

# OPERATION & MAINTENANCE MANUAL



## **MITSUBISHI DIESEL ENGINES S6R, S6R2**

The operator and supervisor are requested to read this Operation and Maintenance Manual carefully before operating the engine or conducting inspection and maintenance.  
Never operate the engine or conduct maintenance work without completely understanding this manual.



January 2011  
Pub. No. 99410-12140



# FOREWORD

This operation and maintenance manual contains detailed operation, inspection and maintenance information for engines from Mitsubishi Heavy Industries, Ltd. Please be forewarned that there are contents which are overlapping between the chapters.

Please read this manual thoroughly before proceeding with operation, inspection, and maintenance work for correct use and servicing.

Failure to follow directions in this manual may result in serious accidents.

Please observe the contents of the controls which are applied in the countries or areas when using the engines from Mitsubishi Heavy Industries, Ltd.

## LIMITED WARRANTY

If Mitsubishi Heavy Industries, Ltd. examines the returned parts and any failure at manufacturing is found, Mitsubishi Heavy Industries, Ltd. shall repair or exchange the parts.

Mitsubishi Heavy Industries, Ltd.'s warranty is limited to the compensation work of repair or replacement of parts. The warranty coverage is effective for the original purchaser only. Those to whom ownership is later transferred are not provided with the warranty. However the warranty coverage is effective for the ultimate purchaser and each subsequent purchaser for emission-related parts.

- 
- ♦ **Mitsubishi Heavy Industries, Ltd. makes no warranties, either expressed or implied, except as provided in this manual, including, but not limited to, warranties as to marketability, merchantability, fitness for a particular purpose or use, or against infringement of any patent.**
  - ♦ **Mitsubishi Heavy Industries, Ltd. will not be liable for any damages or consequential damages, including, but not limited to, damages or other costs resulting from any abuse, misuse, misapplication of the engine and devices supplied from us.**
  - ♦ **Mitsubishi Heavy Industries, Ltd. will not be liable for any damages or personal injuries resulting from any modification, without our written permission, of the engine and devices supplied from us.**
  - ♦ **Mitsubishi Heavy Industries, Ltd. will not be liable for any damages or production losses caused by the use of fuel, engine oil and/or long life coolant (LLC) that we are not recommended.**
  - ♦ **The owner of the engine is responsible for the performance of the required maintenance listed in this operation manual.**  
**When performing the maintenance, follow the service manual published by Mitsubishi Heavy Industries, Ltd.**  
**Mitsubishi Heavy Industries, Ltd. may deny the warranty coverage if the engine or part has failed due to inadequate or improper maintenance.**
-

---

# EMISSION WARRANTY

---

## IMPORTANT

---

The following warranty applies to the engines that are approved of the emission regulation of the U.S. Environmental Protection Agency.

---

### Warranty Coverage

Mitsubishi Heavy Industries, Ltd. warrants to the first owner and each subsequent purchaser of a new non-road diesel engine that the emission control system of your engine:

- ♦is designed, built and equipped so as to conform at the time of sales with all applicable regulation of the U.S. Environmental Protection Agency. If the vehicle in which the engine is installed is registered in the state of California, a separate California emission regulation also applies.
- ♦is free from the defects in material and workmanship which will cause the engine to fail to meet these regulations within the warranty period.

### Warranty Period

Then its warranty period is 5 years or 3000 hours, whichever comes first.

However, if your engine warranty period is longer than the emission warranty period, the emission warranty period extends to same as the engine warranty period.

Below warranty period shall begin on the date the engine is delivered to the first owner.

### Warranted pParts

Mitsubishi Heavy Industries, Ltd. warrants the parts which will increase the emission of pollutants when they become defective.

The followings are examples.

- ♦Inlet/Exhaust manifold
- ♦Crankcase ventilation system
- ♦Fuel system

### Limited Warranty

It conforms to "[LIMITED WARRANTY](#)" (page ii).

# CALIFORNIA EMISSION CONTROL WARRANTY STATEMENT YOU WARRANTY RIGHTS AND OBLIGATIONS

---

## IMPORTANT

---

The following warranty applies to the engines that are approved of the emission regulation of the California Air Resources Board (CARB).

---

The **California Air Resources Board (CARB) and Mitsubishi Heavy Industries, Ltd.** are pleased to explain the **emission control system warranty** on you 2011 or later engine. In California, new heavy-duty off-road engines must be designed, built, and equipped to meet the State's stringent anti-smog standards. Mitsubishi Heavy Industries, Ltd. must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel-injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

Where a warrantable condition exists, Mitsubishi Heavy Industries, Ltd. will repair your heavy-duty off-road engine at no cost to you including diagnosis, parts, and labor.

### **Manufacturer's warranty coverage:**

The **2011** and later heavy-duty off-road engines are warranted for the warranty period. If any emission-related part on your engine is defective, the part will be repaired or replaced by Mitsubishi Heavy Industries, Ltd.

### **Owner's warranty responsibilities**

- ♦As the heavy-duty off-road engine owner, you are responsible for the performance of the **required maintenance listed in your owner's manual**. Mitsubishi Heavy Industries, Ltd. recommends that you retain all receipts covering maintenance on your heavy-duty off-road engine, but Mitsubishi Heavy Industries, Ltd. can not deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- ♦As the heavy-duty off-road engine owner, you should however be aware that Mitsubishi Heavy Industries, Ltd. may deny you warranty coverage if your heavy-duty off-road engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.
- ♦Your engine is designed to operate on diesel fuel only. Use of any other fuel may result in your engine no longer operating in compliance with California's emissions requirements.
- ♦You are responsible for initiating the warranty process. The Air Resources Board suggests that you present your heavy-duty off-road engine to a Mitsubishi Heavy Industries, Ltd. dealer or distributor dealer as soon as problem exists. The warranty repairs will be completed by the dealer or distributor as expeditiously as possible.

If you have any questions regarding your warranty rights and responsibilities, you should contact Mitsubishi Engine North America at **1-630-268-0750**.

**Warranty coverage**

- (a) The warranty period shall begin on the date the engine or equipment is delivered to an ultimate purchaser.
- (b) Mitsubishi Heavy Industries, Ltd. warrants to the ultimate purchaser and each subsequent purchaser of the engine registered in the state of California that the engine is:
- (1) Designed, built and equipped so as to conform with all applicable regulations adopted by the Air Resources Board.
  - (2) Free from defects in materials and workmanship which cause the failure of a warranted part to be identical in all material respects to the parts as described in Mitsubishi Heavy Industries, Ltd.'s application for certification for a period of 5 years or 3,000 hours of operation, whichever occurs first. In the absence of a device to measure hours of use, the engine shall be warranted for a period of 5 years. For all engines rated less than 19 kW, and for constant-speed engines rated under 37 kW with rated speeds higher than or equal to 3,000 min<sup>-1</sup>, the period of 2 years or 1,500 hours of operation, whichever occurs first, shall apply. In the absence of a device to measure hours of use, the engine shall be warranted for a period of 2 years.
- (c) The warranty on emission-related parts shall be interpreted as follows:
- (1) Any warranted part which is not scheduled for replacement as required maintenance in the written instructions required by Subsection (e) shall be warranted for the warranty period defined in Subsection (b) (2). If any such part fails during the period of warranty coverage, it shall be repaired or replaced by Mitsubishi Heavy Industries, Ltd. according to Subsection (4) below. Any such part repaired or replaced under the warranty shall be warranted for the remaining warranty period.
  - (2) Any warranted part which is scheduled only for regular inspection in the written instructions required by Subsection (e) shall be warranted for the warranty period defined in Subsection (b) (2). A statement in such written instructions to the effect of "repair or replace as necessary" shall not reduce the period of warranty coverage. Any such part repaired or replaced under the warranty shall be warranted for the remaining warranty period.
  - (3) Any warranted part which is scheduled for replacement as required maintenance in the written instructions required in Subsection (e) shall be warranted for the period of time prior to the first scheduled replacement point for that part. If the part fails prior to the first scheduled replacement, the part shall be repaired or replaced by Mitsubishi Heavy Industries, Ltd. according to Subsection (4) below. Any such part repaired or replaced under warranty shall be warranted for the remainder of the period prior to the first scheduled replacement point for the part.
  - (4) Repair or replacement of any warranted part under the warranty provisions shall be performed at no charge to the owner at a warranty station.
  - (5) Notwithstanding the provisions of Subsection (4) above, warranty services or repairs shall be provided at all Mitsubishi Heavy Industries, Ltd. distribution centers that are franchised to service the subject engines.
  - (6) The owner shall not be charged for diagnostic labor that leads to the determination that a warranted part is in fact defective, provided that such diagnostic work is performed at a warranty station.
  - (7) Mitsubishi Heavy Industries, Ltd. shall be liable for damages to other engine components proximately caused by failure under warranty of any warranted part.
  - (8) Throughout the engine's warranty period defined in Subsection (b) (2), Mitsubishi Heavy Industries, Ltd. shall maintain a supply of warranted parts sufficient to meet the expected demand for such parts.
  - (9) Any replacement part, as defined in Section 1900(b)(13), Title 13, may be used in the performance of any maintenance or repairs and must be provided without charge to the owner. It is not necessary for replacement parts to be the same brand or by the same manufacturer as the original part sold with the engine. Such use shall not reduce the warranty obligations of the engine manufacturer.

- (10) Add-on or modified parts, as defined in Section 1900(b)(1) and (b)(10), Title 13, that are not exempted by the Air Resources Board may not be used. The use of any non-exempted add-on or modified parts shall be grounds for disallowing a warranty claim made in accordance with this article. The engine manufacturer shall not be liable under this article to warrant failures of warranted parts caused by the use of a non-exempted add-on or modified part.
- (11) The Air Resources Board may request and, in such case, Mitsubishi Heavy Industries, Ltd. shall provide, any documents which describe that Mitsubishi Heavy Industries, Ltd.'s warranty procedures or policies.
- (d) Warranted parts list.
- (1) Fuel metering system
    - (A) Fuel injection system.
    - (B) Air/fuel ratio feedback and control system.
    - (C) Cold start enrichment system.
  - (2) Air induction system
    - (A) Controlled hot air intake system.
    - (B) Intake manifold.
    - (C) Heat riser valve and assembly.
    - (D) Turbocharger/supercharger systems.
    - (E) Charged air cooling systems.
  - (3) Exhaust gas recirculation (EGR) system
    - (A) EGR valve body, and carburetor spacer if applicable.
    - (B) EGR rate feedback and control system.
  - (4) Air injection system
    - (A) Air pump or pulse valve.
    - (B) Valves affecting distribution of flow.
    - (C) Distribution manifold.
  - (5) Catalyst or thermal reactor system
    - (A) Catalytic converter.
    - (B) Thermal reactor.
    - (C) Exhaust manifold.
  - (6) Particulate controls
    - (A) Traps, filters, precipitators, and any other devices used to capture particulate emissions.
    - (B) Regenerators, oxidizers, fuel additive devices, and any other device used to regenerate or aid in the regeneration of the particulate control device.
    - (C) Control device enclosures and manifolding.
    - (D) Smoke puff limiters.
  - (7) Advances oxides of nitrogen (NOx) controls
    - (A) NOx absorbers.
    - (B) Lean NOx catalysts.
    - (C) Selective catalyst reduction.
    - (D) Reductant (urea/fuel) containers/dispensing systems.
  - (8) Positive crankcase ventilation (PCV) system
    - (A) PCV valve.
    - (B) Oil filler cap



(9) Miscellaneous items used in above systems

- (A) Vacuum, temperature, and time sensitive valves and switches.
- (B) Electronic control units, sensors, solenoids, and wiring harnesses.
- (C) Hoses, belts, connectors, assemblies, clamps, fittings, tubing, sealing gaskets or devices, and mounting hardware.
- (D) Pulleys, belts and idlers.
- (E) Emission control information labels.
- (F) Any other part with the primary purpose of reducing emissions or that can increase emission during failure without significantly degrading engine performance.

(e) Mitsubishi Heavy Industries, Ltd. shall furnish with each new engine written instructions for the maintenance and use of the engine by the owner.

**Limited warranty**

Refer to "[LIMITED WARRANTY](#)" (Page ii).

## IMPORTANT INFORMATION

- ♦To avoid the potential hazard, accident prevention activities must be planned methodically and conducted continually by considering all aspect of engine operation, maintenance and inspection. All related personnel, including managers and supervisors, should actively participate, recognize their roles and organize themselves and their work to ensure a safe environment.
- ♦The foremost safety objective is to prevent accidents which may result in injury or death, or equipment damage.
- ♦Always observe laws or regulations of the local or federal/national government.
- ♦Mitsubishi Heavy Industries, Ltd. cannot foresee all potential dangers of the engine, potential danger resulting from human error and other causes, or danger caused by a specific environment in which the engine is used. Since there are many actions that cannot be performed or must not be performed, it is impossible to indicate every caution in this manual or on warning labels. As such, it is extremely important to follow directions in this manual and also to take general safety measures when operating, maintaining and inspecting the engine.
- ♦When the engine is used by individuals whose native language is not English, the customer is requested to provide thorough safety guidance to the operators. Also add safety, caution and operating signs that describe the original warning label statements in the native language of the operators.
- ♦The engine must be operated, maintained and inspected only by qualified persons who have thorough knowledge of engines and their dangers and who also have received risk avoidance training.
- ♦To prevent an accident, do not attempt to carry out any operation other than those described in this manual, and do not use the engine for any unapproved purpose.
- ♦When the ownership of the engine is transferred, be sure to provide this manual with the engine to the new owner. Also inform Mitsubishi Heavy Industries, Ltd. of the name and address of the new owner of the engine.
- ♦This manual is copyrighted and all rights are reserved. No part of this manual, including illustrations and technical references, may be photocopied, translated, or reproduced in any electronic medium or machine readable form without prior written consent from Mitsubishi Heavy Industries, Ltd.
- ♦The contents in this manual are subject to change at any time without notice for improvement of the engine.
- ♦Pictures or illustrations of the product in this manual may differ from those of product you have. Please note that, depending on specifications, items described in this manual may differ from those on your engine in shape, or may not be installed on your engine.
- ♦Please contact a dealer of Mitsubishi Heavy Industries, Ltd. if you need more information or if you have any questions.
- ♦If you lost or damaged this manual, obtain a new copy at a dealer of Mitsubishi Heavy Industries, Ltd. as soon as possible.
- ♦Mitsubishi Heavy Industries, Ltd. recommends the engine owner to install an hour meter on the engine due to monitor correct running intervals and to perform the maintenance at the appropriate timing.

# WARNING INDICATION

The following means are used to call the attention of the operators and maintenance personnel to potential dangers of the engine.

- Warning statements in the manual
- Warning labels affixed on the engine

## Warning Statements

The warning statements in this manual describe potential danger in operating, inspecting or maintaining the engine, using the following five classifications to indicate the degree of potential hazard.

Failure to follow these directions could lead to serious accidents which could result in personal injury, or death in the worst case.

Understand the directions well, and handle engines with following directions.



Indicates an immediately hazardous situation which, if not avoided, will result in death or serious injury.



Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.



Indicates a potentially hazardous situation which, if not avoided, may result in property damage.

Note: Indicates important information or information which is useful for engine operation.

## UNITS OF MEASUREMENT

Measurements are based on the International System of Units (SI), and they are converted to the metric system units in this manual using the following conversion rates.

- ♦ Pressure :1 MPa = 10.197 kgf/cm<sup>2</sup>
- ♦ Torque:1 N•m = 0.10197 kgf•m
- ♦ Force:1 N = 0.10197 kgf
- ♦ Horsepower:1 kW = 1.341 HP = 1.3596 PS
- ♦ Meter of mercury:1 kPa = 0.75 cmHg
- ♦ Meter of water:1 kPa = 10.197 cmH<sub>2</sub>O (cmAq)
- ♦ Rotation speed:1 min<sup>-1</sup> = 1 rpm
- ♦ Kinetic viscosity:1 mm<sup>2</sup>/s = 1 cSt

## ABBREVIATIONS, STANDARD AND OTHERS

- ♦ API = American Petroleum Institute
- ♦ ASTM = American Society for Testing and Materials
- ♦ ISO = International Organization for Standardization
- ♦ JIS = Japanese Industrial Standards
- ♦ LLC = Long Life Coolant
- ♦ MIL = Military Specifications and Standards
- ♦ MSDS = Material Safety Data Sheet
- ♦ SAE = Society of Automotive Engineers

## Chapter 1

### BASIC SAFETY PRECAUTIONS

|   |     |
|---|-----|
| Fire and Explosions .....   | 1-1 |
| Keep Flames Away .....  | 1-1 |
| Always Switch the Water Heater ON<br>(Emergency generator with water heater)..... | 1-1 |
| Keep Engine Surrounding Area Tidy and Clean                                       | 1-1 |
| Ventilation of Engine Room.....   | 1-1 |
| Do Not Open Side Cover Until Engine Cools...                                      | 1-1 |
| Care for Fuel, Oil and Exhaust Gas Leakage ..                                     | 1-1 |
| Use Explosion-proof Lighting Apparatus.....                                       | 1-1 |
| Prevent Electrical Wires From Short-circuiting.                                   | 1-1 |
| Keep Fire Extinguishers and a First-aid Kit<br>Handy.....                         | 1-1 |
| Stay Clear of All Rotating and Moving<br>Parts .....                              | 1-2 |
| Install Protective Covers Around Rotating Parts                                   | 1-2 |
| Check Work Area for Safety.....   | 1-2 |
| Stay Clear of Moving Parts While Engine is<br>Running.....                        | 1-2 |
| Lockout and Tagout .....  | 1-2 |
| Keep Engine Stopped During Servicing.....   | 1-2 |
| Always Restore Engine Turning Tools After Use                                     | 1-2 |
| Be Careful of Exhaust Fume Poisoning  | 1-3 |
| Operate Engine in a Well-ventilated Area.....                                     | 1-3 |
| Protect Ears From Noise .....   | 1-3 |
| Wear Ear Plugs .....  | 1-3 |
| Be Careful of Falling Down.....   | 1-3 |
| Lift Engine Carefully .....   | 1-3 |
| Do Not Climb Onto the Engine.....   | 1-3 |
| Always Prepare Stable Scaffold.....   | 1-3 |
| Be Careful of Burns .....   | 1-4 |
| Do Not Touch the Engine During or Immediately<br>After Operation.....             | 1-4 |
| Refill Coolant Only After the Coolant Temperature<br>Dropped .....                | 1-4 |
| Be careful of burns when changing oil .....                                       | 1-4 |
| Never Remove Heat Shields.....  | 1-4 |
| Be Careful of Opening and Closing Radiator<br>Cap .....                           | 1-4 |
| Do Not Touch High Pressure Injection Fuel....                                     | 1-4 |
| Be Careful When Handling Fuel,<br>Engine Oil or LLC .....                         | 1-5 |
| Use Only Specified Fuel, Engine Oil and LLC .                                     | 1-5 |
| Handle LLC Carefully .....  | 1-5 |
| Proper Disposal of Waste Oil, LLC and Coolant                                     | 1-5 |
| When Abnormality Occurs.....  | 1-5 |

|   |     |
|---|-----|
| Do Not Add Coolant Immediately After a Sudden<br>Stop Due to Overheating.....     | 1-5 |
| Stop Operation Immediately If You Notice Any<br>Unusual Symptoms .....            | 1-5 |
| Avoid Immediate Restart After Abnormal Stop.                                      | 1-5 |
| Avoid Continuous Engine Operation at Low Oil<br>Pressure .....                    | 1-5 |
| If Belt Breaks, Stop Engine Immediately.....                                      | 1-5 |
| Battery.....  | 1-6 |
| Handle the Battery Correctly .....  | 1-6 |
| Other Cautions.....   | 1-7 |
| Never Modify Engine.....  | 1-7 |
| Observe Safety Rules at Work Site.....  | 1-7 |
| Work Clothing and Protective Gear.....  | 1-7 |
| Never Break Seals .....   | 1-7 |
| Perform All Specified Pre-operation Inspections<br>and Periodic Inspections ..... | 1-7 |
| Break-in the Engine.....  | 1-7 |
| Warm-up the Engine Before Use .....   | 1-7 |
| Never Operate the Engine in an Overloaded<br>Condition .....                      | 1-7 |
| Conduct Cooling Operation Before Stopping the<br>Engine .....                     | 1-8 |
| Do Not Operate Engine Continuously Under Low<br>Load .....                        | 1-8 |
| Protection of the Engine Against Water Entry ..                                   | 1-8 |
| Conduct Proper Maintenance of Air Cleaner....                                     | 1-8 |
| Use of Tools Optimum for Each Work.....   | 1-8 |
| Avoidance of Prolonged Time of Starter<br>Operation .....                         | 1-8 |
| Do Not Turn Off the Battery Switch During<br>Operation .....                      | 1-8 |
| Cautionary Instructions for Transporting the<br>Engine .....                      | 1-8 |
| Warning Labels .....  | 1-9 |
| Maintenance of Warning Labels.....  | 1-9 |

## Chapter 2

### NAME OF PARTS

|                                 |     |
|---------------------------------|-----|
| Engine External Diagrams .....  | 2-1 |
| Left Side .....                 | 2-1 |
| Right Side.....                 | 2-1 |
| Equipment and Instrument.....   | 2-2 |
| Start and Stop Instrument ..... | 2-2 |
| Instruments .....               | 2-3 |
| Engine Protection Devices.....  | 2-4 |
| Oil Pressure Switch.....        | 2-4 |
| Thermo Switch .....             | 2-4 |

|                                   |     |
|-----------------------------------|-----|
| Oil Filter Alarm Switch.....      | 2-4 |
| Revolution Detection Pickup ..... | 2-5 |
| Air Cleaner Indicator .....       | 2-5 |
| Using Turning Gear .....          | 2-6 |

**Chapter 3  
OPERATION**

|   |      |
|---|------|
| Operational Environment.....                            | 3-1  |
| Preparation for Operating New or Overhauled Engine..... | 3-1  |
| Preparation of Fuel System.....                         | 3-1  |
| Preparation of Lubrication System.....                  | 3-4  |
| Preparation of Cooling System .....                     | 3-5  |
| Preparation of Electrical System.....                   | 3-6  |
| Test Operation .....                                    | 3-7  |
| Normal Engine Operation.....                            | 3-8  |
| Preparations for Operation .....                        | 3-8  |
| Engine External - Inspect.....                          | 3-8  |
| Fuel Tank Oil Level - Check.....                        | 3-9  |
| Fuel Control Link - Check.....                          | 3-9  |
| Engine Oil Level - Check.....                           | 3-9  |
| Coolant Level - Check.....                              | 3-10 |
| Air Cleaner - Check for Clogging .....                  | 3-10 |
| Air Tank - Drain Water .....                            | 3-10 |
| Air Tank Air Pressure - Check.....                      | 3-11 |
| Temperature of Damper - Check .....                     | 3-11 |
| Start.....  | 3-12 |
| Warming-up Operation .....                              | 3-12 |
| Checking Engine Oil Pressure .....                      | 3-12 |
| External Inspection During Warm-up .....                | 3-12 |
| Run .....   | 3-13 |
| Cautions During Operation.....                          | 3-13 |
| Inspection During Operation .....                       | 3-13 |
| Stop .....  | 3-14 |
| Emergency Stop.....                                     | 3-14 |
| Inspection After Stopping.....                          | 3-14 |

**Chapter 4  
FUEL**

|                          |     |
|--------------------------|-----|
| Recommended Fuel .....   | 4-1 |
| Handling Fuel .....      | 4-1 |
| Fuel Specification ..... | 4-2 |

**Chapter 5  
ENGINE OIL**

|   |     |
|---|-----|
| Recommended Engine Oil.....               | 5-1 |
| Engine Oil Grade .....                    | 5-1 |
| Engine Oil Specification .....            | 5-2 |
| Selection of Oil Viscosity.....           | 5-3 |
| Handling Engine Oil .....                 | 5-3 |
| Service Limits of Engine Oil .....        | 5-4 |
| Definition of Properties of Engine Oil .. | 5-5 |
| Kinetic Viscosity .....                   | 5-5 |
| Base Number .....                         | 5-5 |
| Acid Number .....                         | 5-5 |
| Water Content .....                       | 5-5 |
| Flash Point .....                         | 5-5 |
| Insoluble .....                           | 5-5 |
| Engine Oil Analysis Service .....         | 5-6 |

**Chapter 6  
COOLANT**

|  |     |
|--|-----|
| Recommended Water for Coolant .....                        | 6-1 |
| Long Life Coolant (LLC).....                               | 6-1 |
| Genuine LLC.....   | 6-1 |
| Other Brand LLCs .....                                     | 6-2 |
| Standard for Other Brand LLC .....                         | 6-2 |
| General Demands of LLC .....                               | 6-2 |
| LLC Specification .....                                    | 6-3 |
| Maintenance of LLC.....                                    | 6-6 |
| Replacement Intervals of LLC.....                          | 6-6 |
| LLC Concentration .....                                    | 6-6 |
| Importance of LLC .....                                    | 6-7 |
| Characteristics of LLC Additive and Important Notes .....  | 6-7 |
| Examples of Abnormalities Caused by LLC (Amine Type) ..... | 6-7 |
| Pitting of Iron Parts.....                                 | 6-7 |
| Corrosion of Aluminum Parts .....                          | 6-7 |
| Pitting and Clogging of the Heat Exchange Equipment .....  | 6-7 |

**Chapter 7  
MAINTENANCE SCHEDULE**

|  |     |
|--|-----|
| How to Use the Maintenance Schedule..... | 7-1 |
| General Definition of Engine .....       | 7-2 |

|   |     |
|---|-----|
| Periodic Maintenance Chart for Regular Use Engine .....     | 7-3 |
| Periodic Maintenance Chart for Emergency Engine .....       | 7-5 |
| Periodic Maintenance Chart for General Purpose Engine ..... | 7-9 |

## **Chapter 8**

### **PERIODIC INSPECTION AND MAINTENANCE PROCEDURES**

|   |      |
|---|------|
| Basic Engine.....   | 8-1  |
| Engine External - Inspect.....                              | 8-1  |
| Belt and Belt Tension - Inspect and Adjust .....            | 8-2  |
| Damper - Inspect.....                                       | 8-4  |
| Fuel System.....  | 8-6  |
| Fuel System - Inspect .....                                 | 8-6  |
| Fuel Tank - Clean.....                                      | 8-6  |
| Fuel Tank - Drain Water.....                                | 8-6  |
| Water Separator - Drain Water .....                         | 8-7  |
| Water Separator Element - Replace .....                     | 8-7  |
| Gauze Filter - Clean.....                                   | 8-8  |
| Fuel Filter - Replace.....                                  | 8-9  |
| Fuel Control Link Ball Joint - Inspect.....                 | 8-10 |
| Fuel Pipe - Inspect .....                                   | 8-11 |
| Lubricating System.....                                     | 8-12 |
| Engine Oil, Oil Filter and Bypass Oil Filter - Replace..... | 8-12 |
| Engine Oil for Mixing of Fuel and Water - Inspect .....     | 8-14 |
| Governor Oil Filter - Change .....                          | 8-15 |
| Oil Pipe - Inspect.....                                     | 8-15 |
| Cooling System .....  | 8-16 |
| Coolant - Change.....                                       | 8-16 |
| Radiator Fins - Check and Clean .....                       | 8-18 |
| Inlet and Exhaust Systems .....                             | 8-19 |
| Turbocharger - Inspect.....                                 | 8-19 |
| Exhaust Muffler - Drain Water.....                          | 8-19 |
| Air Cleaner - Check for Clogging .....                      | 8-20 |
| Air Cleaner Element - Clean, Check and Replace .....        | 8-21 |
| Electrical System .....                                     | 8-23 |
| Starter - Inspect.....                                      | 8-24 |
| Alternator - Inspect.....                                   | 8-24 |
| Air Starter System .....                                    | 8-25 |
| Air Strainer - Drain Water and Clean .....                  | 8-25 |
| Air Tank - Drain Water .....                                | 8-25 |

|   |      |
|---|------|
| Air Tank - Inspect Safety Valve Operation ..... | 8-26 |
|---|------|

## **Chapter 9**

### **LONG-TERM STORAGE**

|  |     |
|--|-----|
| Storing the Engine in an Inoperable Condition for 3 Months or More ..... | 9-1 |
| Preparation for Storage.....   | 9-1 |
| Maintenance During Storage .....   | 9-1 |
| Using the Engine After Storage.....                                      | 9-2 |
| Storing the Engine in an Operable Condition for 3 Months or More .....   | 9-2 |
| Operating the Engine for Maintenance .....                               | 9-2 |

## **Chapter 10**

### **TRANSPORTATION**

|                          |      |
|--------------------------|------|
| Lifting the Engine ..... | 10-1 |
|--------------------------|------|

## **Chapter 11**

### **TROUBLESHOOTING**

|  |       |
|--|-------|
| General Precautions .....  | 11-1  |
| Contact a Dealer of Mitsubishi Heavy Industries, Ltd. for Repair Service ..... | 11-1  |
| Considerations Before Work .....   | 11-1  |
| Cautions Against Contamination.....  | 11-1  |
| Cautions Regarding Parts Handling.....   | 11-1  |
| Safety Work.....   | 11-1  |
| Case of Problems, and Conceivable Causes and Remedies.....                     | 11-2  |
| The Starter Does Not Crank or Cranks Slowly, Resulting in Start Failure.....   | 11-2  |
| The Starter Cranks, but the Engine Does Not Start.....                         | 11-3  |
| Output Decrease .....  | 11-4  |
| Exhaust Smoke is White or Blue.....  | 11-5  |
| Exhaust Smoke is Black or Charcoal .....                                       | 11-6  |
| Fuel Consumption is High .....   | 11-7  |
| Engine Oil Consumption is High .....   | 11-8  |
| Overheating.....   | 11-9  |
| Low Engine Oil Pressure.....   | 11-9  |
| When Fuel has Run Out .....  | 11-10 |

## **Chapter 12**

### **MAIN SPECIFICATIONS**

|                           |      |
|---------------------------|------|
| Main Specifications ..... | 12-1 |
|---------------------------|------|

