MARINE GENSETS DIESEL ENGINE

General Catalog

DAIHATSU

DAIHATSU DIESEL MFG.CO.,LTD.

Next Stage

Advancing toward a New Horizon

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

e-Diesel

6DE-18

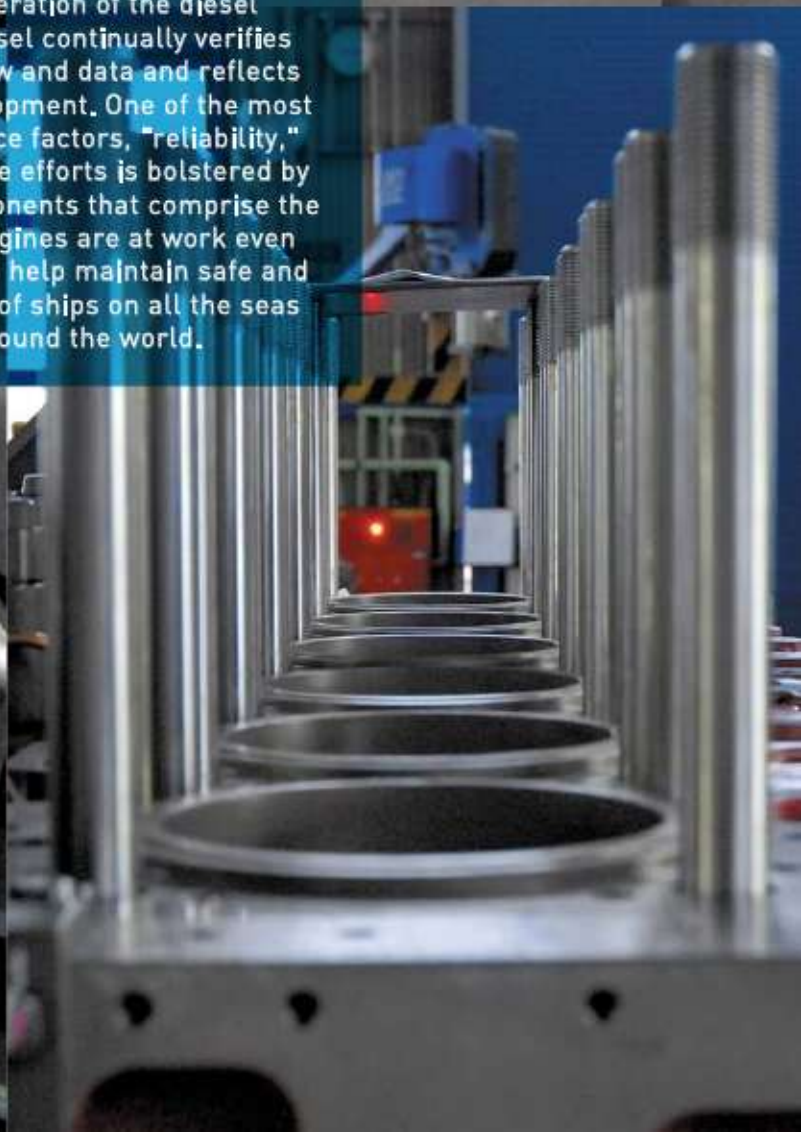
DAIHATSU DIESEL
Since 1907

6DE-23

8DE-33

Continually refining technologies All for achieving higher reliability

For the safe and reliable operation of a marine power generator, nothing is more important than the stable operation of the diesel engine. Daihatsu Diesel continually verifies accumulated knowhow and data and reflects them in product development. One of the most important performance factors, "reliability," achieved through those efforts is bolstered by all the parts and components that comprise the diesel engine. Our engines are at work even at this very moment to help maintain safe and worry-free operation of ships on all the seas and oceans around the world.



Clean & Powerful

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

e-Diesel

Certified by eight classification societies in the world

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


ABS


BV


CCS


DNV·GL

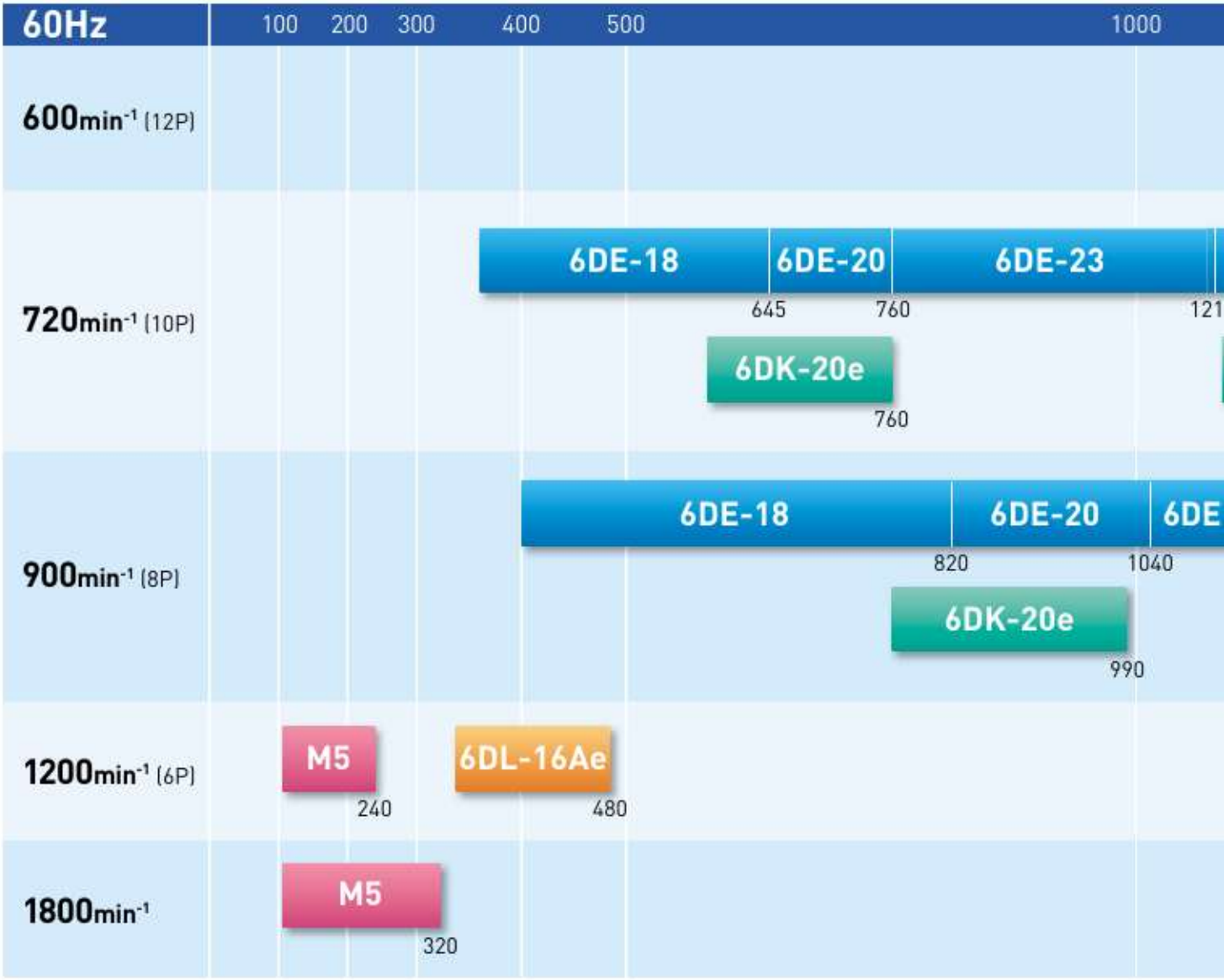

KR


LRS


NK


RS

Engine output chart



Output values vary depending on generator efficiency.

Output values vary depending on generator efficiency.


