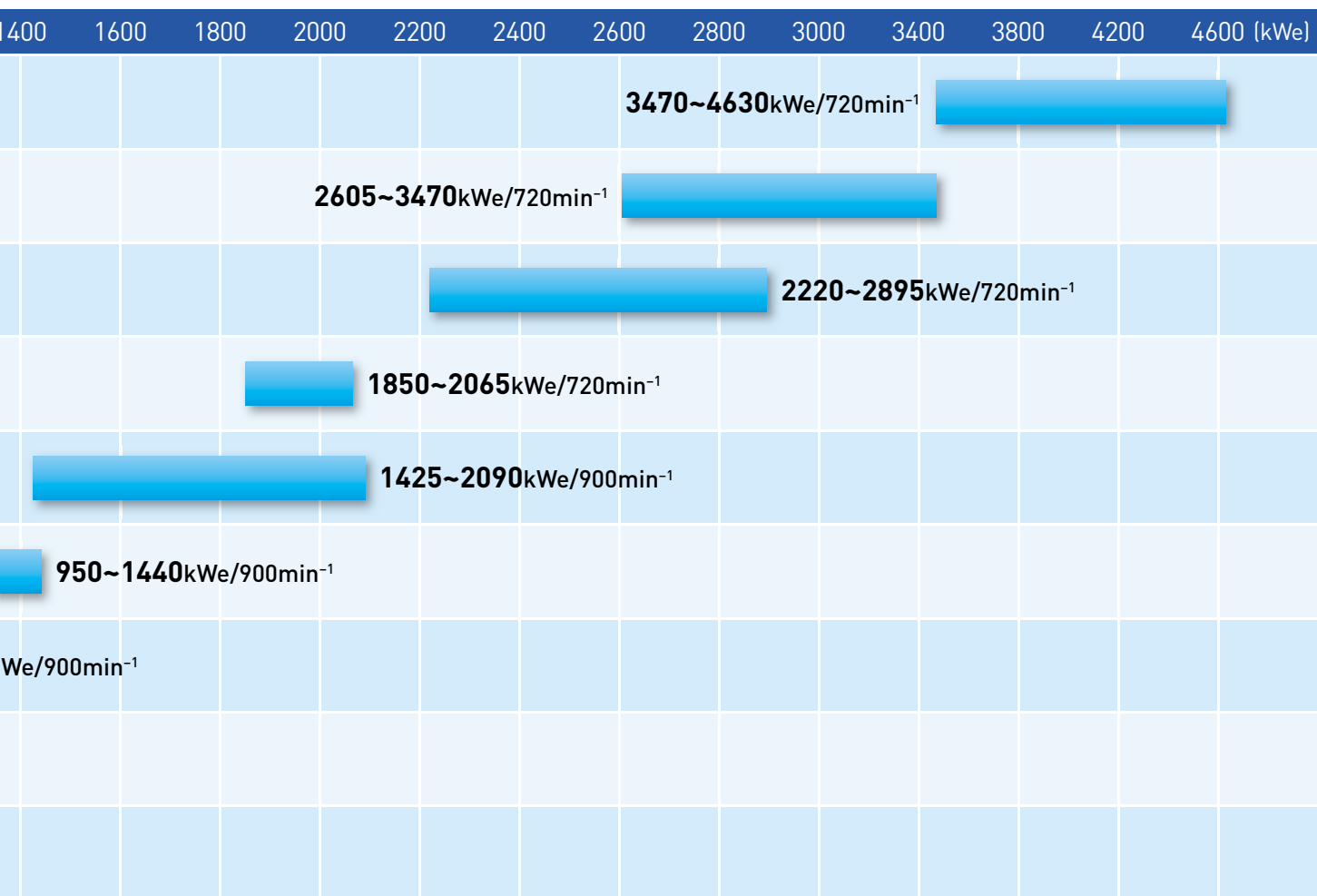
Clean & Powerful

e-Diesel engines are gentle to the earth's environment.

They boast reduced NOx emissions as well as high fuel efficiency for reduced CO₂ emissions.

■ Engine output chart





DE-18

Main data

Cylinder bore : 185mm

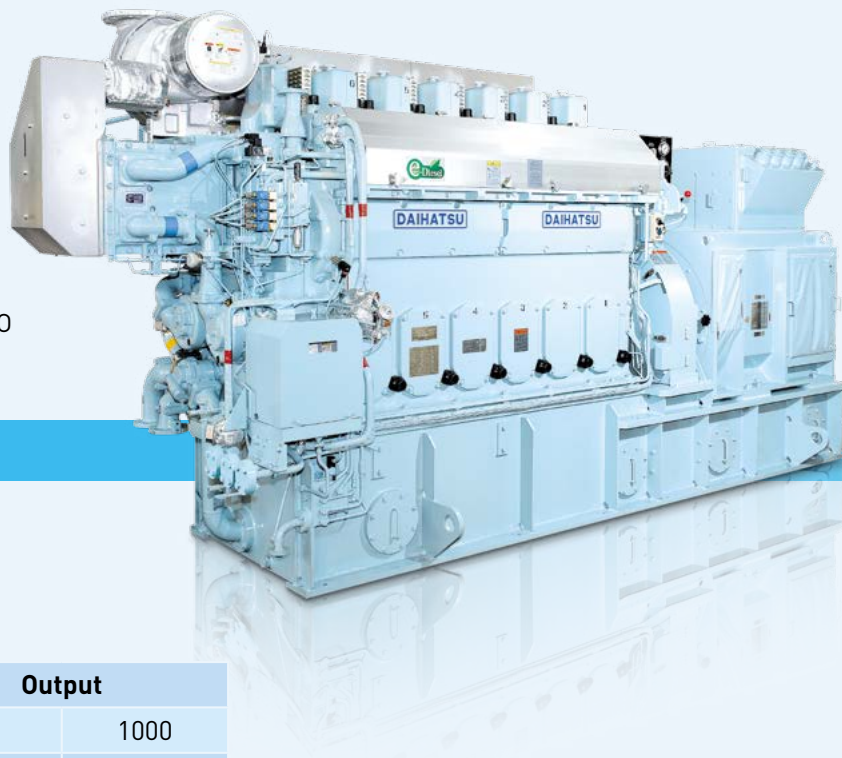
Piston stroke : 280mm

No. of cylinder : 6

Pme : 2.5MPa

Piston speed : 8.4m/sec.(at 900min⁻¹)
9.33m/sec.(at 1000min⁻¹)

Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

Model		Output	
		Engine speed (min ⁻¹)	
6DE-18		900	1000
	Engine	kWm	400~860
	Generator	kWe	380~815

The generator output values are based on power generation efficiency of approximately 95%.