**List of illustrations**

|           |   |      |           |   |      |
|-----------|---|------|-----------|---|------|
| Fig. 1-1  | Warning labels.....   | 1-9  | Fig. 3-18 | Thermo label of damper .....  | 3-11 |
| Fig. 2-1  | Engine Left Side View .....                                     | 2-1  | Fig. 3-19 | Manual Stop Lever .....   | 3-14 |
| Fig. 2-2  | Engine Right Side View .....                                    | 2-1  | Fig. 5-1  | Engine Oil Grade.....   | 5-1  |
| Fig. 2-3  | Start Switch and Stop Switch .....                              | 2-2  | Fig. 5-2  | Selection of Oil Viscosity.....   | 5-3  |
| Fig. 2-4  | Manual Stop Lever .....   | 2-2  | Fig. 6-1  | GLASSY - LLC .....  | 6-1  |
| Fig. 2-5  | Stop Solenoid .....   | 2-2  | Fig. 8-1  | Belt and Belt Tension - Inspect and<br>Adjust .....                             | 8-2  |
| Fig. 2-6  | Oil Pressure Unit .....   | 2-3  | Fig. 8-2  | Damper - Check Visually.....  | 8-4  |
| Fig. 2-7  | Thermo Unit .....   | 2-3  | Fig. 8-3  | Damper Temperature Management.....  | 8-5  |
| Fig. 2-8  | Revolution Detection Pickup .....                               | 2-3  | Fig. 8-4  | Fuel Tank - Drain Water.....  | 8-6  |
| Fig. 2-9  | Oil Pressure Switch .....                                       | 2-4  | Fig. 8-5  | Water Separator - Drain Water.....  | 8-7  |
| Fig. 2-10 | Thermo Switch .....   | 2-4  | Fig. 8-6  | Water Separator Element - Replace .....   | 8-7  |
| Fig. 2-11 | Oil Filter Alarm Switch .....                                   | 2-4  | Fig. 8-7  | Gauze Filter - Clean .....  | 8-8  |
| Fig. 2-12 | Revolution Detection Pickup .....                               | 2-5  | Fig. 8-8  | Fuel Filter - Replace.....  | 8-9  |
| Fig. 2-13 | Air Cleaner Indicator .....                                     | 2-5  | Fig. 8-9  | Fuel Filter .....   | 8-9  |
| Fig. 2-14 | Manual Turning Gear Position<br>(While Engine is Running) ..... | 2-6  | Fig. 8-10 | Ball Joints For Looseness - Inspect .....                                       | 8-10 |
| Fig. 2-15 | Manual Turning Gear Position<br>(When Pushing Shaft in) .....   | 2-6  | Fig. 8-11 | Fuel Control Link - Remove.....   | 8-10 |
| Fig. 2-16 | Turning Gear Position<br>(When Turning Shaft) .....             | 2-6  | Fig. 8-12 | High Pressure Fuel Injection Pipe and<br>Clamp Seat - Inspect and Replace ..... | 8-11 |
| Fig. 3-1  | Priming Pump - Handle .....                                     | 3-2  | Fig. 8-13 | Low Pressure Fuel Pipe and Clip<br>- Inspect .....                              | 8-11 |
| Fig. 3-2  | Fuel Filter - Bleed Air.....                                    | 3-2  | Fig. 8-14 | Oil Filler and Oil Level Gauge .....  | 8-13 |
| Fig. 3-3  | Fuel Injection Pump - Bleed Air .....                           | 3-2  | Fig. 8-15 | Oil Filter and Bypass Oil Filter<br>- Replace.....                              | 8-14 |
| Fig. 3-4  | Priming Pump Tightening Method .....                            | 3-3  | Fig. 8-16 | Oil Filter.....   | 8-14 |
| Fig. 3-5  | Priming Pump Head Packing .....                                 | 3-3  | Fig. 8-17 | Governor oil filter - Drain .....   | 8-15 |
| Fig. 3-6  | Oil Filler and Oil Level Gauge .....                            | 3-4  | Fig. 8-18 | Governor oil filter - Change .....  | 8-15 |
| Fig. 3-7  | Pouring Engine Oil on Valve<br>Mechanisms and Chamber .....     | 3-4  | Fig. 8-19 | Oil Pipe and Clip - Inspect and<br>Replace .....                                | 8-15 |
| Fig. 3-8  | Radiator Cap .....  | 3-5  | Fig. 8-20 | Radiator Cap .....  | 8-16 |
| Fig. 3-9  | Coolant Drain Cock (Engine).....                                | 3-5  | Fig. 8-21 | Coolant Drain Cock (Engine).....  | 8-16 |
| Fig. 3-10 | Coolant Drain Cock (Water Pump).....                            | 3-5  | Fig. 8-22 | Coolant Drain Cock (Water Pump).....  | 8-17 |
| Fig. 3-11 | Battery Electrolyte Level - Inspect .....                       | 3-6  | Fig. 8-23 | Radiator fins - Clean .....   | 8-18 |
| Fig. 3-12 | Valves for open/closed position<br>- Check .....                | 3-8  | Fig. 8-24 | Turbocharger - Inspect .....  | 8-19 |
| Fig. 3-13 | Fuel Control Link - Check .....                                 | 3-9  | Fig. 8-25 | Draining Water From the Exhaust<br>Muffler .....                                | 8-19 |
| Fig. 3-14 | Oil Filler and Oil Level Gauge .....                            | 3-9  | Fig. 8-26 | Air Cleaner - Check for Clogging .....  | 8-20 |
| Fig. 3-15 | Air Cleaner - Check for Clogging .....                          | 3-10 | Fig. 8-27 | Air Cleaner Element - Remove.....   | 8-21 |
| Fig. 3-16 | Air Tank - Drain Water.....                                     | 3-10 | Fig. 8-28 | Air Cleaner Element - Clean and<br>Check .....                                  | 8-21 |
| Fig. 3-17 | Starting Air Tank Air Pressure<br>- Check .....                 | 3-11 | Fig. 8-29 | Air Cleaner - Check for Clogging .....  | 8-22 |



Fig. 8-30 Battery Electrolyte Level - Inspect ..... 8-23

Fig. 8-31 Specific Gravity of Battery Electrolyte  
- Check ..... 8-23

Fig. 8-32 Starter - Inspect..... 8-24

Fig. 8-33 Alternator - Inspect..... 8-24

Fig. 8-34 Air Strainer - Drain Water and Clean . 8-25

Fig. 8-35 Air tank - Drain water..... 8-25

Fig. 10-1 Hanger..... 10-1

Fig. 10-2 Engine's center of gravity  
(standard specification) ..... 10-1

**List of tables**

Table 3-1 Inspection During Operation.....3-13

Table 4-1 Recommended Fuel .....4-1

Table 4-2 Recommended Limit and Use Limit of  
Fuel Property .....4-2

Table 5-1 Recommended Limit of Engine Oil  
Properties .....5-2

Table 5-2 Engine Oil Properties.....5-4

Table 6-1 Water Quality Standards .....6-1

Table 6-2 LLC Specification.....6-3

Table 6-3 Recommended LLC Concentration .....6-6

Table 7-1 Periodic Maintenance Chart for  
Regular Use Engine .....7-3

Table 7-2 Periodic Maintenance Chart for  
Emergency Engine .....7-5

Table 7-3 Periodic Maintenance Chart for  
General Purpose Engine .....7-9

Table 8-1 Ribbed Belt Tension Force .....8-3

Table 8-2 Damper Temperature Management .....8-4

Table 8-3 Thermo Label for Temperature  
Management.....8-5

Table 8-4 Specific gravity of electrolyte .....8-23

Table 9-1 Recommended Rust-preventive Oil  
and Corrosion Inhibitor .....9-1

Table 11-1 The Starter Does Not Crank or Cranks  
Slowly, Resulting in Start Failure .....11-2

Table 11-2 The Starter Cranks, but the Engine  
Does Not Start .....11-3

Table 11-3 Output Decrease .....11-4

Table 11-4 Exhaust Smoke is White or Blue .....11-5

Table 11-5 Exhaust smoke is black or charcoal .....11-6

Table 11-6 Fuel Consumption is High .....11-7

Table 11-7 Engine oil Consumption is High.....11-8

Table 11-8 Overheating .....11-9

Table 11-9 Low Engine Oil Pressure .....11-9

Table 12-1 Main Specifications.....12-1



# Chapter 1 BASIC SAFETY PRECAUTIONS

## Fire and Explosions



### Keep Flames Away

Do not use flames near the engine (in the engine room). Fuel gas vapor or other gas can catch fire and produce dangerous situations.



Wipe off spilled fuel, oil and LLC immediately and thoroughly. Spilled fuel, oil and LLC may ignite and cause a fire.

Store fuel and engine oil in a well-ventilated area.

Make sure that the caps of fuel and engine oil containers are tightly closed.

### Always Switch the Water Heater ON

#### (Emergency generator with water heater)

Always switch the water heater ON (automatic mode) through a whole year.

If the switch is not ON (automatic mode), each cylinder varies considerably in combustion at the starting up the engine. Unburned fuel may explode in the exhaust pipe.

### Keep Engine Surrounding Area Tidy and Clean

Do not leave combustible or explosive materials, such as fuel, engine oil and LLC, near the engine. Such substances can cause fire or explosion.

Remove dust, dirt and other foreign materials accumulated on the engine and surrounding parts thoroughly. Such materials can cause fire or the engine to overheat. In particular, clean the top surface of the battery thoroughly. Dust can cause a short-circuit.

### Ventilation of Engine Room

Always provide adequate ventilation in the engine room. Insufficient air in the room can cause an increase in the engine temperature and a decrease in the output power and performance. It is highly recommended to calculate the required amount of air supply to the engine and install an adequate ventilation system before installing the engine.

### Do Not Open Side Cover Until Engine Cools

Do not attempt to open the side cover of the crankcase before the engine cools down. Wait at least 10 minutes after stopping the engine.

Opening the cover when the engine is hot allows fresh air to flow into the crankcase, which can cause oil mist to ignite and explode.

### Care for Fuel, Oil and Exhaust Gas Leakage

If any fuel, oil or exhaust gas leaks are found, immediately stop the engine and take corrective measures to stop leakage.

Such leakages, if left uncorrected, can cause fuel or engine oil to reach hot engine surfaces or hot exhaust gas to contact flammable materials, possibly leading to personal injury and/or damage to equipment.

### Use Explosion-proof Lighting Apparatus

When inspecting fuel, engine oil, coolant, battery electrolyte, etc., use a flameproof light. An ordinary lighting apparatus may ignite gas and cause it to explode.

### Prevent Electrical Wires From Short-circuiting

Avoid inspecting or servicing the electrical system with the ground cable connected to the battery. Otherwise, a fire could result from short-circuiting. Be sure to disconnect the battery cable from the negative (-) terminal before beginning with the work procedure.

Short-circuits, possibly resulting in fire, may be caused by a loose terminal or damaged cable/wire.

Inspect the terminals, cables and wires, and repair or replace the faulty parts before beginning with the service procedure.

### Keep Fire Extinguishers and a First-aid Kit Handy

Keep fire extinguishers handy, and become familiar with their usage.

Keep a first-aid kit at the designated place where it is easily accessible by anyone at any time.



Establish response procedures to follow in the event of fire or accident. Provide an emergency evacuation route and contact points and means of communication in case of emergency.

## Stay Clear of All Rotating and Moving Parts

 **WARNING**

### Install Protective Covers Around Rotating Parts

Make sure the protective covers of the engine are correctly installed. Repair any damaged or loose covers. Never remove the covers such as damper cover, camshaft cover, or rocker cover that enclose the revolving parts during operation.



When the engine is coupled to driven equipment, be sure to provide protective covers over the parts such as the connecting belts and couplings that are exposed.

Never remove protective covers.

### Check Work Area for Safety

Before starting the engine, make sure no one is near the engine and tools are not left on or near the engine. Verbally notify persons within the immediate area when starting the engine.

When the starter device is posted with a sign that prohibits startup operation, do not operate the engine.

### Stay Clear of Moving Parts While Engine is Running

Stay away from rotating or sliding parts of the engine while the engine is running. Put objects, which might be easily caught by rotating parts, away from rotating parts.



If any part of the clothing or outfitting is caught by a rotating part, serious bodily injuries could result.

### Lockout and Tagout

Be sure to lockout and tagout before starting inspection and maintenance.

Lockout and tagout are effective methods of cutting off machines and equipment from energy sources.

To accomplish the lockout/tagout, remove the starter switch key, set the battery switch to OFF and attach a "Do Not Run" or similar caution tag to the starter switch.

The starter switch key must be kept by the person who performs inspection and maintenance during the work.

In the case of pneumatic starting type, close the main valve of the air tank and post a tag saying "Do Not Open the Valve" or the like.

### Keep Engine Stopped During Servicing

Be sure to stop the engine before proceeding to inspection and service procedure. Never attempt to make adjustments on the engine parts while the engine is running.

Rotating parts such as belt can entangle your body and cause serious injuries.

### Always Restore Engine Turning Tools After Use

Be sure to remove all turning tools used during maintenance and inspection work. Remember also that the manual turning gear shaft must be pulled out before starting the engine.

Starting the engine with the turning tools inserted or with the turning gear in engagement can lead to not only engine damage but also personal injuries.

## Be Careful of Exhaust Fume Poisoning

 **WARNING**

### Operate Engine in a Well-ventilated Area

Check the exhaust pipes and where the pipes joint together for gas leaks. Exhaust gas from the engine contains carbon monoxide and other harmful substances. Operating the engine in an poorly-ventilated area can produce gas poisoning.



## Protect Ears From Noise

 **WARNING**

### Wear Ear Plugs

Always wear ear plugs when entering the machine room (engine room). Combustion sound and mechanical noise generated by the engine can cause hearing problems.



## Be Careful of Falling Down

 **WARNING**

### Lift Engine Carefully

To lift the engine, use slings capable of supporting the weight of the engine.

Attach the wire rope to the hangers provided on the engine using a correct sling.

During lifting process, keep the engine in a well-balanced position by taking the center of gravity of the engine into consideration.

The hangers equipped with the engine are designed for lifting the engine only. When mounting generator on the engine, use the special hanger of common bed. Hangers of engine cannot be used. When mounting marine gear on the engine, be sure not to apply the load on the hangers of engine only.

Keep the angle formed by slings attached to hangers within 60°. If the angle exceeds this limit, excessive load could be imposed on the hangers and this could damage the hangers and result in a serious accident. If the wire rope contacts the engine directly, place a cloth or other soft padding to avoid damage to the engine and wire rope.



### Do Not Climb Onto the Engine

Do not climb onto the engine, nor step on any engine parts located on the lateral sides.

To work on parts located on the upper section of engine, use a ladder, stool, etc., that was firmly secured.

Climbing on the engine may not only damage engine parts but also cause falling down from the engine and result in personal injuries.

### Always Prepare Stable Scaffold

When working on the upper part of the engine and other hard-to-reach places, use a stable work platform.

Standing on a decrepit stool or parts box may result in personal injury.

Do not place any unnecessary objects on a work platform.



## Be Careful of Burns



### Do Not Touch the Engine During or Immediately After Operation

To avoid burns, do not touch the engine during or immediately after operation.

A hot engine can cause burns.

To conduct maintenance and inspection work, wait until the engine has cooled sufficiently by checking the temperature gauge.



### Refill Coolant Only After the Coolant Temperature Dropped

When adding coolant, check that the coolant temperature lowers sufficiently with temperature gauge. Adding coolant immediately after the engine stops may result in burns.

### Be careful of burns when changing oil

Wear gloves when draining oil or changing oil filters. If hot oil or parts touch your skin, it may cause burns.

### Never Remove Heat Shields

The inlet and exhaust system, which becomes extremely hot while the engine is operating, is provided with various heat shields. Do not remove these heat shields. If any of these heat shields have been removed owing to unavoidable circumstances during the work, be sure to restore them after the work is completed.

### Be Careful of Opening and Closing Radiator Cap

Never open the radiator cap while the engine is running or immediately after the engine is stopped. To open the cap, stop the engine and allow the coolant temperature to lower sufficiently.

To open the radiator cap, open slowly to discharge the pressure inside the tank. Also to avoid a risk of getting scalded by steam, wear thick rubber gloves or wrap a cloth around the cap.

When closing the radiator cap, be sure to tighten securely.

The coolant is hot while engine is running and immediately after the engine stops. If the cap is opened when the coolant is at operating temperature, steam and hot coolant may blow out and result in burns.

### Do Not Touch High Pressure Injection Fuel

If fuel leaks or sprays out from the high pressure injection pipe, do not touch the fuel.

Fuel in the fuel injection pipes is under high pressure and if the fuel contact your skin, it goes into deep tissues and may result gangrene.

## Be Careful When Handling Fuel, Engine Oil or LLC

### CAUTION

### Use Only Specified Fuel, Engine Oil and LLC

Use fuel, oil and LLC specified in this manual, and handle them carefully.

Use of any other fuel gas, oil or LLC than the specified ones, or improper handling may cause various engine problems and malfunctions.

Obtain the MSDS issued by the oil and LLC suppliers, and follow the directions in the MSDSs for proper handling.

### Handle LLC Carefully

When handling LLC, always wear rubber gloves and a protective face mask. If LLC or cooling water containing LLC comes into contact with your skin or eyes, or if it is swallowed, you would suffer from inflammation, irritation or poisoning.

Should LLC be accidentally swallowed, induce vomiting immediately and seek medical attention. Should LLC enter your eyes, flush them immediately with plenty of water and seek medical attention. If LLC splashes onto your skin or clothing, wash it away immediately with plenty of water.

Keep flames away from LLC. LLC is highly flammable and can easily catch a fire if exposed to a flame.

### Proper Disposal of Waste Oil, LLC and Coolant

Do not discharge waste engine oil, LLC and coolant into sewerage, river, lake or other similar places. Such a way of disposal is strictly prohibited by laws and regulations.

Dispose of waste oil, LLC and coolant and other environmentally hazardous waste in accordance with the applicable law and regulations.

## When Abnormality Occurs

### CAUTION

### Do Not Add Coolant Immediately After a Sudden Stop Due to Overheating

If the engine stops suddenly or if you have no choice but stop the engine suddenly due to overheating, do not add coolant immediately.

Adding water while the engine is hot can damage parts such as cylinder heads due to a sudden drop of temperature. Add coolant gradually after the engine has completely cooled.

### Stop Operation Immediately If You Notice Any Unusual Symptoms

Stop the operation immediately if you notice any unusual noise, odor or vibration during operation. In case of emergency, press the emergency stop button to stop the engine. Contact your local dealer if the cause of problem cannot be located after stopping the generator. Continuous operation neglecting an unusual symptom could cause serious or fatal accident.

### Avoid Immediate Restart After Abnormal Stop

If the engine stops abnormally, do not restart the engine immediately. If the engine stops with an alarm, check and remedy the cause of the problem before restarting. Sustained use of the engine without any remedy could result in serious engine problems.

### Avoid Continuous Engine Operation at Low Oil Pressure

If an abnormal engine oil pressure drop is indicated, stop the engine immediately, and inspect the lubrication system to locate the cause. Continuous engine operation with low oil pressure could cause bearings and other parts to seize.

### If Belt Breaks, Stop Engine Immediately

If the belt breaks, stop the engine immediately and replace the belt. Sustained use of the engine without any remedy could cause defective charge and cooling failure, and result in serious engine problems.

# Battery

 CAUTION

## Handle the Battery Correctly

- Never use flames or allow sparks to generate near the battery. The battery releases flammable hydrogen gas and oxygen gas. Any flames or sparks in the vicinity could cause an explosion.
- Do not use the battery when the battery electrolyte level is below the "LOWER LEVEL" mark. Sustained use of the battery could result in an explosion.
- Do not short the battery terminals with a tool or other metal object.
- When removing battery, always remove the plug from the negative (-) terminal first. When connecting battery, always connect the plug to the positive (+) terminal first.
- Remove all plugs, then charge the battery in a well ventilated area.
- Make sure the cable clamps are securely installed on the battery terminals. A loose cable clamp can cause sparks that may result in an explosion.
- Before servicing electrical components or conducting electric welding, set the battery switch to [Open/OFF] position or remove the plug from the negative (-) terminal to cut off the electrical current.
- Battery electrolyte contains dilute sulfuric acid. Careless handling of the battery can cause the loss of sight and/or skin burns. Also, do not swallow the battery electrolyte.
- Wear protective goggles and rubber gloves when working with the battery (e.g. adding water, charging battery).
- If battery electrolyte is spilled onto the skin or clothing, immediately wash it away with lots of water. Use soap to thoroughly clean.
- The battery electrolyte can cause the loss of sight if splashing into the eyes. If it gets into the eyes, immediately flush it away with plenty of clean water, and seek immediate medical attention.
- If you accidentally swallow battery electrolyte, gargle with plenty of water and then drink lots of water, and seek immediate medical attention.





## Other Cautions



**CAUTION**

### Never Modify Engine

Unauthorized modification of the engine will void our warranty.

Modification of the engine may not only cause engine damage but also produce personal injuries.

If there is a need to modify the engine, contact a dealer of Mitsubishi Heavy Industries, Ltd.

### Observe Safety Rules at Work Site

Observe the safety rules established at your workplace when operating and maintaining the engine.

Do not operate the engine if you are not feeling well, and inform your supervisor of your condition. Operation of the engine with reduced awareness may cause improper operation that could result in accidents.

When working in a team for two or more people, use specified hand signals to communicate among workers.

### Work Clothing and Protective Gear

Wear a hardhat, face shield, safety shoes, dust mask, gloves, ear plugs and other protective gear as needed. When handling compressed air, wear safety goggles, a hardhat, gloves and other necessary protective gear. Working without wearing proper protective gear could result in serious injuries.

### Never Break Seals

To ensure proper engine operation, the fuel control links are sealed to prevent accidental change of the injection volume and rotation speed settings. If the seal is tampered, no guarantee will be provided. If the seal is tampered, the defects shown below can occur.

- Rapid wear of sliding and rotating parts
- Engine damage such as seizing of engine parts
- Considerably increased consumption of fuel and lubricating oil
- Degradation of engine performance due to improper balance between fuel injection volume and governor operation or overrunning of the engine which could result in a serious accident.

### Perform All Specified Pre-operation Inspections and Periodic Inspections

Conduct the pre-operation inspections and periodic inspections as described in this manual.

Failure to conduct the specified inspections may cause various engine problems, damage to parts, and serious accidents.

### Break-in the Engine

To break-in new engines or overhauled engines, operate the engine at a speed lower than the rated speed in a light load condition during the first 50 hours of operation.

Operating new engines or overhauled engines in a severe condition during the break-in period shortens the service life of the engine.

### Warm-up the Engine Before Use

After starting the engine, run the engine at a low idling speed for 5 to 10 minutes for warming-up. Start the work after this operation is completed. Warm-up operation circulates the lubricant around the engine, and thereby, individual engine parts are well lubricated before they are subjected to heavy loads.

Warm-up operation circulates lubricant oil around the engine and contributes to a longer service life and economical operation.

Do not conduct warm-up operation for prolonged period of time. Prolonged warm-up operation causes carbon build-up in the cylinders that leads to incomplete combustion.

### Never Operate the Engine in an Overloaded Condition

If the engine shows an overloaded condition such as black exhaust smoke, reduce the load immediately to operate the engine at an appropriate output and load. Overloading causes not only high fuel consumption but also excessive carbon deposits inside the engine. Carbon deposits cause various problems and will shorten the service life of the engine.

## **Conduct Cooling Operation Before Stopping the Engine**

Before stopping the engine, idle the engine in low gear for 5 to 6 minutes to cool down.

Stopping the engine immediately after high-load operation will cause engine parts to heat up and shorten the service life of the engine.

During cooling operation, check the engine for abnormalities.

## **Do Not Operate Engine Continuously Under Low Load**

When operating the engine with less than 30 % of rated load, limit each operation to an hour. Prolonged warm-up operation causes carbon build-up in the cylinders that leads to incomplete combustion. Operate the engine with a 30 % of rated load or more for over 5 minutes to prevent carbon build-up after one hour continuous operation is conducted.

## **Protection of the Engine Against Water Entry**

Do not allow rainwater, etc. to enter the engine through the air inlet or exhaust openings.

Do not wash the engine while it is operating. Cleaning fluid (water) can be sucked into the engine.

Starting the engine with water inside the combustion chambers can cause the water hammer action which may result in internal engine damage and serious accidents.

## **Conduct Proper Maintenance of Air Cleaner**

Maintain the engine with air cleaner according to the following instructions.

- Never service the air cleaner while the engine is running. The turbocharger may suck particles of foreign materials into the engine and could result in serious accidents.
- Remove the air cleaner slowly to prevent foreign materials accumulated on the element from falling off. After removing the air cleaner, immediately cover the air inlet with plastic sheet or similar means to prevent foreign materials from entering the engine.

## **Use of Tools Optimum for Each Work**

Always keep in mind to select most appropriate tools for the work to be performed and use them correctly. If tools are damaged, replace them with new tools.

## **Avoidance of Prolonged Time of Starter Operation**

Do not use the starter for more than 10 seconds at a time. If the engine does not start, wait for at least 1 minute before cranking again.

Continuous operation of the starter will drain the battery power and cause the starter to seize.

## **Do Not Turn Off the Battery Switch During Operation**

Do not turn off the battery switch during operation.

If the battery switch is turned OFF when the engine is running, not only various meters will stop working but also the alternator may have its diode and transistor deteriorated.

## **Cautionary Instructions for Transporting the Engine**

When transporting the engine on a truck, consider the engine weight, width and height to ensure safety.

Abide by road traffic law, road vehicles act, vehicle restriction ordinance and other pertinent laws.

# Warning Labels



## Maintenance of Warning Labels

Make sure all warning/caution labels are legible.

Clean or replace the warning/caution labels when the description and/or illustration are not clear to read.

For cleaning the warning/caution labels, use a cloth, water and soap. Do not use cleaning solvents, gasoline or other chemicals to prevent the letters from getting blurred or the adhesion from being weakened.

Replace damaged or fractured labels with new ones.

If any engine part on which a warning label is attached is replaced with a new one, attach a new identical warning label to the new part.

To obtain new warning labels, contact a dealer of Mitsubishi Heavy Industries, Ltd.

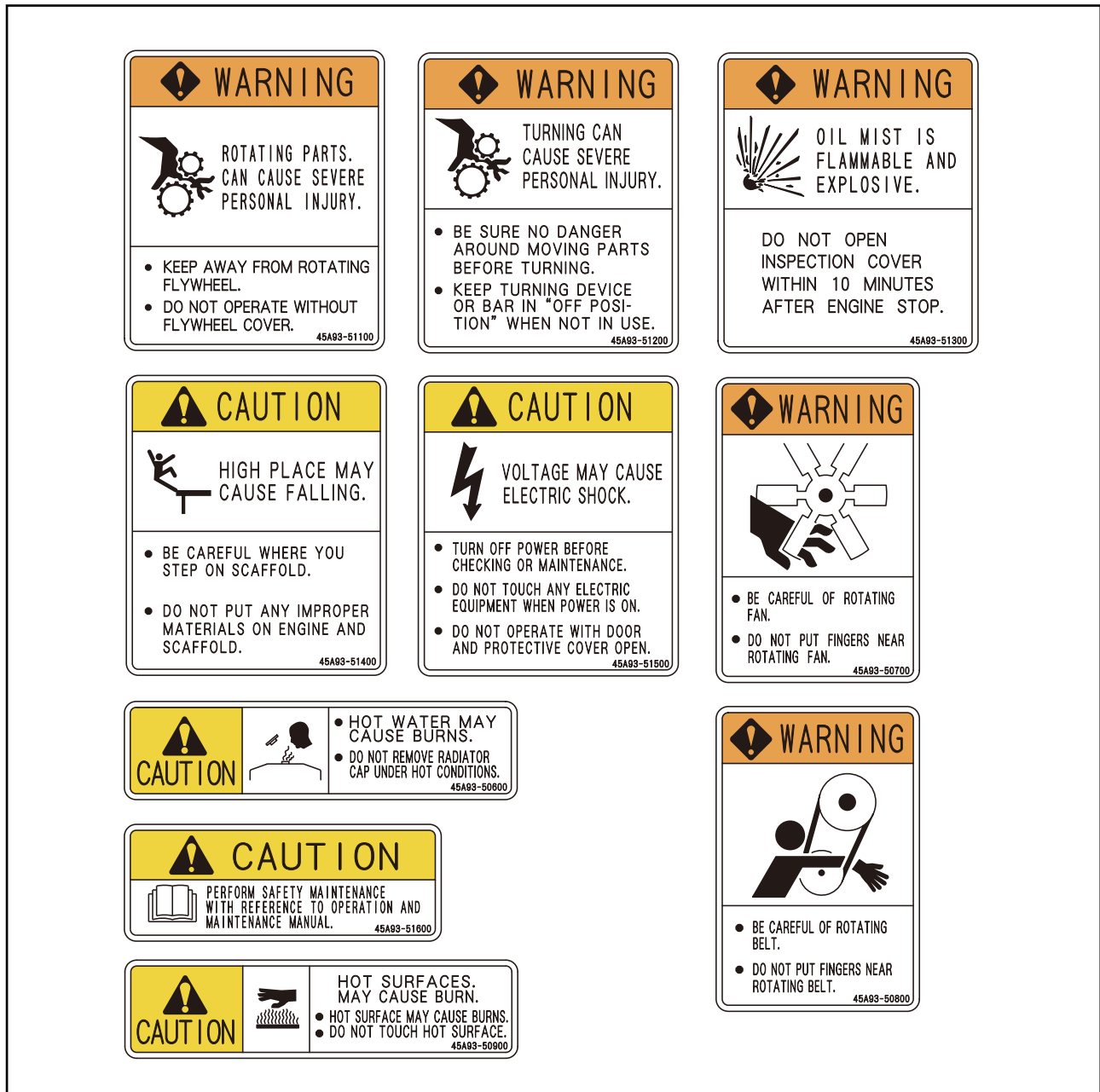


Fig. 1-1 Warning labels



# Chapter 2 NAME OF PARTS

## Engine External Diagrams

### Left Side

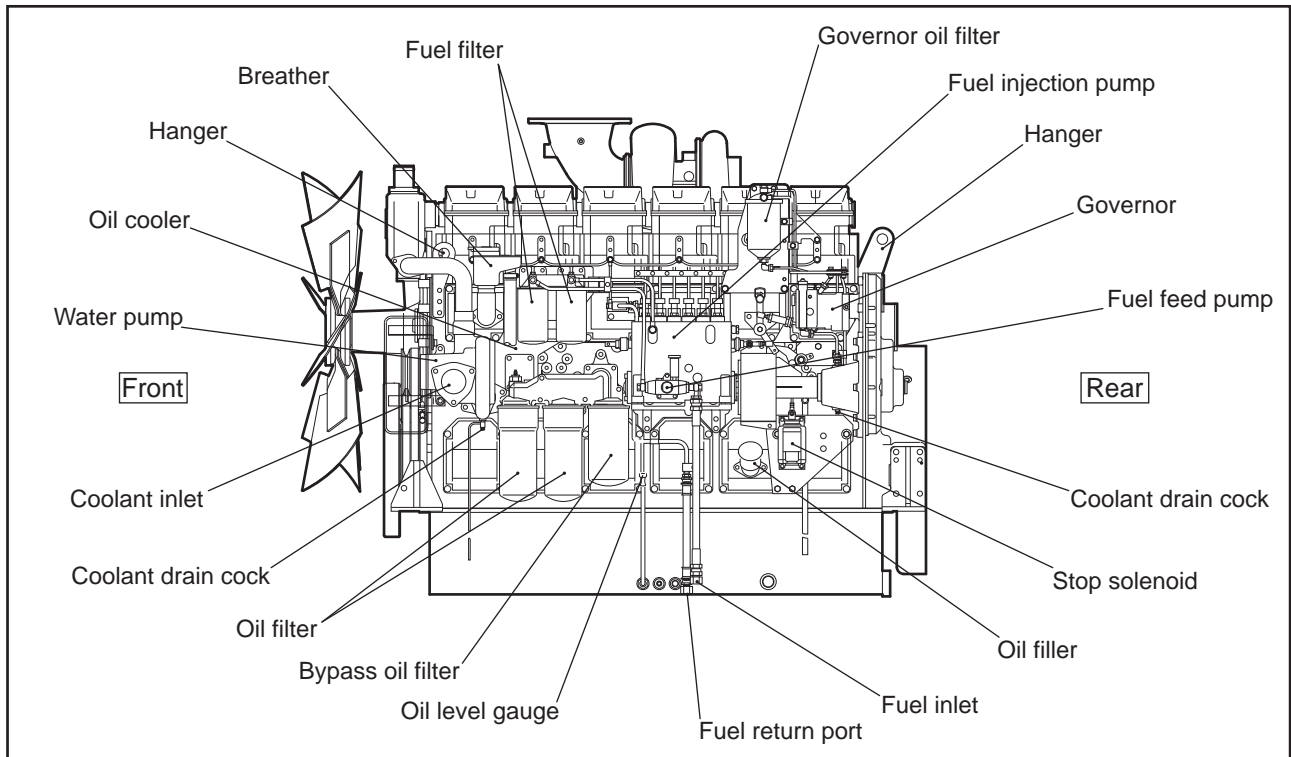


Fig. 2-1 Engine Left Side View

### Right Side

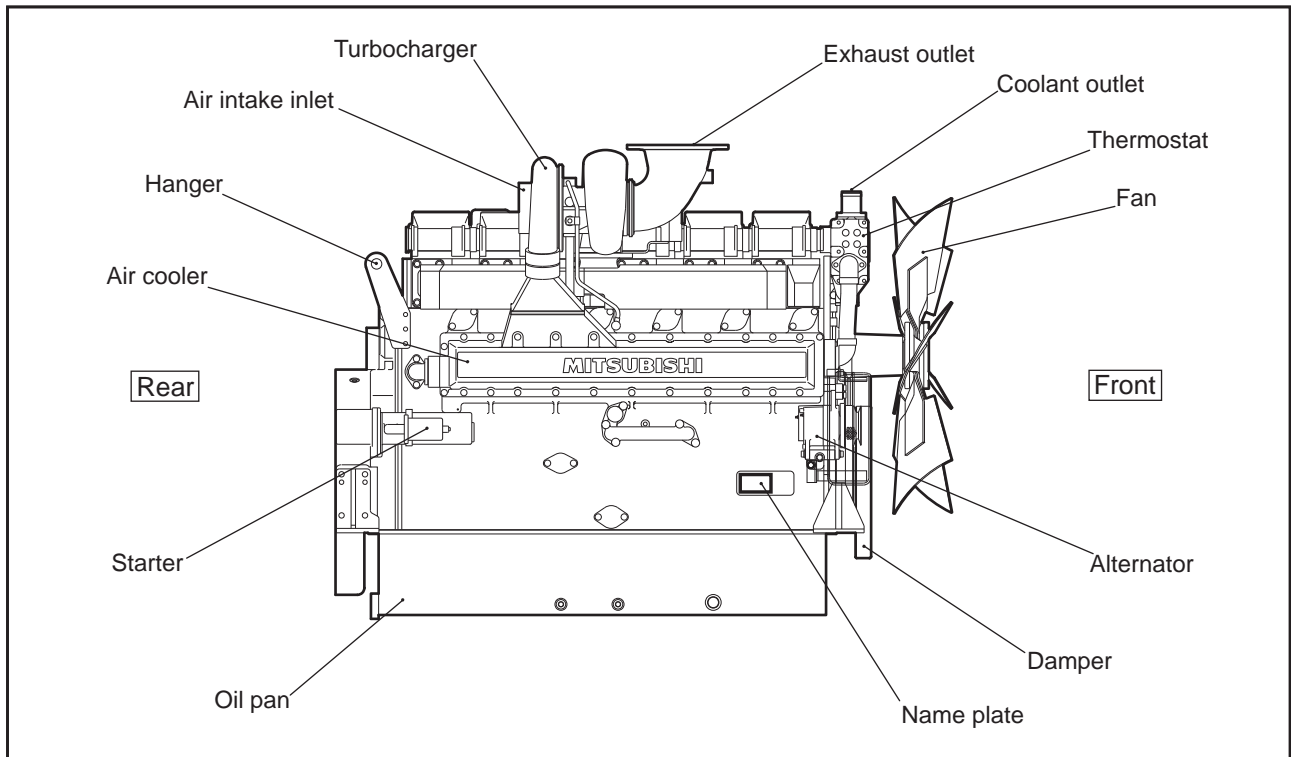


Fig. 2-2 Engine Right Side View

## Equipment and Instrument

The installed equipment and shapes differ on the engine type.