2000
3000
4000
5000
6000
7000
8000 (kWe)
6DK-36e
8DK-36e
12DK-36e
3380
4345
6370
8DEL-23
6DE-28
8DE-28
6DE-33
8DE-33
5
1650
2015
2690
3475
4630
6DK-26e
6DK-28e
8DK-28e
6DC-32e
8DC-32e
12DC-32e
16DC-32e
1765
2015
2690
2895
3860
5790
7720
-23
8DEL-23
1425
2080


2000
3000
4000
5000
6000
7000
8000 (kWe)
6DK-36e
8DK-36e
12DK-36e
3380
4345
6370
8DEL-23
6DE-28
8DE-28
5
1650
2015
2690
6DK-26e
6DK-28e
8DK-28e
6DC-32e
8DC-32e
12DC-32e
16DC-32e
1765
2015
2690
2895
3860
5790
7720

DE-18

Main data

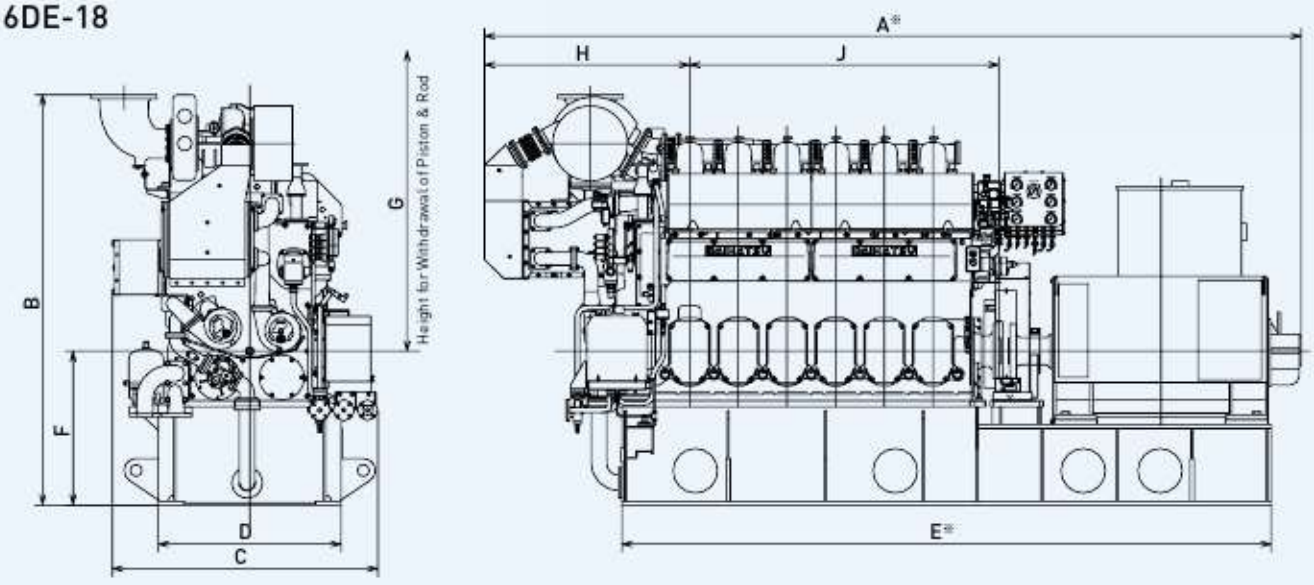
Cylinder bore : 185mm
Piston stroke : 280mm
No. of cylinder : 6
Pme : 2.5MPa
Piston speed : 8.4m/sec.(at 900min^{-1})
6.72m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output	
	Engine speed (min^{-1})		720/750	900
6DE-18	Engine	kWm	**680**	**860**
	Generator	kWe	**645**	**820**

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

6DE-18



Dimensions and weights

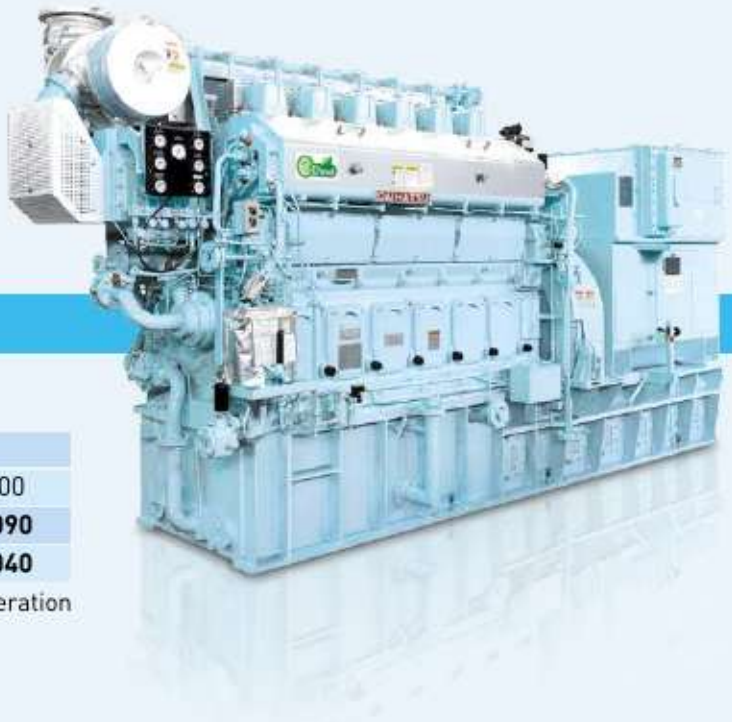
Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DE-18	**4850**	**2400**	**1540**	**1070**	**3820**	**900**	**1400**	**1200**	**1810**	**13.0**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DE-20

Main data

Cylinder bore : 205mm
Piston stroke : 300mm
No.of cylinder : 6
Pme : 2.16 ～ 2.45MPa
Piston speed :9.00m/sec.(at 900min^{-1})
7.20m/sec.(at 720min^{-1})
Fuel oil : MDO～up to 700mm^2/s/50℃ HFO

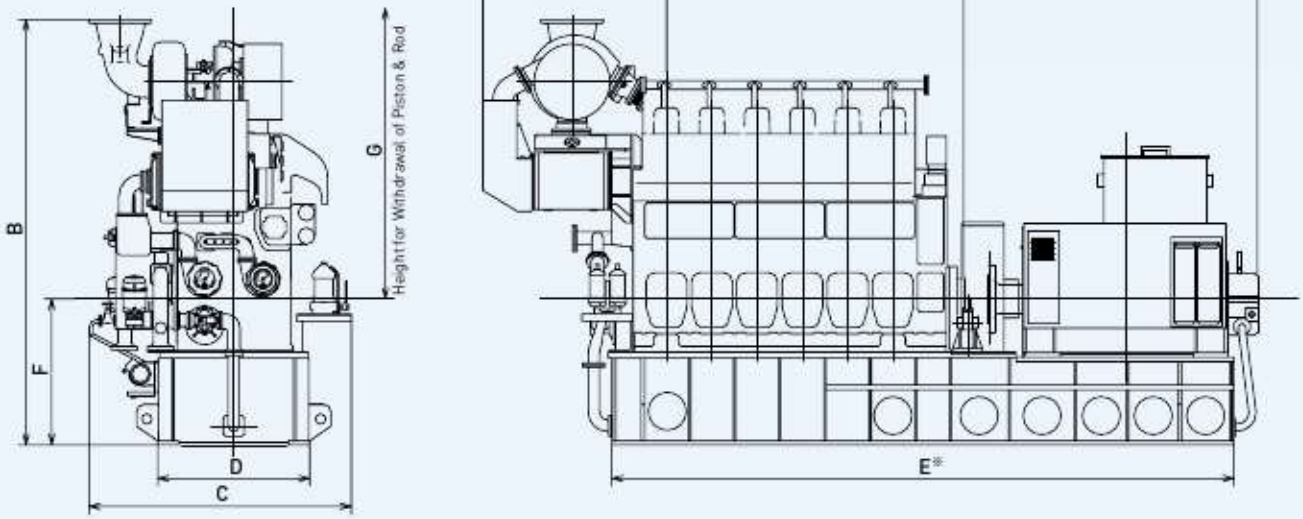


Main specifications

Model			Output	
	Engine speed (min^{-1})		720/750	900
6DE-20	Engine	kWm	**800**	**1090**
	Generator	kWe	**760**	**1040**

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

6DE-20



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DE-20	**5480**	**2890**	**1800**	**960**	**4430**	**1000**	**1575**	**1240**	**2035**	**16.0**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DE-23

Main data

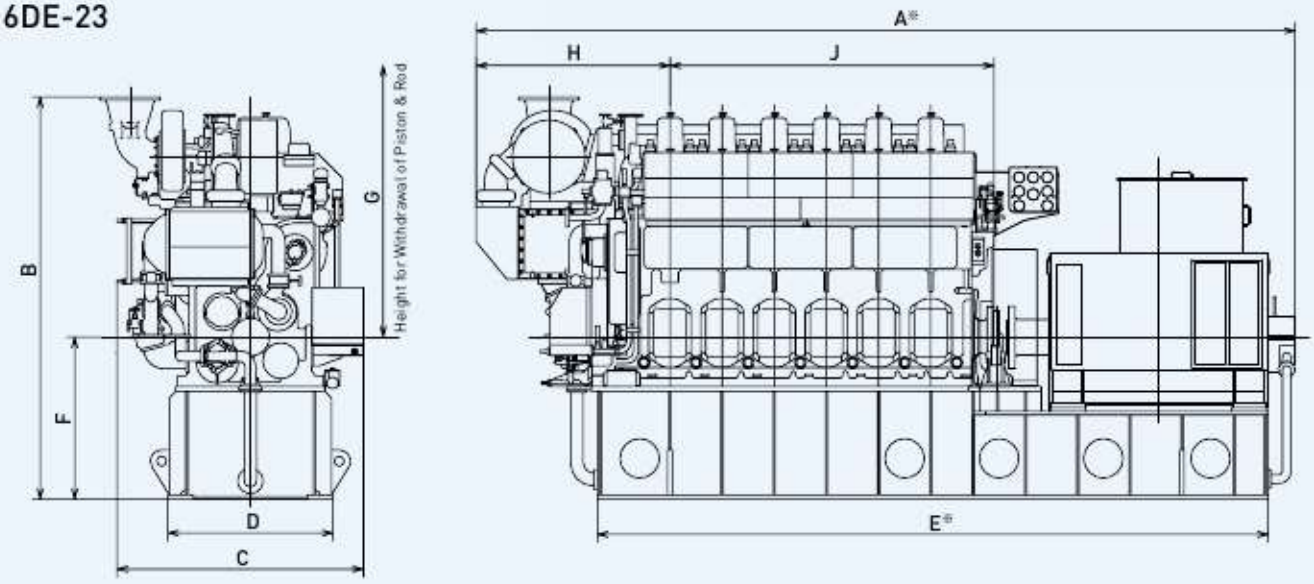
Cylinder bore : 230mm
Piston stroke : 320mm
No.of cylinder : 6
Pme : 2.5MPa
Piston speed : 9.6m/sec.(at 900min^{-1})
7.68m/sec.(at 720min-^{1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output	
	Engine speed (min^{-1})		720/750	900
6DE-23	Engine	kWm	**1280**	**1500**
	Generator	kWe	**1215**	**1425**

