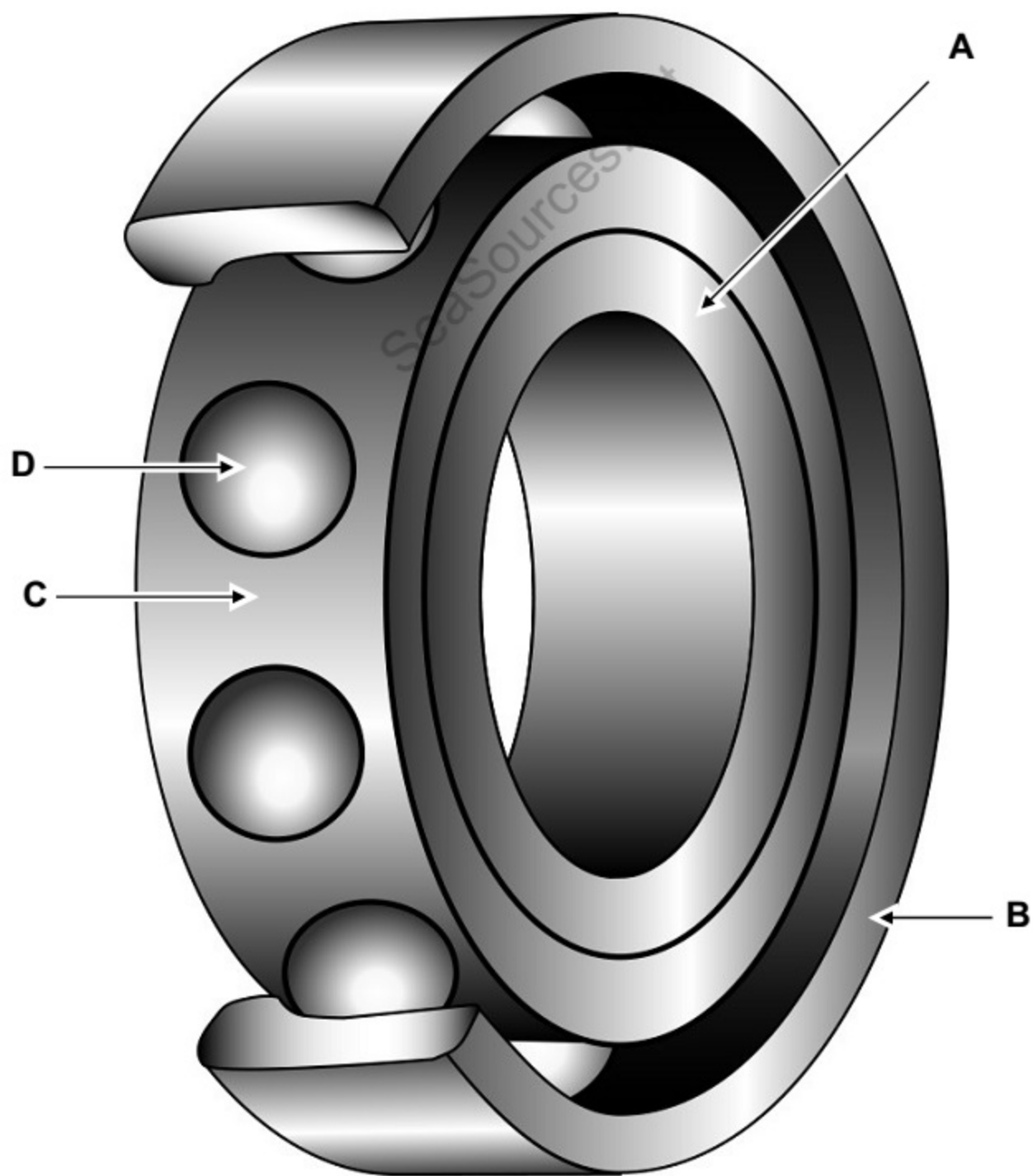
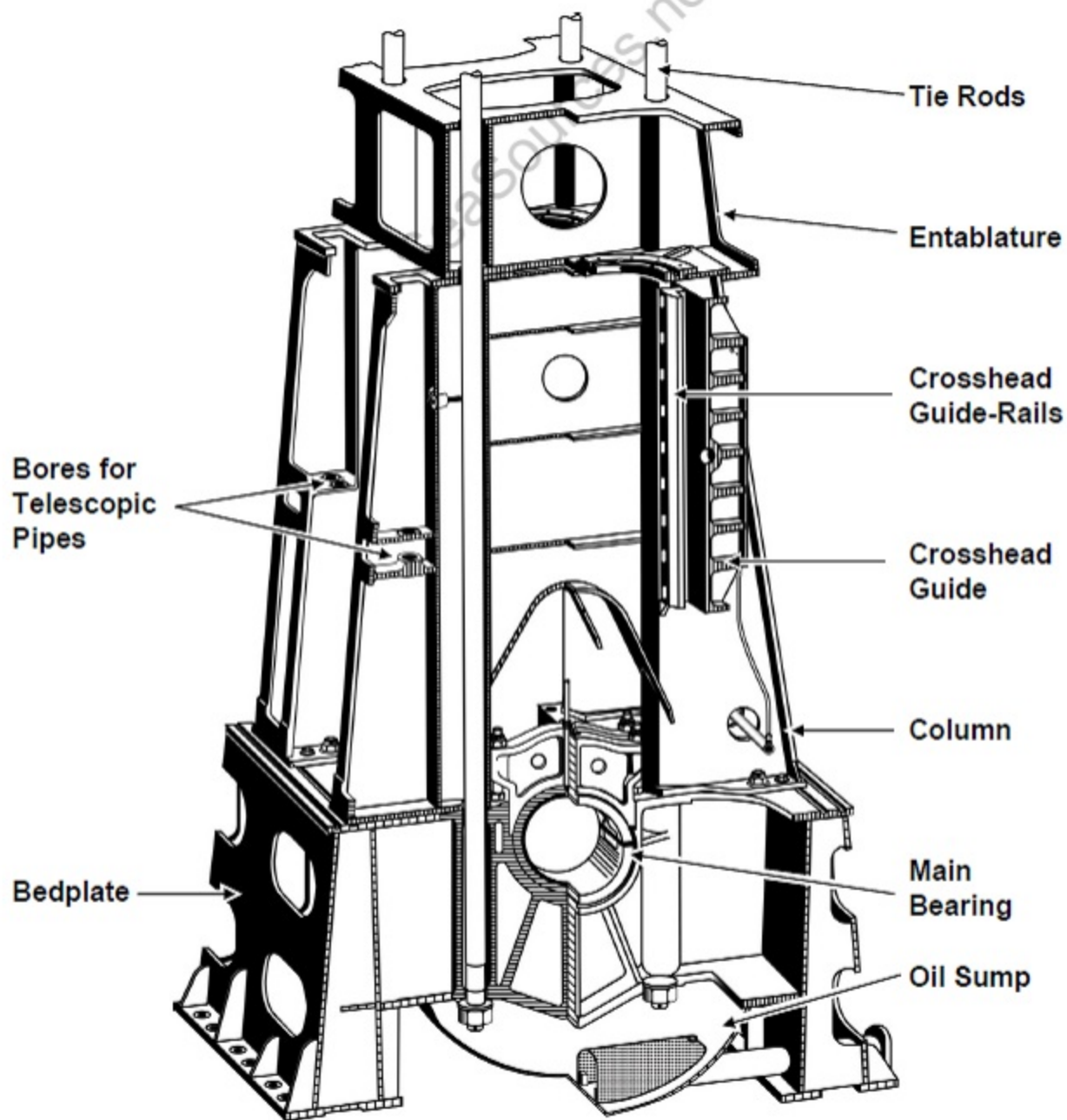