DE-20

Main data

Cylinder bore : 205mm

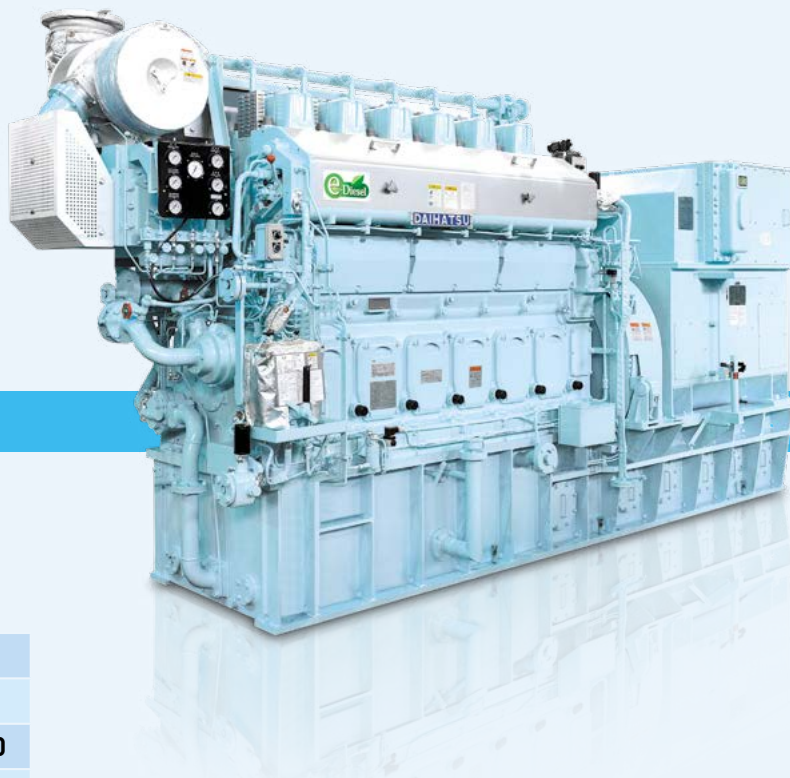
Piston stroke : 300mm

No. of cylinder : 6

Pme : 2.45MPa

Piston speed : 9.0m/sec.(at 900min⁻¹)

Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

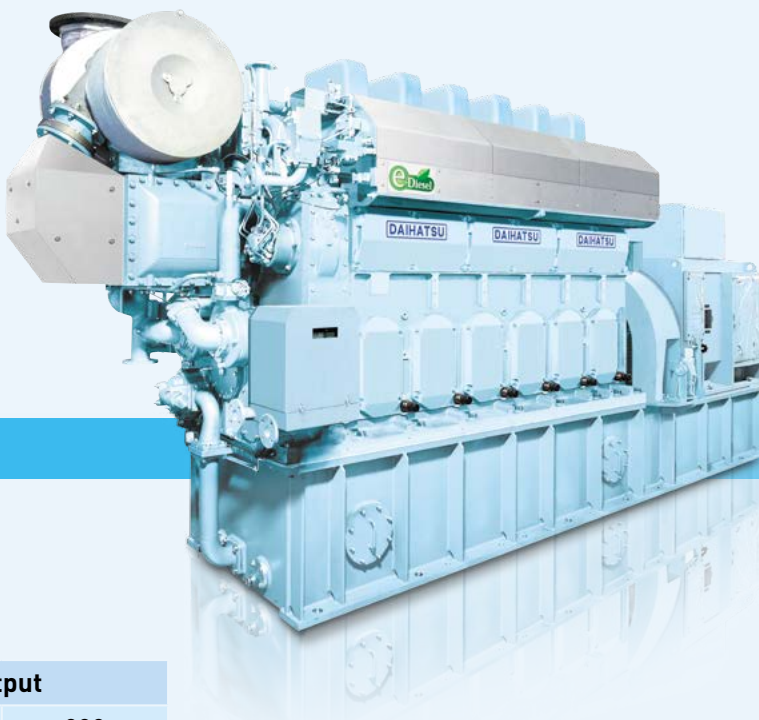
Model		Output	
		Engine speed (min ⁻¹)	
6DE-20		900	
	Engine	kWm	811~1090
	Generator	kWe	770~1035

The generator output values are based on power generation efficiency of approximately 95%.

DE-23

Main data

Cylinder bore : 230mm
 Piston stroke : 320mm
 No. of cylinder : 6
 Pme : 2.5MPa
 Piston speed : 9.6m/sec.(at 900min⁻¹)
 8.0m/sec.(at 750min⁻¹)
 Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

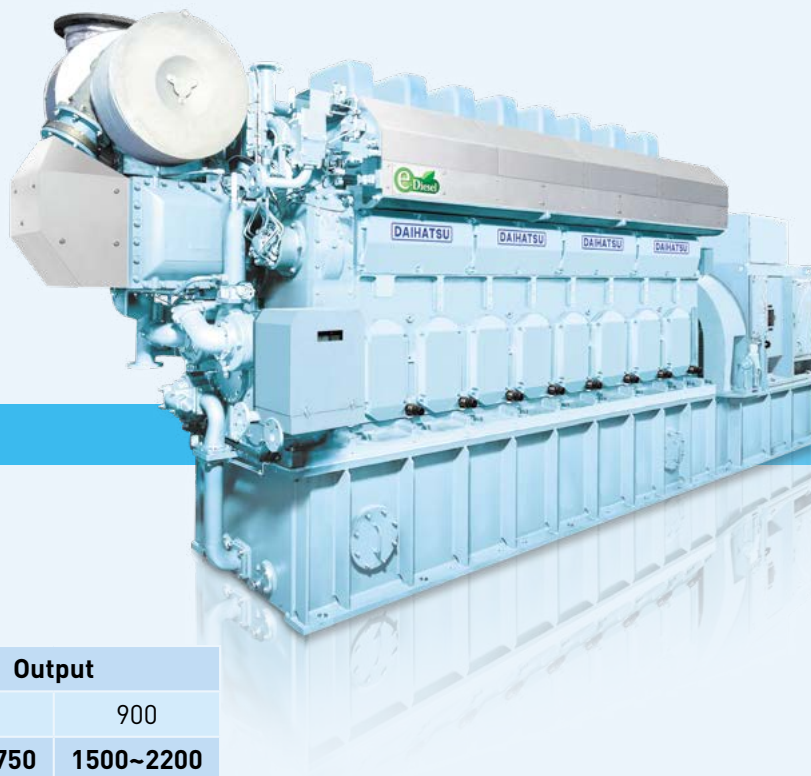
Model			Output	
			750	900
6DE-23	Engine	kWm	800~1280	1000~1516
	Generator	kWe	760~1215	950~1440

The generator output values are based on power generation efficiency of approximately 95%.