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

6DE-23



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DE-23	**6100**	**2840**	**1780**	**1020**	**5040**	**1150**	**1660**	**1400**	**2300**	**23.0**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DEL-23

Main data

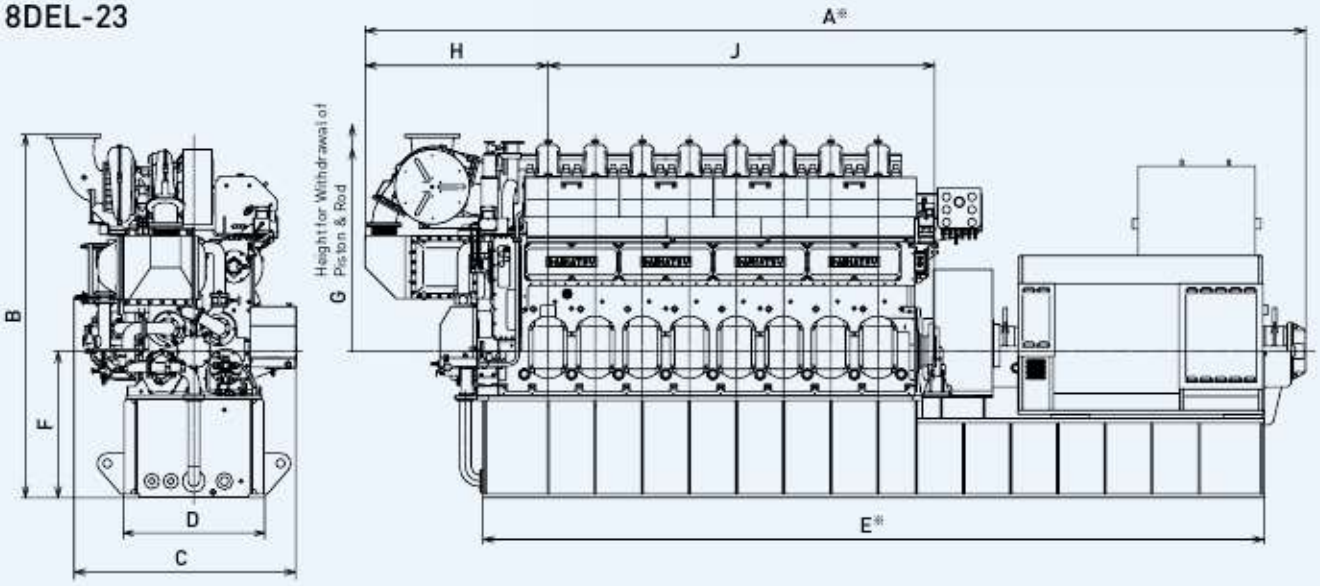
Cylinder bore : 230mm
Piston stroke : 350mm
No.of cylinder : 8
Pme : 2.41～2.52MPa
Piston speed : 10.5m/sec. (at 900min^{-1})
8.4m/sec. (at 720min-^{1})
Fuel oil : MDO～up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output	
	Engine speed (min^{-1})		720/750	900
8DEL-23	Engine	kWm	**1750**	**2200**
	Generator	kWe	**1650**	**2080**

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

8DEL-23



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
8DEL-23	**7390**	**2860**	**1900**	**1110**	**6140**	**1150**	**1780**	**1440**	**3050**	**30.0**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DE-28

Main data

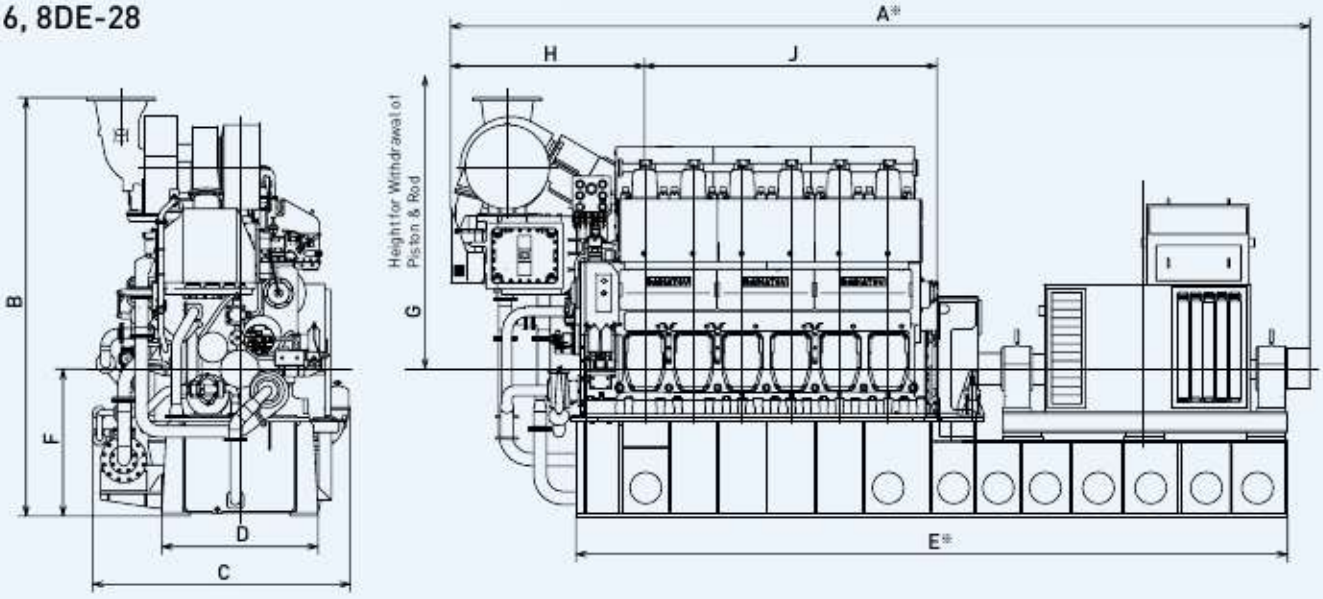
Cylinder bore : 285mm
Piston stroke : 390mm
No.of cylinder : 6, 8
Pme : 2.33~2.43MPa
Piston speed : 9.36m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output
	Engine speed (min^{-1})		720/750
6DE-28	Engine	kWm	**2100**
	Generator	kWe	**2015**
8DE-28	Engine	kWm	**2800**
	Generator	kWe	**2690**

The generator output values are based on power generation efficiency of approximately 96%.