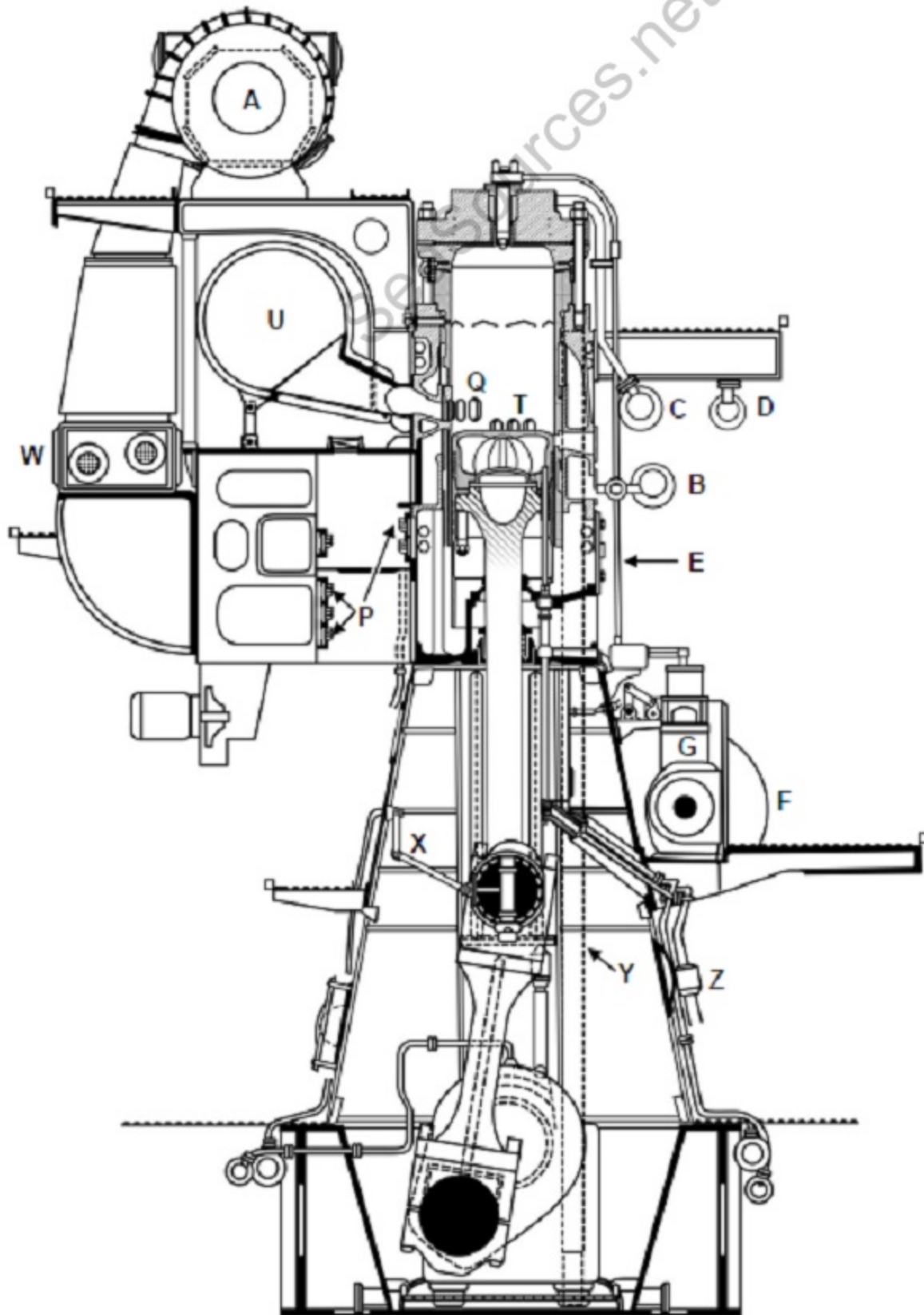
MO-0001



MO-0002



MO-0003



MO-0004

DIESEL — NON REVERSIBLE MARINE ENGINE

MODEL DMRV—16—4 ENGINE SERIAL NUMBER 72001 TO 72010 Inclusive

B.M.E.P. 182 PSI

NO. CYCLES 4 NO. CYLINDERS 16

BORE 17" STROKE 21"

H.P. 7000 AT 400 R.P.M.

TOTAL DISPLACEMENT 76,266 CUBIC INCHES

*FUEL INJECTION TIMING 22° Left Bank / 20° Right Bank BEFORE TOP CENTER

SET 1 inch Left Bank / 7/8 inch Right Bank BEFORE TOP CENTER ON
51 IN. DIAMETER FLYWHEEL

FIRING ORDER 1L—8R—4L—5R—7L—2R—3L—6R—8L—1R—5L—4R—2L—7R—6L—3R

FUEL INJECTION PUMP RACK AT FULL LOAD 31.5 MM No. 2 Diesel Fuel Oil / 30.0 MM3600 SSU Heavy Fuel

STARTING SYSTEM Pilot Air— Gear Driven Distributor

CRANKSHAFT ROTATION Clockwise (VIEWED FROM FLYWHEEL END)

*AVERAGE FULL LOAD SHOP DATA

***EXHAUST TEMPERATURE 870°F

AIR MANIFOLD PRESSURE 31 in. Hg (Abs.)

AIR MANIFOLD TEMPERATURE 110°F

AMBIENT TEMPERATURE 72°F

BAROMETRIC PRESSURE 30.11 in. Hg (Abs.)

**FULL LOAD FIRING PRESSURE 1225 PSI No. 2 Diesel Fuel

1200 PSI 3500 SSU Heavy Fuel

VALVE CLEARANCE WITH COLD ENGINE

INTAKE .040" EXHAUST .040"

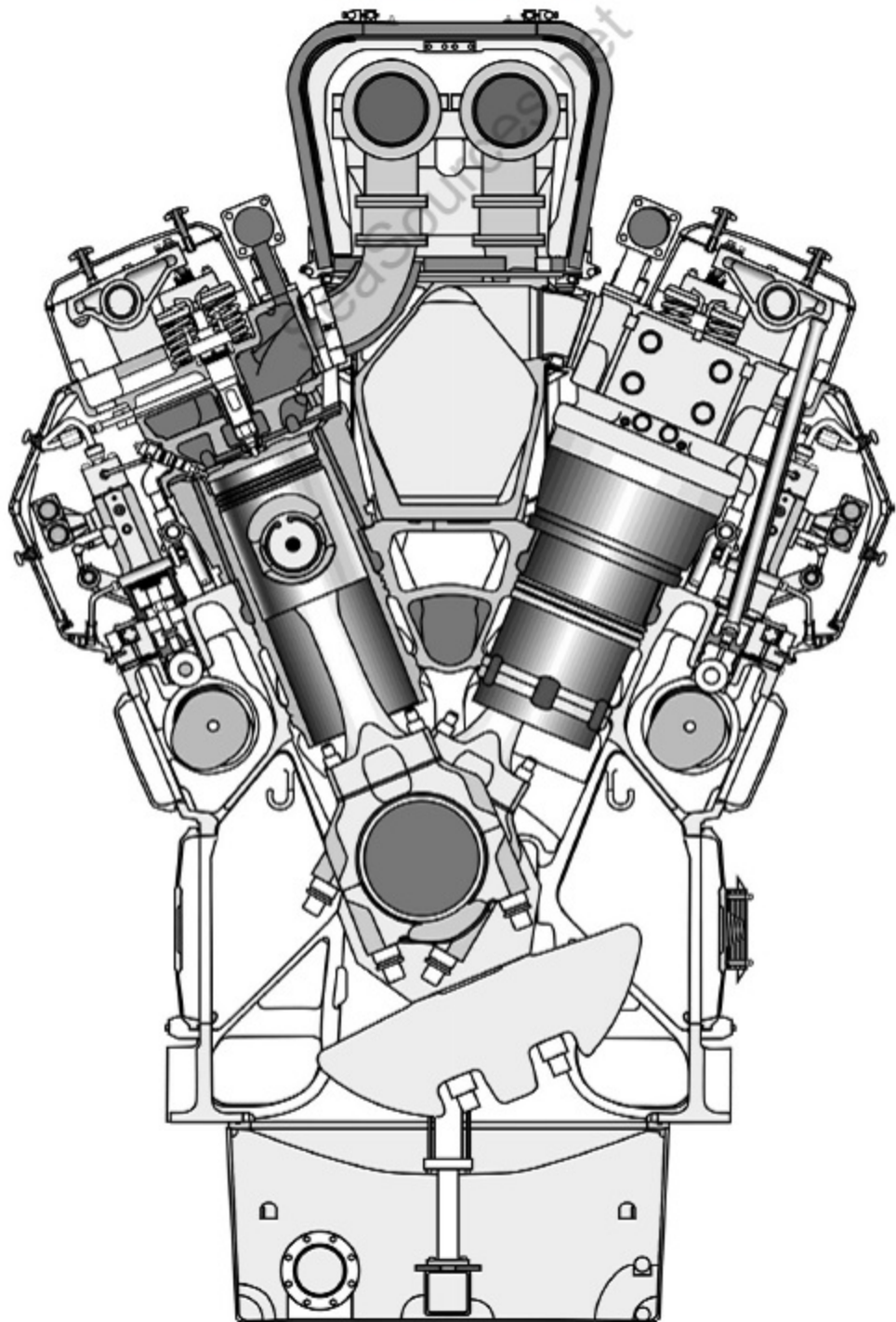
*Values based on No. 2 Diesel Fuel Oil

**ABS Allowable Firing Pressure 1400 PSI

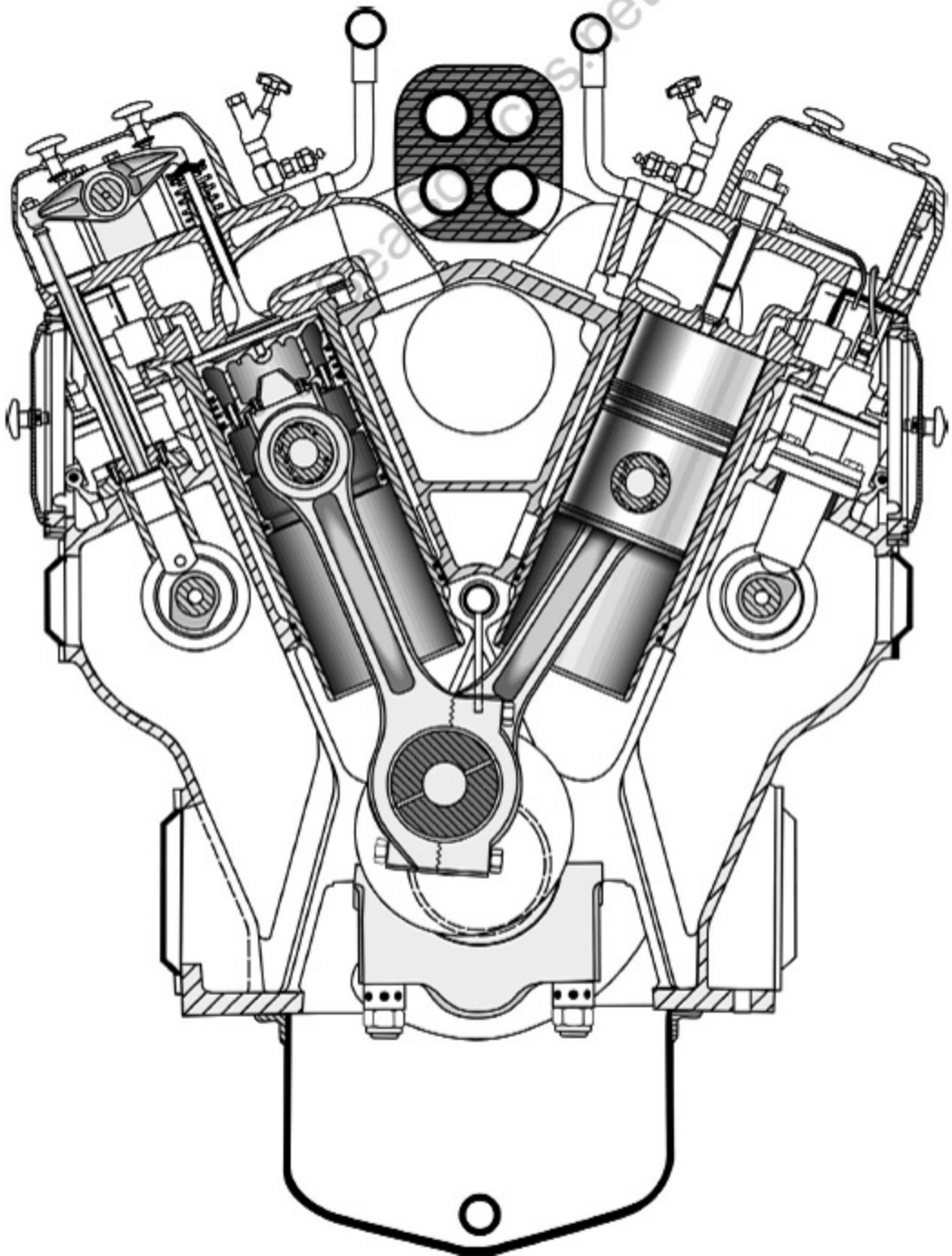
Maximum allowable Differential Firing Pressure ± 50 PSI from mean.