### Start and Stop Instrument

#### Start Switch

When the start switch on the operation panel is pressed, starting system operates to crank the engine.

#### Stop Switch

When the stop switch on the operation panel is pressed, the shutdown cylinder operates and moves the control shaft of the fuel injection pump to the no-injection position to shut down the engine operation.

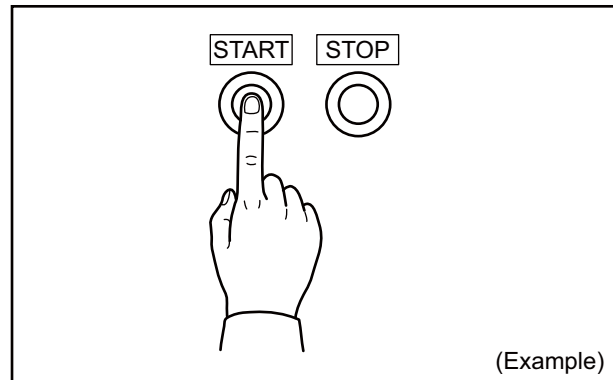


Fig. 2-3 Start Switch and Stop Switch

#### Manual Stop Lever

##### CAUTION

When stopping the engine with manual stop lever, keep the manual stop lever at the stop position until the engine completely stops. If release the lever, the engine may restart.

Use the manual stop lever to shut down the engine in the event of an emergency. If the starter switch fails to stop engine operation, use the manual stop lever.

When the manual stop lever, which is located in the fuel control link, is moved in the "STOP" direction, the engine stops.

If the engine continues to operate even after the manual stop lever is moved in the "STOP" direction, cut off the fuel supply to stop the engine.

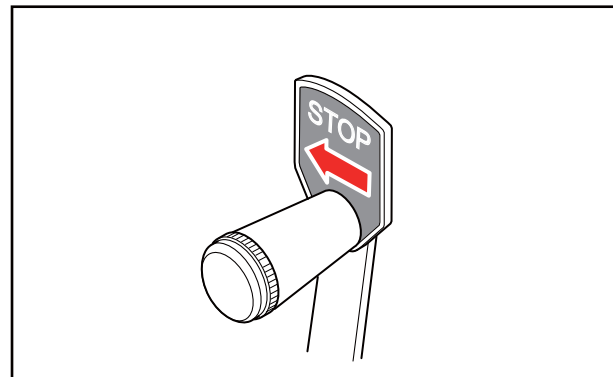


Fig. 2-4 Manual Stop Lever

#### Stop Solenoid

The stop solenoid operates for normal shutdown of engine operation. The stop solenoid moves the rack of fuel injection pump to cut the fuel, and consequently stops the engine. Two types of stop solenoids are available.

##### •RUN OFF type

Not energized while the engine is running. Energized by a stop signal to stop the engine.

##### •RUN ON type

Energized while the engine is running, and de-energized by stop signal to stop the engine.

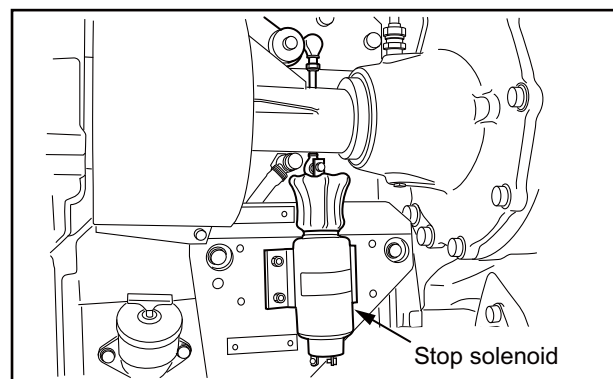


Fig. 2-5 Stop Solenoid

## Instruments

This section describes about devices which transmit signals to necessary instruments of the engine operation. Read carefully and understand functions of each device.

### Oil Pressure Unit

Indicate the oil pressure.

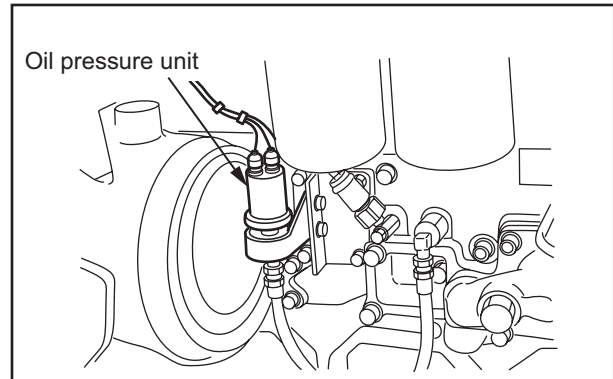


Fig. 2-6 Oil Pressure Unit

### Thermo Unit

Always detect the coolant temperature of engine.

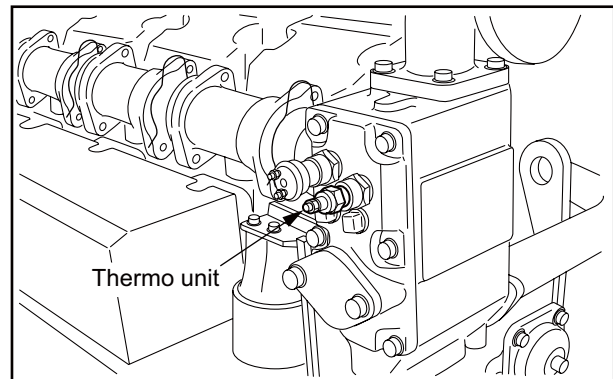


Fig. 2-7 Thermo Unit

### Revolution Detection Pickup

It is installed in the timing gear case, and always detect engine speed.

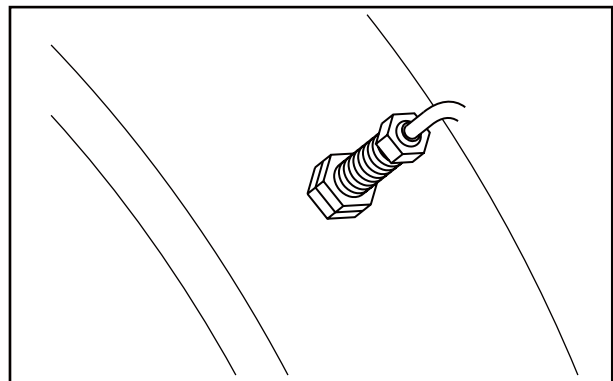


Fig. 2-8 Revolution Detection Pickup

## Engine Protection Devices

The engine protection devices activate an alarm when an abnormality occurs in the engine in order to protect the engine and prevent serious problems and accidents. When a protection device is activated, stop the engine, examine the cause of the abnormality, and take corrective measures. If the cause of the problem is unknown, contact a dealer of Mitsubishi Heavy Industries, Ltd. Protection devices installed on the engine and their types (setting values) and shapes vary depending on the engine specifications.

### Oil Pressure Switch

The oil pressure switch generates an alarm when the engine oil pressure becomes low and reaches the specified pressure.

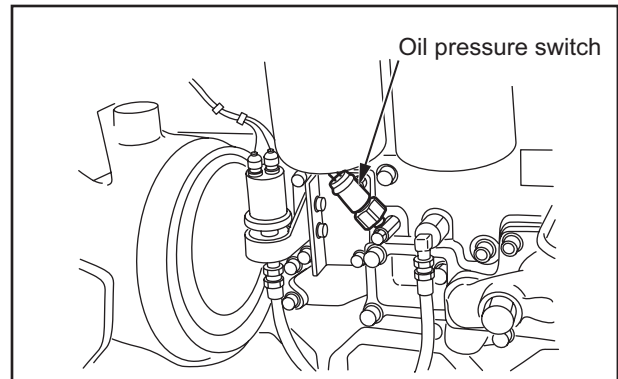


Fig. 2-9 Oil Pressure Switch

### Thermo Switch

The thermo switch generates an alarm when the engine coolant temperature becomes high and reaches the specified temperature.

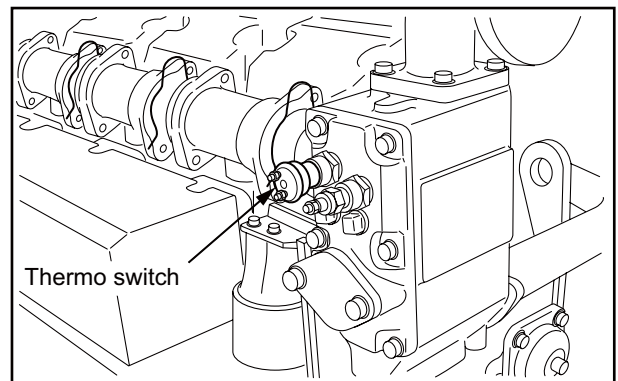


Fig. 2-10 Thermo Switch

### Oil Filter Alarm Switch

The oil filter alarm switch generates an alarm to stop the engine when oil filters become clogged, the difference in pressure between inlet and outlet of oil and reaches the specified value.

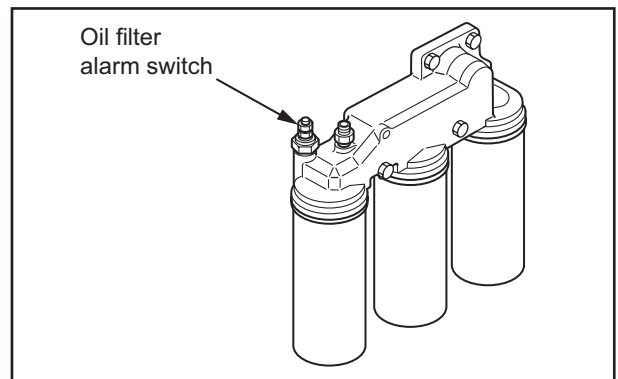


Fig. 2-11 Oil Filter Alarm Switch



## Revolution Detection Pickup

The overrun detection pickup generates an alarm when the engine speed becomes high and reaches the specified engine speed.

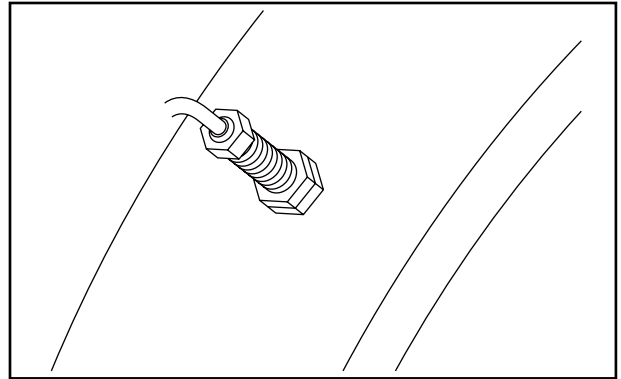


Fig. 2-12 Revolution Detection Pickup

## Air Cleaner Indicator

If the element is clogged, the intake air is decreased and the red signal mark will be displayed. The signal indicates only, and does not generate an alarm. Therefore, the periodic visually inspection is needed. Press the reset button on the top of air cleaner indicator and restore the signal after cleaned the air cleaner indicator or replaced with a new one.

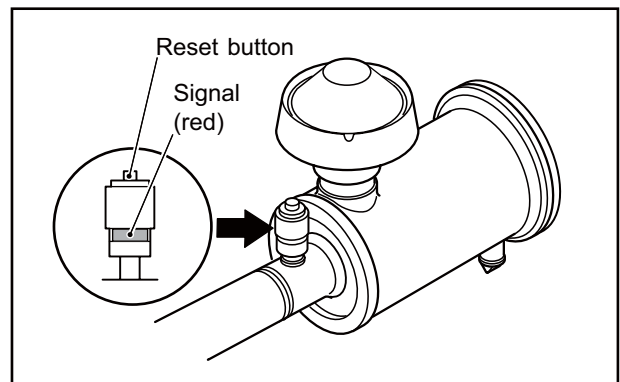


Fig. 2-13 Air Cleaner Indicator

## Using Turning Gear

**WARNING**

Before starting the engine, make sure that the manual turning gear is pulled out in the original position. Starting the engine with the turning gear pushed in not only damages the ring gear but also may result in personal injury.

1. Loosen the two bolts, and remove the plate from the shaft groove.

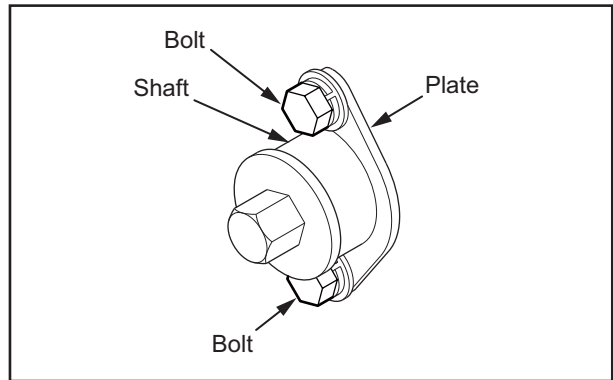


Fig. 2-14 Manual Turning Gear Position (While Engine is Running)

2. Push in the shaft fully to engage it with the ring gear.

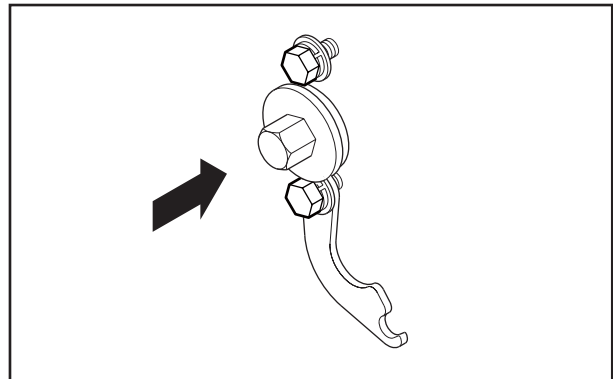


Fig. 2-15 Manual Turning Gear Position (When Pushing Shaft in)

3. Using a socket wrench and a ratchet handle, turn the shaft.
4. After turning, pull out the shaft, insert the plate in the shaft groove, and tighten the bolts.

**CAUTION**

Make sure the plate is securely installed in the shaft groove.

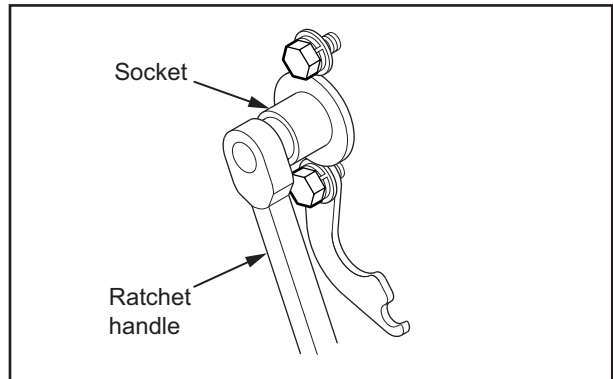


Fig. 2-16 Turning Gear Position (When Turning Shaft)

## Operational Environment

---

### CAUTION

Check that the following contents are performed before the engine is operated. Failure to do so may cause various problems and will shorten the service life of the engine.

- ♦Prevent from spreading water (especially, seawater or rainwater) and entering foreign materials to the air inlet opening.
- ♦Prevent from entering foreign materials to the rotating parts.
- ♦Prevent from attaching water and dust to the electrical system.
- ♦Use the engine at 5 to 40 °C [41 to 104 °F].
- ♦Keep the coolant temperature properly by switching ON the water heater (automatic mode). (Emergency generator with water heater)

---

## Preparation for Operating New or Overhauled Engine

Before proceeding with operation of a new overhauled engine, conduct the inspections described in this section. For second operation onward, follow the instructions described in the "[Normal Engine Operation](#)" (3-8).

### Preparation of Fuel System

---

#### CAUTION

When handling fuel, make sure there are no open flames or other fire hazards near the engine. Wipe off any spilled fuel completely. Spilled fuel can ignite and cause a fire.

---

#### CAUTION

Do not remove the strainer during fuel tank filling. For fuel to be used, refer to "[FUEL](#)" (4-1).

1. Make sure the insides of the fuel tank and fuel supply pipes to the engine are thoroughly clean.
2. Check the drain valve and air inlet valve is closed at the time.
3. Fill fuel tank with fuel.
4. Remove the fuel feed pipe and drain plug from the fuel inlet of engine, and check the discharged fuel for foreign materials such as dust.
5. Reinstall the drain plug and the fuel feed pipe.
6. Close the drain valve to fill the fuel.
7. Refill fuel tank until fuel level gauge indicates "FULL" level line, after checking the contact of float switch.

## Fuel System - Bleed Air

### **WARNING**

When fuel overflow from the air vent plug, wipe thoroughly. Spilled fuel causes fire hazard.

After bleeding, lock the priming pump securely. If the cap is not locked tightly, the priming pump can be damaged, causing a fuel leak that could lead to a fire.

While feeding fuel with priming pump, bleed air from the location closest to the fuel tank that are the water separator, fuel filter, then the fuel injection pump. Lock the priming pump according to "Priming Pump Tightening Method".

## Fuel Filter - Bleed Air

### **CAUTION**

If air vent plugs, the thread portion of the bracket, or sealing washers are damaged, replace them with new ones.

1. Loosen the air vent plug of the fuel filter about 1.5 turns.
2. Move the priming pump up and down, then feed fuel.
3. When the fuel from the air vent plug becomes free from air bubbles, stop priming and tighten the air vent plug to the specified torque.

## Fuel Injection Pump - Bleed Air

1. Loosen the air vent plug on the fuel injection pump by rotating about 1.5 turns.
2. Move the priming pump up and down until the fuel flow from the air vent plug is free from air bubbles. Push and turn the priming pump clockwise to lock in the original position when the fuel flows is free from bubbles.
3. Tighten the air vent plug on the fuel injection pump.

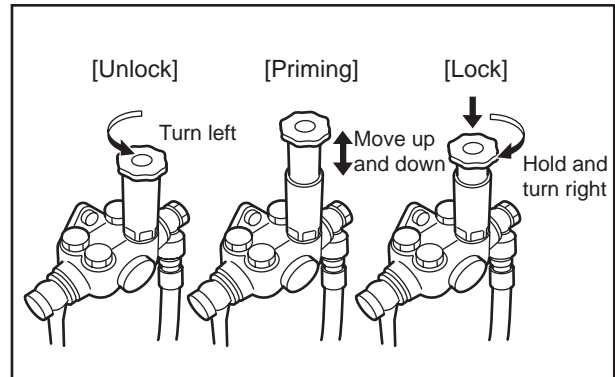


Fig. 3-1 Priming Pump - Handle

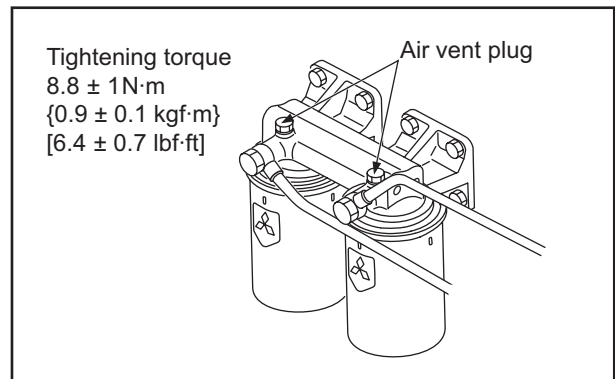


Fig. 3-2 Fuel Filter - Bleed Air

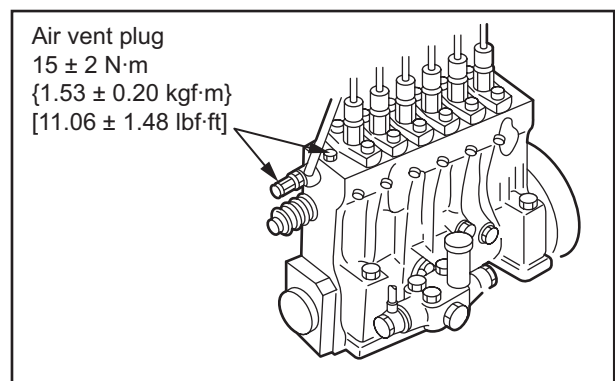


Fig. 3-3 Fuel Injection Pump - Bleed Air

## Priming Pump Tightening Method

### **CAUTION**

Never fail to tighten the priming pump to the specified angle. If the priming pump is not firmly tightened, internal thread will be worn due to engine vibration, resulting in sudden ejection of the cap to cause fuel flow-out. Or if the priming pump is excessively tightened, the head of the priming pump can be damaged.

1. Gently tighten the priming pump cap by hand until the tightening force suddenly increases.
2. Use a wrench or another appropriate tool to tighten the priming pump  $90 \pm 10^\circ$ .
3. Check the mounting position of head packing.

Note: If the head packing has abnormality such as deformation or scratches, consult a dealer of Mitsubishi Heavy Industries, Ltd., as the priming pump needs to be changed.

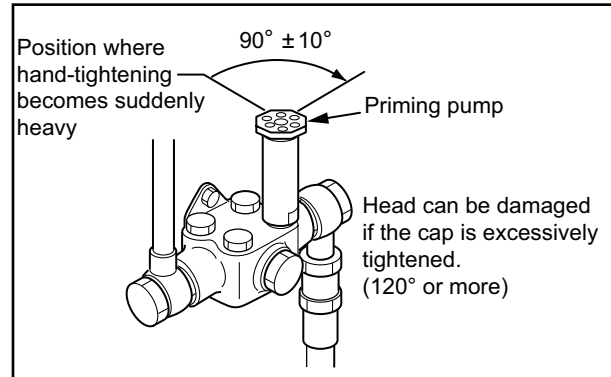


Fig. 3-4 Priming Pump Tightening Method

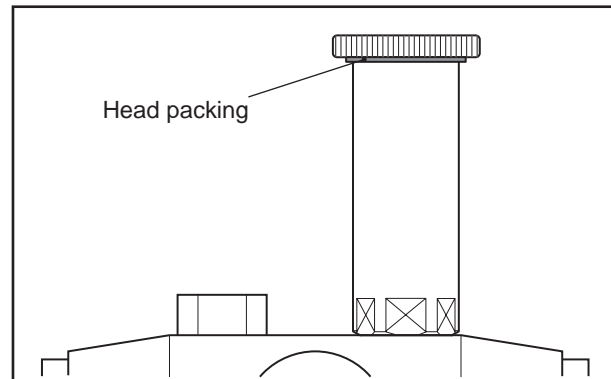


Fig. 3-5 Priming Pump Head Packing

## Preparation of Lubrication System

### Engine Oil - Refill

#### **CAUTION**

Refilling engine oil must be specified level. If the refilling oil goes over the high marks on the oil level gauge, engine oil may blow out. And also, the engine component parts are adversely affected by increasing in oil temperature.

1. Remove the cap from the oil filler.
2. Fill the engine oil pan with specified engine oil to the specified level.

Note: For engine oil, refer to "[ENGINE OIL](#)" (5-1). For engine oil capacity, refer to "[MAIN SPECIFICATIONS](#)" (12-1).

3. Remove the rocker cover, and pour engine oil to the valve mechanism and camshaft oil bath. Pour engine oil to camshaft oil bath from cylinder head side.

Oil capacity per cylinder: 0.8 L [0.21 U.S. gal.]

4. Reinstall the rocker covers.
5. Check the oil level in the oil pan.
6. Pull out the oil level gauge and wipe it clean with a waste cloth.
7. Insert the oil level gauge fully into the oil level gauge guide and then pull it out again.
8. The proper oil level is between the high and low marks on the oil level gauge.  
If the engine oil goes over the high marks on the oil level gauge, open the engine oil drain valve to drain oil.  
If the engine oil is low, refill the specified engine oil.
9. Check the oil pan and other area for oil leaks. Repair the oil leakage if any.
10. While pulling the stop lever, rotate the crankshaft for approx. 10 seconds to turn on the starter. Stop the operation for 1 minute, then, repeat the operation two or three times. Circulate engine oil to each engine parts.

Note: Prepare for the cooling system.

11. Start the engine and run the engine in a no load condition at low idling speed for 5 to 10 minutes.
12. Check the oil level with the oil level gauge again, and add oil to the specified level after leaving the engine stopped for 30 minutes or more.

For details, refer to "[Test Operation](#)" (3-7).

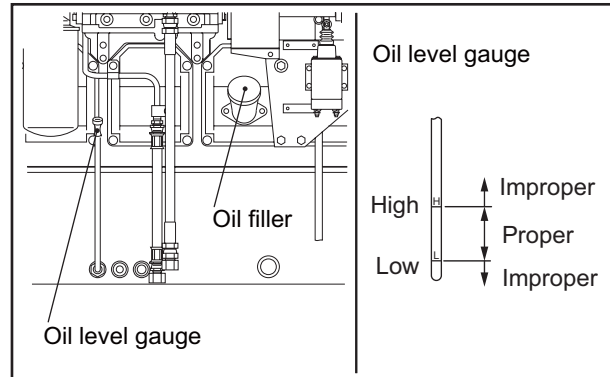


Fig. 3-6 Oil Filler and Oil Level Gauge

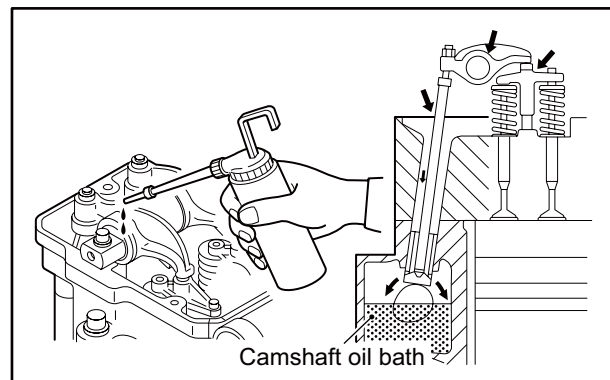


Fig. 3-7 Pouring Engine Oil on Valve Mechanisms and Chamber

## Preparation of Cooling System

### Radiator Cap - Open/Close

#### **WARNING**

When using the engine with radiator cooling system, remove the radiator cap only after the engine has cooled to the room temperature. Place a waste cloth over the cap, and loosen the cap about a half-turn or stand the lever to the upright position to release internal pressure. Opening the radiator cap of coolant expansion tank while the engine is hot causes steam and hot coolant to blow out and can result in skin burns.

Note: If the specification of radiator differs from the contents of this operation manual, follow the manufacturer's operation manual.

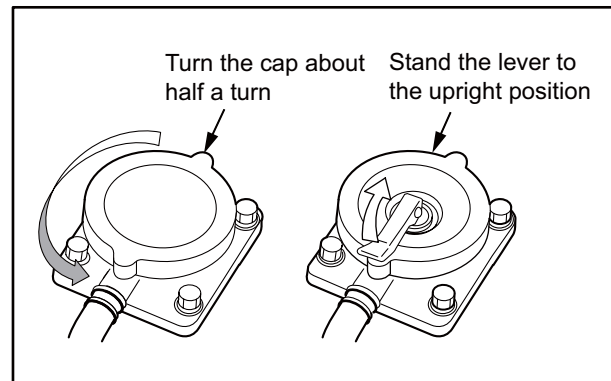


Fig. 3-8 Radiator Cap

### Coolant - Refill

#### **CAUTION**

Always use the coolant having the same concentration.

1. Close the coolant drain cock of engine and water pump securely.
2. Open the coolant filler and add a mixture of water and coolant having the specified concentration.

Note: (a) Determine the quantities of LLC based on the coolant capacity and the LLC concentration chart.

For the coolant, refer to "[COOLANT](#)" (6-1).  
For the coolant capacity, refer to "[MAIN SPECIFICATIONS](#)" (12-1).

(b) For absolute air bleeding, loosen the air vent plug on the upper section of thermostat.

3. Check the heat exchange equipment and other parts for coolant leaks. Repair leakage if found.
4. When coolant reaches the full level, close the coolant filler securely.
5. While pulling the manual stop lever, rotate the crankshaft for approx. 10 seconds using the starter. Stop the operation for approx. 1 minute, then, repeat the operation two or three times to bleed the cooling system.

Note: Prepare for the engine oil system.

6. Check the level of coolant.

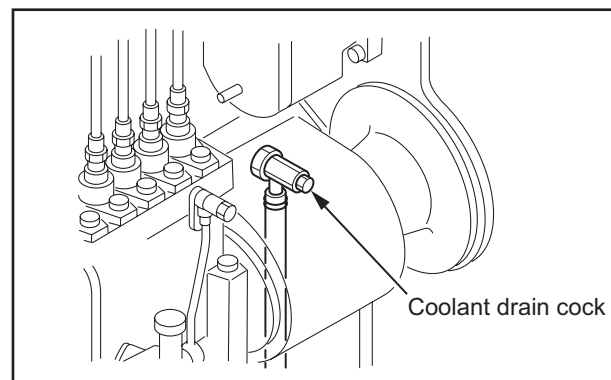


Fig. 3-9 Coolant Drain Cock (Engine)

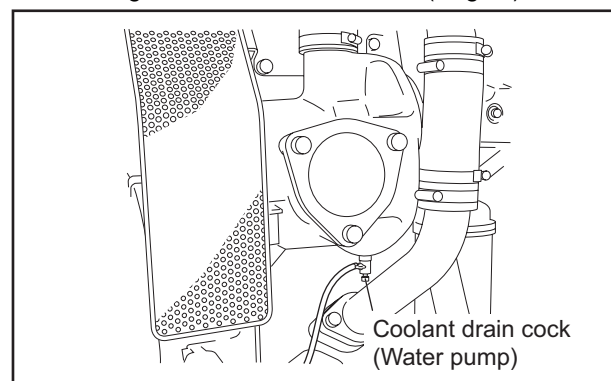


Fig. 3-10 Coolant Drain Cock (Water Pump)

## Preparation of Electrical System

### Battery - Check

**CAUTION**

If battery electrolyte is spilled on your skin or clothes, flush immediately with plenty of water. If battery electrolyte get into your eyes, flush them immediately with plenty of water and then get medical attention.