6, 8DE-28



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DE-28	6825	3710	2235	1230	6100	1300	2065	1095	2580	35.0
8DE-28	7865	3830			6780				3440	45.5

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DE-33

Main data

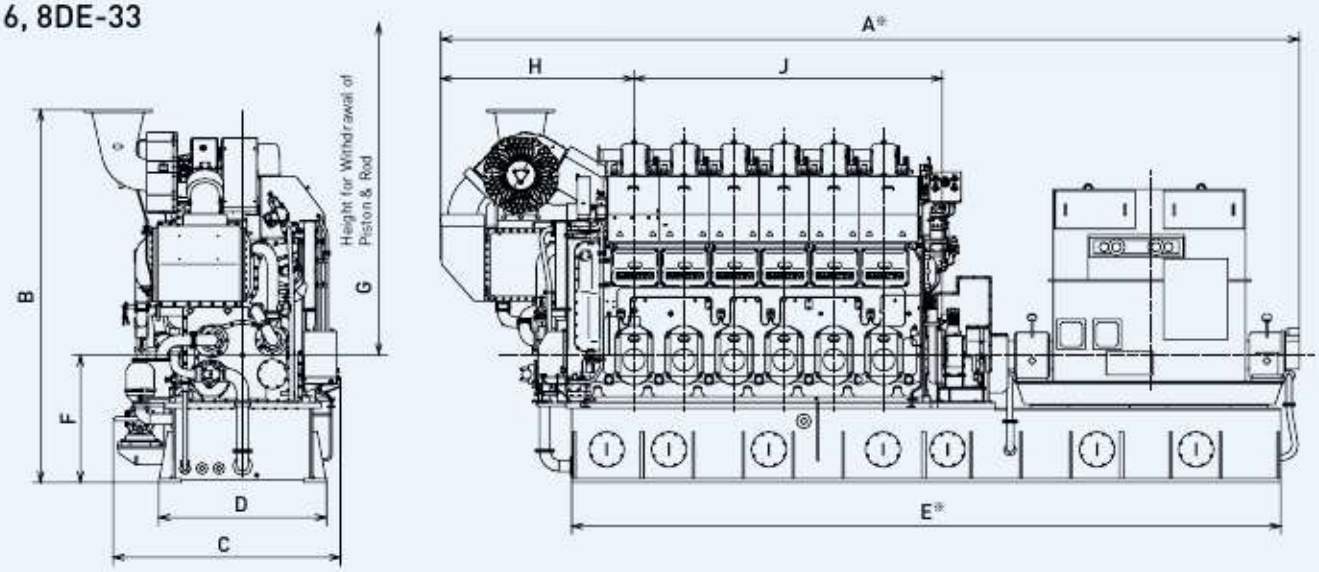
Cylinder bore : 330mm
Piston stroke : 440mm
No.of cylinder : 6, 8
Pme : 2.66MPa
Piston speed : 10.56m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output
	Engine speed (min^{-1})		720
6DE-33	Engine	kWm	**3600**
	Generator	kWe	**3475**
8DE-33	Engine	kWm	**4800**
	Generator	kWe	**4630**

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

6, 8DE-33



Dimensions and weights

Model	Dimension (mm)									Dry Weight * (ton)
	A	B	C	D	E	F	G	H	J	
6DE-33	9110	3950	2410	1780	7520	1350	2570	2050	3270	69.1
8DE-33	10390	4150			8800				4330	83.7

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DC-32e

Main data

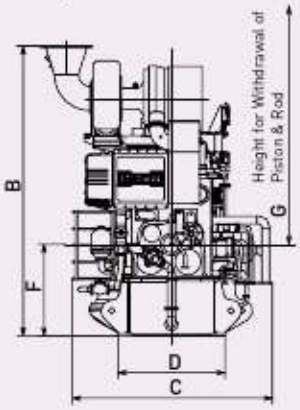
Cylinder bore : 320mm
Piston stroke : 400mm
No.of cylinder : 6, 8,12 ,16
Pme : 2.59MPa
Piston speed : 9.6m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

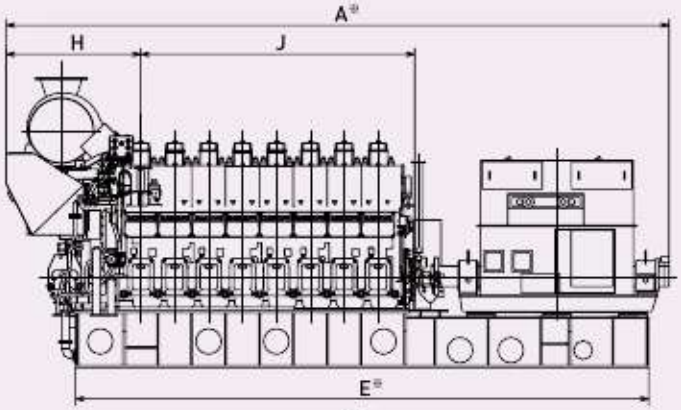
Main specifications

Model			Output
	Engine speed (min^{-1})		720/750
6DC-32e	Engine	kWm	**3000**
	Generator	kWe	**2895**
8DC-32e	Engine	kWm	**4000**
	Generator	kWe	**3860**
12DC-32e	Engine	kWm	**6000**
	Generator	kWe	**5790**
16DC-32e	Engine	kWm	**8000**
	Generator	kWe	**7720**

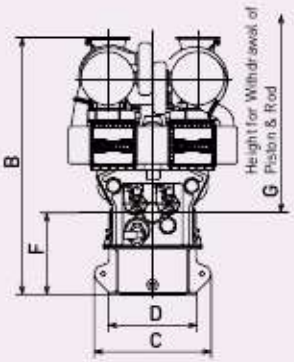
The generator output values are based on power generation efficiency of approximately 96.5%.

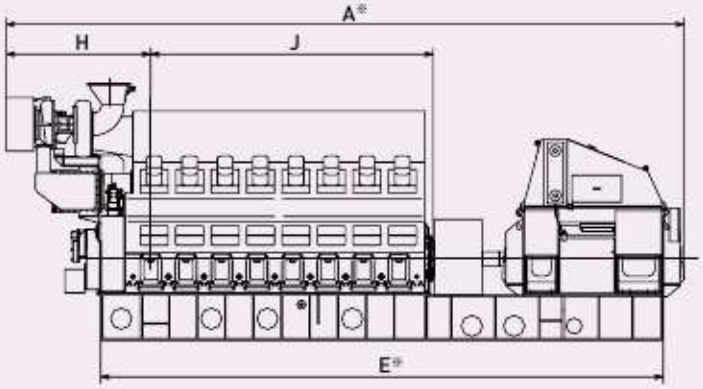
6, 8DC-32e





12, 16DC-32e





Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DC-32e	8295	3820	2345	1350	7275	1350	2295	1685	3040	58.0
8DC-32e	9580	4020			8700				4040	67.0
12DC-32e	10350	4735	2400	1480	9500	1550	2830	2500	4000	115.0
16DC-32e	12000				10500			3000	5000	140.0

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DK-20e

Main data

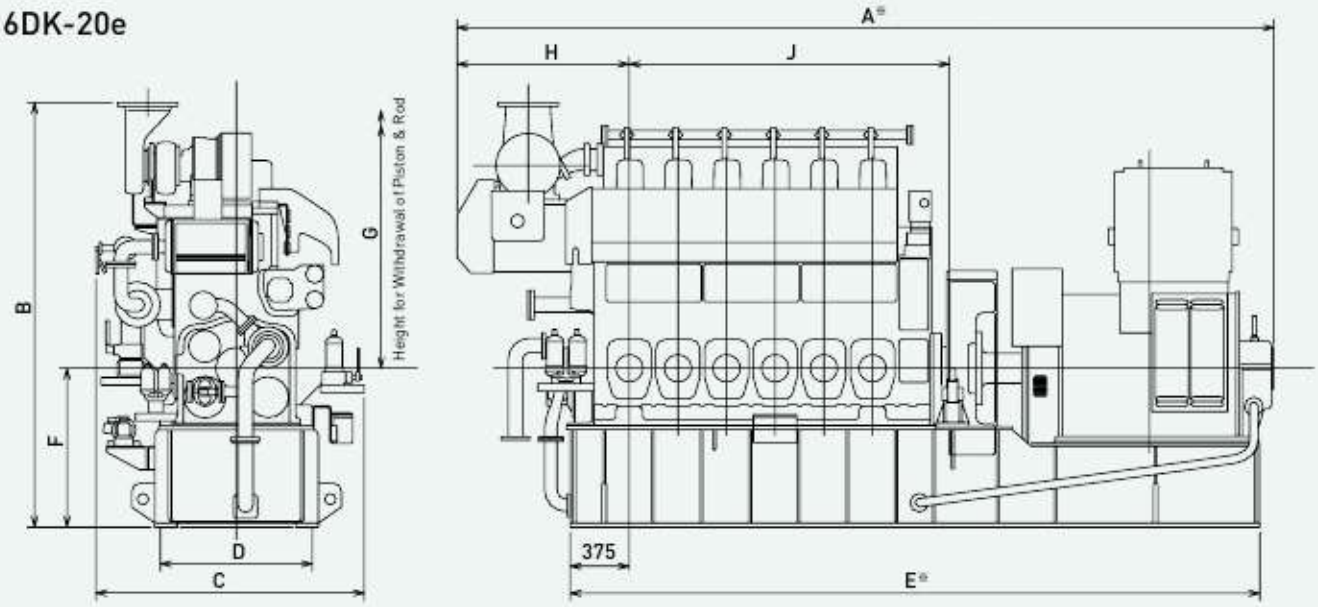
Cylinder bore : 200mm
Piston stroke : 300mm
No.of cylinder : 6
Pme : 2.16~2.45MPa
Piston speed : 9.00m/sec. (at 900min^{-1})
7.20m/sec. (at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output	
	Engine speed (min^{-1})		720/750	900
6DK-20e	Engine	kWm	**800**	**1040**
	Generator	kWe	**760**	**990**