DEL-23

Main data

Cylinder bore : 230mm
 Piston stroke : 350mm
 No. of cylinder : 8
 Pme : 2.52MPa
 Piston speed : 10.5m/sec.(at 900min⁻¹)
 8.75m/sec.(at 750min⁻¹)
 Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

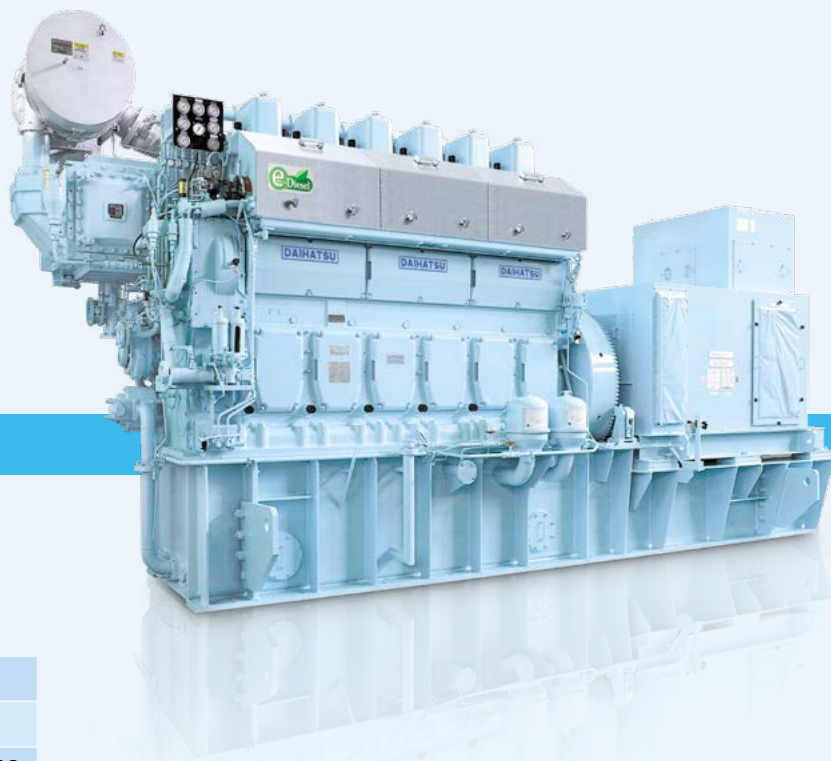
Model			Output	
			750	900
8DEL-23	Engine	kWm	1280~1750	1500~2200
	Generator	kWe	1215~1660	1425~2090

The generator output values are based on power generation efficiency of approximately 95%.

DE-28

Main data

Cylinder bore : 285mm
 Piston stroke : 390mm
 No. of cylinder : 6
 Pme : 2.43MPa
 Piston speed : 9.36m/sec.(at 720min⁻¹)
 9.75m/sec.(at 750min⁻¹)
 Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

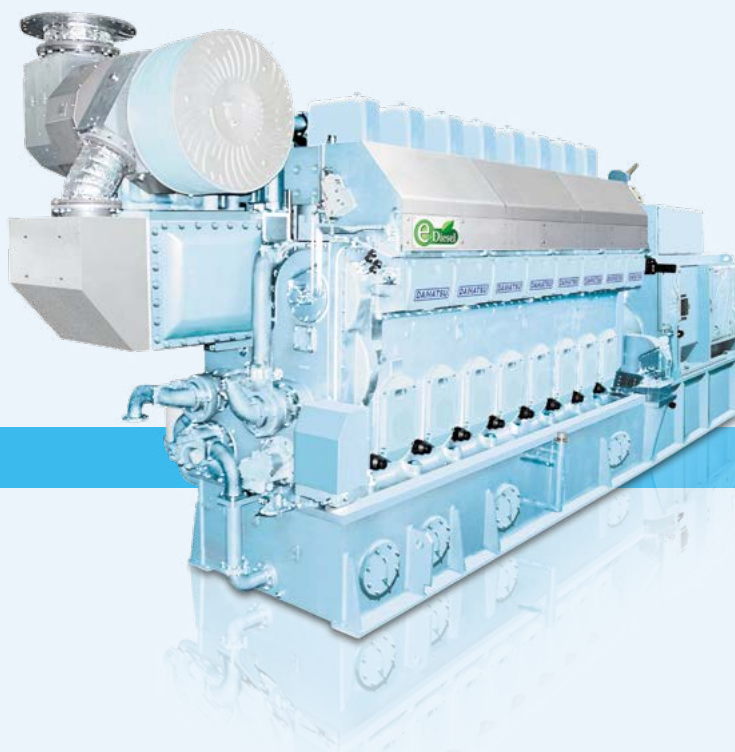
Model			Output
Engine speed (min ⁻¹)			720/750
6DE-28	Engine	kWm	1921~2140
	Generator	kWe	1850~2065

The generator output values are based on power generation efficiency of approximately 95.5%.

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)
 11m/sec.(at 750min⁻¹)
 Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

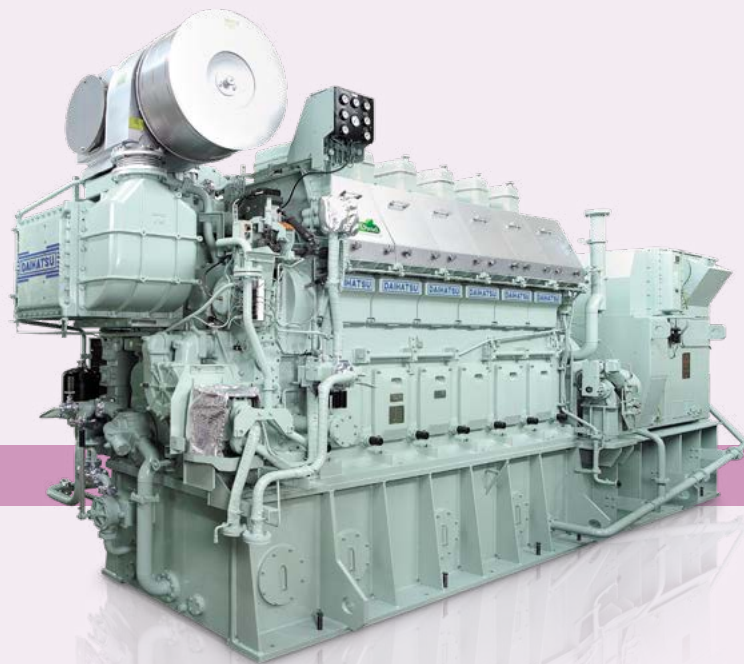
Model			Output
Engine speed (min ⁻¹)			720/750
6DE-33	Engine	kWm	2700~3600
	Generator	kWe	2605~3470
8DE-33	Engine	kWm	3600~4800
	Generator	kWe	3470~4630

The generator output values are based on power generation efficiency of approximately 96.5%.

DC-32e

Main data

Cylinder bore : 320mm
 Piston stroke : 400mm
 No. of cylinder : 6
 Pme : 2.59MPa
 Piston speed : 9.6m/sec.(at 720min⁻¹)
 10m/sec.(at 750min⁻¹)
 Fuel oil : MDO~up to 700mm²/s/50°C HFO



Main specifications

Model			Output	
			720	750
6DC-32e	Engine	kWm	2300~3000	2300~2905
	Generator	kWe	2220~2895	2220~2800

The generator output values are based on power generation efficiency of approximately 96.5%.