Do not use open flames or other fire hazards near the battery. When handling the battery, be careful of sparks generated by accidental shorting.

Note: If the specification of battery differs from the contents of this operation manual, follow the manufacturer's operation manual.

### Battery Electrolyte Level - Inspect

Battery electrolyte evaporates during use and the electrolyte level gradually decreases. The proper electrolyte surface level is between the LOWER LEVEL and UPPER LEVEL lines.

For the battery without level lines, the proper electrolyte surface level is about 10 to 15 mm [0.39 to 0.59 in.] above the top of the plates.

If the electrolyte level is low, remove the caps and add distilled water to the proper level.

Note: When adding distilled water, add little by little.

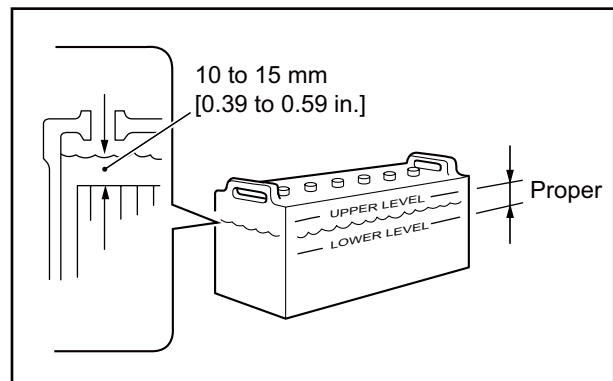


Fig. 3-11 Battery Electrolyte Level - Inspect



---

## Test Operation

To conduct a test operation, follow the procedures below.

---

### WARNING

Always switch the water heater ON (automatic mode) through a whole year.

If the switch is not ON (automatic mode), each cylinder varies considerably in combustion at the starting up the engine. Unburned fuel may explode in the exhaust pipe. (Emergency generator with water heater)

---

Before starting the engine, switch the water heater ON (automatic mode) and keep the coolant temperature properly. (Emergency generator with water heater)

Note: For engine operation, refer to "[Normal Engine Operation](#)" (3-8).

## Starting and Stopping

1. Start the engine.
2. Operate the engine at low idling speed under no load for 5 to 10 minutes for a warm-up operation.
3. Stop the engine.

## Inspection

1. Leave the engine be stopped for about 30 minutes.
2. During this period, check the engine and surrounding area for leaks of fuel, engine oil or coolant.
3. At 30 minutes after the engine stop, check the oil level with the oil level gauge. The proper oil level is between the high and low marks on the oil level gauge.
4. If the engine oil goes over the high marks on the oil level gauge, open the engine oil drain valve to drain oil. If the engine oil is low, refill the specified engine oil.
5. Open the coolant filler cap and check the coolant level.
6. If the coolant level is low, add coolant to the specified level.

---

### CAUTION

Always use the coolant having the same concentration.

---

## Normal Engine Operation

This section of the manual covers the procedures for the engine operation in normal condition.

### CAUTION

Should an engine abnormality be observed during operation, stop the engine and correct the problem, or contact a dealer of Mitsubishi Heavy Industries, Ltd.

## Preparations for Operation

Always conduct the following inspection before starting the engine.

### Engine External - Inspect

#### CAUTION

Be sure to keep combustible materials away from the engine, especially from the hot engine parts such as exhaust manifolds, or the battery. Check for fuel and oil leaks. Remove dust from the top surface of the battery. A fire can be caused by combustible materials placed near hot engine parts. If any abnormality is found, be sure to repair it or contact your local dealer.

Inspect the engine exterior as described below.

1. Make sure there is no combustible material near the engine or battery. Also, check to make sure that the engine and battery are clean. If combustible materials or dust are found near the engine or battery, remove them.
2. Check the whole engine for leaks of fuel, engine oil or coolant. If leaks are found, repair the leak, or contact a dealer of Mitsubishi Heavy Industries, Ltd.
3. Visually check bolts and nuts for looseness.
4. Check the electrical wiring including the starters and alternator.
5. Check that valves, plugs or cocks are properly positioned.
  - ♦Fuel feed valve: Open
  - ♦Coolant drain cock (plug): Closed
  - ♦Engine oil drain plug: Closed
  - ♦Air supply valve (air tank): Open

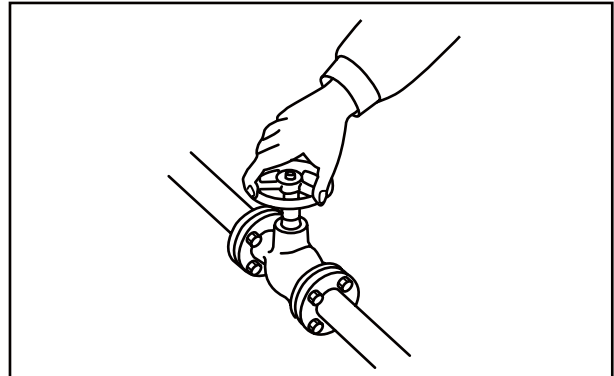


Fig. 3-12 Valves for open/closed position - Check

## Fuel Tank Oil Level - Check

### WARNING

When working around fuel, make sure there are no open flames, heaters or other fire hazards. Wipe off any spilled fuel completely. Spilled fuel can ignite and cause a fire.

### CAUTION

Do not remove the strainer when filling the fuel tank.

If the engine has a float switch and the fuel level is higher the "LOW" level line, the float switch failure may occur. Inspect and repair the float switch.

For fuel to be used, refer to "FUEL" (4-1).

Check that fuel is contained to the specified level in the fuel tank.

If the fuel level is low, refill the tank to the "FULL" level line.

Note: If the specification of fuel tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

## Fuel Control Link - Check

Check fuel control link for smooth movement.

Push the manual stop lever to the fuel increase direction, check the movement of the rack cancel spring.

Then relax your grip on the lever little by little, check that the manual stop lever returns to the no fuel injection position smoothly.

Also check ball joint for looseness and play.

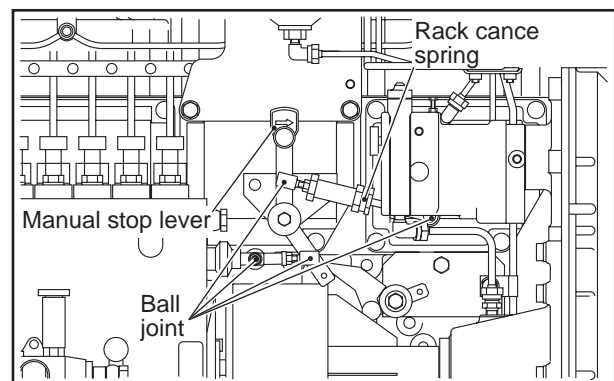


Fig. 3-13 Fuel Control Link - Check

## Engine Oil Level - Check

### CAUTION

Refilling engine oil must be specified level. If the refilling oil goes over the high marks on the oil level gauge, engine oil may blow out.

Always use the same engine oil as the first.

1. Pull out the oil level gauge and wipe oil off the oil level gauge using a clean waste cloth.
2. Insert the oil level gauge fully into the oil level gauge guide and then pull it out again.
3. The proper oil level is between the high and low marks on the oil level gauge. If the engine oil goes over the high marks on the oil level gauge, open the engine oil drain valve to drain oil. If the engine oil is low, refill the specified engine oil.
4. Install the oil filler cap after adding engine oil.
5. Check the oil pan and other area for oil leaks.

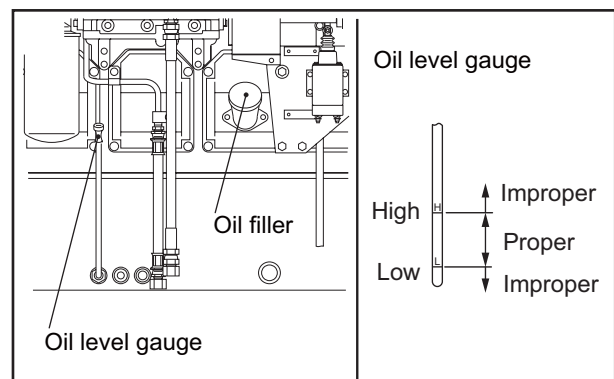


Fig. 3-14 Oil Filler and Oil Level Gauge

## Coolant Level - Check

### CAUTION

Always use the coolant having the same concentration.

If the coolant level is low, add coolant to the specified level.

Note: Determine the quantities of LLC based on the coolant capacity and the LLC concentration chart.

For the coolant, refer to "COOLANT" (6-1). For the coolant capacity, refer to "MAIN SPECIFICATIONS" (12-1).

## Air Cleaner - Check for Clogging

1. Check the air cleaner indicator for the element clogging.
2. If the element is clogged, the red signal mark will be displayed.
3. Immediately clean or replace the air cleaner element when the signal turns red.
4. After checking, press the bottom on top of the indicator to re-set the alarm signal.

Note: (a) For cleaning of the air cleaner element, refer to "Air Cleaner Element - Clean, Check and Replace" (8-21).

(b) If the specification of air cleaner differs from the contents of this operation manual, follow the manufacturer's operation manual.

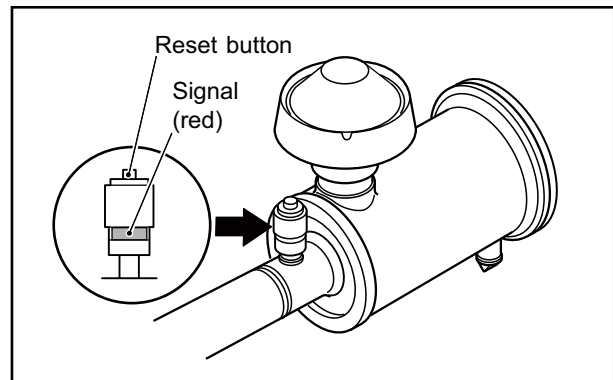


Fig. 3-15 Air Cleaner - Check for Clogging

## Air Tank - Drain Water

### CAUTION

There are 2 places for draining water in the air tank: drain valve on the top of air tank, and drain handle on the bottom of drain separator.

1. Open the drain valve slowly, and check that water in the tank is drained from drain pipe.
2. After water is drained and the air is discharged in the tank, tighten the drain valve firmly.
3. Loosen the drain handle on the bottom of drain separator. Check that water in the drain separator is discharged from the drain pipe.
4. Close the drain handle after draining water firmly.

Note: If the specification of air tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

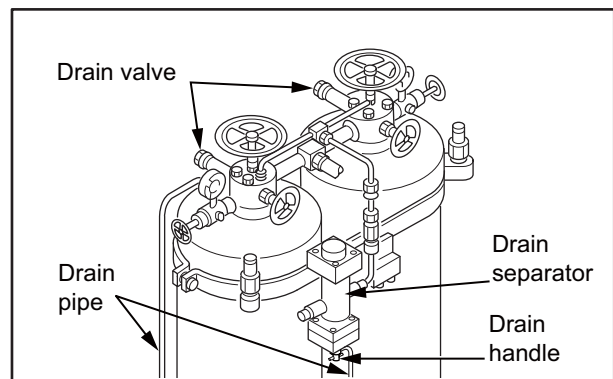


Fig. 3-16 Air Tank - Drain Water

## Air Tank Air Pressure - Check

1. Check the air pressure gauge to see if the air pressure in the air tank conforms to the standard.
2. Open the air pressure gauge valve.
3. Check air pressure in the air tank with air pressure gauge.  
Specified value:  
For air direct starting: 2.94 MPa {30 kgf/cm<sup>2</sup>} [427 psi]  
For air motor: 0.98 MPa {10 kgf/cm<sup>2</sup>} [142 psi]
4. Close the air pressure gauge valve.

Note: If the specification of air tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

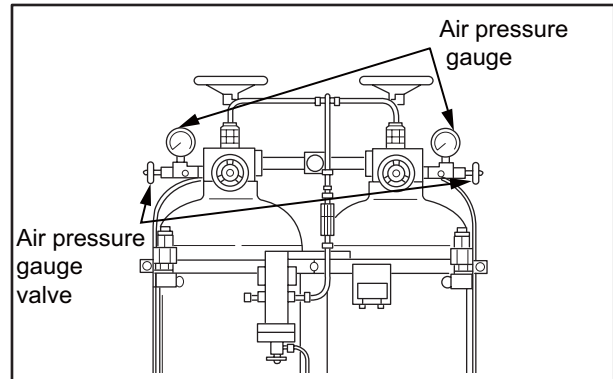


Fig. 3-17 Starting Air Tank Air Pressure - Check

## Temperature of Damper - Check

### Damper temperature management by thermo label

It is recommended to use the thermo label for temperature management of the damper. Check the thermo label before starting engine.

1. Check the thermal part of thermo label is black.
2. Note the highest temperature of thermal part. Note the temperature periodically, and check the abnormality of temperature alteration.

#### CAUTION

If the abnormality of temperature alteration is found, consult a dealer of Mitsubishi Heavy Industries, Ltd.

Note: For damper temperature limit and inspection, refer to "[Damper - Inspect](#)" (8-4).

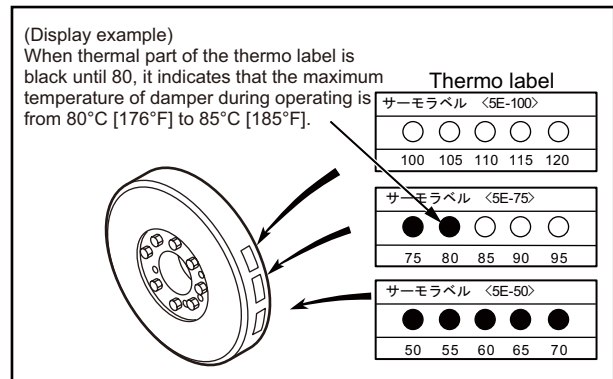


Fig. 3-18 Thermo label of damper

## Start

The starting method varies depending on the application and specifications. Start the engine according to the specified procedure.

---

 **WARNING**

Before starting the engine, check to make sure no one is near the engine and that tools are not left on or near the engine. In a loud voice, notify people in the area when starting the engine.

---

---

**CAUTION**

Do not apply a load to the engine at starting. (Disengage the clutch if equipped.)

Continuous operation of the starter will drain the battery power and cause the starter to seize. Do not use the starter for more than 10 seconds at a time. When the engine does not start, wait for more than 1 minute before cranking again.

---

## Warming-up Operation

---

 **WARNING**

Do not approach rotating parts during operation. Entanglement by rotating parts can result in serious injury.

---

After the engine starts, operate the engine in a no load condition at low idling speed for 5 to 10 minutes to warm-up the engine.

### Checking Engine Oil Pressure

During warm-up operation, check if the oil pressure is in the range of standard value (0.3 MPa {3.1 kgf/cm<sup>2</sup>} [21 psi] or more).

Also, make sure the oil pressure gauge is actuated properly.

### External Inspection During Warm-up

During warm-up operation, walk around the engine and check for fuel, oil, coolant or exhaust gas leaks.

# Run

## Cautions During Operation

### WARNING

Do not approach rotating parts during operation. Entanglement by rotating parts can result in serious injury.

### CAUTION

Do not touch any hot part of the engine such as exhaust pipes during operation or immediately after shut down. A hot engine can cause burns.

### CAUTION

Always provide adequate ventilation in the engine room. If air supply to the engine room is not sufficient, the room temperature rises and can affect engine output and performance.

For the first 50 hours of the new engine or after the overhaul, operate the engine under a light load for break-in operation. Operating the new engine under heavy load or severe conditions during the break-in period can shorten the service life of the engine.

Do not turn the battery switch OFF when the engine is running. Turning off the battery switch during operation not only stops the instrument operations but also may deteriorate the alternator diode and regulator.

Never turn the key to the "START" position during operation. The starter may be damaged.

When operating the engine with a 30 % of rated load or lower, limit each operation to an hour. Prolonged warm-up operation causes carbon build-up in the cylinders that leads to incomplete combustion. Operate the engine with a 30 % of rated load or more for over 5 minutes after continuous operation for an hour to prevent causing carbon build-up.

## Inspection During Operation

Check for abnormal engine noises or vibrations such as knocking or the exterior of engine such as piping joints for leaks.

Carefully check the following items whether there is any abnormality.

Table 3-1 Inspection During Operation

| Item to be inspected                | Criterion/Reference value   |
|-------------------------------------|---|
| Warning indicator lamps/Instruments | Lighting/Numerical anomaly  |
| Engine speed/Frequency              | No large fluctuation  |
| Breather mist volume                | As usual  |
| Exhaust color                       | As usual  |
| Damper temperature                  | 90°C [194°F] or lower   |
| Engine oil pressure                 | 0.39 MPa {4 kgf/cm <sup>2</sup> } [57 psi] or more                      |
| Oil Temperature (oil pan)           | 110 °C [230 °F] or lower  |
| Coolant temperature                 | 70 to 90°C [158 to 194°F]   |
| Exhaust temperature                 | 550°C [1022°F] or lower   |
| Intake air pressure                 | 0.15 to 0.25 MPa {1.5 to 2.5 kgf/cm <sup>2</sup> } [10.85 to 18.08 psi] |

Note: (a) If the engine stops because of decreasing engine oil pressure, be sure to locate the cause of problem and correct it before restarting the engine.

(b) When the thermo switch is activated during normal operation, run the engine with the idle speed at low Rpm for 5 or 6 minutes to cool the engine before stopping the engine. Be sure to locate the cause of problem and correct it before restarting the engine.

## Stop

**CAUTION**

Stopping the engine abruptly while engine parts are hot due to high-speed operation can be a cause for heat up of the engine parts and shorten the engine life. Before stopping the engine, run the engine with the idle speed at low Rpm's for 5 or 6 minutes to cool the engine, and check the engine for abnormalities.

Never accelerate the engine immediately before shutting it down.

Do not restart the engine immediately after abnormal shut down. When the engine stops with alarms, be sure to locate the cause of the problem and correct the problem before restarting the engine. After restarting the operation, check the engine for abnormalities again. If the engine has an abnormality, repair it immediately.

---

Engine stopping method varies depending on the specifications.

To stop the engine, follow the instructions of the equipment.

## Emergency Stop

**CAUTION**

When stopping the engine by pulling the manual stop lever, continue pulling the lever until the engine stops completely. If not, the engine may start again.

---

To perform the emergency stop, pull the manual stop lever to the arrow direction. Continue pulling the lever until the engine stops completely.

Note: When the engine does not stop even if the manual stop lever is pulled, stop fuel supply.

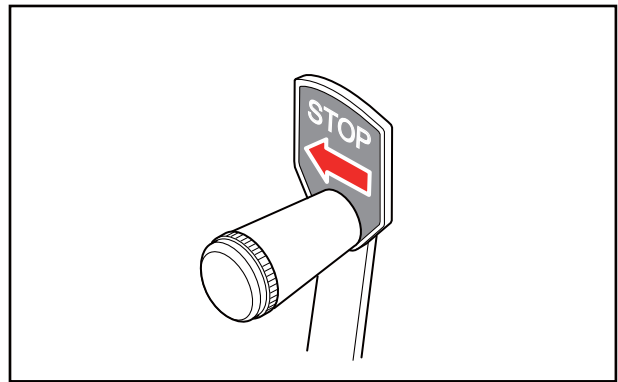


Fig. 3-19 Manual Stop Lever

## Inspection After Stopping

Inspect the engine for fuel, oil or coolant leaks. If any leak is found, repair the leak or contact a dealer of Mitsubishi Heavy Industries, Ltd.



## Recommended Fuel

 **WARNING**

Use a fuel specified in this manual only. Do not refill the fuel tank more than the specified level. Otherwise, fire may result.

Use fuel that meets the values specified in the following [Table 4-1 of "Recommended Fuel"](#) and [Table 4-2 of "Recommended Limit and Use Limit of Fuel Property"](#).

It is necessary to use fuel that has a pour point suitable for the ambient temperature.

Note: Please use the fuel that meet the control of the countries or areas where the engine is used, if the control is applied.

Table 4-1 Recommended Fuel

| Specification | Classification      |
|---------------|---------------------|
| ISO 8217      | DMX-CLASS           |
| ASTM D975     | No.1-D, No.2-D      |
| BS 2869       | CLASS A1, CLASS A2  |
| DIN 51601     | DIESEL-FUEL         |
| JIS K2204     | TYPE1, TYPE2, TYPE3 |
| EN 590        | DIESEL-FUEL         |

## Handling Fuel

When using fuel from a storage tank, leave it to sit for more than 24 hours so that dust and water can settle at the bottom. Then, use the upper clean fuel.

Fill up the fuel tank or service tank after each operation.

This prevents water from mixing with fuel in the tank and also gives time for dust and water to separate and settle at the bottom of the tank.

Before refilling, clean the areas around the caps thoroughly and remove the caps from the drum and tank. Also clean your hands and the hose before refueling. When using a hand-operated pump, be careful not to pump water or sediment accumulated at the bottom of the storage tank.

Be sure to use a strainer when filling fuel tank. For a complete filtration, it is recommended to use a clean lint-free cloth together with the strainer.

# Fuel Specification

Use fuel which meets the requirements specified in the table below.

Table 4-2 Recommended Limit and Use Limit of Fuel Property

| Item  |                              | Recommended limit  | Use limit  | Test method   |
|---|------------------------------|--|--|---|
| Flash point                                   |                              | 50°C [122°F] or higher<br>(In accordance with the regulation)  |  | JIS K 2265:2007<br>ISO 3769<br>ISO 2719   |
| Distillation                                  | Initial boiling point        | 170°C [338°F] or higher  |  | JIS K 2254:1998<br>ISO 3405   |
|   | 90 % distillate temperature  | 330 to 380°C [626 to 716°F]  |  |   |
| Pour point (PP)                               |                              | 6°C [42.8°F] or lower than ambient temperature   |  | JIS K 2269:1987<br>ISO 3016   |
| Cloud point (CP)                              |                              | Below ambient temperature  |  | JIS K 2269:1987<br>ISO 3015   |
| Cold filter plugging point (CFPP)             |                              | 3 °C [37.4 °F] or lower than ambient temperature   |  | JIS K 2288:2000<br>IP 309/96  |
| Carbon residue (10 % residual oil)            |                              | 0.4 weight % or lower  | 1.0 weight % or lower  | JIS K 2270:2000<br>ISO 6615<br>ISO 10370  |
| Cetane number                                 |                              | 45 or higher   |  | JIS K 2280:1996<br>ISO 5165   |
| Cetane index (new type)                       |                              | 45 or higher   |  | JIS K 2280:1996<br>ISO/DIS 4264   |
| Kinetic viscosity                             |                              | 2.0 mm <sup>2</sup> /s [0.0031 in <sup>2</sup> /s] or more at 30 °C [86 °F]<br>8.0 mm <sup>2</sup> /s [0.0124 in <sup>2</sup> /s] or more at 30 °C [86 °F] |  | JIS K 2283:2000<br>ISO 3104   |
| Sulfur content                                |                              | 0.2 weight % or lower  | 1.0 weight % or lower<br>(Shorten lub. oil change intervals)               | JIS K 2541:2000<br>(The content should be as low as the diesel fuel.)<br>ISO 4260<br>ISO 8754 |
| Water content and sediment                    |                              | 0.1 volume % or lower  |  | JIS K 2275:1996<br>ISO 3733   |
| Ash content                                   |                              | 0.01weight % or lower  | 0.03 weight % or lower   | JIS K 2272:1998<br>ISO 6245   |
| Copper corrosion<br>(3 hrs at 50 °C [122 °F]) |                              | Color change = Copper plate No.3 or less   |  | JIS K 2513:2000<br>ISO 2160   |
| Density at 15 °C [59 °F]                      |                              | 0.83 to 0.87 g/cm <sup>3</sup><br>[49.9424 to 54.3123 lb/ft <sup>3</sup> ]   | 0.80 to 0.87 g/cm <sup>3</sup><br>[49.9424 to 54.3123 lb/ft <sup>3</sup> ] | JIS K 2249:1995<br>ISO 3675   |
| Caulking                                      | 24 hrs at 250 °C<br>[482 °F] | 75 % carbonization or less   | 80 % carbonization or less   | Fed 791B  |
|   | 24 hrs at 230 °C<br>[446 °F] | 55 % carbonization or less   | -  |   |
|   | 48 hrs at 180 °C<br>[356 °F] | Tar-free   | -  |   |
| Aromatics substances (by HPLC)                |                              | 38 % by volume or less   |  | JIS K 2536:2003<br>ISO 3837   |
| Polycyclic aromatic content                   |                              | 8 volume % or lower  |  |   |
| Asphaltene                                    |                              | 0.1 weight % or lower  |  | -   |

Table 4-2 Recommended Limit and Use Limit of Fuel Property

| Item  | Recommended limit   | Use limit                        | Test method   |
|---|---|----------------------------------|---|
| Foreign substances<br>(foreign materials at engine fuel inlet)  | 5.0 mg/liter or less  |                                  | JIS B 9931:2000<br>ISO 4405                                     |
| Lubricity: MWSD (Measured mean Wear Scar Diameter) by HFRR wear test at 60 °C [140 °F] fuel temperature | 460 μm [0.02 in.] or less<br>(calculated wear scar diameter at WS 1.4 kPa {0.0143 kgf/cm <sup>2</sup> } [0.2031 psi]) | -                                | ISO 12156-1   |
| BDF: Biodiesel fuel (FAME: Fatty Acid Methyl Ester)   | BDF quality shall meet JIS K 2390, or ASTM-D 6751 or EN14214,<br>BDF blending of 5 % by volume or less is approved    |                                  | JIS K 2390:2008<br>(FAME for mixing)<br>ASTM D 6751<br>EN 14214 |
| Engine applications   | for regular (prime) use<br>(Regular)  | for emergency use<br>(Emergency) | Selection according to application                              |



## Recommended Engine Oil

**⚠ CAUTION**

Use the engine oils recommended in this manual only. Never use oil other than that specified in this manual. The use of inappropriate or inferior oils will result in sticking of piston rings, seizure between piston and cylinder, or premature wear of bearings and moving parts, and significantly shortens the service life of the engine.

## Engine Oil Grade

Many oil standards, which are established through special engine tests, are available to determine the quality of oil depending on the engines to which they will be applied and on operating conditions. Among those standards, API (American Petroleum Institute) service classifications are mostly used to classify engine oils. SAE specifies the viscosity only, while the API service classification indicates the quality level of engine oil.

For engine lubrication oil, please use API service classification CF or CH-4.

When using the CF class engine oil, it must be certified according to API service classification CF by 2009 and satisfied the following [Table 5-1 "Recommended Limit of Engine Oil Properties"](#).

When using the CH-4 class engine oil, the sulfur content of fuel must be 0.2 weight % or lower.

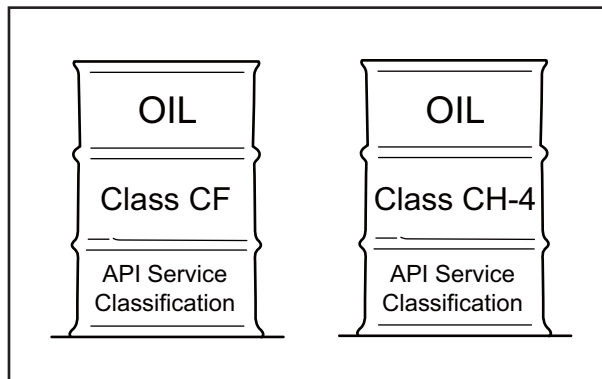


Fig. 5-1 Engine Oil Grade

# Engine Oil Specification

Use engine oil which meets the requirements specified in the table below.

Table 5-1 Recommended Limit of Engine Oil Properties

| Item                             |                          | Unit                    | Recommended limit          | Test method  |                         |
|----------------------------------|--------------------------|-------------------------|----------------------------|--|-------------------------|
| API/JASO                         |                          |                         | CF class *1                | -  |                         |
| SAE viscosity                    |                          | -                       | 15W-40                     | -  |                         |
| Color ASTM                       |                          | -                       | L4.0                       | JIS K 2580<br>ISO 2049                                     |                         |
| Density                          | 15°C [59°F]              | g/cm <sup>3</sup>       | 0.87 to 0.90               | JIS K 2249<br>ISO 3675<br>ISO3838<br>ISO 649-4<br>ISO 91-1 |                         |
| Kinetic Viscosity:               | 40°C [104°F]             | mm <sup>2</sup> /s      | 100 to 110                 | JIS K 2283<br>ISO 3107<br>ISO 2904                         |                         |
|                                  | 150°C [302°F]            |                         | 13.5 to 15.5               |  |                         |
| Viscosity                        |                          | -                       | -                          | JIS K 2283<br>ISO 3107<br>ISO 2904                         |                         |
| Flash point                      |                          | °C [°F]                 | 225 to 250<br>[437 to 482] | JIS K 2265<br>ISO 3679<br>ISO 2719<br>ISO 2592             |                         |
| Base number                      | Hydrochloric acid method | Sulfur contents of fuel | 1.0 weight % or lower      | JIS K 2501<br>ISO 3771<br>ISO 6618<br>ISO 6619<br>ISO 7537 |                         |
|                                  |                          |                         | 0.2 weight % or lower      |  |                         |
|                                  | Perchloric acid method   | Sulfur contents of fuel | 1.0 weight % or lower      |  | 13 or higher (up to 16) |
|                                  |                          |                         | 0.2 weight % or lower      |  | 11 or higher (up to 16) |
| Acid number                      |                          | mgKOH/g                 | 1.5 to 2.0                 | JIS K 2501<br>ISO 3771<br>ISO 6618<br>ISO 6619<br>ISO 7537 |                         |
| Sulfur content                   |                          | %                       | 0.5 or less                | JIS K 2541<br>ISO 4260<br>ISO 8754                         |                         |
| Sulfuric acid ash                |                          | %                       | 2.0 or lower               | JIS K 2272<br>ISO 3987<br>ISO 6245                         |                         |
| Carbon residue content           |                          | %                       | 2.0 or lower               | JIS K 2270<br>ISO 10370<br>ISO 6615                        |                         |
| High temperature shear viscosity | 150°C [302°F]            | mP·aS                   | 3.7 or higher              | JPI-5S-36-91   |                         |
| Pour point                       |                          | °C [°F]                 | -25 [-13] or lower         | JIS K 2269<br>ISO 3015<br>ISO 3016                         |                         |

Table 5-1 Recommended Limit of Engine Oil Properties

| Item                      |                  | Unit | Recommended limit | Test method            |
|---------------------------|------------------|------|-------------------|------------------------|
| Bubbling test<br>*2       | I                | mL   | 10/0              | JIS K 2518<br>ISO 6247 |
|                           | II               |      | 30/0              |                        |
|                           | III              |      | 10/0              |                        |
| Panel caulking test<br>*3 | 300°C<br>[572°F] | mg   | 140 or lower      | FED791-3462            |
|                           | 325°C<br>[617°F] |      | 300 or lower      |                        |

\*1 It must have been certified API service classification CF by 2009.

\*2 Temperature of test I (24°C [75.2°F]), Temperature of test II (93.5°C [200.3°F]), Temperature of test III (24°C [75.2°F] after 93.5°C [200.3°F])

\*3 Temperature of aluminum panel: 300°C [572°F] and 325°C [617°F]

Temperature of engine oil: 100°C [212°F]

Splatter time: 15 seconds

Downtime: 45 seconds

Test time: 8 hours

the properties are the weight of solid product.

## Selection of Oil Viscosity

Use the following chart to select the appropriate oil viscosity according to the ambient temperature.