***Maximum allowable Exhaust Gas Temperature 950°F

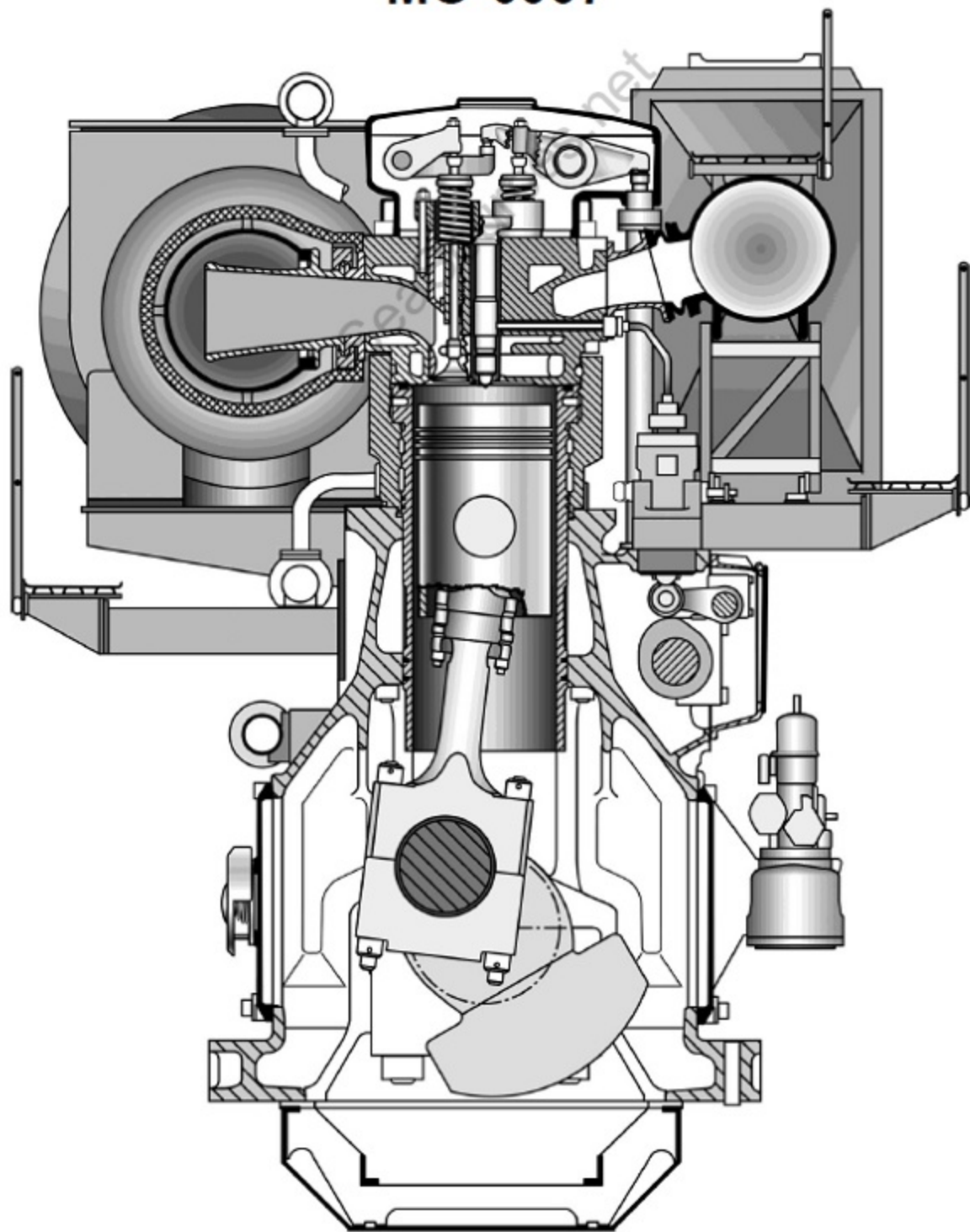
MO-0005



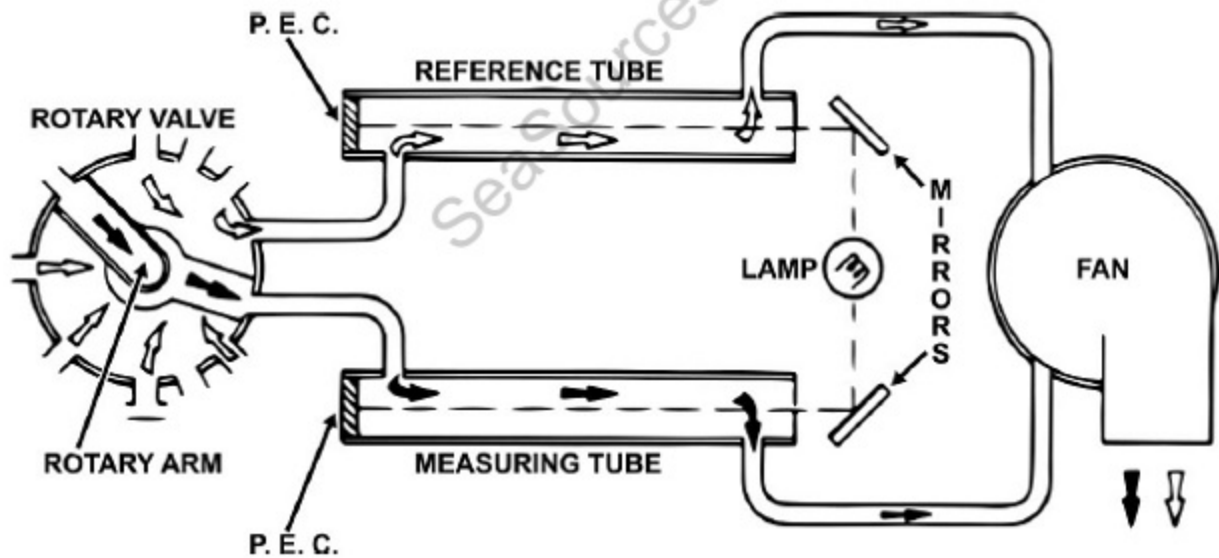
MO-0006



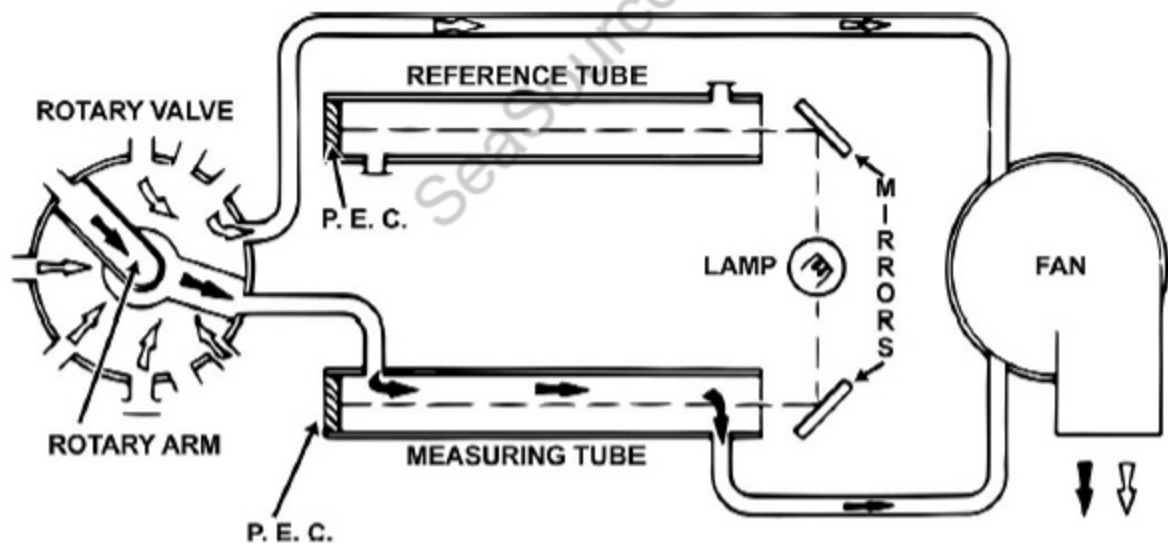
MO-0007



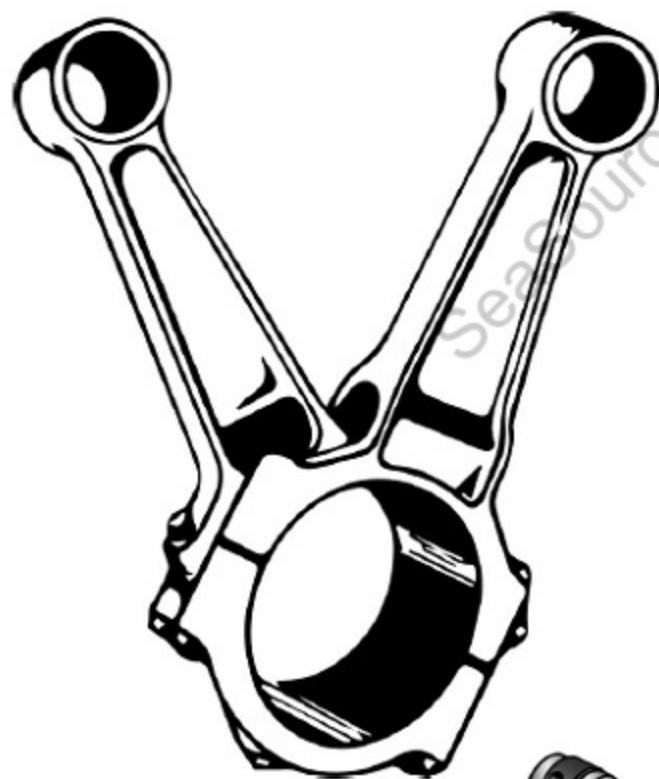