DL-16Ae

Main data

Cylinder bore : 165mm
 Piston stroke : 210mm
 No. of cylinder : 6
 Pme : 1.97MPa
 Piston speed : 8.4m/sec.(at 1200min⁻¹)
 Fuel oil : MDO



Main specifications

Model			Output
			1200
DL-16Ae	Engine	kWm	260~530
	Generator	kWe	235~480

The generator output values are based on power generation efficiency of approximately 91%.

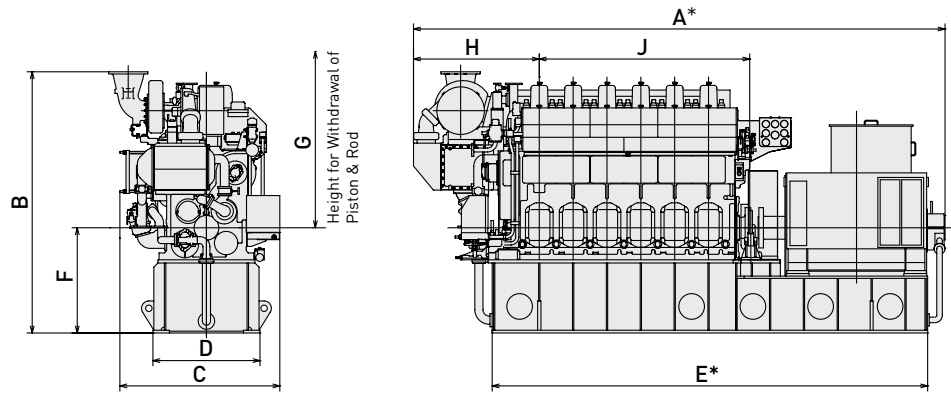
Specifications / Dimensions and Mass

60Hz

Engine model	Engine revs. min ⁻¹	Output kWm	Output kWe	Bore mm	Stroke mm
DE series	6DE-18	900	400 ~ 860	185	280
		720	375 ~ 700		
	6DE-20	900	811 ~ 1090	205	300
	6DE-23	900	1000 ~ 1516	230	320
		720	800 ~ 1280		
	8DEL-23	900	1500 ~ 2200	230	350
		720	1280 ~ 1750		
	6DE-28	720	1921 ~ 2140	285	390
Other series	M5	1800	185 ~ 310	145	160
		1200	147 ~ 220		
	6DL-16Ae	1200	260 ~ 530	165	210
	6DK-20e	900	600 ~ 1060	200	300
		720	580 ~ 800		
	6DK-26e	720	1200 ~ 1850	260	380
	6DK-28e	720	1460 ~ 2130	280	390
	8DK-28e	720	1915 ~ 2800	280	390
	6DK-36e	600	2950 ~ 3500	360	480
	8DK-36e	600	4400 ~ 4650	360	480
	12DK-36e	600	5830 ~ 6660	360	460
	6DC-32e	720	2300 ~ 3000	320	400
	8DC-32e	720	2750 ~ 4000	320	400
	16DC-32e	720	5500 ~ 7720	320	400

50Hz

Engine model	Engine revs. min ⁻¹	Output kWm	Output kWe	Bore mm	Stroke mm
DE series	6DE-18	1000	520 ~ 860	185	280
		750	375 ~ 700		
	6DE-23	750	800 ~ 1280	230	320
	8DEL-23	750	1280 ~ 1750	230	350
	6DE-28	750	1921 ~ 2140	285	390
	6DE-33	750	2700 ~ 3600	330	440
	8DE-33	750	3600 ~ 4800	330	440
Other series	6DK-20e	750	580 ~ 800	200	300
	6DK-26e	750	1200 ~ 1850	260	380
	6DK-28e	750	1460 ~ 2130	280	390
	8DK-28e	750	1915 ~ 2800	280	390
	6DK-36e	600	2950 ~ 3500	360	480
	8DK-36e	600	4400 ~ 4650	360	480
	12DK-36e	600	5830 ~ 6660	360	460
	6DC-32e	750	2300 ~ 2905	320	400
	8DC-32e	750	3000 ~ 4000	320	400
	16DC-32e	750	6000 ~ 7720	320	400



No. of cylinders	Dimension mm										Dry Mass* ton
	A	B	C	D	E	F	G	H	J		
6	4850	2400	1540	1070	3820	900	1400	1200	1810	13	
6	5480	2890	1800	960	4430	1000	1575	1240	2035	16	
6	6100	2840	1780	1020	5040	1150	1660	1400	2300	23	
8	7390	2860	1900	1110	6140	1150	1780	1440	3050	30	
6	6825	3710	2235	1230	6100	1300	2065	1095	2580	35	
6	9110	3950	2410	1780	7520	1350	2570	2050	3270	69	
8	10390	4150	2410	1780	8800	1350	2570	2050	4330	84	
6	3210	1710	1135	840	2550	720	1130	628	1125	4.2	
6	3700	1800	1230	960	3260	750	1195	645	1418	5.9	
6	5480	2890	1800	960	4430	1000	1575	1240	2035	16	
6	6465	3310	1990	1190	5400	1200	1970	1580	2470	30	
6	6825	3710	2235	1230	6100	1300	2065	1095	2580	35	
8	7865	3830	2235	1230	6780	1300	2065	1095	3440	46	
6	7500	3818	3360	2300	7400	1800	2930	1965	3445	73	
8	9430	4280	2500	2300	7900	1800	2930	1965	4575	95	
12	11728	4280	2500	2300	5065Eng only	1325	2710	2764	4074	85Eng only	
6	8295	3820	2345	1350	7275	1350	2295	1685	3040	58	
8	9580	4020	2345	1350	8700	1350	2295	1685	4040	67	
16	12000	4735	2400	1480	8950Eng only	1550	2830	3000	5000	90Eng only	

No. of cylinders	Dimension mm										Dry Mass* ton
	A	B	C	D	E	F	G	H	J		
6	4850	2400	1540	1070	3820	900	1400	1200	1810	13	
6	6100	2840	1780	1020	5040	1150	1660	1400	2300	23	
8	7390	2860	1900	1110	6140	1150	1780	1440	3050	30	
6	6825	3710	2235	1230	6100	1300	2065	1095	2580	35	
6	9110	3950	2410	1780	7520	1350	2570	2050	3270	69	
8	10390	4150	2410	1780	8800	1350	2570	2050	4330	84	
6	5480	2890	1800	960	4430	1000	1575	1240	2035	16	
6	6465	3310	1990	1190	5400	1200	1970	1580	2470	30	
6	6825	3710	2235	1230	6100	1300	2065	1095	2580	35	
8	7865	3830	2235	1230	6780	1300	2065	1095	3440	46	
6	7500	3818	3360	2300	7400	1800	2930	1965	3445	73	
8	9430	4280	2500	2300	7900	1800	2930	1965	4575	95	
12	11728	4280	2500	2300	5065Eng only	1325	2710	2764	4074	85Eng only	
6	8295	3820	2345	1350	7275	1350	2295	1685	3040	58	
8	9580	4020	2345	1350	8700	1350	2295	1685	4040	67	
16	12000	4735	2400	1480	8950Eng only	1550	2830	3000	5000	90Eng only	

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

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. Daihatsu Diesel has incorporated the results of extensive research on the internal combustion engine into the development of our dual-fuel engines.