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

6DK-20e



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DK-20e	**5480**	**2890**	**1800**	**960**	**4430**	**1000**	**1575**	**1240**	**2035**	**16.0**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DK-26e

Main data

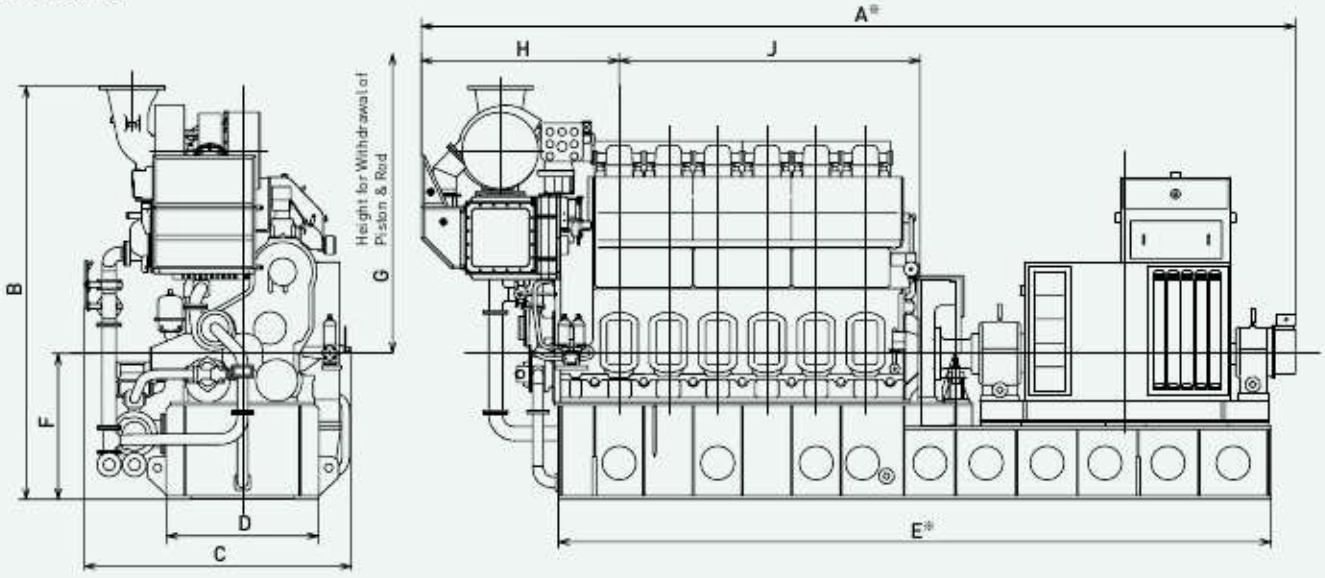
Cylinder bore : 260mm
Piston stroke : 380mm
No.of cylinder : 6
Pme : 2.11~2.43MPa
Piston speed : 9.12m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output
	Engine speed (min^{-1})		720/750
6DK-26e	Engine	kWm	**1840**
	Generator	kWe	**1765**

The generator output values are based on power generation efficiency of approximately 96%.

6DK-26e



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DK-26e	**6465**	**3310**	**1990**	**1190**	**5400**	**1200**	**1970**	**1580**	**2470**	**30.0**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DK-28e

Main data

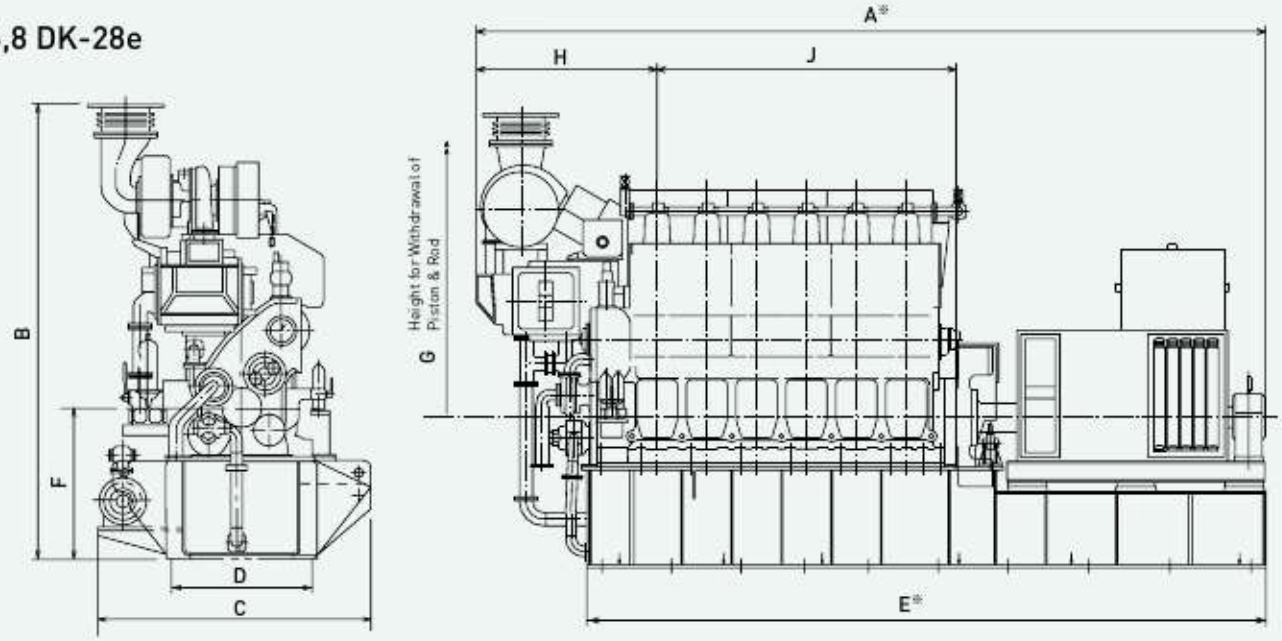
Cylinder bore : 280mm
Piston stroke : 390mm
No.of cylinder : 6, 8
Pme : 2.33~2.43MPa
Piston speed : 9.36m/sec.(at 720min^{-1})
Fuel oil : MDO~up to 700mm^2/s/50℃ HFO

Main specifications

Model			Output
	Engine speed (min^{-1})		720/750
6DK-28e	Engine	kWm	**2100**
	Generator	kWe	**2015**
8DK-28e	Engine	kWm	**2800**
	Generator	kWe	**2690**

The generator output values are based on power generation efficiency of approximately 96%.

6,8 DK-28e



Dimensions and weights

Model	Dimension (mm)									Dry Weight * (ton)
	A	B	C	D	E	F	G	H	J	
6DK-28e	6825	3710	2235	1230	6100	1300	2065	1095	2580	35.0
8DK-28e	7865	3830			6780				3440	45.5

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DK-36e

Main data

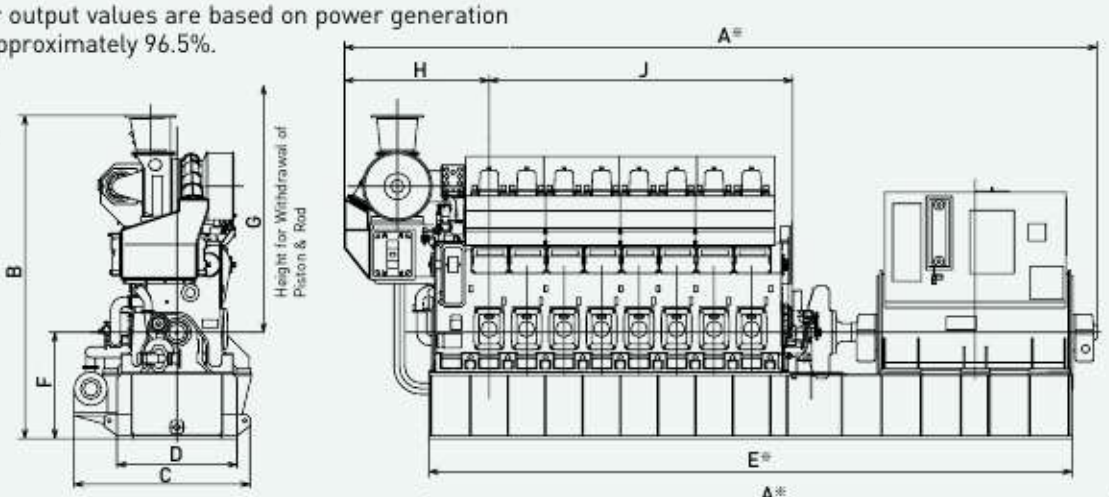
Cylinder bore : 360mm
Piston stroke : 6,8DK; 480mm, 12DK; 460mm
No.of cylinder : 6, 8(in-line),12(Vee)
Pme : 2.30~2.39MPa
Piston speed : 6,8DK; 9.60m/sec. 12DK; 9.20m/sec.
Fuel oil : MDO~up to 700mm²/s/50℃ HFO