MO-0008



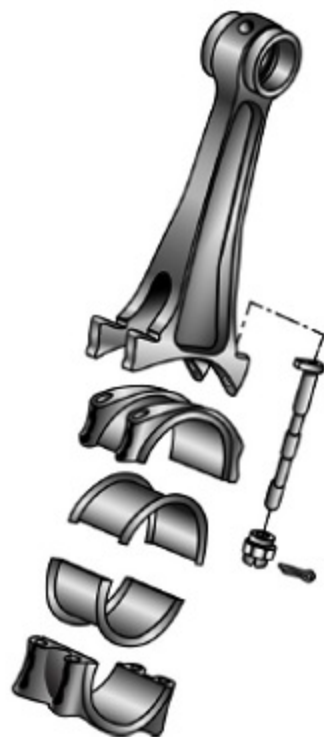
MO-0009



MO-0010



Exploded View



MO-0011

Fig. A

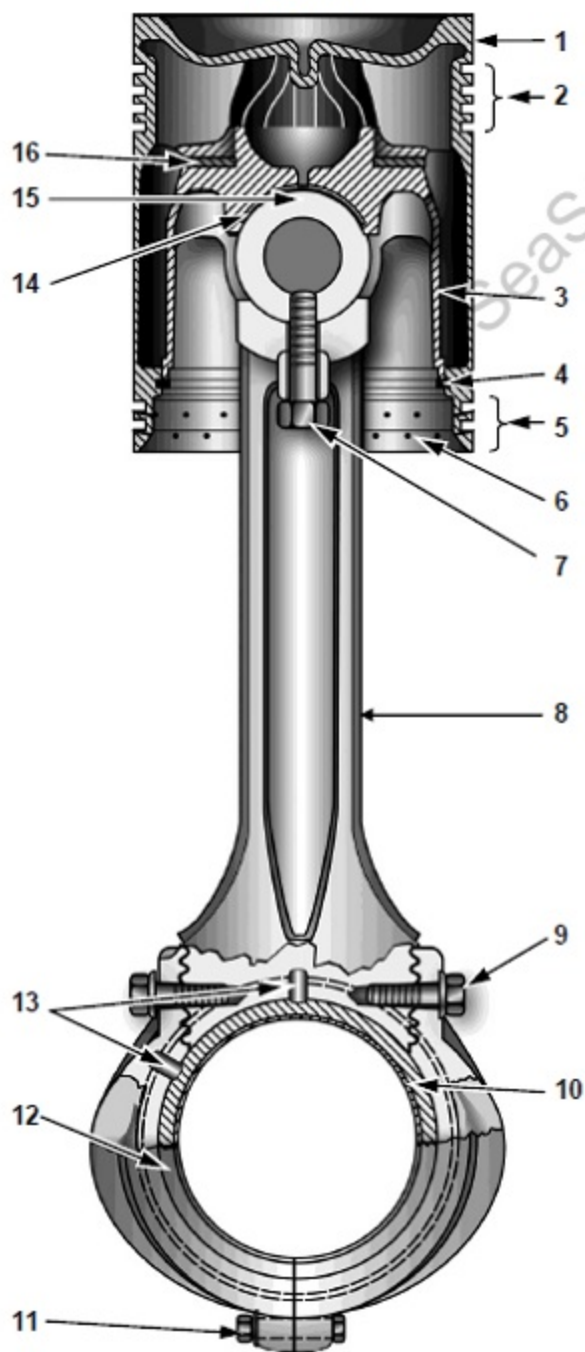
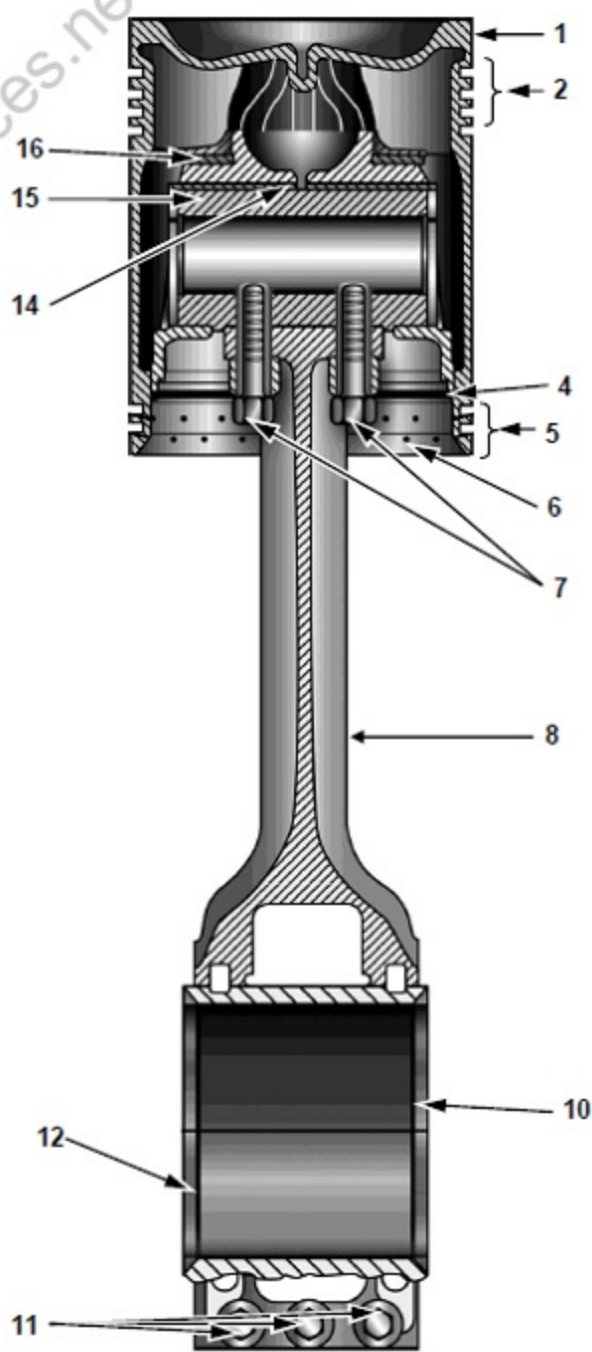
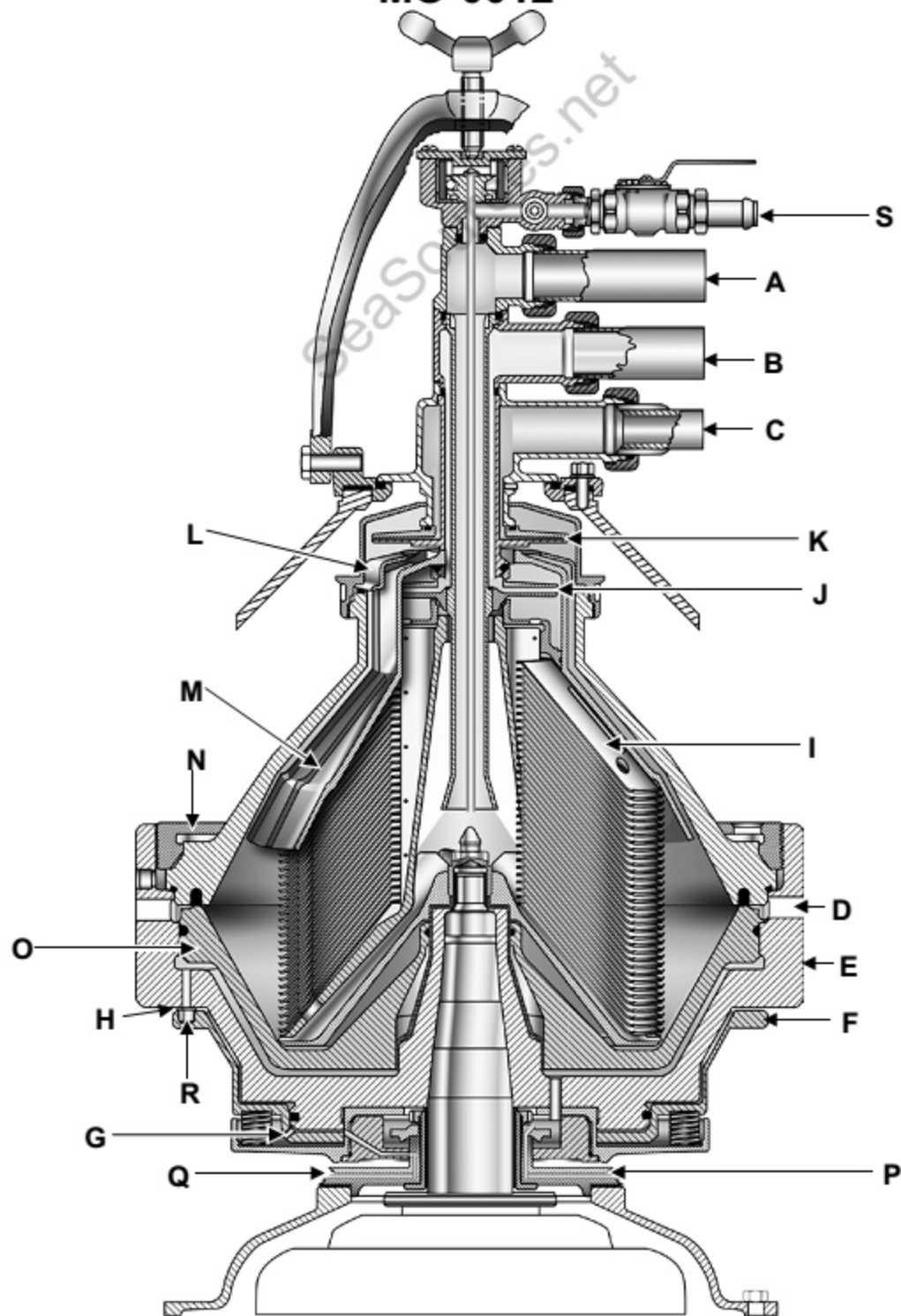