Daihatsu Diesel 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

Engine output chart

Engine model	Bore×Stroke(mm)	Rotation speed(min ⁻¹)	500	1000	1500	2000	2500	3000
6DE20DF	Φ205×300	900		630~820kWe				
6DE23DF	Φ230×320	900		850~1140kWe				
6DE28DF	Φ280×390	720/750			1250~1650kWe			
8DE28DF	Φ280×390	720/750				1660~2200kWe		
6DE35DF	Φ350×440	720						
8DE35DF	Φ350×440	720					2950~3940kWe	

Main Specifications

Engine model		6DE20DF	6DE23DF	6DE28DF	8DE28DF	6DE35DF	8DE35DF
Bore x Stroke	mm	Φ205×300	Φ230×320	Φ280×390		Φ350×440	
Number of cylinders	–	6	6	6	8	6	8
Rotation speed	min ⁻¹	900	900	720/750		720	
Max. engine output	kWm	890	1200	1730	2300	3060	4080
Max. generator output	kWe	840	1140	1660	2200	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 (gas mode)	–	MDO or MGO (approx. 1% of total heating value)					

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 NO_x contained in the engine exhaust gas using chemical reaction and makes the exhaust gas clean. Daihatsu Diesel 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.

1 NO_x removal performance compliant with IMO NO_x Tier III standards

2 Compact design for easy onboard installation

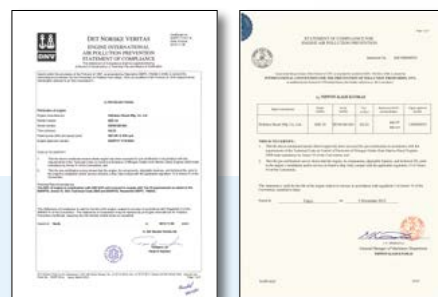
- The SCR reactor can be mounted vertically or horizontally.
(*Horizontal mounting is possible for models up to SCR81B.)
- A unique nozzle sprays urea aqueous microparticles to reduce the vaporization distance.
- A built-in auto-switching bypass damper reduces duct connection to only two locations: inlet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

3 Low running cost

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

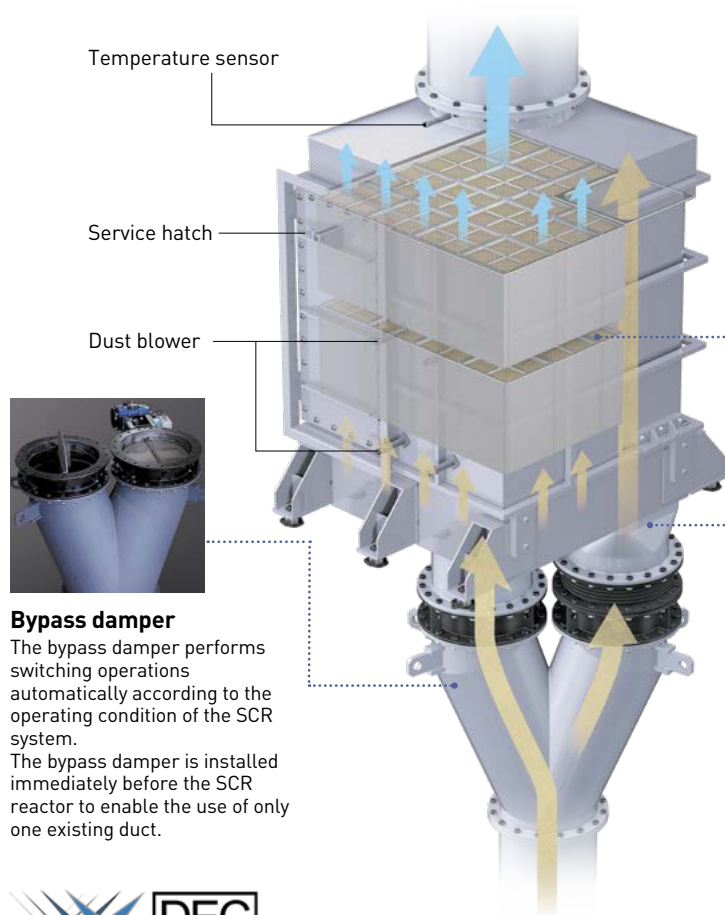
4 High vibration resistance

- Anti-vibration support for the SCR reactor.



Statement of Compliance for IMO NO_x Tier III

**Connection
of single
duct to SCR
reactor**



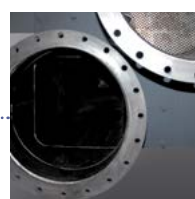
Bypass damper

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.



Catalyst

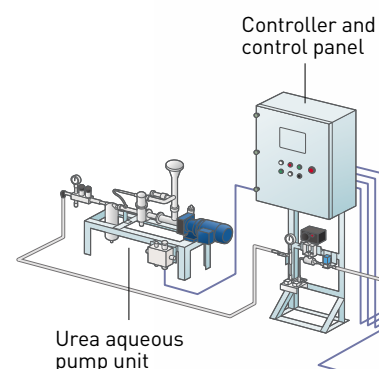
The catalyst causes chemical reaction between ammonia and NO_x to eliminate harmful NO_x.



Bypass duct

The bypass duct is built into the SCR reactor so that only one exhaust duct needs to be connected.