Excessively high oil viscosity causes power loss and an abnormal rise of oil temperature, while excessively low oil viscosity accelerates wear due to inadequate lubrication, and also causes a decrease in engine output due to leakage of combustion gas.

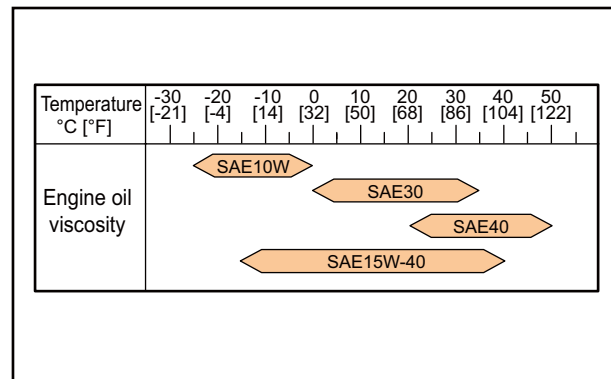


Fig. 5-2 Selection of Oil Viscosity

## Handling Engine Oil

### ⚠ WARNING

Before filling the engine with engine oil, stop the engine and make sure there are no open flames and other fire hazards near the engine. Leaked or spilled oil on hot surfaces or electrical components can cause a fire. Wipe off any spilled oil immediately and thoroughly. After filling oil, securely close the filler cap.

When handling a large amount of engine oil more than the legally specified quantities, be sure to have the work performed by a service station operated under the provision of the law. When removing oil from the engine or oil can, use an oil pump. Do not suck oil using your mouth and a pipe.

Be sure to close the cap on the oil can after use.

Keep oil in a well-ventilated place and out of direct sunlight.

Be sure to obtain the MSDS of the engine oil and follow the instructions of the MSDS.

## Service Limits of Engine Oil

Engine oil degrades through the use and by lapse of time.

The quality of engine oil and fuel, and the operating condition of the engine affect the deterioration of the engine oil.

Replace the engine oil in accordance with Chapter 7 MAINTENACE SCHEDULE. However, only if the operating load is stable and engine oil analyze result allows, oil replacement interval may be changed.

Refer to the following table for the determination of engine oil performance. If any of the following properties exceeds the limit, replace the engine oil with new oil.

Table 5-2 Engine Oil Properties

| Properties                        |   | Standard  | Test method                             |
|-----------------------------------|---|---|---|
| Kinetic Viscosity:                | mm <sup>2</sup> /s [in <sup>2</sup> /s]<br>@100°C [212°F] | +30 % or less rate of change from<br>new oil<br>10 mm <sup>2</sup> /s [0.155 in <sup>2</sup> /s] or more            | JIS K 2283:2007<br>ISO 3107<br>ISO 2909 |
|                                   |   | +30 % or less rate of change from<br>new oil<br>-20 % or less rate of change from<br>new oil                        |   |
| Base number                       | mgKOH/g   | 2.0 or more with hydrochloric acid<br>(HCL) method<br>1/2 of new oil or more with perchlo-<br>ric acid (PCA) method | JIS K 2501:2003<br>ISO 3771             |
| Acid number                       | mgKOH/g   | Up to +3.0 of new oil   | JIS K 2501:2003<br>ISO 3771             |
| Water Content                     | Vol %   | 0.2 or less   | JIS K 2275:1996<br>ISO 9029             |
| Flash point (open cup)            | °C [°F]   | 180 [356] or higher   | JIS K 2265:2007<br>ISO 3769<br>ISO 2719 |
| Pentane insoluble                 | Wt %  | 0.5 or less   | Compliance with ASTM D<br>893           |
| Pentane insoluble coag-<br>ulated | Wt %  | 3.0 or less   | Compliance with ASTM D<br>893           |



# Definition of Properties of Engine Oil

## Kinetic Viscosity

Kinetic viscosity is a basic physical property of engine oil and is considered as the most important aspect when evaluating oil.

Contamination of oil by blow-by gas and deterioration of oil by its natural aging increase the kinetic viscosity and degrade the performance of viscosity, which will cause the deposition of sludge inside the engine and oil filter clogging. Contamination of oil by fuel and sheared molecules of viscosity index improver in oil decrease the viscosity and degrade the performance of viscosity, which will cause insufficient lubrication and friction/wear of engine parts.

## Base Number

Base number shows the ability to neutralize acids such as organic acid due to engine oil oxidation, or sulfurous or sulfuric acid due to the sulfur content of fuel.

Because base number indicates the amount of dispersant detergent in oil, it can be used to estimate consumption of basic dispersant detergent. The ability to disperse sludge declines as dispersant detergent is used up.

## Acid Number

The acid number in oil increases as the organic acid is being derived by the engine oil oxidation, or sulfurous acid or sulfuric acid derived by the combustion of sulfur content of fuel, or the oil becomes contaminated with imperfect combustion products.

An increase in the acid number will result in corrosion or wear of the inner parts of the engine (such as cylinder liners or metal) due to sulfur content, and piston ring seizure due to sludge.

## Water Content

Water in oil promotes corrosion/wear, and decreases lubricity in sliding parts.

## Flash Point

The flash point is lowered by contamination with fuels. Flash point is measured to check the dilution of fuel. The dilution of fuel reduces oil film, and causes insufficient lubrication that will cause friction or wear of engine parts.

## Insoluble

Insoluble includes acid products of engine oil, imperfect combustion products, sludge or soot, metal abrasive particles and dust. Insoluble is an indication of degradation/contamination of oil.

Dispersant detergent, which is an additive in engine oil, absorbs sludge particles, and disperses them as fine particles in oil. Total insoluble density and remaining dispersibility can be obtained by measuring insoluble and coagulated insoluble (chemical specialties which stop action of disperse detergent and collect the sludge dispersed in oil) to understand engine oil contamination level, and thereby, piston ring seizure or premature wear can be prevented before it occurs.

## Engine Oil Analysis Service

For a long term service life of engine, it is recommended to get an engine oil analysis service.

It is a system to understand the availability of the engine oil using in your engine by sampling it with the special sampling tools.

The engine oil analysis service provides the followings:

- ♦The quantity of fine metal powder in engine oil due to abrasion, by which worn parts can be located.
- ♦Water, LLC or salt that should not be in engine oil can be detected.
- ♦Engine oil deteriorating conditions, by which appropriate engine oil renewal intervals, operating conditions, proper inspection and maintenance schedule can be planned.

The engine oil analysis service can diagnose the internal condition of the engine, which is necessary when disassembling the engine. It is highly recommended to take advantage of our engine oil analysis service so that you can learn the engine condition before any malfunction occurs to the engine.

# Chapter 6 COOLANT

Note: In this operation manual, the word "coolant" represents a mixture of water and LLC.

## Recommended Water for Coolant

Use soft water (such as tap water) for the engine cooling system. The water quality must meet the requirements in the Table below. Basically, the water quality should be within the recommended value, however, up to the limit is acceptable.

Table 6-1 Water Quality Standards

| Item                                  | Chemical symbol               | Unit | Recommend value | Limit      | Main adverse effect                 |
|---------------------------------------|-------------------------------|------|-----------------|------------|-------------------------------------|
| pH (25°C [77°F])                      | -                             | -    | 6.5 to 8.0      | 6.5 to 8.5 | Corrosion and rust, scale formation |
| Electrical conductivity (25°C [77°F]) | -                             | mS/m | < 25            | < 40       | Corrosion and rust, scale formation |
| Total hardness                        | CaCO <sub>3</sub>             | ppm  | < 95            | < 100      | Scale formation                     |
| M alkalinity                          | CaCO <sub>3</sub>             | ppm  | < 70            | < 150      | Scale formation                     |
| Chlorine ion                          | Cl <sup>-</sup>               | ppm  | < 100           | < 100      | Corrosion and rust                  |
| Sulfuric acid ion                     | SO <sub>4</sub> <sup>2-</sup> | ppm  | < 50            | < 100      | Corrosion and rust                  |
| Total iron                            | Fe                            | ppm  | < 1.0           | < 1.0      | Scale formation                     |
| Silica                                | SiO <sub>2</sub>              | ppm  | < 30            | < 50       | Scale formation                     |
| Residue from evaporation              | -                             | ppm  | < 250           | < 400      | Scale formation                     |

Note: Other than those above, turbidity must be below 15 mg/liter.

## Long Life Coolant (LLC)

### ⚠ CAUTION

Should coolant or LLC be accidentally swallowed, induce vomiting immediately and seek medical attention. If LLC should enter eyes, flush immediately with plenty of water and seek medical attention.

Be sure to use Mitsubishi Heavy Industries, Ltd. genuine long life coolant (LLC) "GLASSY long life coolant (Ethylene glycol type)" or "PG GLASSY long life coolant (Non-amine type)" as coolant. When using other brand LLCs by necessity, be sure to use the non-amine type LLC that meets the specification in Mitsubishi Heavy Industries, Ltd. Mitsubishi heavy industries disclaims the warranty claims about malfunctions due to the use of LLC that does not meet the following specification.

## Genuine LLC

Mitsubishi Heavy Industries, Ltd. recommends the use of our genuine long life coolant "GLASSY long life coolant (Ethylene glycol type)", and Eco-friendly product "PG GLASSY long life coolant (propylene glycol type)", which are most appropriate coolant for Mitsubishi diesel engines. Be sure to use our Genuine LLC.

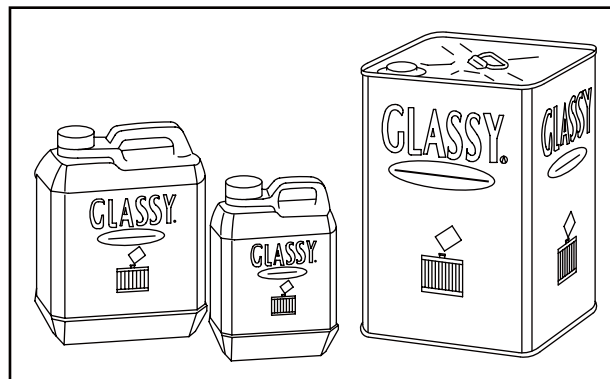


Fig. 6-1 GLASSY - LLC

## Other Brand LLCs

### CAUTION

Never mix Mitsubishi Heavy Industries, Ltd. genuine LLC with other brand LLCs. Mixing with other brand LLCs degrades the performance of the Mitsubishi Heavy Industries, Ltd. genuine LLC.

When using LLC other than Mitsubishi Heavy Industries, Ltd. genuine long life coolant (LLC) "GLASSY long life coolant (Ethylene glycol type)" or "PG GLASSY long life coolant (propylene glycol type)", be sure to use the LLC which meets specification in Mitsubishi Heavy Industries, Ltd.

The quality and performance of commercially available LLCs as well as their component variations are the responsibility of LLC suppliers.

Before purchasing commercial LLC, be sure to discuss the suitability of LLC with the LLC supplier.

Use all-season LLC (non-amine type) only. Do not use antifreeze alone instead of LLC.

## Standard for Other Brand LLC

When using other brand LLCs by necessity, be sure to use the LLC that meets the following specification. Mitsubishi heavy industries, Ltd. disclaims the warranty claim concerning malfunctions caused by the use of LLC that does not meet the following specification.

### General Demands of LLC

- ♦ LLC must be a homogeneous liquid without sediment.
- ♦ When the LLC is diluted to 30 to 60% density, the LLC shall not cause troubles such as corrosion and precipitation deposits in the engine cooling system.
- ♦ LLC shall be mixed with other LLC that satisfies this specification, and shall not separate elements each other, and shall not decrease the performance each other.
- ♦ LLC shall not allow the container to be corroded, and shall not has precipitation products etc. even if LLC is left in the container for 6 months.
- ♦ LLC shall not has extraction products etc. even if LLC is kept in -20 to -25°C [-4 to -13°F].
- ♦ The validity term of the quality that provides with this specification is 2 years after it delivers with the indoor normal temperature keeping.

## LLC Specification

LLC shall be examined according to JIS K2234, Section 7 (Test method), and satisfy this requirements. General matters and the specimen sampling shall comply with JIS K2234.

Table 6-2 LLC Specification

| Property  |                                      | Standard   |   |
|---|--------------------------------------|--|---|
| Appearance  |                                      | No precipitation   |   |
| Density   |                                      | Minimum 1.112 g/cm <sup>3</sup> [69.4199 lb/ft <sup>3</sup> ] (20/20°C) [68/68°F] (Stock solution) |   |
| Water content   |                                      | Maximum 5.0 weight % (Stock solution)  |   |
| Frozen temperature  | 30 vol %                             | Maximum -14.5°C [6°F]  |   |
|   | 50 vol %                             | Maximum -34.0°C [-29°F]  |   |
| Boiling temperature   |                                      | 155°C [311°F] or higher (Stock solution)   |   |
| pH  |                                      | 7.0 to 11.0 (30 vol %)   |   |
| Bubbling character (ASTM D3306-01)  | 30 vol %                             | 4.0 ml or less   |   |
|   | 33 <sup>1</sup> / <sub>3</sub> vol % | 150 ml [0.032 gal] or less, Disappearance of bubble within 5 seconds.                              |   |
| Hard water adaptability   |                                      | 1.0 or less (50 vol %)   |   |
| Metallic causticity (88±2°C [190.4±35.6°F], 336±2 Hr, 30 vol % (E.G), 50 vol % (P.G)) | Metal specimen                       | Aluminum   | ±0.30 mg/cm <sup>2</sup>  |
|   |                                      | Cast iron  | ±0.15 mg/cm <sup>2</sup>  |
|   |                                      | Steel  | ±0.15 mg/cm <sup>2</sup>  |
|   |                                      | Brass  | ±0.15 mg/cm <sup>2</sup>  |
|   |                                      | Solder   | ±0.30 mg/cm <sup>2</sup>  |
|   |                                      | Copper   | ±0.15 mg/cm <sup>2</sup>  |
|   |                                      | Appearance of the specimen after testing   | No visible signs of corrosion on the surface excluding the area contacting to spacer. However, discoloration is acceptable. |
|   | Bubbling during the test             |  | Not bubbling overflow   |
|   | Properties of liquid after the test  | pH   | 6.5 to 11.0   |
|   |                                      | pH change  | ±1.0  |
| Precipitation   |                                      | 0.5 vol % or less  |   |
| Appearance of liquid  |                                      | No remarkable discoloration, separation and gel generation.  |   |

Table 6-2 LLC Specification

| Property  |  |   | Standard  |   |
|---|--|---|---|---|
| Circulation metallic causticity<br>(98±2°C<br>[208.4±35.6°F],<br>1000 Hr,<br>30 vol %<br>(E.G)<br>50 vol %<br>(P.G) | Metal specimen                                   | Mass change   | Aluminum, Cast iron, Steel, Brass, Solder, Copper<br>±0.30 mg/cm <sup>2</sup>   |   |
|   |  | Appearance of the specimen after testing                    |   | No visible signs of corrosion on the surface excluding the area contacting to spacer. However, discoloration is acceptable. |
|   | Properties of liquid after the test              | pH  |   | 7.0 to 9.0  |
|   |  | pH change   |   | ±1.0  |
|   |  | Pre-alkalinity change                                       |   | ±15 %   |
|   |  | Precipitation   |   | 1.0 vol % or less   |
| Appearance of liquid  |  | No remarkable discoloration, separation and gel generation. |   |   |
| Density of ion  | Fe, Cu, Al, Zn, Pb, NH <sub>4</sub> <sup>+</sup> | 10 ppm or less  |   |   |
| Circulation metallic causticity<br>(88±3°C<br>[190.4±37.4°F],<br>1000±2 Hr,<br>30 vol %<br>(E.G)                    | Metal specimen                                   | Mass change   | Aluminum  | ±0.60 mg/cm <sup>2</sup>  |
|   |  |   | Cast iron   | ±0.30 mg/cm <sup>2</sup>  |
|   |  |   | Steel   | ±0.30 mg/cm <sup>2</sup>  |
|   |  |   | Brass   | ±0.30 mg/cm <sup>2</sup>  |
|   |  |   | Solder  | ±0.60 mg/cm <sup>2</sup>  |
|   |  |   | Copper  | ±0.30 mg/cm <sup>2</sup>  |
|   | Appearance of the specimen after testing         |   | No visible signs of corrosion on the surface excluding the area contacting to spacer. However, discoloration is acceptable. |   |
|   | Properties of liquid after the test              | pH  |   | 6.5 to 11.0   |
|   |  | pH change   |   | Maximum ±1.0  |
|   |  | Appearance of liquid  |   | No remarkable discoloration, separation and gel generation.   |
| Condition of parts  | Pump seal  |   | Free from any malfunction, liquid leak and abnormal noise during operation.   |   |
|   | Inside of pump case and blade                    |   | Free from remarkable corrosion  |   |
| Rubber adaptability<br>(30 vol %, 115°C [239°F], 360 Hr)  | Silicon  | Tensile strength change                                     |   | -60 to 0 %  |
|   |  | Elongation change   |   | -40 to +20 %  |
|   |  | Volume change   |   | 0 to +40 %  |
|   |  | Hardness change   |   | -20 to +10 %  |
|   | Acrylonitrile butadiene rubber                   | Tensile strength change                                     |   | 0 to +10 %  |
|   |  | Elongation change   |   | -15 to +15 %  |
|   |  | Volume change   |   | 0 to +40 %  |
|   |  | Hardness change   |   | -10 to 0 %  |
|   | Ethylene propylene diene monomer                 | Tensile strength change                                     |   | 0 to +10 %  |
|   |  | Elongation change   |   | -30 to 0 %  |
|   |  | Volume change   |   | 0 to +10 %  |
|   |  | Hardness change   |   | -10 to 0 %  |

Table 6-2 LLC Specification

| Property   | Standard    |
|--|-------------|
| Storage stability vol % (30 vol %, room temperature, 6 Hr) | 0.3 or less |

## Maintenance of LLC

### ⚠ CAUTION

Should coolant or LLC be accidentally swallowed, induce vomiting immediately and seek medical attention. If LLC should enter eyes, flush immediately with plenty of water and seek medical attention.

LLC is toxic. Never dispose of coolant containing LLC drained from engine into regular sewage. For disposal of used coolant, consult LLC distributor.

## Replacement Intervals of LLC

### CAUTION

Be sure to renew LLC (coolant) at the intervals specified in this manual.

Failure to renew LLC may cause malfunctions due to performance degradation of preventing rust and cavitation.

When a coolant mixed with the LLC recommended by our company is used, replace coolant every 8000 hours or 2 years, whichever comes first.

## LLC Concentration

Keep the LLC concentration of 30 % (GLASSY) and 40 % (PG GLASSY) on any temperature conditions. LLC of less than 30 % concentration does not provide sufficient corrosion protection. If the LLC concentration is lower than 10 %, it may accelerate corrosion.

When adding coolant, do not add plain water. Always use coolant with the same LLC concentration.

Table 6-3 Recommended LLC Concentration

| Item                  | Type      | Appearance | Lowest ambient temperature |                          |                           |                           |
|-----------------------|-----------|------------|----------------------------|--------------------------|---------------------------|---------------------------|
|                       |           |            | -10°C [14°F]<br>or above   | -20°C [-4°F]<br>or above | -30°C [-22°F]<br>or above | -45°C [-49°F]<br>or above |
| LLC concentration (%) | GLASSY    | Green      | 30                         | 40                       | 50                        | 60                        |
|                       | PG GLASSY | Red        | 40                         | 55                       | 70                        | -                         |

Note: (a) If the outside air temperature is -30°C [-22°F] or lower, use "GLASSY."

(b) The concentration above is based on Mitsubishi Heavy Industries, Ltd. genuine LLC "GLASSY long life coolant (Ethylene glycol type)" or "PG GLASSY long life coolant (Non-amine type)."

For determining the accurate LLC concentration, refer to the instructions for the LLC used.



## Importance of LLC

Today's trend is toward smaller and lighter engines offering greater output, lower fuel consumption and lower exhaust emission levels.

Conditions to which engine coolant is subjected, therefore, are becoming severer due to longer operating hours, higher coolant temperature and higher coolant circulating speed.

Many different materials such as steel, aluminum, copper, solder and rubber are used in the cooling system, and they are also subjected to the severe conditions described above. Those materials have different ionization characteristics, and this difference accelerates corrosion through the medium of engine coolant. To prevent such a problem, it is necessary to use the LLC having the additive that prevents rust.

## Characteristics of LLC Additive and Important Notes

LLC contains several chemicals in such proportions as to produce chemical reactions that suppress corrosion (ionization) of engine parts in contact with the coolant. LLC loses its effectiveness by hours of use as well as lapse of time.

Moreover, if the chemicals in LLC are not maintained, certain chemicals in the LLC become rapidly used up and result in dissolution of metals instead of protecting metals from corrosion. Consequently, other corrosion preventing chemicals react with dissolving metals and accelerate corrosion. This condition generates more severe corrosion than when plain soft water is used. This is a typical problem caused by the use of inappropriate LLC.

## Examples of Abnormalities Caused by LLC (Amine Type)

### Pitting of Iron Parts

Amines are generally effective in suppressing the rusting of ferrous metals, but they are said to cause problems for copper parts.

Dissolved copper (copper corrosion) in the cooling system deposits on iron parts and the copper deposits cause corrosion and then pitting on iron parts that have a high ionization characteristics due to galvanic or local-cell action.

### Corrosion of Aluminum Parts

Silicate is highly effective in protecting aluminum against rusting. However, it is unstable in a solution in which the pH is 9 or lower, and can turn to gel and precipitate in the solution. For this reason, the pH is usually specified to be about 10 to ensure a high alkaline level.

This means, after silicate is used up, the high alkalinity causes chemical attacks on aluminum. To prevent this problem, proper maintenance of the coolant is required. For case example, rapid wear of mechanical seals in the water pump due to secondary effects of silicate gel formed. Corrosion of aluminum parts after silicate is consumed.

### Pitting and Clogging of the Heat Exchange Equipment

When LLC deteriorates or when its concentration in the coolant is too low, the anti-corrosion performance of LLC lowers and results in the corrosion of metals. Brass and solder tend to corrode faster than other metals, and corrosion of these metals is said to cause water leakage and clogs. Example: Holes and clogs in heat exchange equipment.



# Chapter 7 MAINTENANCE SCHEDULE

---

## How to Use the Maintenance Schedule

Periodic inspection not only extends the service life of the engine but also serves to ensure safe operation. Be sure to conduct inspections and maintenance according to the maintenance schedule.

The maintenance schedule shows the standard service intervals. If you notice any abnormalities such as abnormal noise, black exhaust smoke, white exhaust smoke, extremely high temperature of exhaust gas, abnormal vibration, and fuel, oil or exhaust gas leakage, make sure to conduct the inspection and maintenance work, regardless of recommended service intervals in the "Maintenance schedule."

Note: Appropriate service intervals vary depending on the usage and operating conditions as well as consumption of fuel, oil and coolant. Check the operating record of the engine to determine the most appropriate service intervals. (Feel free to consult a dealer of Mitsubishi Heavy Industries, Ltd. regarding service intervals.)

Service the items at multiples of the original requirement. For example, at 1000 service hours, also service those items listed under every 250 service hours and every 50 service hours.

### Periodic Maintenance Chart

Appropriate service intervals vary depending on the engine specifications. Perform all daily inspection and maintenance items in an accordance with the following 3 categories.

#### Periodic Maintenance Chart for Regular Use Engine

When the engine is used as a regular use engine, perform the periodic inspection and maintenance in accordance with the "Periodic Maintenance Chart for Engine in Regular Use".

#### Periodic Maintenance Chart for Emergency Engine

When the engine is used as an emergency engine, perform the periodic inspection and maintenance in accordance with the "Periodic Maintenance Chart for Emergency Engine". Due to the nature of application, an engine for emergency use is subject to demanding operating conditions such as a quick startup and immediate supply of power. In addition, it must operate reliably in the event of an emergency. Therefore, be sure to perform the daily inspection and also conduct the following operation for maintenance purposes. Once every week: Operate the engine under no load (for 3 to 5 minutes). (When operating the engine for the adjustment of peripheral devices, limit the operating time to 10 minutes.) Once every month: Operate the engine under load (for 15 to 30 minutes with more than 1/2 load). If the engine cannot be operated under load every month, operate the engine under load (more than 1/2 load) for more than 2 hours. During the engine maintenance operation, check the ease of startup, oil pressure, and exhaust color and vibration.

#### Periodic maintenance chart for general purpose engine

If the engine is used for different purposes other than the above usage, do maintenance according to the "Periodic Maintenance Chart for General-Purpose Power Supply Engine".

## **General Definition of Engine**

### **General Definition of Regular Use Engine**

An engine operated with a constant base load for the purpose of generating electric power, which is used independently or in combination with commercial power supply. An engine operated under a fluctuating load throughout a day for supplying rated electric power in lieu of commercial power.

### **General definition of emergency engine**

An engine used for emergency power generation such as main power supply and commercial power supply.

### **General Definition of General-purpose Engine**

An engine used for a purpose other than power generation - for example, to drive a pump, as the main engine for a ship, and for an industrial vehicle - and operated under constant or cyclically varying load and speed.

# Periodic Maintenance Chart for Regular Use Engine

Table 7-1 Periodic Maintenance Chart for Regular Use Engine

| Interval and Service item                              |  | Refer-<br>ence<br>page |
|--|--|------------------------|
| Every 50 service hours or every month                  | Fuel Tank - Drain Water*1  | 8-6                    |
|  | Water Separator - Drain Water*1  | 8-7                    |
| First 50 service hours for a new or overhauled engine  | Bolts and Nuts on the Engine - Retighten   | *2                     |
|  | Engine Oil, Oil Filter and Bypass Oil Filter - Replace<br>It is recommended to check the engine oil characteristics at the same time. The oil filters must be replaced when the filter alarm lights. | 8-12                   |
| Every 250 service hours                                | Engine Oil, Oil Filter and Bypass Oil Filter - Replace<br>It is recommended to check the engine oil characteristics at the same time. The oil filters must be replaced when the filter alarm lights. | 8-12                   |
| First 250 service hours for a new or overhauled engine | Valve Clearance - Inspect and Adjust<br>(Check valve mechanism at the same time.)  | *2                     |
| Every 1000 service hours                               | Fuel Filter - Replace  | 8-9                    |
|  | Water Separator Element - Replace *1   | 8-7                    |
|  | Gauze Filter - Clean   | 8-8                    |
|  | Belt and Belt Tension - Inspect and Adjust   | 8-2                    |
| Every 2000 hours                                       | Fuel Tank - Drain Water (Replace Parts as Necessary) *1  | 8-6                    |
|  | Valve Clearance - Inspect and Adjust<br>(Check valve mechanism at the same time.)  | *2                     |
|  | Fuel Injection Timing - Inspect and Adjust   | *2                     |
|  | Fuel Injection Nozzle - Nozzle Tip Replacement<br>(Check the spray condition and adjust the fuel injection pressure after replacement)   | *2                     |
|  | Checking Movement of the Rack (During Operation) of the Fuel Injection Pump (Including the Governor)   | *2                     |
|  | Fuel Pipe - Inspect  | 8-11                   |
|  | Oil Pipe - Inspect   | 8-15                   |
| Every 4000 service hours                               | Top End of the Engine - Overhaul<br>Remove the cylinder head, and inspect and service the combustion chambers.   | *2                     |
|  | Turbocharger - Inspect   | 8-19                   |
|  | Damper - Inspect   | 8-4                    |
|  | Starter - Inspect  | 8-24                   |
|  | Protection Devices Operation - Inspect   | *2                     |
|  | Unit Seal and Oil Seal of Water Pump - Replace   | *2                     |
|  | Checking LLC Concentration Level in the Coolant  | *2                     |

Table 7-1 Periodic Maintenance Chart for Regular Use Engine

| Interval and Service item                 |   | Reference page |
|---|---|----------------|
| Every 8000 hours                          | Engine - Major Overhaul<br>Disassemble engine, clean, check and change major parts.<br>[Parts to be changed at major overhaul.]<br>Inlet and exhaust valves, inlet and exhaust valve seats, valve rotators, valve cotters, rocker arm adjusting screws, valve push rods, bridge caps, camshaft bushings, camshaft expansion plugs, main bearings, cylinder liners, main bearing cap bolts and washers, piston rings, connecting rod bearings, damper, crankcase thrust plate and consumable items (gaskets, oil seals, O-rings, etc.)<br>[At second overhaul, replace the following parts in addition to the parts listed above]><br>Cylinder head bolts, valve guides, valve bridge guides, valve bridges, valve springs, tappets, camshaft thrust plates, pistons, piston pins, connecting rod bolts, connecting rod bushings, rocker bushings, fuel pipe assembly, oil pipe assembly | *2             |
|   | Fuel Injection Pump - Inspect and Test (Replace Parts as Necessary)   | *2             |
|   | Governor - Inspect and Test (Replace Parts as Necessary)  | *2             |
|   | Protective Devices - Repair or Replace<br>High coolant temperature, low oil pressure, overspeeding, starting failure, water supply failure, undervoltage, overvoltage, overcurrent, low coolant level in tank, low fuel level in tank, low air pressure in tank, etc.   | *2             |
|   | Auxiliary Devices Operation - Check<br>Water heater, oil heater, oil priming pump, fuel transfer pump, governor motor, etc.   | *2             |
| Every 8000 service hours or every 2 years | Coolant - Change  | 8-16           |
| As required                               | Fuel System - Bleed Air *1  | 3-2            |
|   | Radiator Fins - Check and Clean *1  | 8-18           |
|   | Air Cleaner Element - Clean, Check and Replace *1   | 8-21           |
|   | Cleaning the Inside of the Engine Breathers   | *2             |
|   | Stop Solenoid - Inspect or Replace  | *2             |
|   | Couplings - Inspect or Replace *1   | *2             |
|   | Inspecting the Vibration-isolating Rubber *1  | *2             |

\*1 If it is not a item supplied from Mitsubishi Heavy Industries, maintain the part following the manufacture's operation manual as required.

\*2 Items require special tools or large equipment. For the servicing of those items, contact a dealer of Mitsubishi Heavy Industries, Ltd.