Main specifications

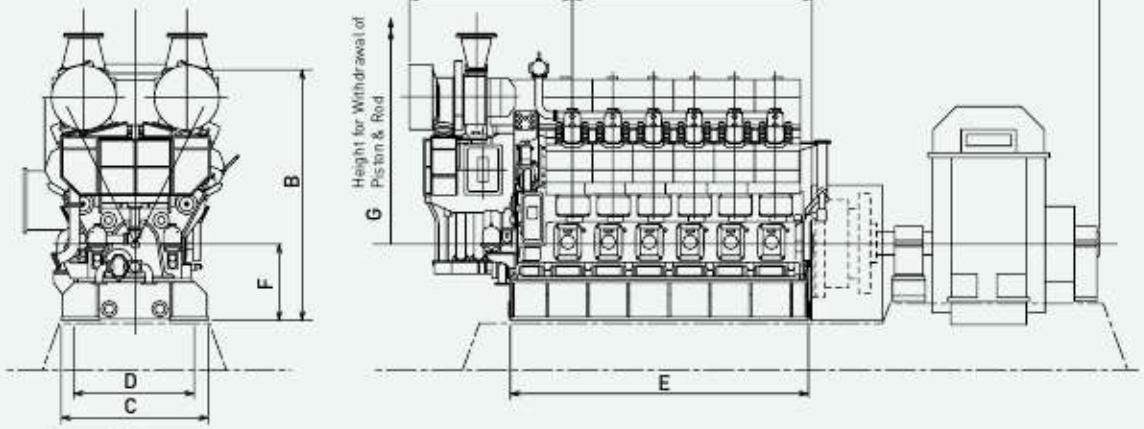
Model			Output
	Engine speed (min⁻¹)		600
6DK-36e	Engine	kWm	**3500**
	Generator	kWe	**3380**
8DK-36e	Engine	kWm	**4500**
	Generator	kWe	**4345**
12DK-36e	Engine	kWm	**6600**
	Generator	kWe	**6370**

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

6, 8DK-36e



12DK-36e



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
6DK-36e	7500	3818	3360	2300	7400	1800	2930	1965	3445	73.0
8DK-36e	9430	4280	2500		7900				4575	95.0
12DK-36e	11728				5065 Eng only	1325	2710	2764	4074	85.0 Eng only

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

DL-16Ae

Main data

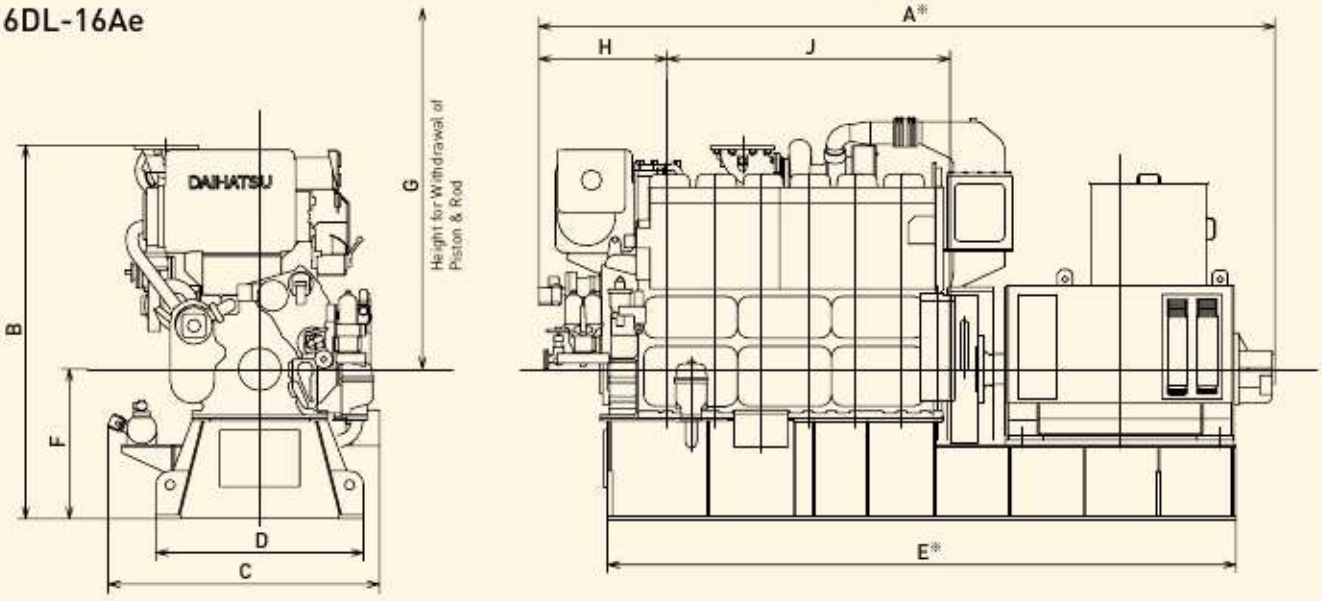
Cylinder bore : 165mm
Piston stroke : 210mm
No.of cylinder : 6
Pme : 1.97MPa
Piston speed : 8.40m/sec.
Fuel oil : MDO

Main specifications

Model			Output
	Engine speed (min^{-1})		1200
6DL-16Ae	Engine	kWm	**530**
	Generator	kWe	**480**

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

6DL-16Ae



Dimensions and weights

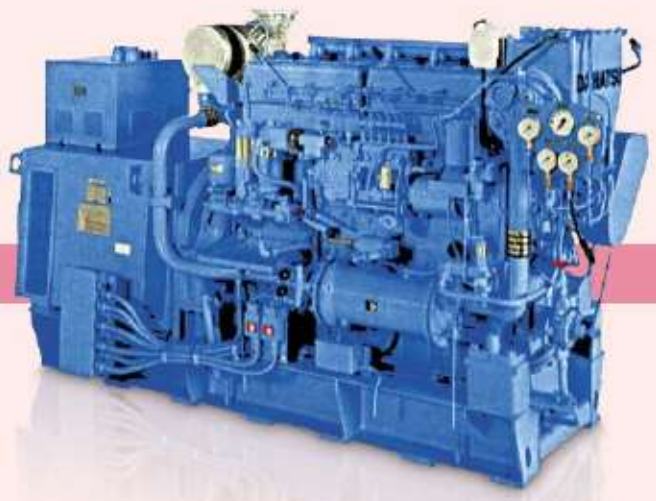
Model	Dimension (mm)									Dry Weight * (ton)
	A	B	C	D	E	F	G	H	J	
6DL-16Ae	**3700**	**1800**	**1230**	**960**	**3260**	**750**	**1195**	**645**	**1418**	**5.9**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

M5

Main data

Cylinder bore : 145mm
Piston stroke : 160mm
No.of cylinder : 6
Pme : 1.97MPa
Piston speed : 8.40m/sec.
Fuel oil : MDO

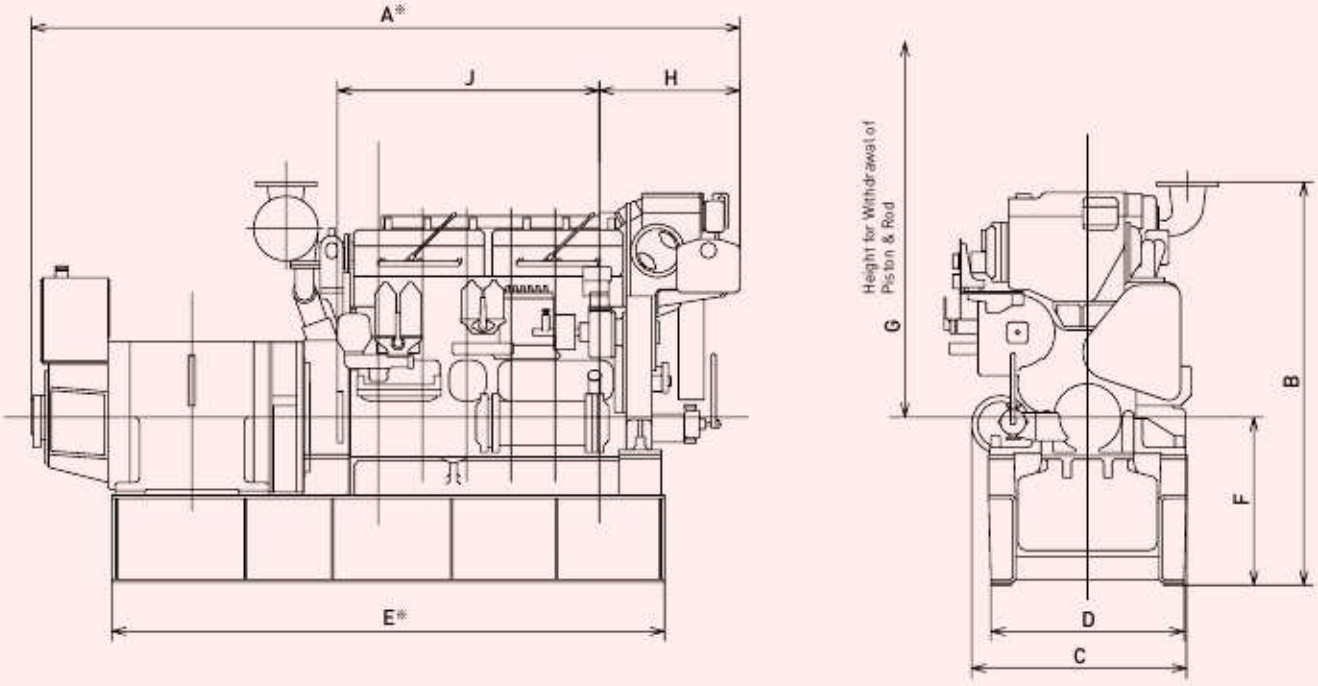


Main specifications

Model			Output	
	Engine speed (min^{-1})		1200	1800
M5	Engine	kWm	**265**	**353**
	Generator	kWe	**240**	**320**