Urea aqueous
spraying nozzle





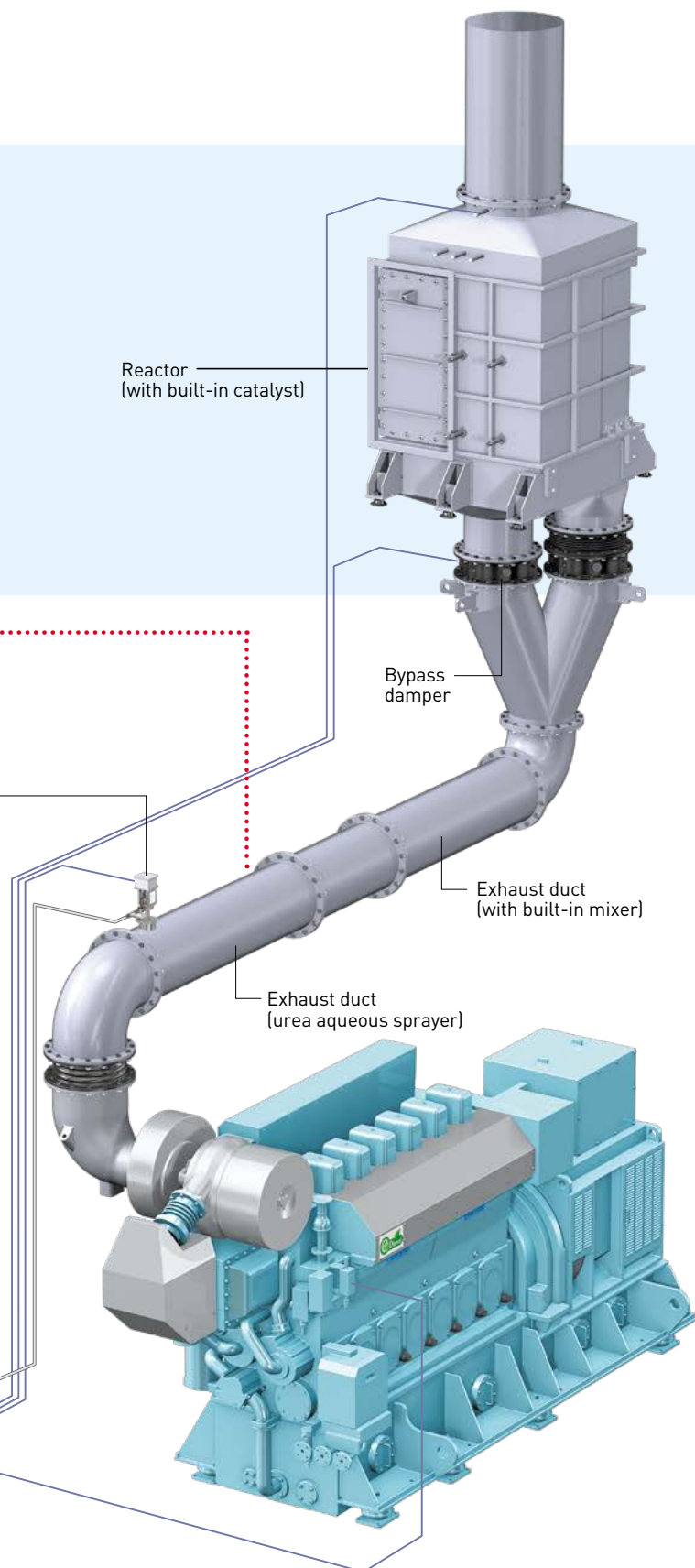
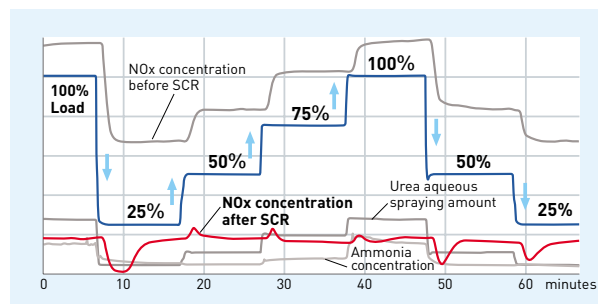
Aqueous urea spraying pump unit



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	1200	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	750	1,280~1,750	100B
	900	1,500~2,200	
6DE-28	720/750	1,921~2,140	100B
6DE-33	720/750	2,700~3,600	169B
8DE-33	720/750	3,600~4,800	240B
6DC-32e	720/750	2,300~3,000	144B
8DC-32e	720/750	3,000~4,000	169B
6DK-20e	720/750	580~800	42B
	900	600~810	
	900	811~1,060	49B
6DK-26e	720/750	1,200~1,710	81B
	720/750	1,711~1,850	100B
6DK-28e	720/750	1,460~1,700	81B
	720/750	1,701~2,130	100B
8DK-28e	720/750	1,915~2,800	144B
6DK-36e	600	2,950~3,500	169B
8DK-36e	600	4,400~4,650	196B

* 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 Nm³/h for the cooling of the spraying nozzle while the engine is running.

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.
- The space of urea powder up less than half the space of AUS.

2 Save money on your AUS

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

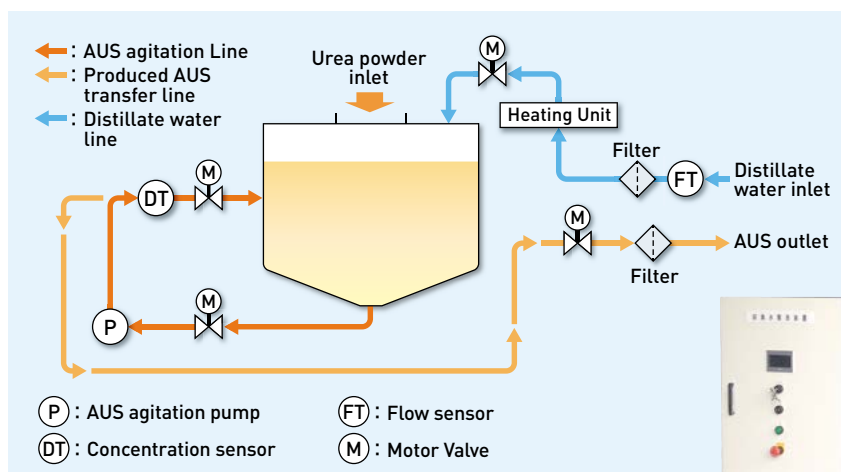
3 Loading urea powder is easier than loading AUS

- 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.

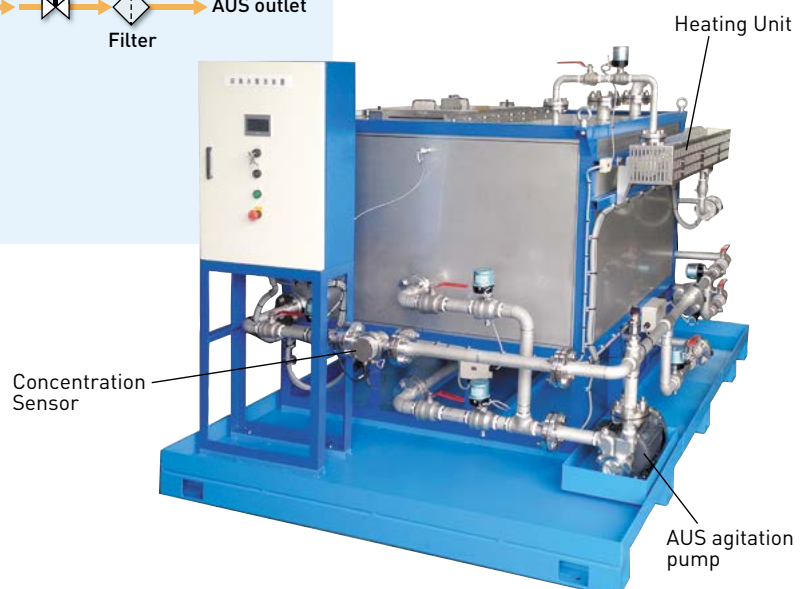
4 The same high quality AUS every time

- 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.