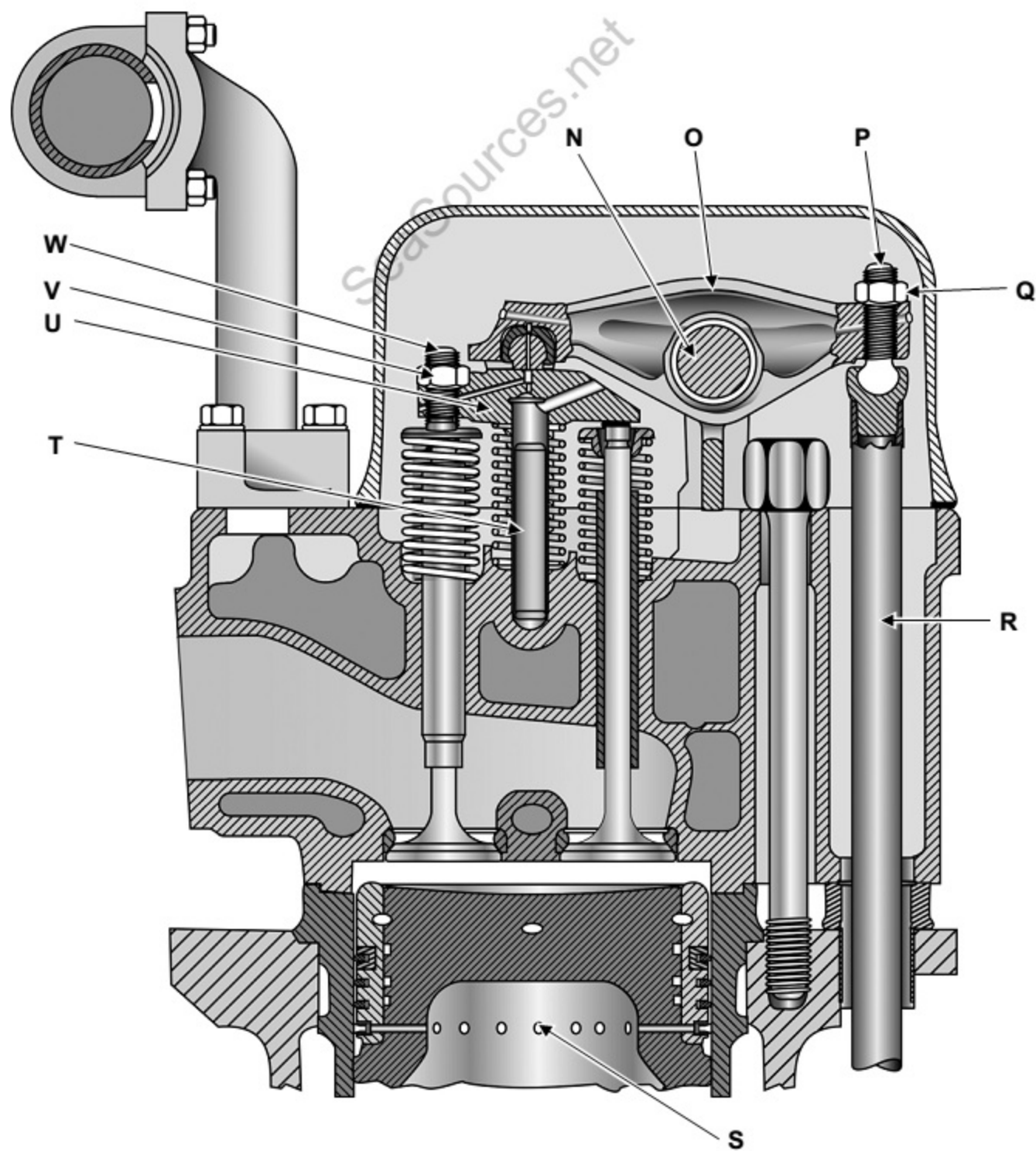
Fig. B



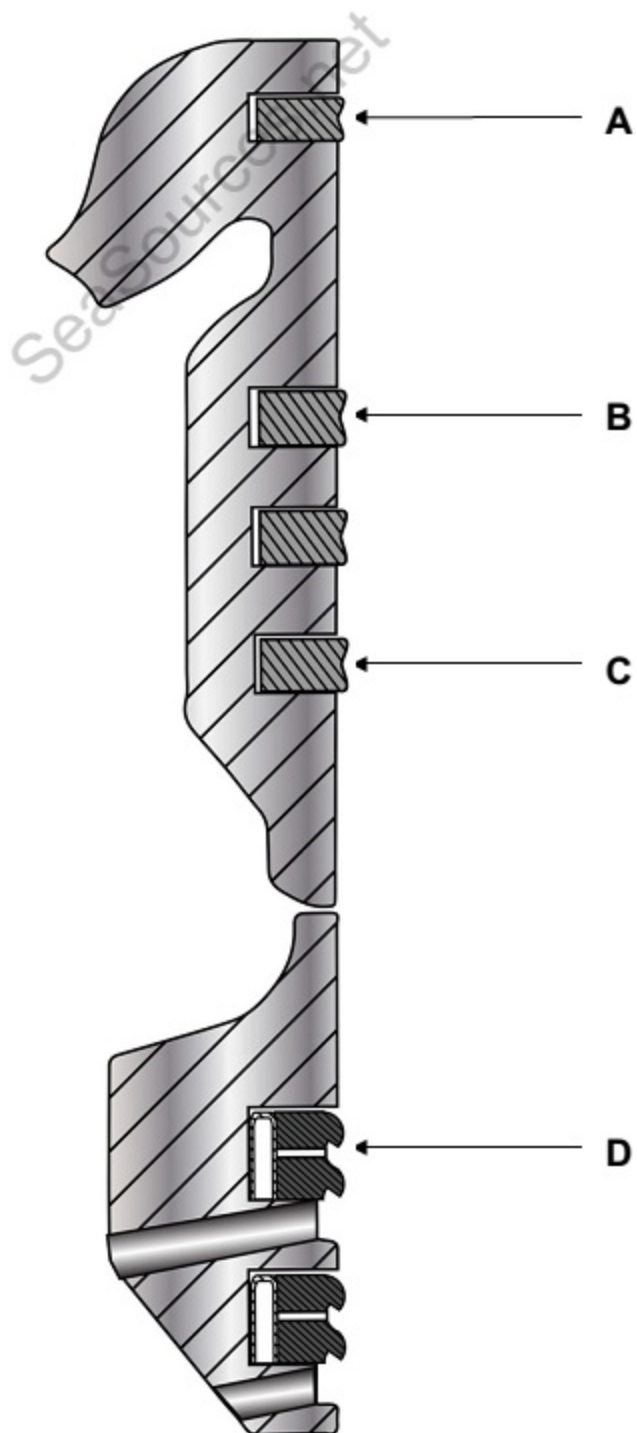
MO-0012



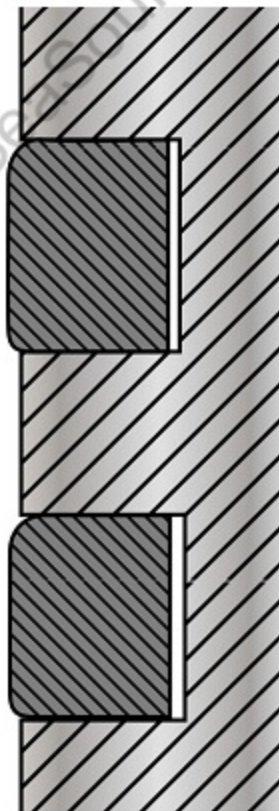
MO-0013



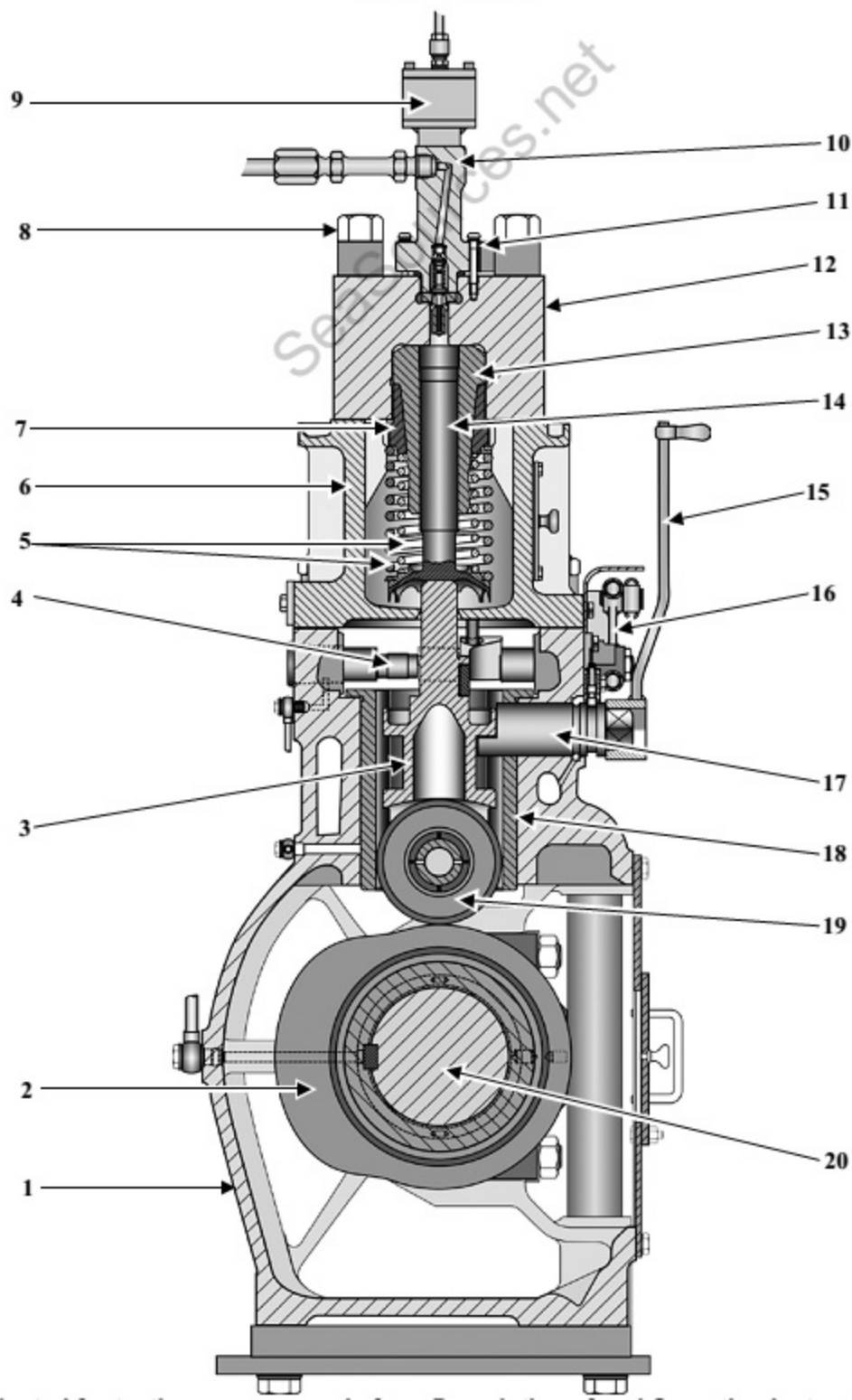
MO-0014



MO-0015

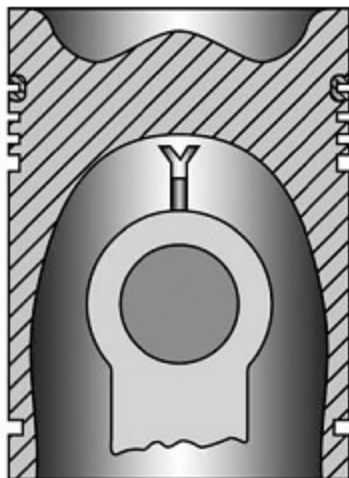