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

M5



Dimensions and weights

Model	Dimension (mm)									Dry Weight ※ (ton)
	A	B	C	D	E	F	G	H	J	
M5	**3210**	**1711**	**1135**	**840**	**2550**	**720**	**1130**	**628**	**1125**	**4.2**

※ Actual dimensions and weights may vary depending on the specifications of the generator unit.

Selective Catalytic Reduction

SCR System Patented

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

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

Statement of Compliance for IMO NOx Tier III

1 NOx removal performance compliant with IMO NOx Tier III standards

2 Compact design for easy onboard installation

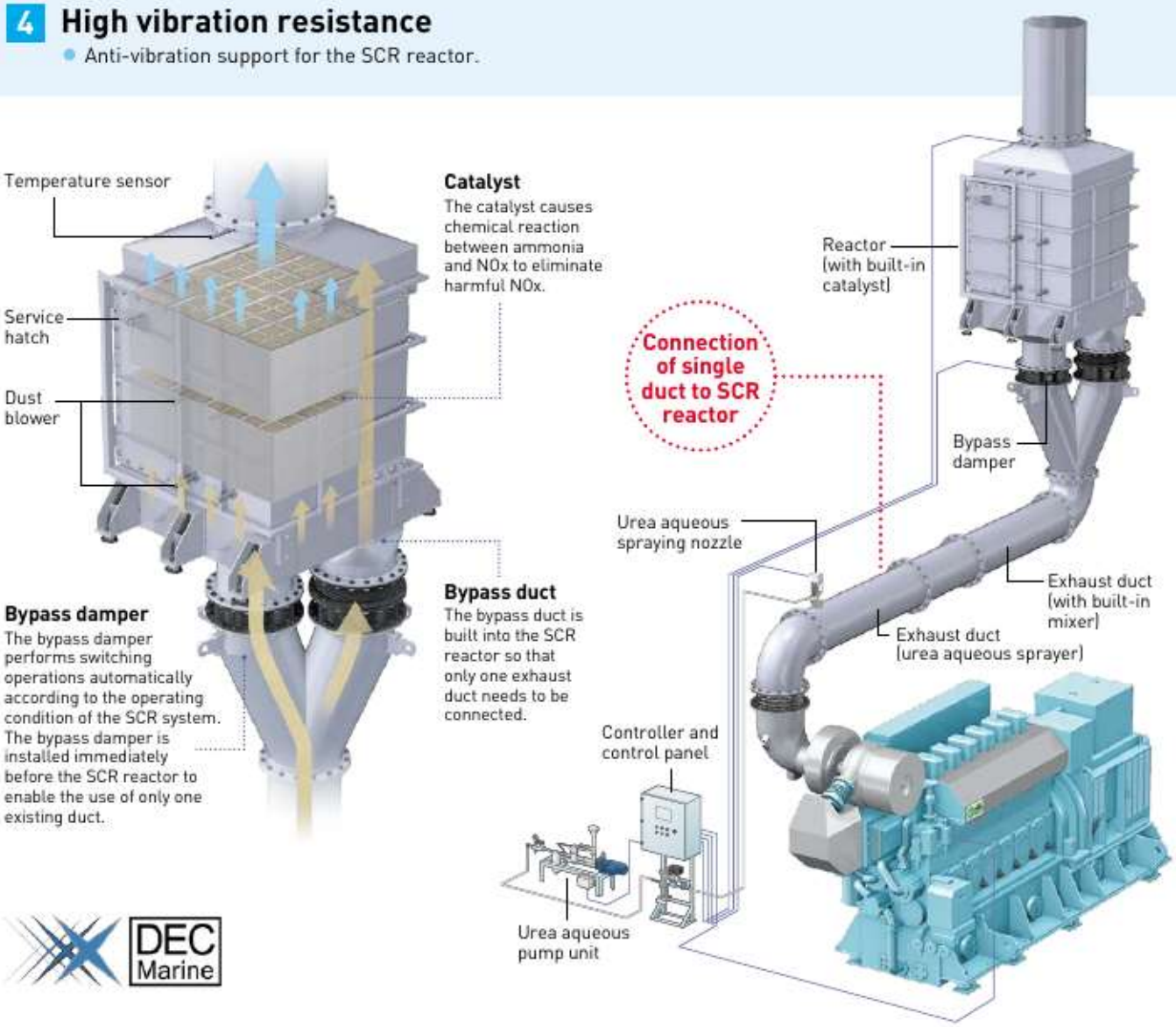
- The SCR reactor can be mounted vertically or horizontally.
  (*Horizontal mounting is possible for models up to SCR81B.)
- A unique nozzle sprays urea aqueous microparticles to reduce the vaporization distance.
- A built-in auto-switching bypass damper reduces duct connection to only two locations: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

3 Low running cost

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

4 High vibration resistance

- Anti-vibration support for the SCR reactor.



DEC Marine

For the SCR NOx reduction system

AUS Generator

AUS: AQUEOUS UREA SOLUTION

D-Power SCR
Urea Solution Device

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

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

1 Dispense with large, space-consuming AUS storage tanks

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

2 Save money on your AUS

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

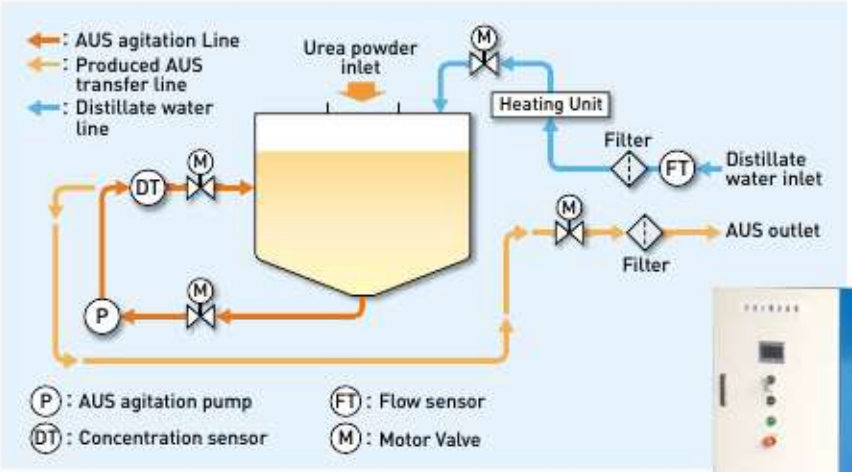
3 Loading urea powder is easier than loading AUS

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

4 The same high quality AUS every time

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

Structure



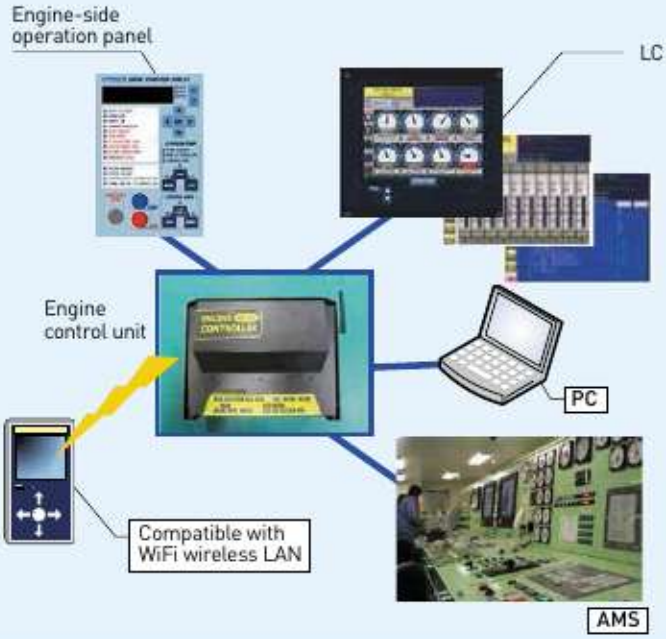
The material of pipe, valve, and fittings shall be made of stainless steel from urea solution outlet to shipyard storage tank.