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.

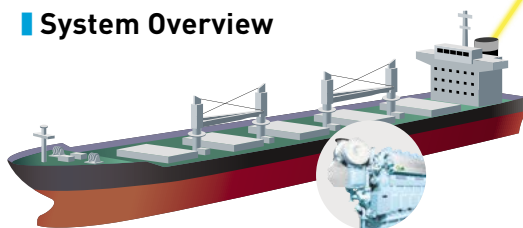
3 Onboard and onshore engine "visualization"

- 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.

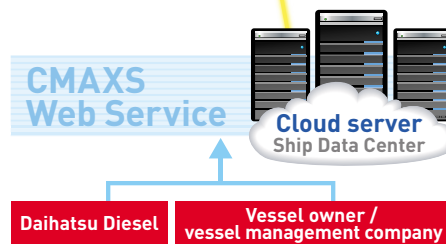
4 A total support solution

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

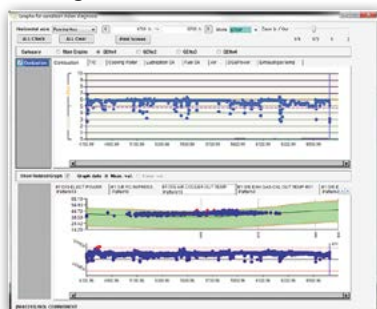
System Overview



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.

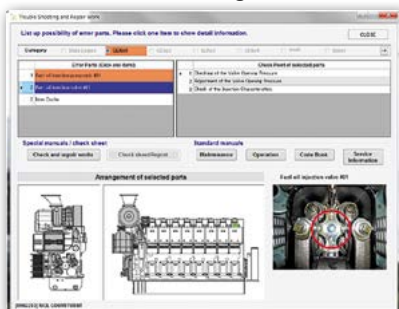


Diagnosis function



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

Troubleshooting function

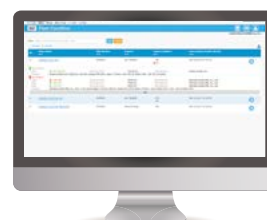


Displays the part that is most likely to have caused a failure, as well as measures to be taken.

Parts Lists
Manuals
Service Info.

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., Diesel United Ltd., MES TECHNOSERVICE Co., Ltd., MAKITA Corporation, Hitachi Zosen Corporation, Naniwa Pump Mfg. Co., Ltd., and DAIHATSU DIESEL MFG. CO., LTD. [As of February 1, 2017.]

Engine Controller

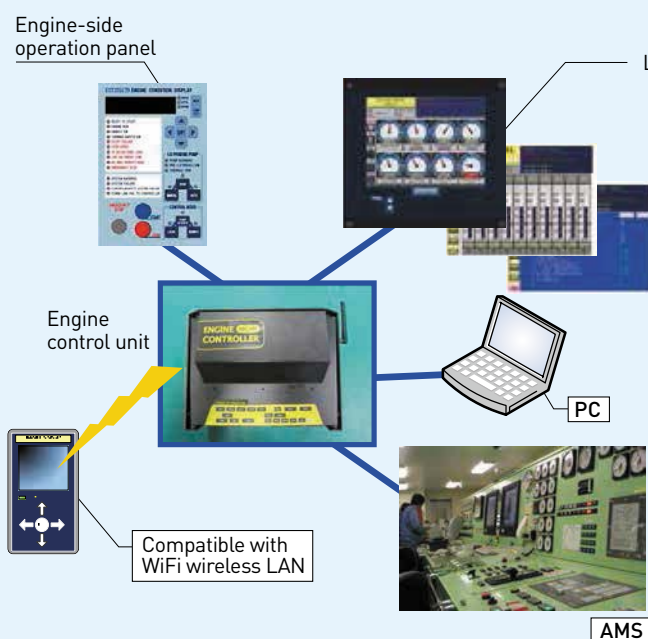
Improving engine reliability

An engine safety/control system for next-generation engines

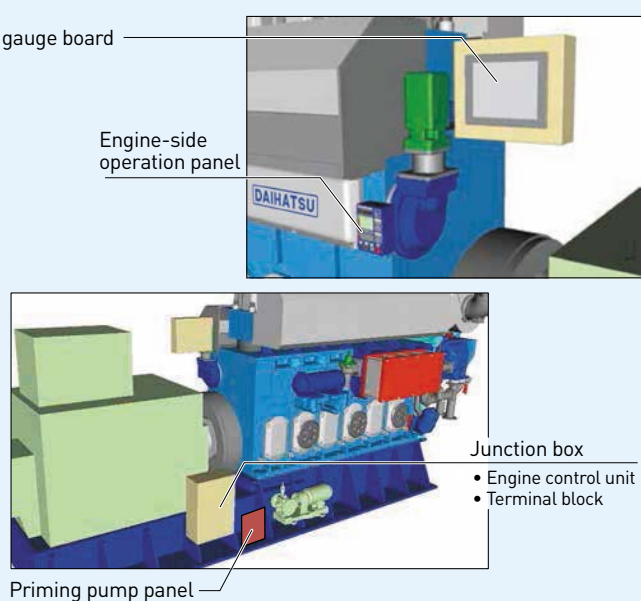
The engine safety/control system ensures safe and reliable engine operation based on the control/safety sequence verified by Daihatsu. The circuits are protected so as to prevent faulty operation even if a mistake is made in the installation. The system automatically saves the record of engine control 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



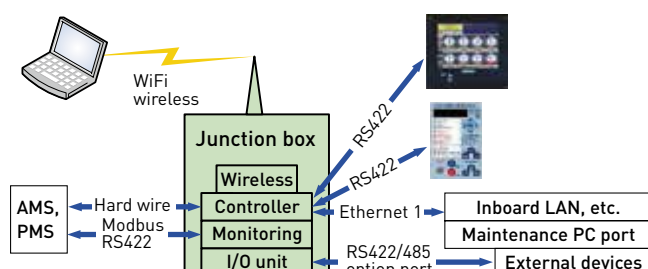
Pursuit of safety, security, and ease of use for the owner and the crew

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.