MO-0016

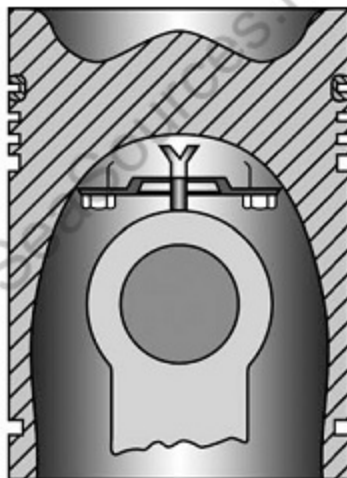


MO-0017

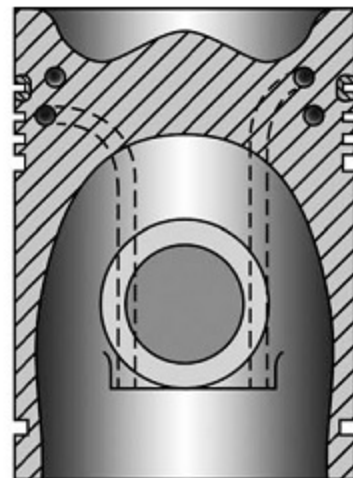
A



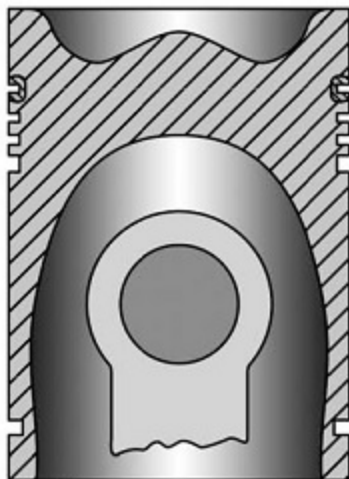
B



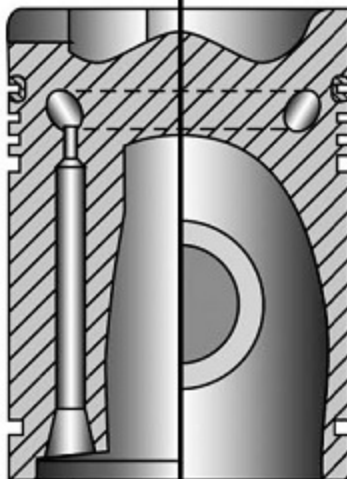
C



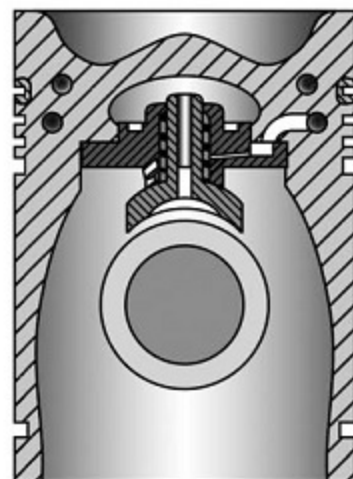
D



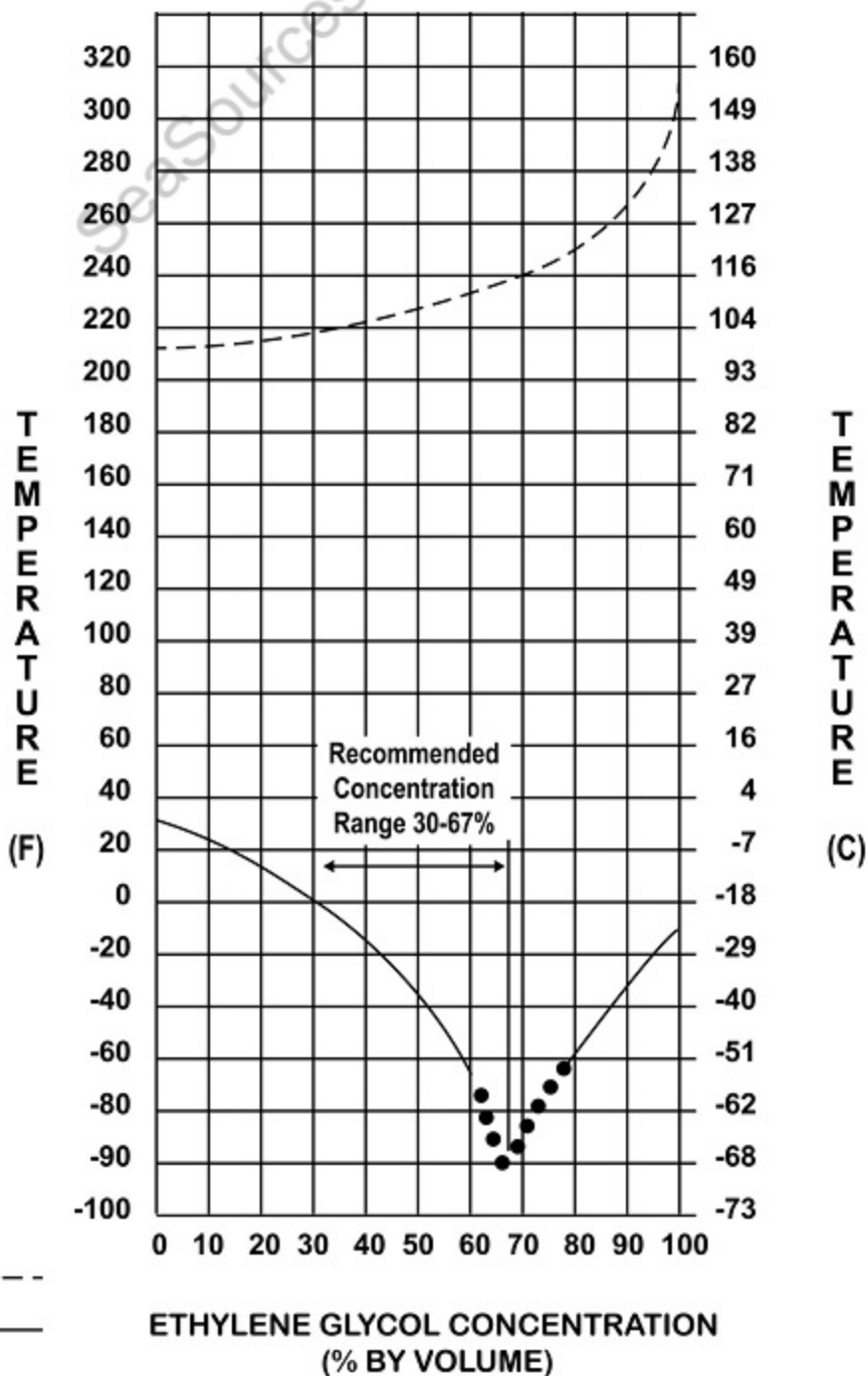