# Periodic Maintenance Chart for Emergency Engine

Table 7-2 Periodic Maintenance Chart for Emergency Engine

| Interval and service item |  | Refer-<br>ence<br>page |
|---------------------------|--|------------------------|
| Every week                | <b>Engine External - Inspect</b><br>(Check for leakage of fuel, oil and coolant)   | 3-8                    |
|                           | <b>Fuel Tank Oil Level - Check *1</b>  | 3-9                    |
|                           | <b>Engine Oil Level - Check *1</b>   | 3-9                    |
|                           | <b>Coolant Level - Check</b>   | 3-10                   |
|                           | <b>Air Tank Air Pressure - Check</b><br>(Air motor type or direct inlet type)  | 3-11                   |
|                           | <b>Water Leakage of Aircooler - Inspect</b>  | -                      |
|                           | <b>Operating the Engine for Maintenance</b><br>(Operate the engine under no load for 5 to 10 minutes)<br>Check for ease of starting, color of exhaust smoke, abnormal vibration, abnormal noise, abnormal smell and gauge indication (oil pressure gauge, coolant temperature gauge, oil temperature gauge, exhaust temperature gauge, tachometer, etc.)   | -                      |
| Every month               | <b>Engine Oil for Mixing of Fuel and Water - Inspect</b>   | 8-14                   |
|                           | <b>Fuel Control Link - Check</b>   | 3-9                    |
|                           | <b>Battery Electrolyte Level - Inspect *1</b>  | 8-23                   |
|                           | <b>Air Tank - Drain Water</b>  | 8-25                   |
|                           | <b>Air compressor Oil Level - Inspect and Refill</b>   | -                      |
|                           | <b>Conducting Engine Maintenance Operation</b><br>(Operate the engine with more than 1/2 load for 15 to 30 minutes)<br>Check for ease of starting, color of exhaust smoke, abnormal vibration, abnormal noise, abnormal smell and gauge indication (oil pressure gauge, coolant temperature gauge, oil temperature gauge, exhaust temperature gauge, tachometer, etc.)<br>Check fuel injection pump and the movement and rack of governor, check temperature of damper, check damper visually. | -                      |
| Every 6 months            | <b>Checking LLC Concentration Level in the Coolant</b>   | *2                     |
|                           | <b>Cleaning the Inside of the Coolant Tank *1</b>  | -                      |

Table 7-2 Periodic Maintenance Chart for Emergency Engine

| Interval and service item |                    | Reference page   |      |
|---------------------------|--------------------|--|------|
| Every one year            | Basic engine       | <a href="#">Belt and Belt Tension - Inspect and Adjust</a>                     | 8-2  |
|                           |                    | Bolts and Nuts on the Engine - Check and Retighten                             | *2   |
|                           |                    | <a href="#">Damper - Inspect</a>   | 8-4  |
|                           |                    | Valve Clearance - Inspect and Adjust (Check valve mechanism at the same time.) | *2   |
|                           |                    | Inspecting the Vibration-isolating Rubber *1                                   | *2   |
|                           |                    | Foundation Bolts - Inspect *1  | *2   |
|                           |                    | Couplings - Inspect or Replace *1  | *2   |
|                           | Fuel system        | <a href="#">Fuel Tank - Drain Water*1</a>                                      | 8-6  |
|                           |                    | <a href="#">Water Separator - Drain Water*1</a>                                | 8-7  |
|                           |                    | Fuel Injection Nozzle Spray Condition and Spray Pressure - Inspect and Adjust  | *2   |
|                           |                    | Fuel Injection Timing - Inspect and Adjust                                     | *2   |
|                           |                    | <a href="#">Fuel Pipe - Inspect</a>  | 8-11 |
|                           | Lubricating system | <a href="#">Oil Pipe - Inspect</a>   | 8-15 |
|                           |                    | Engine Oil Properties - Analyze  | *2   |
|                           |                    | Engine Oil Pressure (Maintenance Operation) - Inspect and Adjust               | *2   |



Table 7-2 Periodic Maintenance Chart for Emergency Engine

| Interval and service item |   |   | Refer-<br>ence<br>page |
|---------------------------|---|---|------------------------|
| Every one year            | Cooling system  | Water Pump - Inspect  | *2                     |
|                           |   | Solenoid Valve and Pressure Reducing Valve of the Cooling System - Inspect, Disassemble and Clean *1              | *2                     |
|                           |   | Strainer (Including With Ball Tap) of Cooling Water - Inspect, Disassemble and Clean *1                           | *2                     |
|                           |   | Coolant Properties (When Only Soft Water is Used) - Inspect<br>(Change coolant according to the analysis results) | *2                     |
|                           | Air intake system   | Air Cleaner Element - Clean, Check and Replace *1   | 8-21                   |
|                           | Electrical system   | Starter - Inspect   | 8-24                   |
|                           |   | Alternator - Inspect  | 8-24                   |
|                           |   | Specific Gravity of Battery Electrolyte - Check*1   | 8-23                   |
|                           |   | Air Heater - Inspect  | -                      |
|                           | Air starter system  | Air Strainer - Drain Water and Clean  | 8-25                   |
|                           |   | Air Tank - Inspect Safety Valve Operation   | 8-26                   |
|                           |   | Air Starter Valve - Inspect   | *2                     |
|                           |   | Solenoid Valve and Pressure Reducing Valve - Inspect and Clean  | *2                     |
|                           |   | Air Distribution Valve - Inspect  | *2                     |
|                           |   | Air Compressor Belt Tension - Inspect   | *2                     |
|                           | Auxiliary Devices Operation - Check *1<br>High coolant temperature, low oil pressure, overspeeding, starting failure, water supply failure, undervoltage, overvoltage, overcurrent, low coolant level in tank, low fuel level in tank, low air pressure in tank, etc. |   | *2                     |
|                           | Auxiliary Devices Operation - Check<br>Engine control, fuel transfer pump, governor motor, room ventilating fan, solenoid, storage pump, water tank ball tap, water heater, oil heater, oil priming pump, etc.  |   | *2                     |
| Every 2 years             | Engine Oil, Oil Filter and Bypass Oil Filter - Replace<br>It is recommended to check the engine oil characteristics at the same time. The oil filters must be replaced when the filter alarm lights.  |   | 8-12                   |
|                           | Fuel Filter - Replace   |   | 8-9                    |
|                           | Water Separator Element - Replace *1  |   | 8-7                    |
|                           | Gauze Filter - Clean  |   | 8-8                    |
|                           | Fuel Control Link Ball Joint - Inspect<br>(Replace parts as necessary)  |   | 8-10                   |
|                           | Coolant - Change  |   | 8-16                   |
|                           | Thermostat - Inspect  |   | *2                     |
|                           | Turbocharger - Inspect  |   | 8-19                   |
|                           | Exhaust Muffler - Drain Water *1  |   | 8-19                   |
|                           | Air Compressor Overhaul (Air motor type or direct inlet type)   |   | *2                     |

Table 7-2 Periodic Maintenance Chart for Emergency Engine

| Interval and service item   |  | Reference page |
|-----------------------------|--|----------------|
| Every 4 years               | Top End of the Engine - Overhaul<br>Remove the cylinder head, and inspect and service the combustion chambers. (If the abnormalities of first and second cylinders are found, inspect all cylinders. ) | *2             |
|                             | Checking Oil Cooler for Contamination, Clogging and Leakage  | *2             |
|                             | Checking Oil Pump for Discoloration and Other External Defects   | *2             |
|                             | Governor Oil Filter - Change   | 8-15           |
|                             | Fuel Tank - Clean *1   | 8-6            |
|                             | Fuel Injection Pump - Inspect and Test (Replace parts as necessary)  | *2             |
|                             | Governor - Inspect and Test (Replace parts as necessary)   | *2             |
|                             | Radiator Fins - Check and Clean *1   | 8-18           |
|                             | Rubber Hose - Replace  | *2             |
|                             | Air Cleaner Element - Clean, Check and Replace *1  | 8-21           |
|                             | Protective Devices - Repair or Replace *1<br>Oil pressure gauge, coolant temperature gauge, oil temperature gauge, exhaust temperature gauge, tachometer   | *2             |
| Every 8 years               | Engine - Major Overhaul<br>Disassemble engine, clean, check and change major parts.  | *2             |
|                             | Damper - Replace   | *2             |
|                             | Oil Pump - Repair or Replace   | *2             |
|                             | Fuel Injection Nozzle - Nozzle Tip Replacement<br>(Check the spray condition and adjust the fuel injection pressure after replacement)   | *2             |
|                             | Rubber Parts and O-rings - Replace   | *2             |
|                             | Unit Seal and Oil Seal of Water Pump - Replace   | *2             |
|                             | Turbocharger - Disassemble and Inspect   | *2             |
|                             | Aircooler - Disassemble and Clean  | *2             |
|                             | Vibration-isolating Rubber - Repair or Replace *1  | *2             |
|                             | Couplings - Repair or Replace *1   | *2             |
|                             | Protective Devices - Repair or Replace *1  | *2             |
|                             | Protective Devices - Repair or Replace *1  | *2             |
|                             | Stop Solenoid - Inspect or Replace   | *2             |
|                             | Ball Tap of Water Tank - Repair or Replace *1  | *2             |
| Other Consumables - Replace | *2   |                |

\*1 If it is not a item supplied from Mitsubishi Heavy Industries, maintain the part following the manufacture's operation manual as required.

\*2 Items require special tools or large equipment. For the servicing of those items, contact a dealer of Mitsubishi Heavy Industries, Ltd.

# Periodic Maintenance Chart for General Purpose Engine

Table 7-3 Periodic Maintenance Chart for General Purpose Engine

| Interval and service item                              |   | Refer-<br>ence<br>page |
|--|---|------------------------|
| Every 50 service hours or every month                  | Fuel Control Link Ball Joint - Inspect  | 8-10                   |
|  | Air Strainer - Drain Water and Clean (Air motor type or direct inlet type)  | 8-25                   |
|  | Air Tank - Drain Water (Air motor type or direct inlet type)  | 3-10                   |
| First 50 service hours for a new or overhauled engine  | Bolts and Nuts on the Engine - Retighten  | *2                     |
|  | Engine Oil, Oil Filter and Bypass Oil Filter - Replace<br>It is Recommended to Check the Engine Oil Characteristics at the Same time.<br>The Oil Filters Must be Replaced When the Filter Alarm Lights. | 8-12                   |
| Every 250 service hours or every 1 year                | Engine Oil, Oil Filter and Bypass Oil Filter - Replace<br>The Oil Filters Must be Replaced When the Filter Alarm Lights.  | 8-12                   |
|  | Governor Oil Filter - Change  | 8-15                   |
|  | Belt and Belt Tension - Inspect and Adjust  | 8-2                    |
|  | Radiator Fins - Check and Clean *1  | 8-18                   |
|  | Exhaust Muffler - Drain Water *1  | 8-19                   |
|  | Air Tank - Inspect Safety Valve Operation   | 8-26                   |
| First 250 service hours for a new or overhauled engine | Valve Clearance - Inspect and Adjust<br>(Check valve mechanism at the same time.)   | *2                     |
| Every 1000 service hours or every 2 years              | Fuel Filter - Replace   | 8-9                    |
|  | Water Separator Element - Replace *1  | 8-7                    |
|  | Gauze Filter - Clean  | 8-8                    |
|  | Air Strainer - Drain Water and Clean (Air motor type or direct inlet type)  | 8-25                   |
|  | Zinc Rod - Replace  | *2                     |
| Every 2000 service hours or every 3 years              | Bolts and Nuts on the Engine - Retighten  | *2                     |
|  | Valve Clearance - Inspect and Adjust<br>(Check valve mechanism at the same time.)   | *2                     |
|  | Fuel Injection Timing - Inspect and Adjust  | *2                     |
|  | Fuel Pipe - Inspect   | 8-11                   |
|  | Oil Pipe - Inspect  | 8-15                   |
|  | Fuel Injection Nozzle - Nozzle Tip Replacement<br>(Check the spray condition and adjust the fuel injection pressure after replacement)  | *2                     |
|  | Protection Devices Operation - Inspect<br>(High water temperature, low oil pressure, overspeed)   | *2                     |

Table 7-3 Periodic Maintenance Chart for General Purpose Engine

| Interval and service item                 |  | Reference page |
|---|--|----------------|
| Every 4000 service hours or every 5 years | Top End of the Engine - Overhaul<br>Remove the Cylinder Head, and Inspect and Service the Combustion Chambers. | *2             |
|   | Fuel Control Link Ball Joint - Inspect   | 8-10           |
|   | Damper - Inspect   | 8-4            |
|   | Air Cleaner - Clean  | *2             |
|   | Heat Exchanger - Wash  | *2             |
| 8000 hours                                | Engine - Major Overhaul<br>Disassemble Engine, Clean, Check and Change Major Parts.                            | *2             |
|   | Fuel Injection Pump - Inspect and Test (Replace parts as necessary)  | *2             |
|   | Governor - Inspect and Test (Replace parts as necessary)   | *2             |
|   | Protective Devices - Repair or Replace   | *2             |
|   | Auxiliary Devices Operation - Check  | *2             |
| Every 8000 service hours or every 2 years | Coolant - Change   | 8-16           |
| As required                               | Fuel System - Bleed Air  | 3-2            |
|   | Air Cleaner Element - Clean, Check and Replace *1  | 8-21           |

\*1 If it is not a item supplied from Mitsubishi Heavy Industries, maintain the part following the manufacture's operation manual as required.

\*2 Items require special tools or large equipment. For the servicing of those items, contact a dealer of Mitsubishi Heavy Industries, Ltd.

# Chapter 8 PERIODIC INSPECTION AND MAINTENANCE PROCEDURES

## Basic Engine

### Engine External - Inspect

---

 **CAUTION**

Be sure to keep combustible materials away from the engine, especially from the hot engine parts such as exhaust manifolds, or the battery. Check for fuel and oil leaks. Remove dust from the top surface of the battery. A fire can be caused by combustible materials placed near hot engine parts. If any abnormality is found, be sure to repair it or contact your local dealer.

---

Inspect the engine exterior as described below.

1. Make sure there is no combustible material near the engine or battery. Also, check to make sure that the engine and battery are clean. If combustible materials or dust are found near the engine or battery, remove them.
2. Check the electrical wiring for such components as the starter and alternator for looseness.
3. Check the whole engine for leaks of fuel, engine oil or coolant. If leaks are found, repair or contact your local dealer.
4. Check that valves, plugs or cocks are properly positioned.
  - ♦Fuel feed valve: Open
  - ♦Coolant drain cock (plug): Closed
  - ♦Engine oil drain plug: Closed

## Belt and Belt Tension - Inspect and Adjust

### CAUTION

If defects such as cuts or surface separations are found during inspection, replace the belt.

Keep oil and grease away from the belt. They may cause the belt to slip and shorten the service life.

Excessive belt tension can cause rapid wear of the alternator bearing and shorten the service life of the belt.

Adjust the belt tension accurately by following the procedures below.

### Belt - Inspect

1. Inspect the belt visually for separation or damage. If any abnormality is found, replace the belt with a new one.
2. Inspect belt tension (deflection) and pressing force.

#### V-belt

Push the belt downward at the midway between pulleys with approximately 98 to 147 N {10 to 15 kgf} [22.05 to 33.05 lbf]. If the deflection is 10 to 15 mm [0.39 to 0.59 in.], the tension is correct. If the deflection of belt is not within the standard, adjust the belt tension.

#### Ribbed belt

Refer to [Table 8-1 "Ribbed Belt Tension Force"](#), adjust the pressing force if it is not average level when pushing the belt downward till 15 mm [0.59 in.] at the midway between pulleys with gauge.

### Belt Tension (Alternator Side) - Adjust

1. Remove the belt cover.
2. Loosen all retaining bolts of the alternator and adjusting rod.
3. Loosen the upper and lower lock nuts on the adjusting rod.

Note: That the lower nut on the adjusting rod has left-hand threads.

4. Turn the adjusting rod to adjust the belt tension.
5. After adjusting deflection, fix the upper and lower lock nuts.
6. Tighten all retaining bolts of the alternator and adjusting plate.
7. Reinstall the belt cover and front cover.

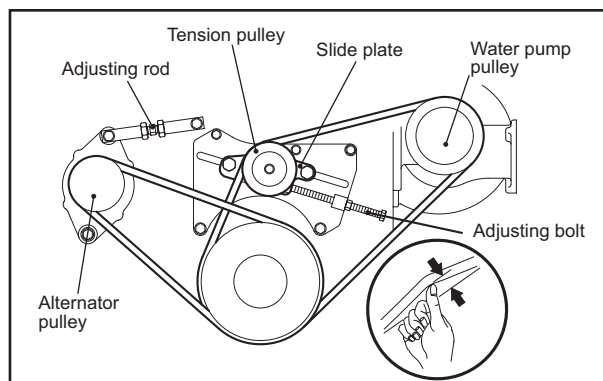


Fig. 8-1 Belt and Belt Tension - Inspect and Adjust

### Belt Tension (Water Pump Side) - Adjust

1. Remove the belt cover.
2. Loosen all slide plate retaining bolts.
3. Loosen the lock nut of adjusting bolt, and turn the adjusting bolt. Then, adjust the belt tension.
4. After adjusting, fix the slide plate and adjusting bolt.
5. Install the belt cover.

Table 8-1 Ribbed Belt Tension Force

| Item                      | Number of ribs | Belt direct distance (mm)         |                                   |                                   |                                 |                                 |
|---------------------------|----------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------------------|---------------------------------|
|                           |                | Up to 300                         | 300 or more<br>Up to 400          | 400 or more<br>Up to 500          | 500 or more<br>Up to 600        | 600 or more                     |
| When attaching a new belt | 3              | 74 N {7.55 kgf }<br>[16.64 lbf]   | 49 N {5.00 kgf }<br>[11.02 lbf]   | 37 N {3.77 kgf }<br>[8.31 lbf]    | 29 N {2.96 kgf }<br>[6.53 lbf]  | 25 N {2.55 kgf }<br>[5.62 lbf]  |
|                           | 4              | 88 N {8.97 kgf }<br>[19.78 lbf]   | 59 N {6.02 kgf }<br>[13.27 lbf]   | 44 N {4.49 kgf }<br>[9.90 lbf]    | 35 N {3.57 kgf }<br>[7.87 lbf]  | 29 N {2.96 kgf }<br>[6.53 lbf]  |
|                           | 5              | 103 N {10.50 kgf }<br>[23.15 lbf] | 69 N {7.04 kgf }<br>[15.52 lbf]   | 51 N {5.20 kgf }<br>[11.46 lbf]   | 41 N {4.18 kgf }<br>[9.22 lbf]  | 34 N {3.47 kgf }<br>[7.65 lbf]  |
|                           | 6              | 118 N {12.03 kgf }<br>[26.52 lbf] | 79 N {8.06 kgf }<br>[17.77 lbf]   | 59 N {6.02 kgf }<br>[13.27 lbf]   | 47 N {4.79 kgf }<br>[10.56 lbf] | 39 N {3.98 kgf }<br>[8.77 lbf]  |
|                           | 7              | 132 N {13.46 kgf }<br>[29.67 lbf] | 88 N {8.97 kgf }<br>[19.78 lbf]   | 66 N {6.73 kgf }<br>[14.84 lbf]   | 53 N {5.40 kgf }<br>[11.90 lbf] | 44 N {4.49 kgf }<br>[9.90 lbf]  |
|                           | 8              | 147 N {14.99 kgf }<br>[33.05 lbf] | 98 N {9.99 kgf }<br>[22.02 lbf]   | 74 N {7.55 kgf }<br>[16.64 lbf]   | 59 N {6.02 kgf }<br>[13.27 lbf] | 49 N {5.00 kgf }<br>[11.02 lbf] |
|                           | 9              | 162 N {16.52 kgf }<br>[36.42 lbf] | 108 N {11.01 kgf }<br>[24.27 lbf] | 81 N {8.26 kgf }<br>[18.21 lbf]   | 65 N {6.63 kgf }<br>[14.62 lbf] | 54 N {5.51 kgf }<br>[12.15 lbf] |
|                           | 10             | 176 N {17.95 kgf }<br>[39.57 lbf] | 118 N {12.03 kgf }<br>[26.52 lbf] | 88 N {8.97 kgf }<br>[19.78 lbf]   | 71 N {7.24 kgf }<br>[15.96 lbf] | 59 N {6.02 kgf }<br>[13.27 lbf] |
|                           | 11             | 191 N {19.48 kgf }<br>[42.95 lbf] | 127 N {12.95 kgf }<br>[28.55 lbf] | 96 N {9.79 kgf }<br>[21.58 lbf]   | 76 N {7.75 kgf }<br>[17.09 lbf] | 64 N {6.53 kgf }<br>[14.40 lbf] |
|                           | 12             | 206 N {21.01 kgf }<br>[46.32 lbf] | 137 N {13.97 kgf }<br>[30.80 lbf] | 103 N {10.50 kgf }<br>[23.15 lbf] | 82 N {8.36 kgf }<br>[18.43 lbf] | 69 N {7.04 kgf }<br>[15.52 lbf] |
| Reused                    | 3              | 51 N {5.20 kgf }<br>[11.46 lbf]   | 34 N {3.47 kgf }<br>[7.65 lbf]    | 26 N {2.65 kgf }<br>[5.84 lbf]    | 21 N {2.14 kgf }<br>[4.72 lbf]  | 17 N {1.73 kgf }<br>[3.81 lbf]  |
|                           | 4              | 62 N {6.32 kgf }<br>[13.93 lbf]   | 41 N {4.18 kgf }<br>[9.22 lbf]    | 31 N {3.16 kgf }<br>[6.97 lbf]    | 25 N {2.55 kgf }<br>[5.62 lbf]  | 21 N {2.14 kgf }<br>[4.72 lbf]  |
|                           | 5              | 72 N {7.34 kgf }<br>[16.18 lbf]   | 48 N {4.89 kgf }<br>[10.78 lbf]   | 36 N {3.67 kgf }<br>[8.09 lbf]    | 29 N {2.96 kgf }<br>[6.53 lbf]  | 24 N {2.45 kgf }<br>[5.40 lbf]  |
|                           | 6              | 82 N {8.36 kgf }<br>[18.43 lbf]   | 55 N {5.61 kgf }<br>[12.37 lbf]   | 41 N {4.18 kgf }<br>[9.22 lbf]    | 33 N {3.37 kgf }<br>[7.43 lbf]  | 27 N {2.75 kgf }<br>[6.06 lbf]  |
|                           | 7              | 93 N {9.48 kgf }<br>[20.90 lbf]   | 62 N {6.32 kgf }<br>[13.93 lbf]   | 46 N {4.69 kgf }<br>[10.34 lbf]   | 37 N {3.77 kgf }<br>[8.31 lbf]  | 31 N {3.16 kgf }<br>[6.97 lbf]  |
|                           | 8              | 103 N {10.50 kgf }<br>[23.15 lbf] | 69 N {7.04 kgf }<br>[15.52 lbf]   | 51 N {5.20 kgf }<br>[11.46 lbf]   | 41 N {4.18 kgf }<br>[9.22 lbf]  | 34 N {3.47 kgf }<br>[7.65 lbf]  |
|                           | 9              | 113 N {11.52 kgf }<br>[25.40 lbf] | 75 N {7.65 kgf }<br>[16.87 lbf]   | 57 N {5.81 kgf }<br>[12.81 lbf]   | 45 N {4.59 kgf }<br>[10.12 lbf] | 38 N {3.87 kgf }<br>[8.53 lbf]  |
|                           | 10             | 123 N {12.54 kgf }<br>[27.65 lbf] | 82 N {8.36 kgf }<br>[18.43 lbf]   | 62 N {6.32 kgf }<br>[13.93 lbf]   | 49 N {5.00 kgf }<br>[11.02 lbf] | 41 N {4.18 kgf }<br>[9.22 lbf]  |
|                           | 11             | 134 N {13.66 kgf }<br>[30.12 lbf] | 89 N {9.08 kgf }<br>[20.02 lbf]   | 67 N {6.83 kgf }<br>[15.06 lbf]   | 54 N {5.51 kgf }<br>[12.15 lbf] | 45 N {4.59 kgf }<br>[10.12 lbf] |
|                           | 12             | 144 N {14.68 kgf }<br>[32.36 lbf] | 96 N {9.79 kgf }<br>[21.58 lbf]   | 72 N {7.34 kgf }<br>[16.18 lbf]   | 58 N {5.91 kgf }<br>[13.03 lbf] | 48 N {4.89 kgf }<br>[10.78 lbf] |

The pressing force when pressing the belt downward till 15 mm [0.59 in.] at the midway of the belt direct distance.

## Damper - Inspect

### Damper - Check Visually

**CAUTION**

When installing a damper protective cover to the engine, do not use a cover that encloses the damper. It may cause serious engine problems because the damper deteriorates by heat or not deliver enough its performance.

Check the vibration damper for oil leakage, scratches, deformation, discoloration and peeling of paint. Check carefully for swelling on the cover (use a scale), oil leaks from the shim, discoloration and peeling of paint due to heat.

Note: If defects are found in the damper, contact a dealer of Mitsubishi Heavy Industries, Ltd.

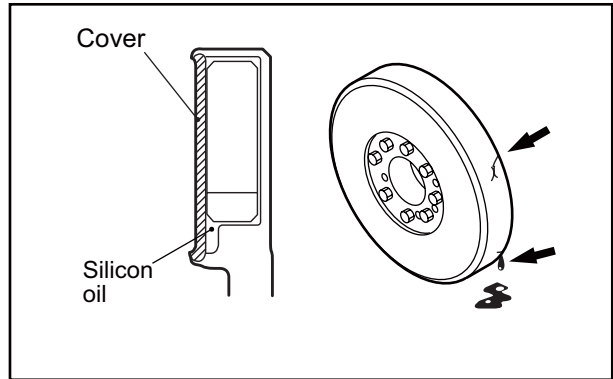


Fig. 8-2 Damper - Check Visually

### Damper Temperature Management

For making damper function well, heat of damper must be dissipated from its surface to prevent excessive damper heating. Mitsubishi inspects each engine before shipment to ensure proper operating temperature of the vibration damper. However, the vibration damper temperature varies depending on ambient conditions. Therefore, observe the following suggestions and provide sufficient ventilation for the vibration damper and equipment.

1. Make sure the temperature of the outside damper surface does not exceed the temperature that described in the following table when operating the engine with rated power for an hour.

Table 8-2 Damper Temperature Management

| Type of damper        | Continuous   | Standby       |
|-----------------------|--------------|---------------|
| Viscous damper        | 90°C [194°F] | 100°C [212°F] |
| Viscous rubber damper | 80°C [176°F] | 90°C [194°F]  |

2. When installing a safety cover to damper, check ventilation carefully and make sure the damper temperature remains below the temperature specified above, with the cover in place.
3. It is recommended to use the thermo label for the temperature management of damper in regular use engine.



## Thermo Label - Handle

The white thermal part of thermo label becomes black when reaching the specified value.

Note: The thermal part that becomes black once does not return to white. Therefore, if the engine stops and then the temperature of damper drops, the thermo label continues indicating the maximum temperature while engine is running.

1. Attach a thermo label to the periphery or front end of damper.
2. Note the maximum temperature to check the thermal part of thermo label when engine stops. Note the temperature periodically, and check the abnormality of temperature alteration.

Note: (a) When the temperature of thermo label increased, identify the abnormality of engine or other cause. Then, reattach new thermo label, and check the change of temperature.

(b) If the temperature indication of thermo label comes close to the limit temperature of damper or the abnormality is found in change of temperature, contact a dealer of Mitsubishi Heavy Industries, Ltd.

(c) For damper temperature limit and inspection, refer to "Damper - Inspect" (8-4).

Table 8-3 Thermo Label for Temperature Management

| Part Name            | Part No.                                  | Temperature measuring range    |
|----------------------|---|--------------------------------|
| Thermo label 100-120 | 32522-04211<br>20 labels set: 32522-04200 | 100 to 120°C<br>[212 to 248°F] |
| Thermo label 75-95   | 32522-04111<br>20 labels set: 32522-04100 | 75 to 95°C<br>[167 to 203°F]   |
| Thermo label 50-70   | 32522-04311<br>20 labels set: 32522-04300 | 50 to 70°C<br>[122 to 158°F]   |

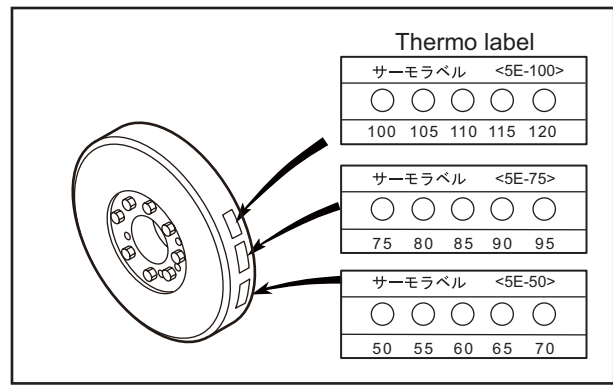


Fig. 8-3 Damper Temperature Management

# Fuel System

## Fuel System - Inspect

**WARNING**

When handling fuel, make sure there are no open flames or other fire hazards near the engine. Wipe off any spilled fuel completely. Spilled fuel can ignite and cause a fire.

## Fuel Tank - Clean

**CAUTION**

For fuel to be used, refer to "FUEL" (4-1).

1. Close the fuel feed valve to cut off the fuel supply to the engine.
2. Place a drip tray under the drain cock.
3. Drain all fuel in the tank from drain cock on the bottom of fuel tank.
4. Clean the inside of fuel tank.
5. Add fuel to the fuel tank.
6. Open the fuel feed valve, and bleed air for the fuel system.

Note: (a) For bleeding fuel system, refer to "Fuel System - Bleed Air" (3-2).

(b) If the specification of fuel tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

## Fuel Tank - Drain Water

If fuel gets mixed with particles of foreign material such as dust, dirt, or water, it can cause not only decrease of output but also malfunctions of the fuel system. To avoid such a problem, drain fuel tank as described below.

1. Prepare the oil pan (capacity of 2 L [0.5 U.S. gal.] or more) under the drain cock of fuel tank.
2. Open the drain cock of fuel tank and drain fuel at least 1 to 2 liters.
3. Make sure that water and particles of foreign material discharged with fuel. Close the drain cock.

Note: If the specification of fuel tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

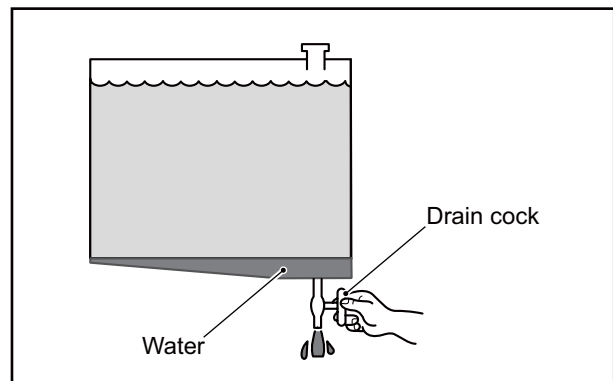


Fig. 8-4 Fuel Tank - Drain Water

## Water Separator - Drain Water

1. Prepare a plate, and place it under the drain cock of water separator.
2. Open the drain cock, and drain water in the water separator.
3. Close the all drain cocks after draining.

Note: If the specification of water separator differs from the contents of this operation manual, follow the manufacturer's operation manual.

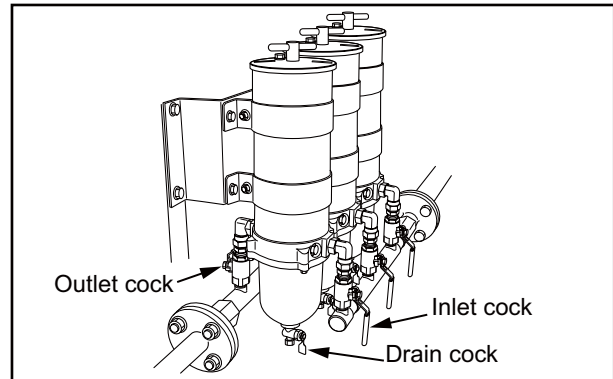


Fig. 8-5 Water Separator - Drain Water

## Water Separator Element - Replace

### WARNING

Open the inlet valve slowly to prevent overflowing fuel. Wrap a cloth around the water separator before the fuel may spill.

1. Close the inlet cock and outlet cock.
2. Turn the T-handle, and remove the water separator cover.
3. Open the drain cock, and drain fuel in the water separator.
4. Close the all drain cocks after draining.
5. Replace the element with a new one.
6. Fill the water separator with fuel.
7. Attach the water separator cover, and tighten the T-handle.
8. Open the inlet cock and outlet cock.
9. After replacing the element, open the fuel feed valve to the engine, then bleed air from the fuel system.

Note: (a) For bleeding fuel system, refer to ["Fuel System - Bleed Air" \(3-2\)](#).

- (b) If the specification of water separator differs from the contents of this operation manual, follow the manufacturer's operation manual.

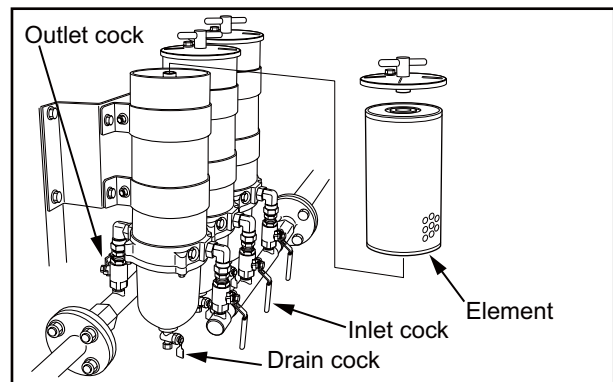


Fig. 8-6 Water Separator Element - Replace

## Gauze Filter - Clean

If the gauze filter is clogged, the fuel supply becomes insufficient, resulting in decrease in power output or engine stall.