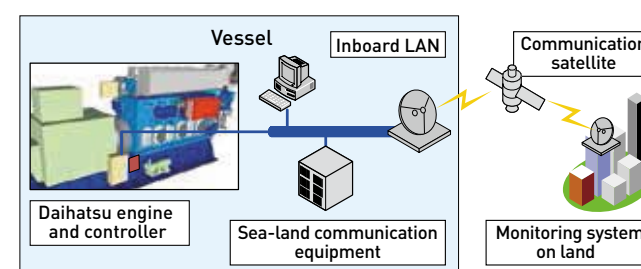
Meeting the users' needs

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

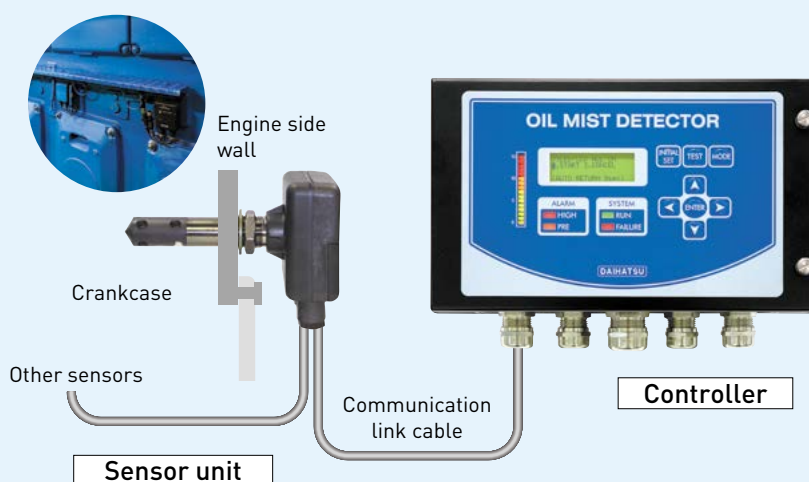


Connection to inboard system



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 Diesel'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**

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****Controller**



Moriyama Factory

From Moriyama and Himeji to the world

Daihatsu Diesel'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 Diesel'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 (Himeji Factory)



Himeji Factory



Shipping Port (Himeji Factory)



Assembly Shop (Himeji Factory)



Trial Area (Himeji Factory)



Painting Area (Himeji Factory)



Himeji Factory)



Singapore Training Center



Hamburg / Germany Training Center



Dubai / UAE Training Center

Output

DE series

DC series

DL series

Specifications

Equipment

Factories

Network

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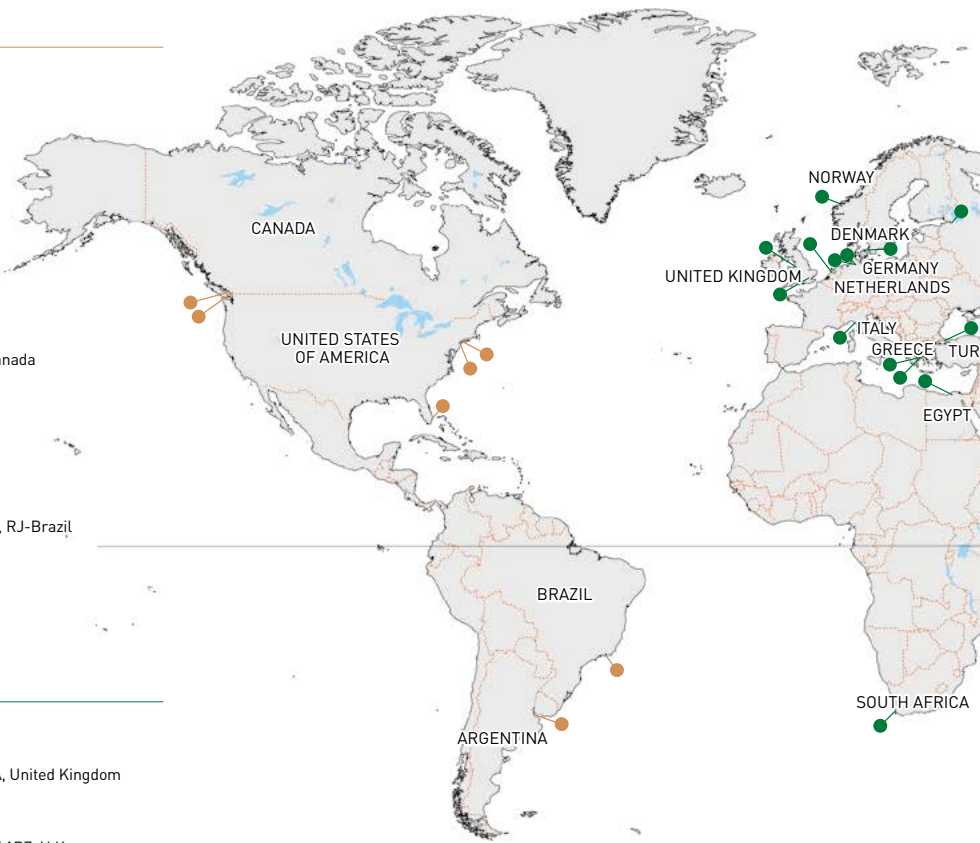
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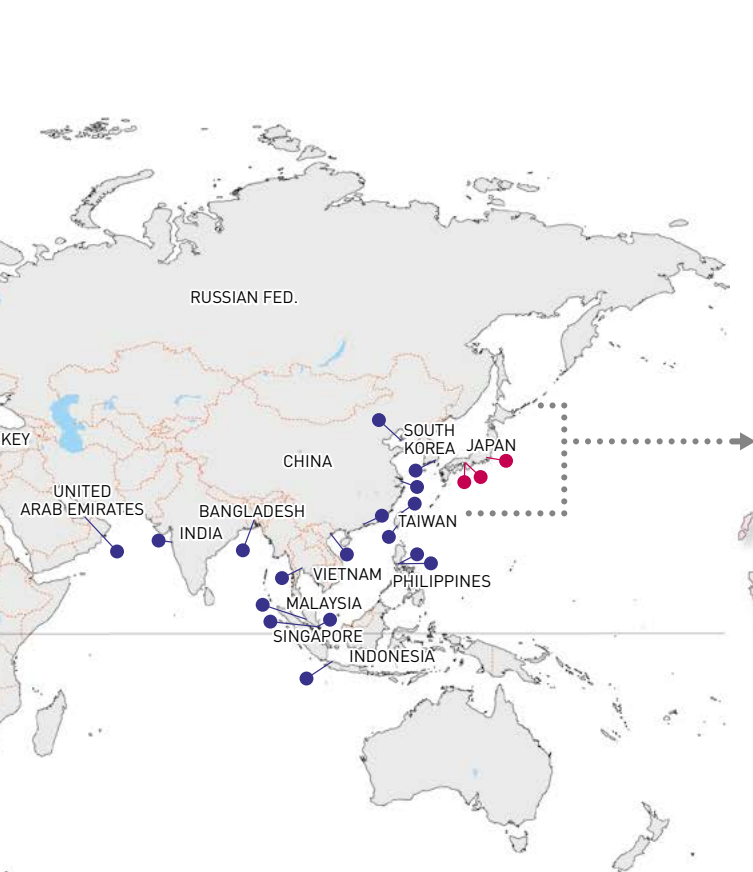
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HIROSHIMA OFFICE: Tech. Service Dept.

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FUKUYAMA HEAD OFFICE

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SAPPORO BRANCH: Tech. Service Dept.

DAIHATSU DIESEL EAST JAPAN
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Component sales enterprise



Enterprises capable of dispatching engineers

Output

DE series

DC series

DL series

Specifications

Equipment

Factories

Network



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