E



F



Coolant Freezing and Boiling Temperatures vs. Ethylene Glycol Concentration (Sea Level)



MO-0019

Figure 1

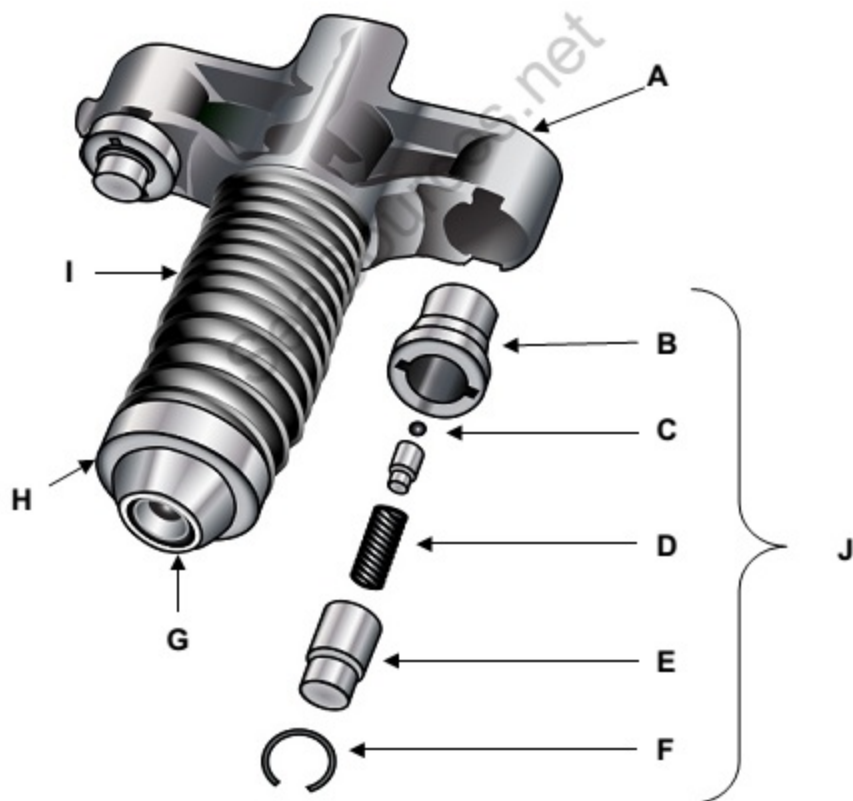
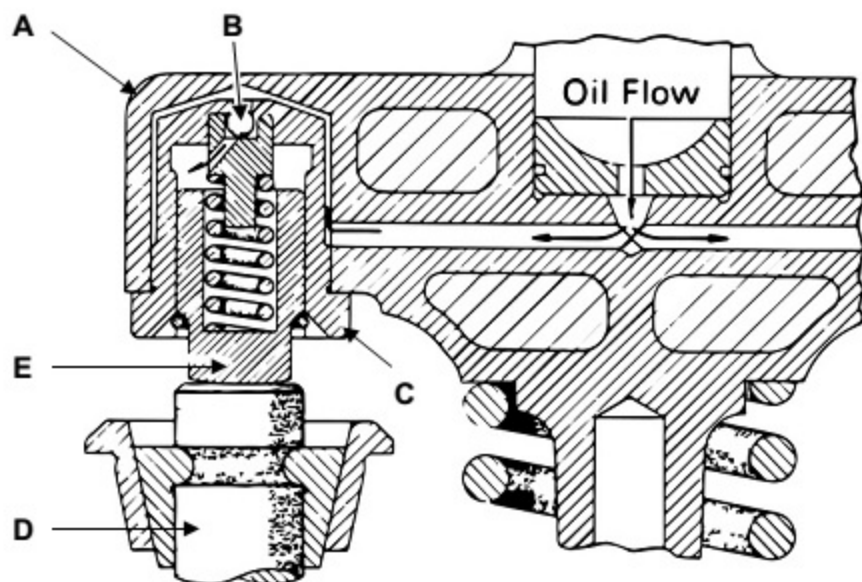
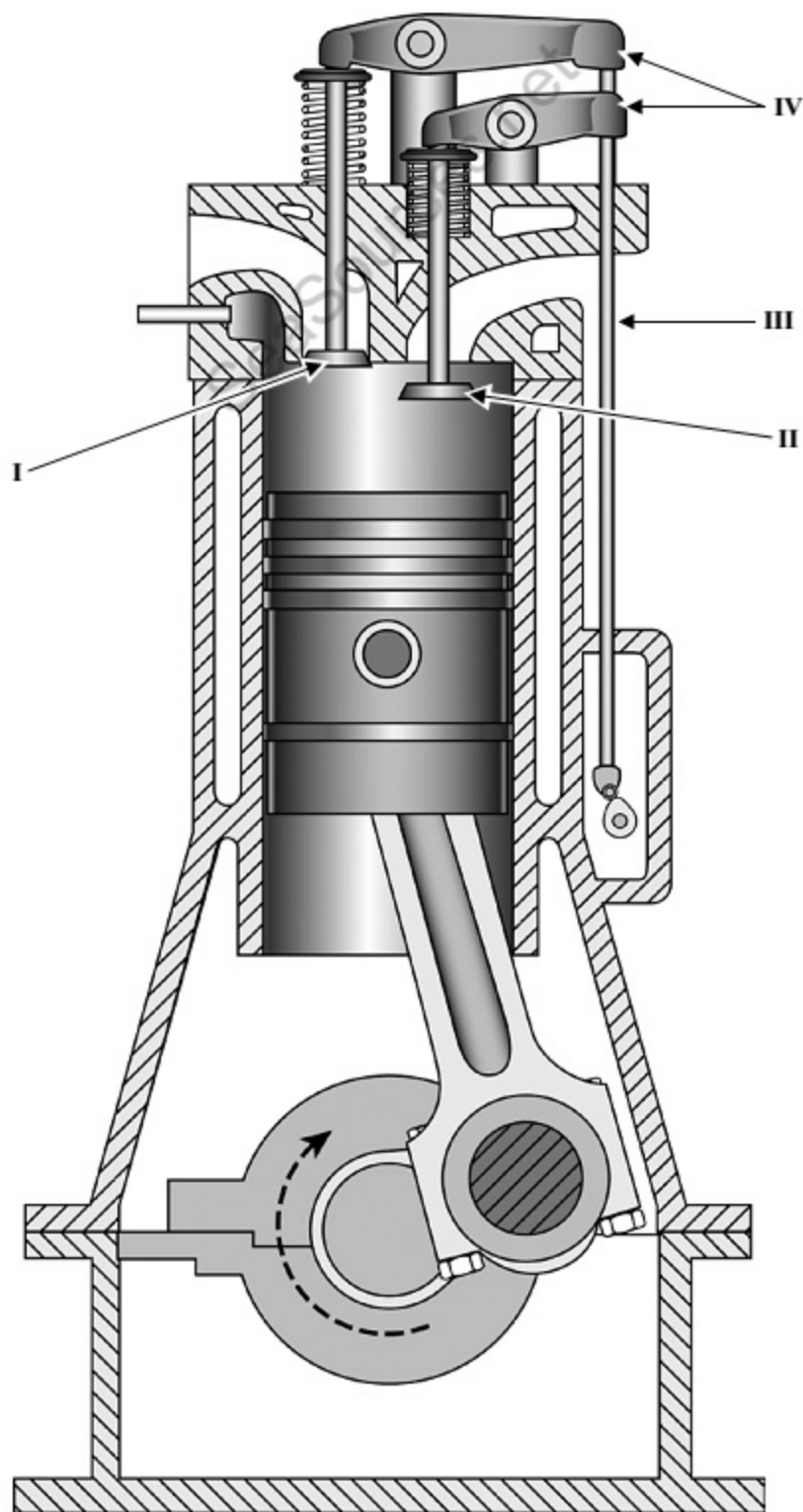