1. Remove the eye bolt at the inlet port of fuel feed pump.
2. Using a screw driver, remove the gauze filter that is fitted inside the eye bolt.
3. Soak the gauze filter in the fuel, and clean it with a brush.
4. After cleaning, install the gauze filter into the eye bolt using a screw driver.
5. Install the eye bolt to the fuel feed pump.
6. Bleed the air from the fuel filter.

Note: For bleeding the fuel filter, refer to "[Fuel Filter - Bleed Air](#)" (3-2).

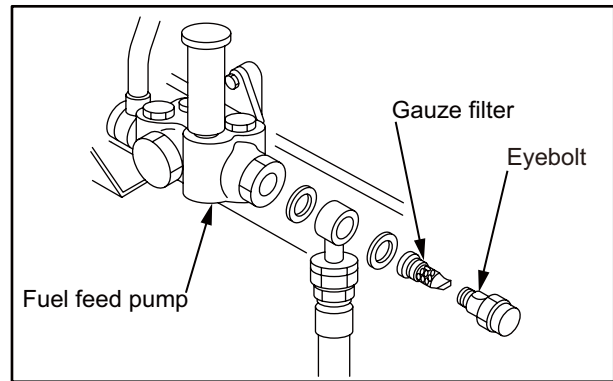


Fig. 8-7 Gauze Filter - Clean

## Fuel Filter - Replace

1. Clean the area around the fuel filters.
2. Prepare a drip pan, and place it under the fuel filters.
3. Using a filter wrench, remove the fuel filters.
4. Wipe off fuel on the fuel filter cartridge mounting surface of the filter bracket with a waste cloth.
5. Check new fuel filters for proper seating of the gasket.

### WARNING

Do not use a filter with the dented case. Filter damage or fuel leakage may occur and it can cause fire hazard.

6. Apply clean fuel to the gasket of the new fuel filter.
7. Install the fuel filter to the filter bracket. When the gasket contacts the mounting surface of the filter bracket, further rotate 3/4 to a full turn.

### CAUTION

Do not use a filter wrench to install the fuel filter.  
Do not dent or scratch the fuel filter surfaces.

8. After installing the new fuel filter, bleed the fuel filter.

Note: For bleeding the fuel filter, refer to ["Fuel Filter - Bleed Air" \(3-2\)](#).

9. Start the engine and run it at idle speed for several minutes.
10. Make sure that there is no fuel leak during the engine operation. If fuel leakage is found, loosen the fuel filter and check the gaskets for damage. If there is no damage, retighten the fuel filter.

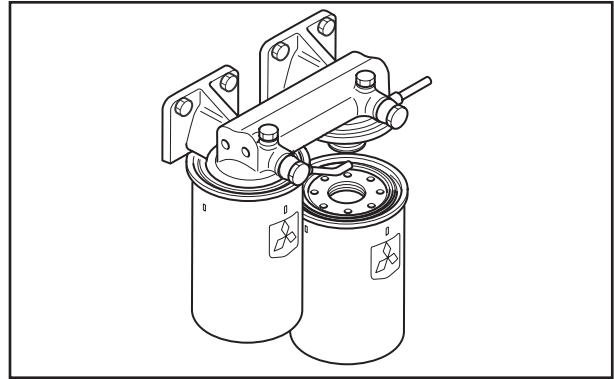


Fig. 8-8 Fuel Filter - Replace

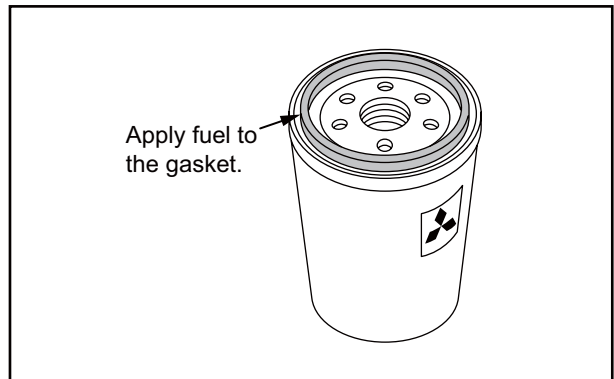


Fig. 8-9 Fuel Filter

## Fuel Control Link Ball Joint - Inspect

Check ball joint in the fuel control link for play. If the amount of play is 0.1 mm [0.004 in.] or more, replace the ball joint with the new one.

### CAUTION

If the sealed ball joints are found loosened, contact a dealer of Mitsubishi Heavy Industries, Ltd. If the seal on the ball joint is broken, the warranty is invalidated.

If the ball joints are integrated in the control link, replace the control link when the ball joints have loosened. When installing ball joints, be sure to tighten the nuts firmly.

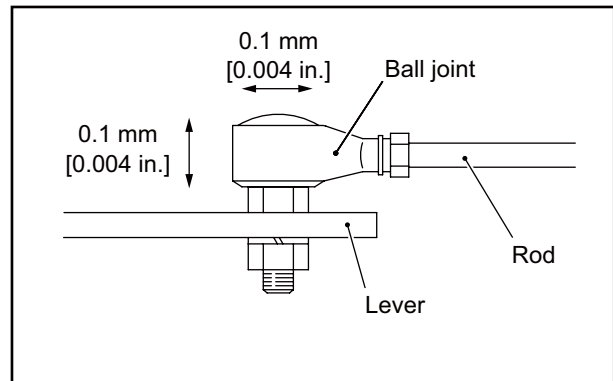


Fig. 8-10 Ball Joints For Looseness - Inspect

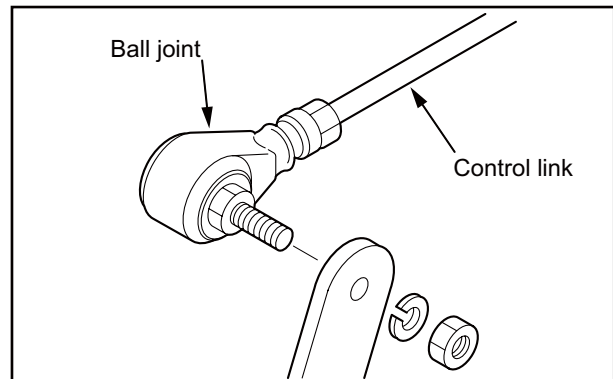


Fig. 8-11 Fuel Control Link - Remove

## Fuel Pipe - Inspect

### High Pressure Fuel Injection Pipe and Clamp Seat - Inspect and Replace

#### Visual Inspection in Every 2000 Service Hours

Check clamp seat cracks and wear, or high pressure fuel injection pipe wear. If defective, replace the clamp seat with a new one. Replace the high pressure fuel injection pipe with a new one as needed.

#### In Every Major Overhaul

Replace clamp seat with a new one. Also, check high pressure fuel injection pipe wear. If defective, replace the high pressure fuel injection pipe with a new one.

#### In Every Other Major Overhaul

Replace all clamp seats and high pressure fuel injection pipes with new ones.

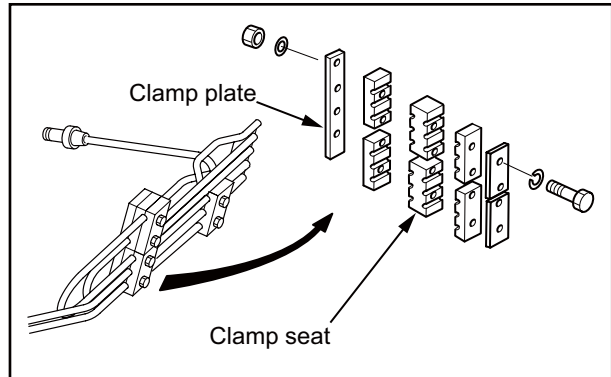


Fig. 8-12 High Pressure Fuel Injection Pipe and Clamp Seat - Inspect and Replace

### Low Pressure Fuel Pipe and Clip - Inspect

#### Visual Inspection in Every 2000 Service Hours

Loosen clamp fixing bolt and check clip wear and pipe metal contact with clamp. If defective, replace the pipe assembly with a new one.

#### In Every Other Major Overhaul

Replace the pipe assembly with a new one.

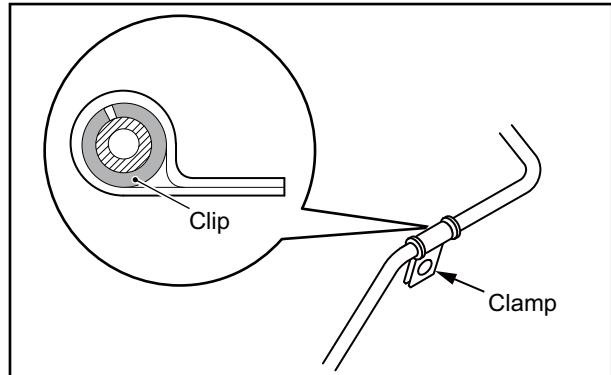


Fig. 8-13 Low Pressure Fuel Pipe and Clip - Inspect

## Lubricating System

### Engine Oil, Oil Filter and Bypass Oil Filter - Replace

---

 **CAUTION**

When draining engine oil, check that the oil temperature is low.

When draining oil or changing the oil filter, wear gloves. Hot engine oil and parts may cause burns.

---

---

**CAUTION**

Do not dump waste oil. It is forbidden by law. For disposal of waste oil, consult a dealer of Mitsubishi Heavy Industries, Ltd.

Change the engine oil, oil filter and bypass oil filter at the same time.

Also checking and analyzing the oil properties is recommended when changing the engine oil.

Do not reuse the oil filter element, as it is a paper type. When replacing filters, always replace gasket with new ones.

---

### Engine Oil - Drain

After stopping the engine, drain the engine oil from the engine oil drain port of oil pan.



## Engine Oil - Refill

### **CAUTION**

Refilling engine oil must be specified level. If the refilling oil goes over the high marks on the oil level gauge, engine oil may blow out.

1. Remove the cap from the oil filler.
2. Fill the engine oil pan with specified engine oil to the specified level.

Note: For engine oil, refer to "**ENGINE OIL**" (5-1). For engine oil capacity, refer to "**MAIN SPECIFICATIONS**" (12-1).

3. Check the oil level in the oil pan as follows:
4. Pull out the oil level gauge and wipe it clean with a waste cloth.
5. Insert the oil level gauge fully into the oil level gauge guide and then pull it out again.
6. The proper oil level is between the high and low marks on the oil level gauge.  
If the engine oil goes over the high marks on the oil level gauge, open the engine oil drain valve to drain oil. If the engine oil is low, refill the specified engine oil.
7. Install the oil filler cap after adding engine oil.
8. Check the oil pan and other area for oil leaks. Repair the oil leakage if any.
9. While pulling the stop lever, rotate the crankshaft for approx. 10 seconds to turn on the starter. Stop the operation for 1 minute, then, repeat the operation two or three times. Circulate engine oil to each engine parts.

Note: Prepare for the cooling system.

10. Check the oil level with the oil level gauge again, and add oil to the specified level.

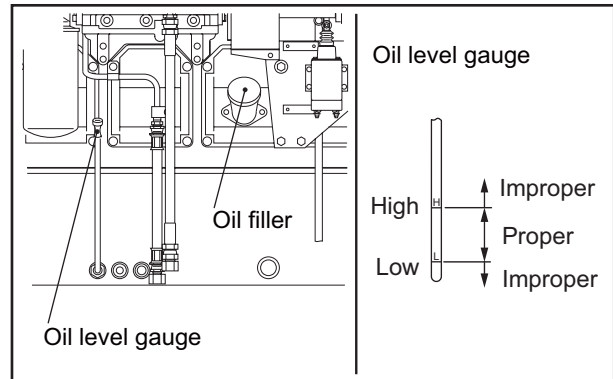


Fig. 8-14 Oil Filler and Oil Level Gauge

## Oil Filter and Bypass Oil Filter - Replace

### **WARNING**

Do not use a filter with the dented case. Filter damage or oil leakage may occur and it can cause fire hazard.

### **CAUTION**

Do not use a filter wrench to install the oil filter and bypass oil filter.

Do not dent or scratch the oil filter surfaces.

1. Clean around the oil filters.
2. Prepare drip pans, and place them under oil filters and a bypass oil filter.
3. Using a filter wrench, remove oil filters and a bypass oil filter.

Note: Disconnect the removed oil filters and a bypass oil filter, and check elements for metal particles. If metal particles are found, contact a dealer of Mitsubishi Heavy Industries, Ltd.

4. Thoroughly wipe off oil on the oil filter mounting surface of the filter bracket with a cloth.
5. Check the new oil filters and a bypass filter for proper seating of gasket.
6. Apply clean engine oil to gasket.
7. Install oil filters and a bypass oil filter to the filter bracket. When the gasket contacts the mounting surface of the filter bracket, further rotate 3/4 to a full turn.

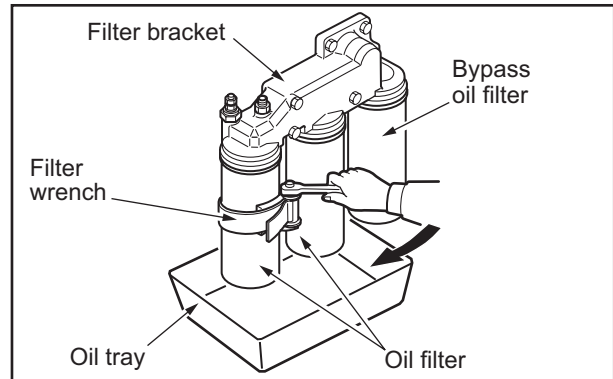


Fig. 8-15 Oil Filter and Bypass Oil Filter - Replace

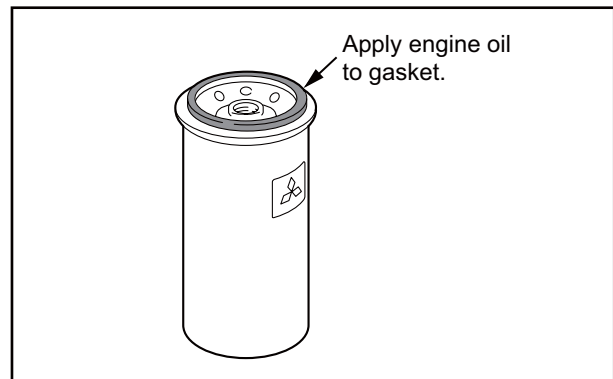


Fig. 8-16 Oil Filter

## Engine Oil for Mixing of Fuel and Water - Inspect

### **CAUTION**

If the engine continues to operate with engine oil mixed with fuel or water, the engine oil viscosity decreases and this can cause serious accidents such as seizing of bearings.

Sample 1 to 2 L [0.26 to 0.53 U.S. gal.] of engine oil, and check for abnormal odor and discoloration to determine the mixing of fuel and water.

If fuel is mixed with the engine oil, the oil will smell like fuel.

If water is mixed with the engine oil, the oil will be milky white.

If fuel or water is detected in the engine oil, find the cause of the problem, and repair. If the problem cannot be corrected easily, contact a dealer of Mitsubishi Heavy Industries, Ltd.

## Governor Oil Filter - Change

### WARNING

When draining oil or changing the oil filter, wear gloves. Hot engine oil and parts may cause burns.

1. Prepare a drip pan and place it under the governor oil filter.
2. Loosen the air vent plug and remove the drain plug. Drain oil from the filter into the drip pan.
3. Remove the oil pipe from the center bolt.
4. Remove the center bolt and remove the case from the bracket. Remove the used element from the case.
5. Put a new element in the case using the center bolt.
6. Install the case to the filter bracket. Tighten the center bolt.
7. Install the oil pipe to the center bolt.
8. Install the drain plug.
9. Remove the air vent plug. Fill up the filter with engine oil.
10. After filling up, reinstall the air vent plug.

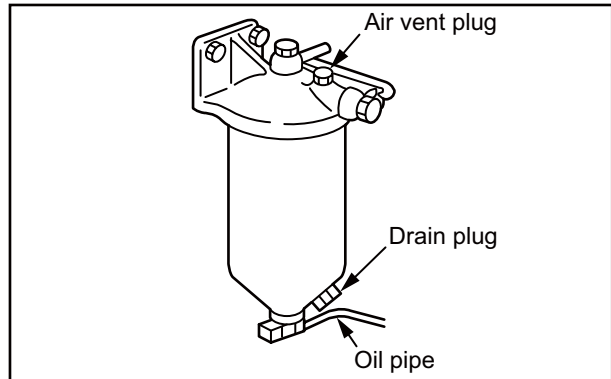


Fig. 8-17 Governor oil filter - Drain

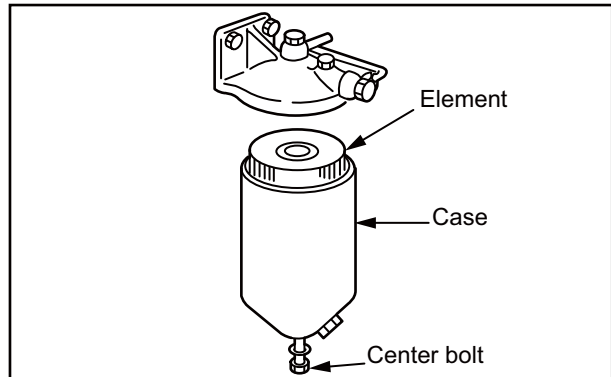


Fig. 8-18 Governor oil filter - Change

## Oil Pipe - Inspect

### Oil Pipe and Clip - Inspect and Replace

#### Visual Inspection at Overhaul

Loosen clamp fixing bolt and check clip wear and pipe wear. If defective, replace the pipe assembly with a new one.

#### In Every Other Major Overhaul

Replace the pipe assembly with a new one.

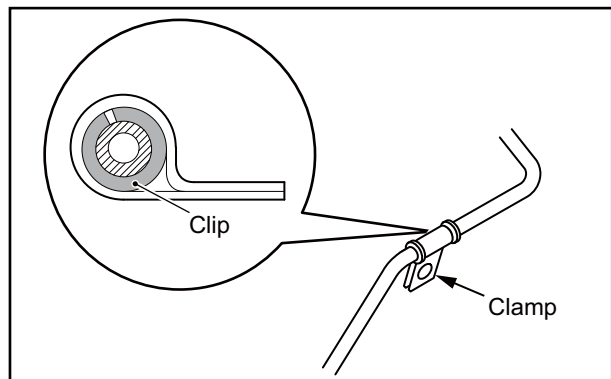


Fig. 8-19 Oil Pipe and Clip - Inspect and Replace

# Cooling System

## Coolant - Change

### CAUTION

The service life of LLC is 2 years. Be sure to change coolant at least once every 2 years.

### Radiator Cap - Open/Close

#### WARNING

When using the engine with radiator cooling system, remove the radiator cap only after the engine has cooled to the room temperature. Place a waste cloth over the cap, and loosen the cap about a half-turn or stand the lever to the upright position to release internal pressure. Opening the radiator cap of coolant expansion tank while the engine is hot causes steam and hot coolant to blow out and can result in skin burns.

Note: If the specification of radiator differs from the contents of this operation manual, follow the manufacturer's operation manual.

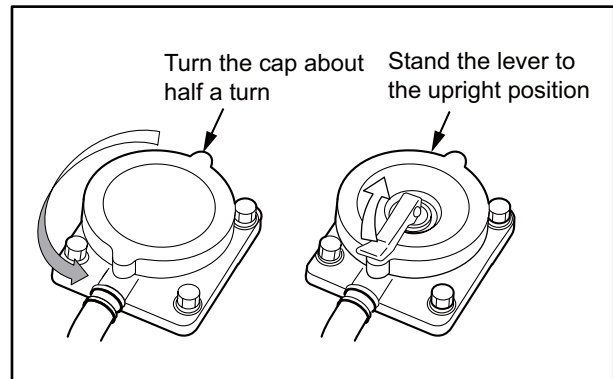


Fig. 8-20 Radiator Cap

### Coolant - Drain

1. When draining coolant immediately after engine operation, idle the engine in low gear for 5 to 6 minutes to lower the coolant temperature to 70 to 80 °C [158 to 176 °F].
2. Open the coolant inlet.
3. Place coolant receiving cans under the drain cocks and plugs, and open the coolant drain cocks and plugs to drain the coolant.

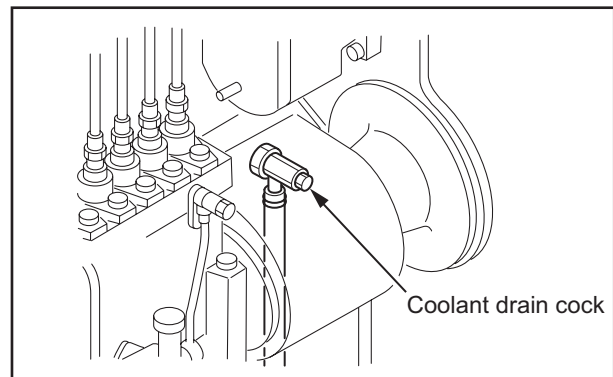


Fig. 8-21 Coolant Drain Cock (Engine)

## Cooling System - Clean

### CAUTION

Clean the cooling system when operating the engine or heat exchange equipment first time, or restarting the engine after storage with coolant drained.

1. Close coolant drain cocks and plugs.
2. Pour in a cleaning solution (a solution that is non-corrosive to rubber and metals) in the cooling system, and operate the engine at 800 to 900 min<sup>-1</sup> for about 15 minutes, then drain the cleaning solution.
3. Close coolant drain cocks and plugs.
4. Pour in fresh water, and operate the engine at 800 to 900 min<sup>-1</sup> for about 10 minutes.  
Repeat the above rinsing steps until the draining water becomes clear and clean.

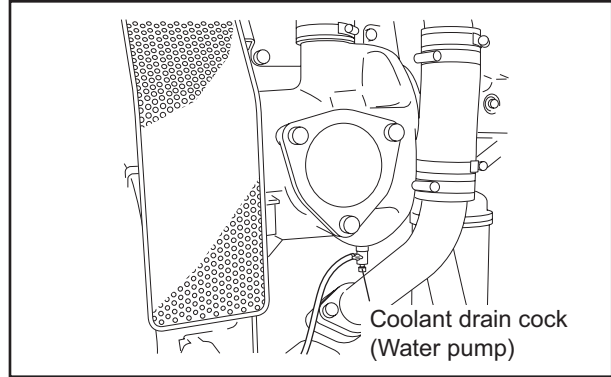


Fig. 8-22 Coolant Drain Cock (Water Pump)

## Coolant - Refill

### CAUTION

Always use the coolant having the same concentration.

1. Close coolant drain cocks and plugs firmly.
2. Open the coolant filler and add a mixture of water and coolant having the specified concentration.  
Note: Determine the amounts of LLC and water to be added by using the LLC concentration chart.  
For the coolant, refer to "COOLANT" (6-1). For the coolant capacity, refer to "MAIN SPECIFICATIONS" (12-1).
3. Check the heat exchange equipment and other parts for coolant leaks. If a coolant leak is found, repair it.
4. When coolant reaches the full level, close the coolant filler securely.
5. While pulling the manual stop lever, rotate the crankshaft for approx. 10 seconds using the starter. Stop the operation for 1 minute, then, repeat the operation two or three times to bleed the cooling system.

Note: Prepare for the engine oil system.

6. Check the level of coolant.

## Radiator Fins - Check and Clean

**CAUTION**

When handling compressed air, wear safety goggles, a hardhat, gloves and other necessary protective gear. Working without wearing proper protective gear could result in serious injuries.

Check the radiator fins for holes and cracks.

To clean the radiator fins, blow compressed air from the opposite direction of the normal air flow.

Note: If the specification of radiator differs from the contents of this operation manual, follow the manufacturer's operation manual.

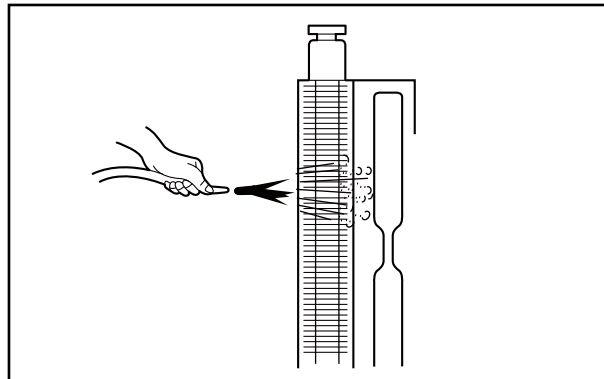


Fig. 8-23 Radiator fins - Clean

## Inlet and Exhaust Systems

### Turbocharger - Inspect

**CAUTION**

Check the turbocharger when the engine is cold. Also, make sure that the compressor wheel is not rotating before inspecting the turbocharger.

**CAUTION**

If the color of the exhaust gas is abnormal, also inspect the turbocharger.

Disconnect the pipe from the air inlet side. Hold the compressor wheel nut by hand and turn the wheel to check for looseness or rotation smoothness. Replace the turbocharger if any abnormal movement is found.

Note: When removing and inspecting turbocharger, contact a dealer of Mitsubishi Heavy Industries, Ltd.

Also, inspect that there is any discoloration or damage on the compressor wheel fins.

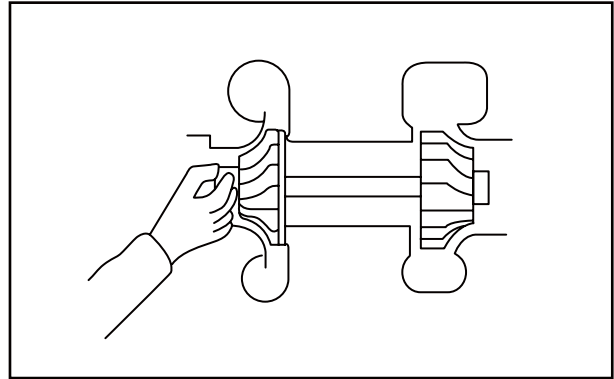


Fig. 8-24 Turbocharger - Inspect

### Exhaust Muffler - Drain Water

**CAUTION**

The exhaust muffler is very hot immediately after operation. Never touch the exhaust muffler by hand. Work must be conducted after the exhaust muffler cools at the room temperature.

Remove the drain plug and allow water to drain from the exhaust muffler.

Note: If the specification of exhaust muffler differs from the contents of this operation manual, follow the manufacturer's operation manual.

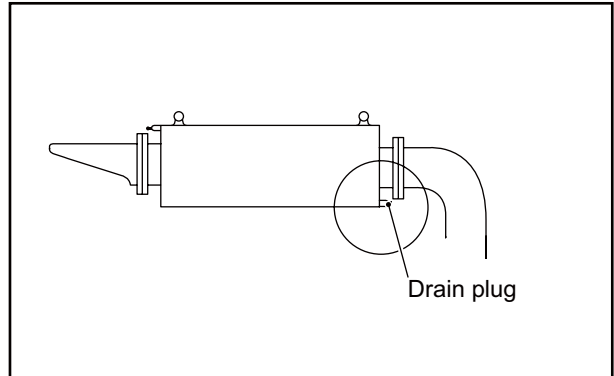


Fig. 8-25 Draining Water From the Exhaust Muffler

## Air Cleaner - Check for Clogging

1. Check the air cleaner indicator for the element clogging.
2. If the element is clogged, the red signal mark will be displayed.
3. Immediately clean or replace the air cleaner element when the signal turns red.

Note: (a) For cleaning of the air cleaner element, refer to "Air Cleaner Element - Clean, Check and Replace" (8-21).

- (b) If the specification of air cleaner differs from the contents of this operation manual, follow the manufacturer's operation manual.

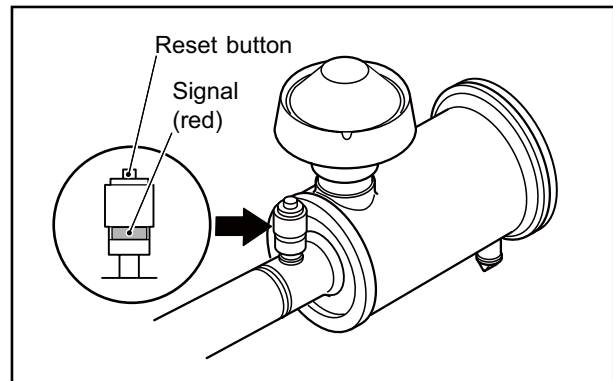


Fig. 8-26 Air Cleaner - Check for Clogging



## Air Cleaner Element - Clean, Check and Replace

### CAUTION

When handling compressed air, wear safety goggles, a dust mask, a hardhat, gloves and other necessary protective gear. Working without wearing proper protective gear could result in serious injuries.

### CAUTION

Never perform maintenance on the air cleaner while the engine is running. Servicing the pre-cleaner while the engine is running can cause particles of foreign material to enter the engine and result in rapid wear of parts, leading to a shorter service life of the engine. Never tap, hit or wash the air cleaner element.

If defects such as cuts, pinholes or local wear are found in the element, or if the air cleaner indicator shows a red sign soon after the cleaned element is installed, change it for new one. Remove the air cleaner slowly to prevent foreign materials accumulated on the element from falling off.

After removing the air cleaner, immediately cover the air inlet with plastic sheet or similar means to prevent foreign materials from entering the engine.

1. Remove the air cleaner cap and wing bolt.
2. Remove the air cleaner element from the body.
3. Blow compressed air (0.69 MPa {7 kgf/cm<sup>2</sup>} [100 psi] or lower) onto the inside surface of the element to remove foreign materials.
4. To remove dust stuck on the air cleaner element, blow dry compressed air onto the outside surface from a distance.

Blow compressed air on the inside surface toward the outside along the pleats. Then, blow compressed air on the outside and inside surface again.

5. After cleaning, hold the air cleaner element near a light bulb to illuminate the inside, to check for defects such as cuts, pinholes or local wear.
6. If any defect is found, replace the air cleaner element with a new one.
7. Reassemble the air cleaner element as it was.

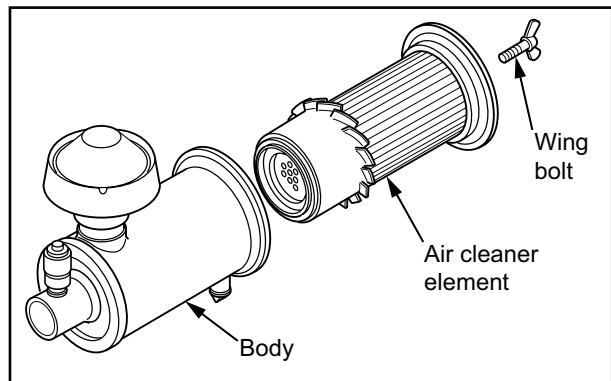


Fig. 8-27 Air Cleaner Element - Remove

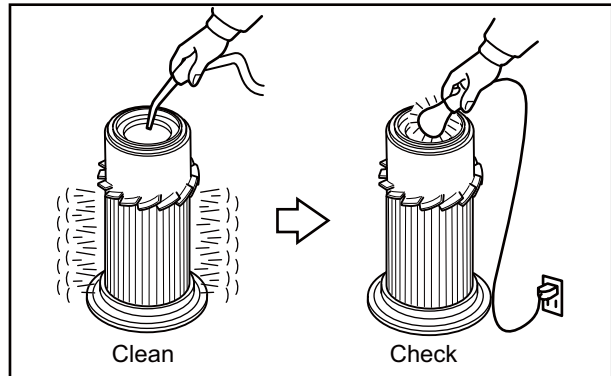


Fig. 8-28 Air Cleaner Element - Clean and Check

8. After cleaning or replacing the air cleaner element, press the reset button to reset the indicator.

Note: If the specification of air cleaner differs from the contents of this operation manual, follow the manufacturer's operation manual.