Engine Controller

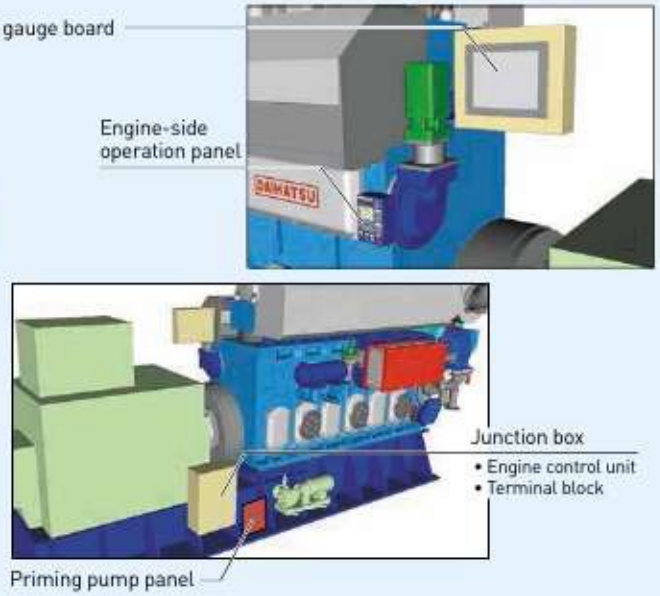
Improving engine reliability
An engine safety/control system for next-generation engines

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

Links between the engine control unit and other devices



Example installation on engine



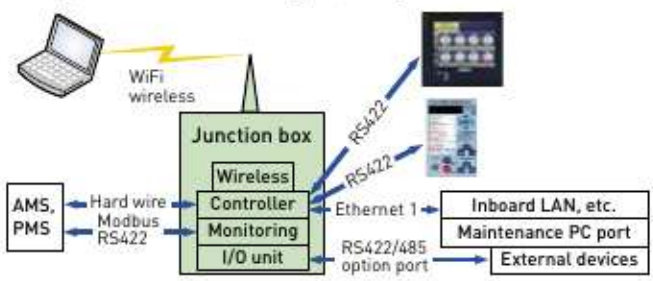
Pursuit of safety, security, and ease of use for the owner and the crew

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

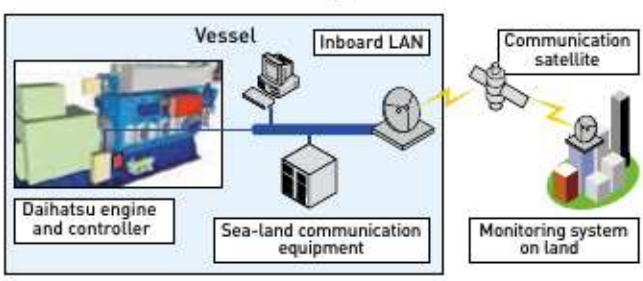
Meeting the users' needs

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

Engine controller input/output features



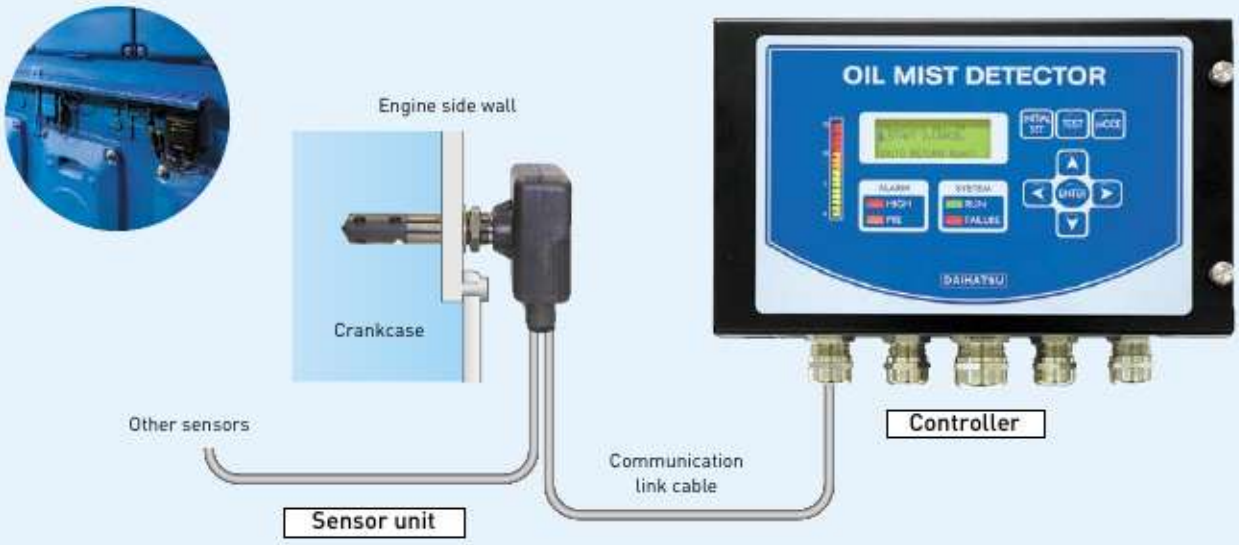
Connection to inboard system



Oil mist detector

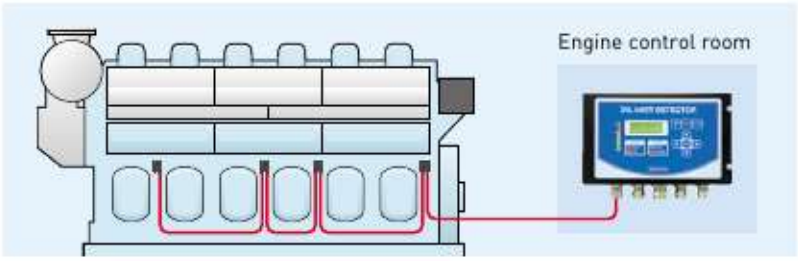
MD-SX (Sensor type)

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



MD-SX II

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



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

Specifications

	Sensor unit	Controller
Function	Oil mist concentration & mist level output	Mist level indication & alarm monitoring
Detection point / No. of sensor unit	1Point / 1 Unit	16 units (max.) / 1Eng. (8 units ×2Eng.)
Mist Detection / Detection time	Natural diffusion system / Continuous	Response time≦1sec
Detection system / Concentration	Optical dispersion system	0–2.0mg / l
Display / Operation	3 color LEDs (Power, Alarm, Failure)	•Mist level: 3-color bar-graph indication •LED: 4 color LEDs (Run, Pre alarm, High alarm, Failure) •LCD •Key switch
Contact output		5 Points (AC125V-0.4A / DC24V-2A) (2×Pre alarm, 2×High alarm, Failure)
Power supply	Supply from controller	DC24V (+30%–-25%)
Power consumption	60mA (max.) / 1Unit	1.5A (max.) (internal:0.5A)
Protection class	IP 55	IP55
Weight	500g include ACCESSORY (NUT etc.)	4.0Kg
Paint color	Munsell N1.0 (Black)	Munsell N1.0 (Black)

Oil mist monitor
DOMM

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

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

Sensor unit

Engine control room

Controller

Sensor Location (Example)

Beside rudder unit

Beside generator engine

Beside main engine's turbocharger

Specifications

	Sensor unit	Controller
Function	Oil mist concentration & mist level output	Mist level indication & alarm monitoring
Detection point / No. of sensor unit	1Point /1 Unit	16 units (max.)
Mist Detection / Detection time	Suction type / Continuous	Response time≦1sec
Detection system / Concentration	Optical dispersion system	0–1.2mg/l
Display / Operation	3 color LEDs (Power, Alarm, Failure)	•Mist level : 3-color bar-graph indication •LED: 4 color LEDs (Run, Pre alarm, High alarm, Failure) •LCD •Key switch
Contact output		5 Points (AC125V-0.4A / DC24V-2A) (2×Pre alarm, 2×High alarm, Failure)
Power supply	Supply from controller	DC24V (+30%–-25%)
Power consumption	230mA(max.) / 1 set (Sensor unit 60 mA (max.) / 1 Unit)	4.2 A (max.) (internal : 0.5 A)
Protection class	IP 55 (Except a fan hood)	IP55
Weight	About 2.3Kg (Sensor unit : about 500g)	4.0Kg
Paint color	Munsell N1.0 (Black)	Munsell N1.0 (Black)

Moriyama Factory / Himeji Factory

From Moriyama and Himeji to the world

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

Moriyama Factory

Facilities/Equipment

Training Center

Technology Development Center

Research building

Photovoltaic power generation

Logistics Center

Historical Literature Museum

Power recovery system

New Himeji Factory Scheduled to commence operation in October 2018

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