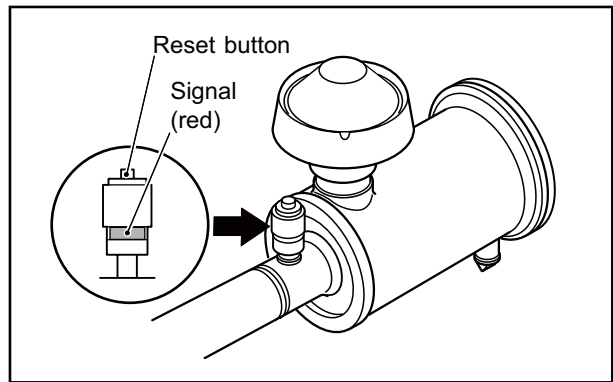


Fig. 8-29 Air Cleaner - Check for Clogging

# Electrical System

## Battery - Check

### CAUTION

If battery electrolyte is spilled on your skin or clothes, flush immediately with plenty of water. If battery electrolyte get into your eyes, flush them immediately with plenty of water and then get medical attention.

Do not use open flames or other fire hazards near the battery. When handling the battery, be careful of sparks generated by accidental shorting.

Note: If the specification of battery differs from the contents of this operation manual, follow the manufacturer's operation manual.

### Battery Electrolyte Level - Inspect

Battery electrolyte evaporates during use and the electrolyte level gradually decreases. The proper electrolyte surface level is between the LOWER LEVEL and UPPER LEVEL lines.

For the battery without level lines, the proper electrolyte surface level is about 10 to 15 mm [0.39 to 0.59 in.] above the top of the plates.

If the electrolyte level is low, remove the caps and add distilled water to the proper level.

Note: When adding distilled water, add little by little.

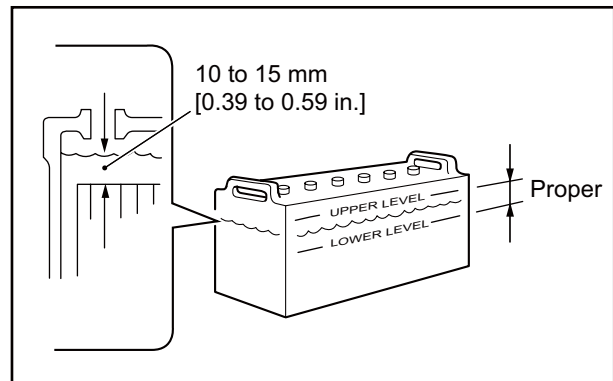


Fig. 8-30 Battery Electrolyte Level - Inspect

### Specific Gravity of Battery Electrolyte - Check

If the specific gravity measured at 20°C [68°F] is lower than 1.22, then charge the electrolyte.

Table 8-4 Specific gravity of electrolyte

| Specific gravity at 20 °C [68 °F] | Condition     | Remedy |
|-----------------------------------|---------------|--------|
| From 1.26 to 1.28                 | Fully charged | -      |
| From 1.22 to 1.26                 | Charged       | Charge |
| Less than 1.22                    | Discharged    | Charge |

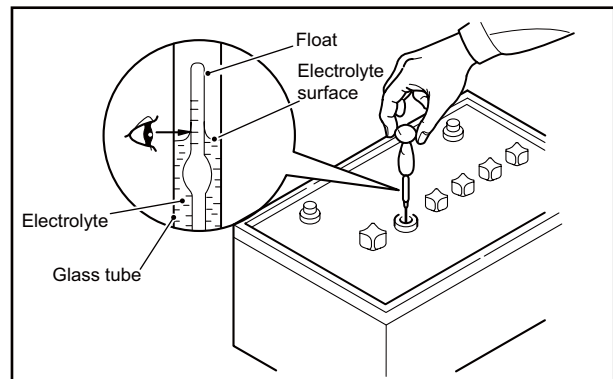


Fig. 8-31 Specific Gravity of Battery Electrolyte - Check

## Starter - Inspect

Visually check the starter for damage.

Note: If the starter is defective, consult a dealer of Mitsubishi Heavy Industries, Ltd.

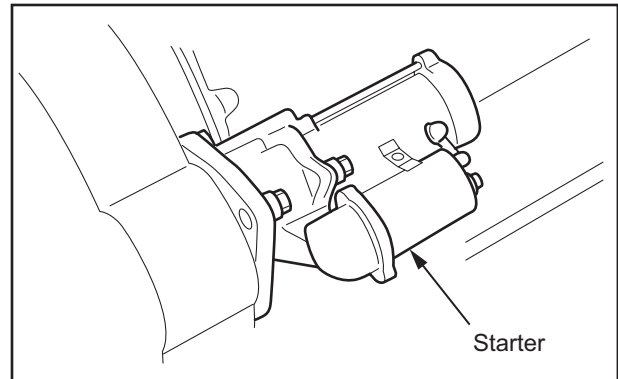


Fig. 8-32 Starter - Inspect

## Alternator - Inspect

Visually check the alternator for damage.

Remove the belt, and turn the pulley by hand to make sure that it rotates smoothly.

Note: If the alternator is defective, consult a dealer of Mitsubishi Heavy Industries, Ltd.

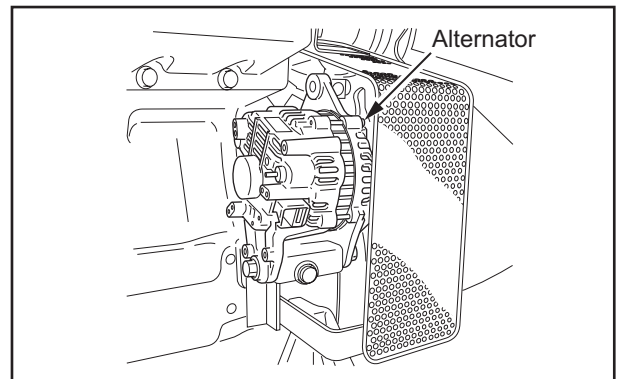


Fig. 8-33 Alternator - Inspect

## Air Starter System

### Air Strainer - Drain Water and Clean

#### **CAUTION**

When opening the drain valve of air strainer, open it slowly. High pressured air is in the pipe only even if the air tank valve is closed. Do not open it suddenly.

1. Close the handle for starting of the air tank.
2. Remove the drain plug of air starter strainer and drain water from the air strainer.
3. Remove the cap and remove the filter from the cap.
4. Clean the filter with diesel fuel, then blow compressed air to dry.
5. Reassemble the air strainer as it is.
6. Open the starting air handles slowly.

Note: If the specification of air tank strainer differs from the contents of this operation manual, follow the manufacturer's operation manual.

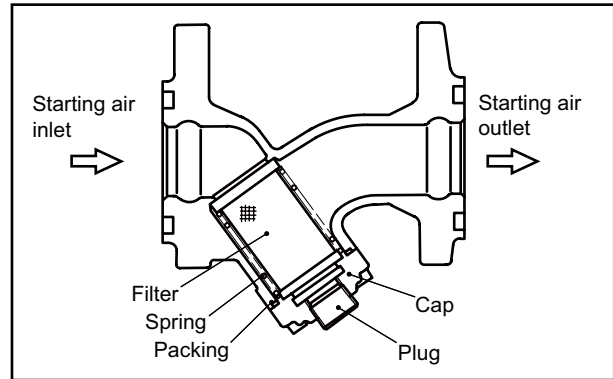


Fig. 8-34 Air Strainer - Drain Water and Clean

### Air Tank - Drain Water

#### **CAUTION**

There are 2 places for draining water in the air tank: drain valve on the top of air tank, and drain handle on the bottom of drain separator.

1. Open the drain valve slowly, and check that water in the tank is drained from drain pipe.
2. After water is drained and the air is discharged in the tank, tighten the drain valve firmly.
3. Loosen the drain handle on the bottom of drain separator. Check that water in the drain separator is discharged from the drain pipe.
4. Close the drain handle after draining water firmly.

Note: If the specification of air tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

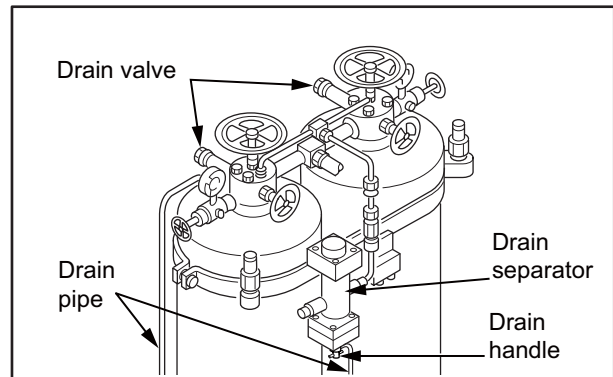


Fig. 8-35 Air tank - Drain water

## Air Tank - Inspect Safety Valve Operation

1. Open the inlet valve of air tank and air pressure gauge valve.
2. Fill air with the air compressor.
3. Check to make sure the safety valve opens to relieve pressure when the air pressure value in the tank is over the standard.  
Pressure in the air tank: 2.94 MPa{30 kgf/cm<sup>2</sup>} [427 psi]  
Safety valve operating pressure (open): 3.14 MPa {32 kgf/cm<sup>2</sup>} [455 psi]  
Safety valve operating pressure (close): 2.84 MPa {29 kgf/cm<sup>2</sup>} [412 psi]
4. If defective in safety valve operation, contact a dealer of Mitsubishi Heavy Industries, Ltd.

Note: If the specification of air tank differs from the contents of this operation manual, follow the manufacturer's operation manual.

# Chapter 9 LONG-TERM STORAGE

## CAUTION

If the engine has been left unattended for 3 months or more, the internal engine parts can rust, and that may cause damage to the engine.

When storing the engine for an extended period of time, be sure to follow the steps below.

## Storing the Engine in an Inoperable Condition for 3 Months or More

### Preparation for Storage

1. Drain the engine oil in-use, and pour rust-preventive oil (NP-10-2).
2. Prepare a fuel mixture containing 50% rust-preventive fuel (NP-9), and fill the fuel tank with it.
3. Run the engine at low idling speeds for 5 to 10 minutes.
4. Immediately before stopping the engine, spray volatile corrosion inhibitor (VCI) through the inlet port to prevent rust on the air intake system.
5. Stop the engine, and drain the fuel mixture from the fuel tank.
6. Apply rust-preventive oil (NP-3) liberally on the exposed sections of mechanical surfaces.
7. Seal the air inlet, exhaust outlet, breather and other openings with an adhesive cloth tape.
8. Loosen the belt.
9. Wrap adhesive cloth tape on the terminals of the starters and alternator, and seal the openings. Cover these sections with polyethylene sheet or processed polyethylene paper, and place desiccants in the polyethylene covers.
10. Disconnect the cables from the battery terminals, and charge the battery. Clean the terminals, apply a thin coat of grease to the terminals, and store the battery in a cool and dry room.
11. Cover the whole engine.

Note: (a) Store the engine in a well-ventilated and dried indoor area.

(b) It is not necessary to drain coolant since it contains LLC. (LLC must be specified concentration. For LLC concentration, refer to "[LLC Concentration](#)" (6-6).)

(c) Post a sign at an easily noticeable place to warn that the fuel tank must be filled with fuel before operating the engine for the first time after storage.

### Recommended Rust-preventive Oil and Corrosion Inhibitor

Table 9-1 Recommended Rust-preventive Oil and Corrosion Inhibitor

| JIS No. | Recommended product   | Usage   |
|---------|---|---|
| K2246   | NP-3<br>Nippon Oil Corporation<br>Anti Rust P-1600                          | Prevention of rust on exposed machined surfaces |
|         | NP-9<br>Nippon Oil Corporation<br>Anti Rust P-2400                          | Prevention of Rust in Fuel System               |
| Z1519   | -<br>Ryokou Chemical Co., Ltd.<br>VCI Diana ND volatile corrosion inhibitor | Prevention of rust in air intake system         |

### Maintenance During Storage

Charge the battery once a month. Check the battery electrolyte for proper level and then charge the battery.

## Using the Engine After Storage

1. Remove the cover from the engine.
2. Connect a fully charged battery.
3. Remove the cover from the starter and alternator.
4. Adjust the belt tension.

Note: Refer to ["Belt and Belt Tension - Inspect and Adjust" \(8-2\)](#) for belt tension adjustment.

5. Remove sealing tapes from the openings of the engine.
6. Connect pipes.
7. Fill the fuel tank with fuel, and bleed air from the fuel system.

Note: For bleeding fuel system, refer to ["Fuel System - Bleed Air" \(3-2\)](#).

8. Check the engine oil and coolant level.
9. Inspect the whole engine.
10. Remove the rocker covers, and lubricate the valve mechanisms.
11. While pulling the manual stop lever, crank the engine for approx 10 seconds using the starter. Stop the operation for approx 1 minute, then, repeat the operation two or three times.
12. After starting up the engine, make sure the engine oil pressure rises.
13. Conduct a warm-up operation for a sufficient duration to fit each part.

Note: For starting the engine, refer to ["Start" \(3-12\)](#).

14. Apply load and increase the engine speed to the rated speed.

## Storing the Engine in an Operable Condition for 3 Months or More

When the engine is not operated during storage of 3 months or more, internal engine parts can rust and lose oil film. As a result, the engine can seize when it is started after storage. To prevent such a risk, the engine must be operated periodically during storage.

### Operating the Engine for Maintenance

Operate the engine for maintenance at least once a month as described below.

1. While pulling the manual stop lever, crank the engine for approx 10 seconds using the starter. Stop the operation for approx 1 minute, then, repeat the operation two or three times.
2. After starting up the engine, make sure the engine oil pressure rises.
3. Operate the engine about 5 to 10 minutes under no load as the maintenance operation.

Note: For starting the engine, refer to ["Start" \(3-12\)](#).



## Lifting the Engine

**WARNING**

To lift the engine, use wire ropes, shackles and slings capable of supporting the weight of the engine.

Attach the wire rope to the hangers provided on the engine using a correct sling.

Keep the engine balanced during lifting by considering the engine's center of gravity.

The hangers equipped with the engine is designed for lifting the engine only. When mounting generator on the engine, use the special hanger of common bed.

Hangers of engine cannot be used.

When mounting marine gear on the engine, be sure not to apply the load on the hangers of engine only. Keep the angle formed by slings attached to hangers within 60°. If the angle exceeds this limit, excessive load could be imposed on the hangers and this could damage the hangers and result in a serious accident. Attach wire ropes to the hangers after removing the pipe cover and the insulator near the hangers. To prevent wire ropes from contacting the engine, use a cloth or other soft padding.

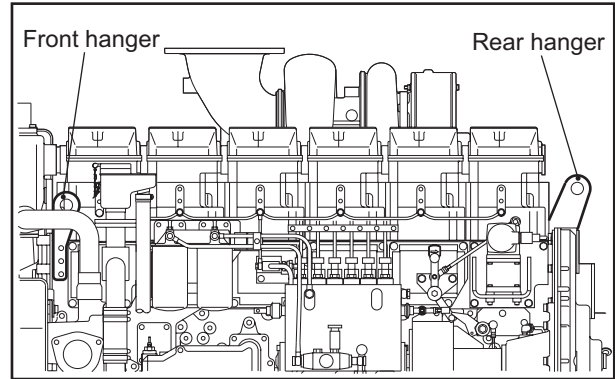


Fig. 10-1 Hanger

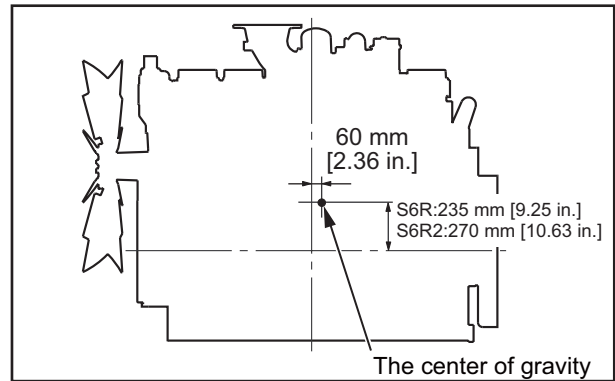


Fig. 10-2 Engine's center of gravity (standard specification)



## General Precautions

### Contact a Dealer of Mitsubishi Heavy Industries, Ltd. for Repair Service

Repairing a malfunctioning engine may require special equipments or involve potentially dangerous work, except for relatively simple procedures such as the change and addition of fuel, engine oil and coolant. When repairing malfunctioning engine, contact a dealer of Mitsubishi Heavy Industries, Ltd.

### Considerations Before Work

Before troubleshooting, consider possible causes of the problem and try to find out if the same problem have occurred in the past.

Check the parts that may be causing the problem in the most efficient order.

When disassembling a component, pay close attention to the disassembly sequence so that you can reassemble the component in reverse order of disassembly.

### Cautions Against Contamination

Dust and foreign materials are the most common cause of rapid wear of parts.

When disassembling a component, take measures to prevent dust and foreign materials from entering the component being disassembled.

### Cautions Regarding Parts Handling

Handle parts carefully.

When replacing parts, use only genuine parts by referring to the parts catalogue.

### Safety Work

Be sure to use wrenches of the correct size. Using a wrench of the wrong size can cause not only nut damage but also the personal injury.

Use correct tools and perform apposite work with the most careful attention.

Be sure to accurately estimate the weight of the part being dismantled. If the removed part is much heavier than you have estimated, it may fall down during lifting and can result in the damage to the parts or personal injury.

## Case of Problems, and Conceivable Causes and Remedies

### The Starter Does Not Crank or Cranks Slowly, Resulting in Start Failure

Table 11-1 The Starter Does Not Crank or Cranks Slowly, Resulting in Start Failure

| Cause              |  | Remedies  |
|--------------------|--|---|
| Electrical system  | Faulty wire connection                 | <ul style="list-style-type: none"> <li>♦Check the DC fuse.</li> <li>♦Check wiring connection between battery, starter and starter switch</li> </ul>                   |
|                    | Insufficiently charged battery         | <ul style="list-style-type: none"> <li>♦Check alternator. (Refer to P8-24)</li> <li>♦Check and adjust belt. (Refer to P8-2)</li> </ul>                                |
|                    | Faulty battery                         | <ul style="list-style-type: none"> <li>♦Check specific gravity of battery electrolyte. (Refer to P8-23)</li> <li>♦Charge battery</li> <li>♦Change battery.</li> </ul> |
|                    | Faulty starter or starter relay        | <ul style="list-style-type: none"> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>  |
| Lubricating system | Oil viscosity too high                 | <ul style="list-style-type: none"> <li>♦Use appropriate engine oil. (Refer to P5-1)</li> </ul>  |
|                    | Excessive oil                          | <ul style="list-style-type: none"> <li>♦Check amount of engine oil and lubrication system. (Refer to P3-9)</li> </ul>   |
| Basic engine       | Rapid wear of sliding parts, or locked | <ul style="list-style-type: none"> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>  |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## The Starter Cranks, but the Engine Does Not Start

Table 11-2 The Starter Cranks, but the Engine Does Not Start

| Cause             |   | Remedies   |
|-------------------|---|--|
| Fuel system       | Run out of fuel, blocked pipe                   | <ul style="list-style-type: none"> <li>•Inspect fuel tank, supply fuel, bleed air. (<a href="#">Refer to P8-6</a>)</li> <li>•Check fuel pipes, valves.</li> </ul>                                  |
|                   | Improper fuel property                          | <ul style="list-style-type: none"> <li>•Use appropriate fuel. (<a href="#">Refer to P4-1</a>)</li> <li>•Remove dust, water impurities. (<a href="#">Refer to P8-6</a>)</li> </ul>                  |
|                   | Fuel leakage in fuel pipes and injection pipes. | <ul style="list-style-type: none"> <li>•Check faults and retighten fuel pipes and injection pipes.</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>                      |
|                   | Clogged fuel filter                             | <ul style="list-style-type: none"> <li>•Inspect and replace fuel filter. (<a href="#">Refer to P8-9</a>)</li> <li>•Clean gauze filter. (<a href="#">Refer to P8-8</a>)</li> </ul>                  |
|                   | Faulty fuel feed pump                           | <ul style="list-style-type: none"> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>   |
|                   | Faulty fuel injection pump                      | <ul style="list-style-type: none"> <li>•Check fuel injection pump rack stroke.</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>  |
|                   | Faulty fuel injection nozzle                    | <ul style="list-style-type: none"> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>   |
| Air intake system | Insufficient amount of air                      | <ul style="list-style-type: none"> <li>•Check turbocharger. (<a href="#">Refer to P8-19</a>)</li> <li>•Clean, inspect and replace air cleaner element. (<a href="#">Refer to P8-21</a>)</li> </ul> |
| Control system    | Faulty governor                                 | <ul style="list-style-type: none"> <li>•Fuel control link - Check (<a href="#">Refer to P3-9</a>)</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>                       |
| Basic engine      | Low compression pressure                        | <ul style="list-style-type: none"> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>   |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## Output Decrease

Table 11-3 Output Decrease

| Cause                     |                                     | Remedies   |
|---------------------------|-------------------------------------|--|
| Fuel system               | Improper fuel property              | •Use appropriate fuel. (Refer to P4-1)   |
|                           | Clogged fuel filter                 | •Inspect and replace fuel filter. (Refer to P8-9)<br>•Clean gauze filter. (Refer to P8-8)  |
|                           | Faulty fuel injection timing        | •Check fuel injection pump couplings.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                           | Improper amount of injected fuel    | •Check fuel injection pump rack stroke.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                           | Faulty fuel feed pump               | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
| Cooling system            | Overheat, overcooled                | •Check fan and heat exchange equipment.<br>•Check control system.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Inlet and exhaust systems | Insufficient amount of air          | •Check turbocharger. (Refer to P8-19)<br>•Clean, inspect and replace air cleaner element. (Refer to P8-21)<br>•Check intake air pressure and leakage of intake air.<br>•Check intake air temperature and ventilation device.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd. |
|                           | Increase resistance of exhaust air. | •Check turbocharger. (Refer to P8-19)<br>•Check exhaust pipes and silencer.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Basic engine              | Low compression pressure            | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty valve timing                 | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Wear of sliding parts               | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
| Control system            | Faulty governor control             | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## Exhaust Smoke is White or Blue

Table 11-4 Exhaust Smoke is White or Blue

| Cause              |                              | Remedies  |
|--------------------|------------------------------|---|
| Fuel system        | Improper fuel property       | •Check cetane index, and use appropriate fuel. ( <a href="#">Refer to P4-1</a> )  |
|                    | Faulty fuel injection timing | •Check fuel injection pump couplings.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                    | Uneven fuel injection        | •Check ignition noise, exhaust smoke temperature.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.                                     |
|                    | Faulty fuel injection nozzle | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Lubricating system | Combustion of engine oil     | •Check amount of engine oil and lubrication system. ( <a href="#">Refer to P3-9</a> )<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd. |
| Cooling system     | Overcooled                   | •Check heat exchanger.<br>•Check control system.<br>•Thermostat - Inspect<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.             |
| Basic engine       | Faulty valve timing          | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                    | Low compression pressure     | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## Exhaust Smoke is Black or Charcoal

Table 11-5 Exhaust smoke is black or charcoal

| Cause                     |                                     | Remedies   |
|---------------------------|-------------------------------------|--|
| Fuel system               | Improper fuel property              | •Use appropriate fuel. (Refer to P4-1)   |
|                           | Faulty fuel feed pump               | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty fuel injection pump          | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty fuel injection nozzle        | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty fuel injection timing        | •Check fuel injection pump couplings.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                           | Uneven fuel injection               | •Check ignition noise, exhaust smoke temperature.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Inlet and exhaust systems | Insufficient amount of air          | •Check turbocharger. (Refer to P8-19)<br>•Clean, inspect and replace air cleaner element. (Refer to P8-21)<br>•Check intake air pressure and leakage of intake air.<br>•Check intake air temperature and ventilation device.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd. |
|                           | Increase resistance of exhaust air. | •Check turbocharger. (Refer to P8-19)<br>•Check exhaust pipes and silencer.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Basic engine              | Low compression pressure            | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty valve timing                 | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Wear of sliding parts               | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
| Control system            | Increase in load                    | •Check control system and governor controller.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.



## Fuel Consumption is High

Table 11-6 Fuel Consumption is High

| Cause                     |   | Remedies   |
|---------------------------|---|--|
| Fuel system               | Faulty fuel injection nozzle                    | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty fuel injection timing                    | •Check fuel injection pump couplings.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                           | Improper fuel property                          | •Use appropriate fuel. ( <a href="#">Refer to P4-1</a> )   |
|                           | Fuel leakage in fuel pipes and injection pipes. | •Check faults and retighten fuel pipes and injection pipes.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Cooling system            | Overcooled                                      | •Check fan and heat exchanger.<br>•Check control system.<br>•Thermostat - Inspect<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Inlet and exhaust systems | Insufficient amount of air                      | •Check turbocharger. ( <a href="#">Refer to P8-19</a> )<br>•Clean, inspect and replace air cleaner element. ( <a href="#">Refer to P8-21</a> )<br>•Check intake air pressure and leakage of intake air.<br>•Check intake air temperature and ventilation device.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd. |
|                           | Increase resistance of exhaust air.             | •Check turbocharger. ( <a href="#">Refer to P8-19</a> )<br>•Check exhaust pipes and silencer.<br>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Basic engine              | Low compression pressure                        | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Faulty valve timing                             | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |
|                           | Rapid wear of sliding parts                     | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.   |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## Engine Oil Consumption is High

Table 11-7 Engine oil Consumption is High

| Cause                     |  | Remedies  |
|---------------------------|--|---|
| Fuel system               | Faulty fuel injection timing           | <ul style="list-style-type: none"> <li>♦Check fuel injection pump couplings.</li> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>   |
| Lubricating system        | Oil leakage to the outside of engine   | <ul style="list-style-type: none"> <li>♦Check oil leakage.</li> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>   |
|                           | Faulty engine oil property (viscosity) | ♦Analyze oil property. Use appropriate engine oil. (Refer to P5-3)  |
|                           | Engine oil temperature is high.        | <ul style="list-style-type: none"> <li>♦Check amount of engine oil and lubrication system. (Refer to P3-9)</li> <li>♦Check oil cooler and oil thermostat</li> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul> |
| Cooling system            | Overheating                            | <ul style="list-style-type: none"> <li>♦Check heat exchanger.</li> <li>♦Check control system.</li> <li>♦Thermostat - Inspect</li> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>                             |
| Inlet and exhaust systems | Spread oil to intake part              | <ul style="list-style-type: none"> <li>♦Check oil leakage to the turbocharger.</li> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>   |
|                           | Wear of valve operating system         | ♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Control system            | Increase in load                       | <ul style="list-style-type: none"> <li>♦Check control system and governor controller.</li> <li>♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>  |
| Basic engine              | Wear of sliding parts                  | ♦Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## Overheating

Table 11-8 Overheating

| Cause          |                                 | Remedies  |
|----------------|---------------------------------|---|
| Cooling system | Low coolant level               | <ul style="list-style-type: none"> <li>•Check coolant leakage</li> <li>•Check coolant level. (<a href="#">Refer to P3-10</a>)</li> </ul>  |
|                | Faulty water pump operation     | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                | Faulty thermostat operation     | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                | Faulty heat exchanger operation | •Check and clean heat exchanger.  |
| Control system | Increase in load                | <ul style="list-style-type: none"> <li>•Check fuel injection pump rack stroke.</li> <li>•Check control system and governor controller.</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul> |
| Basic engine   | Wear of sliding parts           | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |

Note: The table above also include the parts Mitsubishi Heavy Industries, Ltd. does not supply. For the parts Mitsubishi Heavy Industries, Ltd. does not supply, inspect and maintain them following the manufacturer's operation manual.

## Low Engine Oil Pressure

Table 11-9 Low Engine Oil Pressure

| Cause              |  | Remedies  |
|--------------------|--|---|
| Lubricating system | Insufficient amount of engine oil      | •Check amount of engine oil and lubrication system. ( <a href="#">Refer to P3-9</a> )   |
|                    | Faulty engine oil property (viscosity) | •Analyze oil property. Use appropriate engine oil. ( <a href="#">Refer to P5-1</a> )  |
|                    | Engine oil temperature is high.        | <ul style="list-style-type: none"> <li>•Check coolant system.</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>                  |
|                    | Oil filter clogged                     | •Inspect and replace oil filter and bypass oil filter. ( <a href="#">Refer to P8-14</a> )   |
|                    | Faulty oil pump operation              | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                    | Faulty relief valve operation          | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
| Control system     | Oil pressure gauge failure             | <ul style="list-style-type: none"> <li>•Check control system and wire.</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul>         |
| Basic engine       | Increase in load                       | <ul style="list-style-type: none"> <li>•Check fuel injection pump rack stroke.</li> <li>•Consult a dealer of Mitsubishi Heavy Industries, Ltd.</li> </ul> |
|                    | Rapid wear of sliding parts            | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |
|                    | Increase clearance of sliding part.    | •Consult a dealer of Mitsubishi Heavy Industries, Ltd.  |

## When Fuel has Run Out

When fuel runs out while engine is running and the engine has stopped, restart the engine as described below.

1. Return the starter switch to the "OFF" position.
2. Add fuel to the fuel tank.  
For filling fuel tank, refer to ["Fuel Tank Oil Level - Check" \(3-9\)](#).
3. Bleed air from the fuel system.  
For bleeding fuel system, refer to ["Fuel System - Bleed Air" \(3-2\)](#).
4. Restart the engine.  
For starting the engine, refer to ["Start" \(3-12\)](#).

# Chapter 12 MAIN SPECIFICATIONS

## Main Specifications

Table 12-1 Main Specifications

| Item                             | Specifications   |  |
|----------------------------------|--|--|
| Engine model                     | S6R  | S6R2   |
| Type                             | Water-cooled 4-stroke cycle, turbocharged with aircooler                                 |  |
| No. of cylinders - arrangement   | 6 cylinder in-line   |  |
| Cylinder bore x stroke           | ø170 x 180 mm [6.69 x 7.09 in.]  | ø170 x 220 mm [6.69 x 8.66 in.]                              |
| Displacement                     | 24.5 L [1495.31 cu. in.]   | 30.0 L [1830.99 cu.in.]                                      |
| Combustion type                  | Direct injection system  |  |
| Compression ratio                | 14.0 : 1   |  |
| Firing order                     | 1 - 5 - 3 - 6 - 2 - 4  |  |
| Direction of rotation            | Counterclockwise as viewed from flywheel side  |  |
| Dimensions (L x W x H)           | Approx. 1946 x 1082 x 1498 mm<br>[76.61 x 42.60 x 58.98 in.]                             | Approx. 1946 x 1051 x 1578 mm<br>[76.61 x 41.38 x 62.13 in.] |
| Dry weight                       | Approx. 2800 kg [6173 lb.]   | Approx. 2900 kg [6393 lb]                                    |
| Fuel                             | Diesel fuel  |  |
| Fuel injection pump              | Mitsubishi PS6   |  |
| Governor                         | Mechanical oil pressure or electrical type   |  |
| Fuel filter                      | Paper-element type   |  |
| Fuel injection nozzle            | Hole type  |  |
| Fuel injection starting pressure | 34.3 MPa {350 kgf/cm <sup>2</sup> } [4978 psi]   |  |
| Lubrication method               | Forced circulation (pressure feed by oil pump)   |  |
| Lubrication oil                  | Class CF or CH-4 oil (API service classification)  |  |
| Engine oil capacity              | Oil pan: Approx. 84 L [22.19 U.S. gal.],<br>Whole engine: Approx. 94 L [24.83 U.S. gal.] |  |
| Oil filter                       | Paper-element type   |  |
| Oil cooler                       | Water cooled multi-plate   |  |
| Cooling method                   | Forced water cooling   |  |
| Coolant capacity                 | Approx. 50 L [13.21 U.S. gal.]<br>(in engine only)                                       | Approx. 55 L [14.53 U.S. gal.]<br>(in engine only)           |
| Starting system                  | Electrical or pneumatic type   |  |
| Starter                          | DC 24 V -7.5 kW  |  |
| Alternator                       | DC 24 V - 30 A   |  |
| Turbocharger                     | Mitsubishi TD13 or TD15  |  |
| Flywheel                         | Equivalent of SAE. 18 in.  |  |
| Flywheel housing                 | Equivalent of SAE. No.0  |  |

Note: (a) The specification above are subject to change without prior notice.

(b) The specification above are described for the standard model. The special model specifications may differ from those.