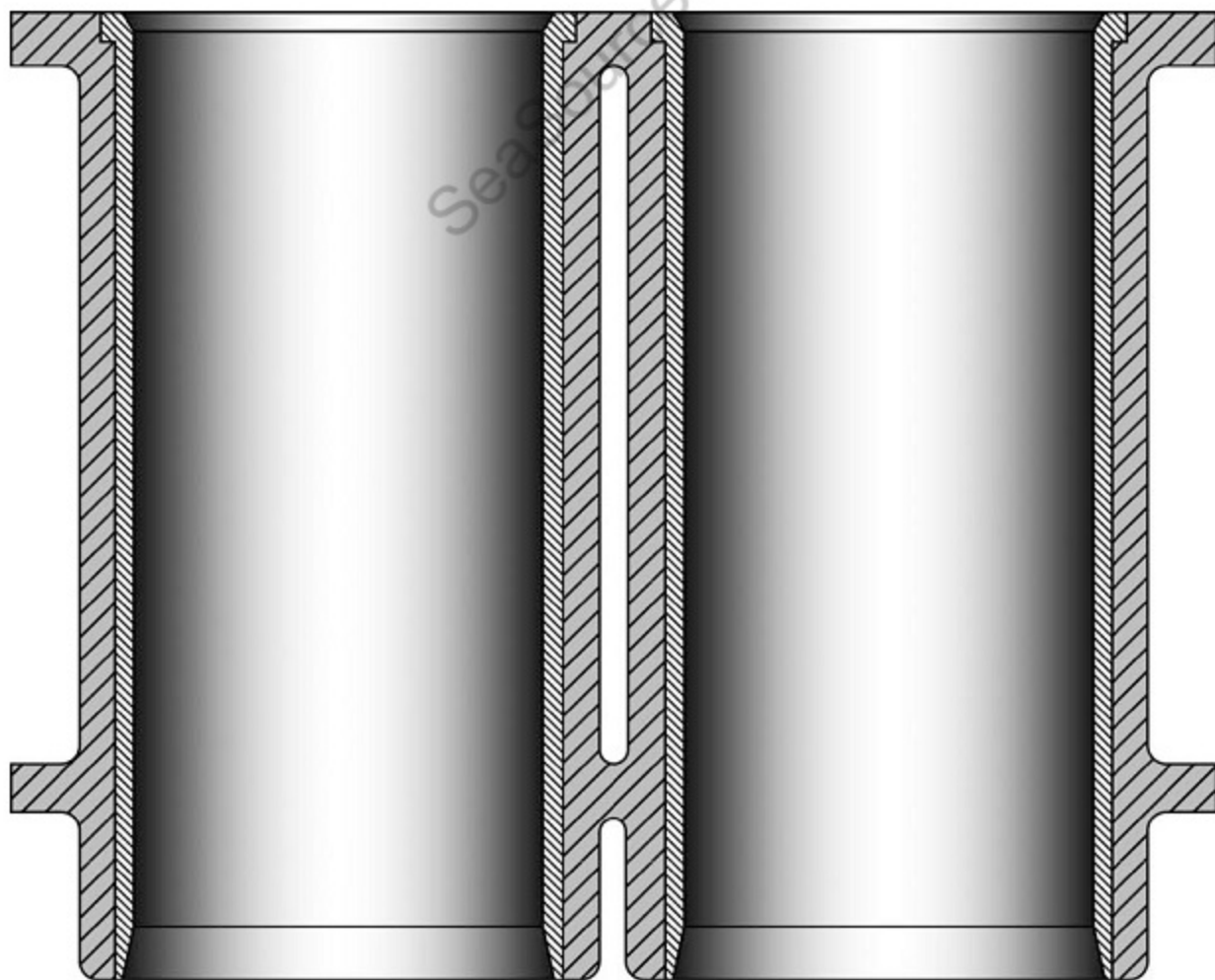
Figure 2



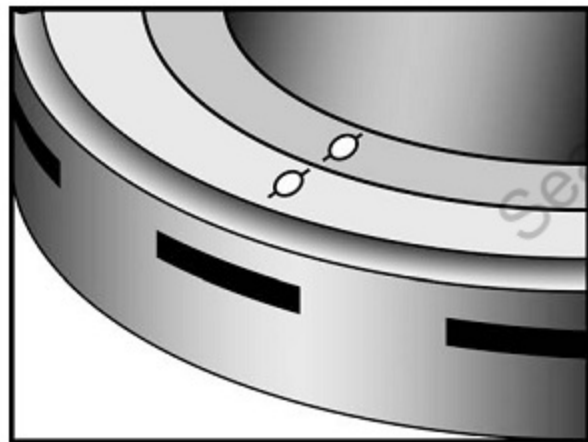
MO-0020



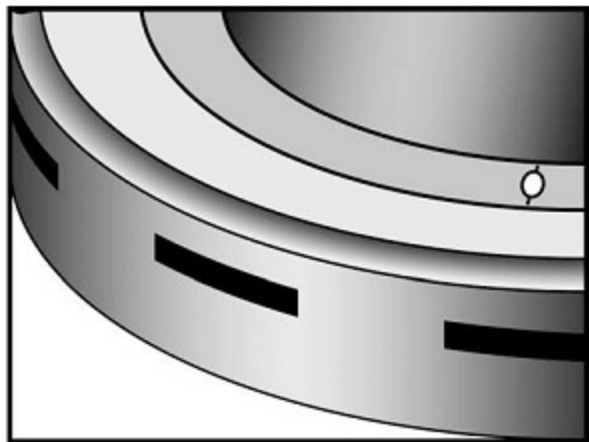
MO-0021



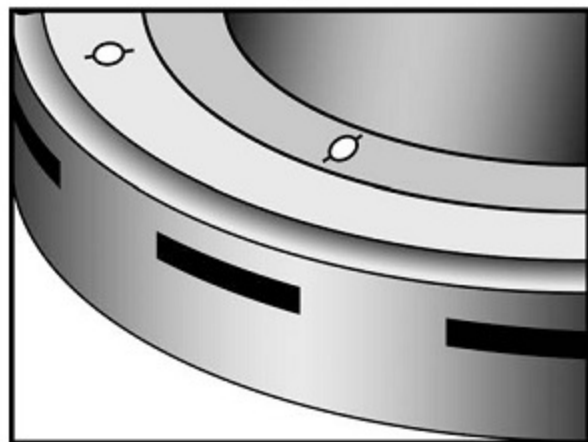
A



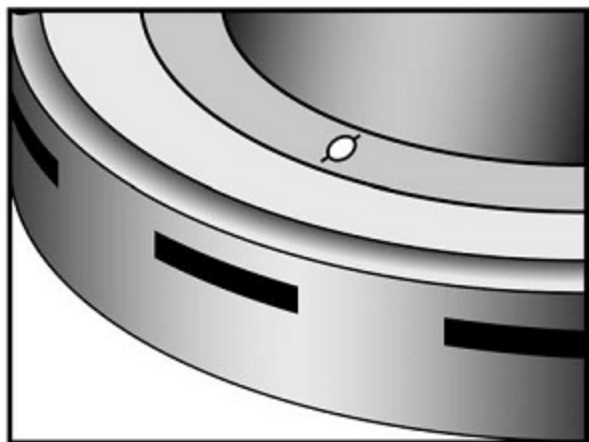
B



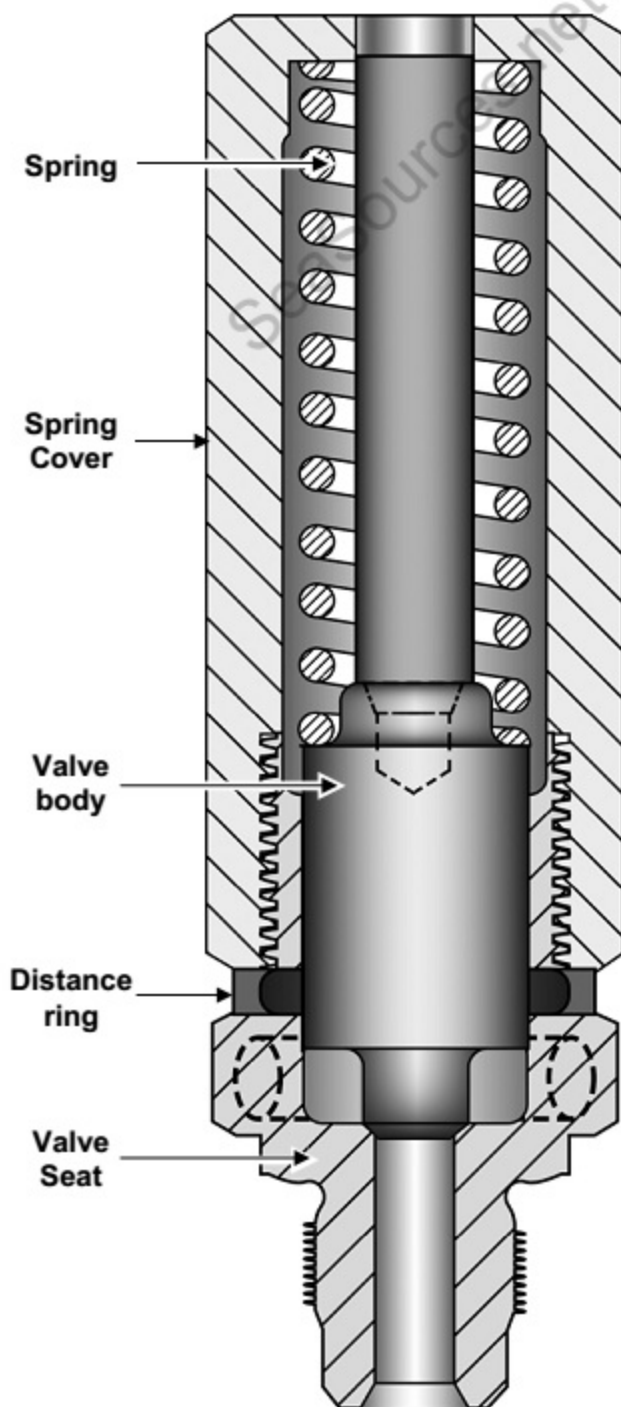
C



D

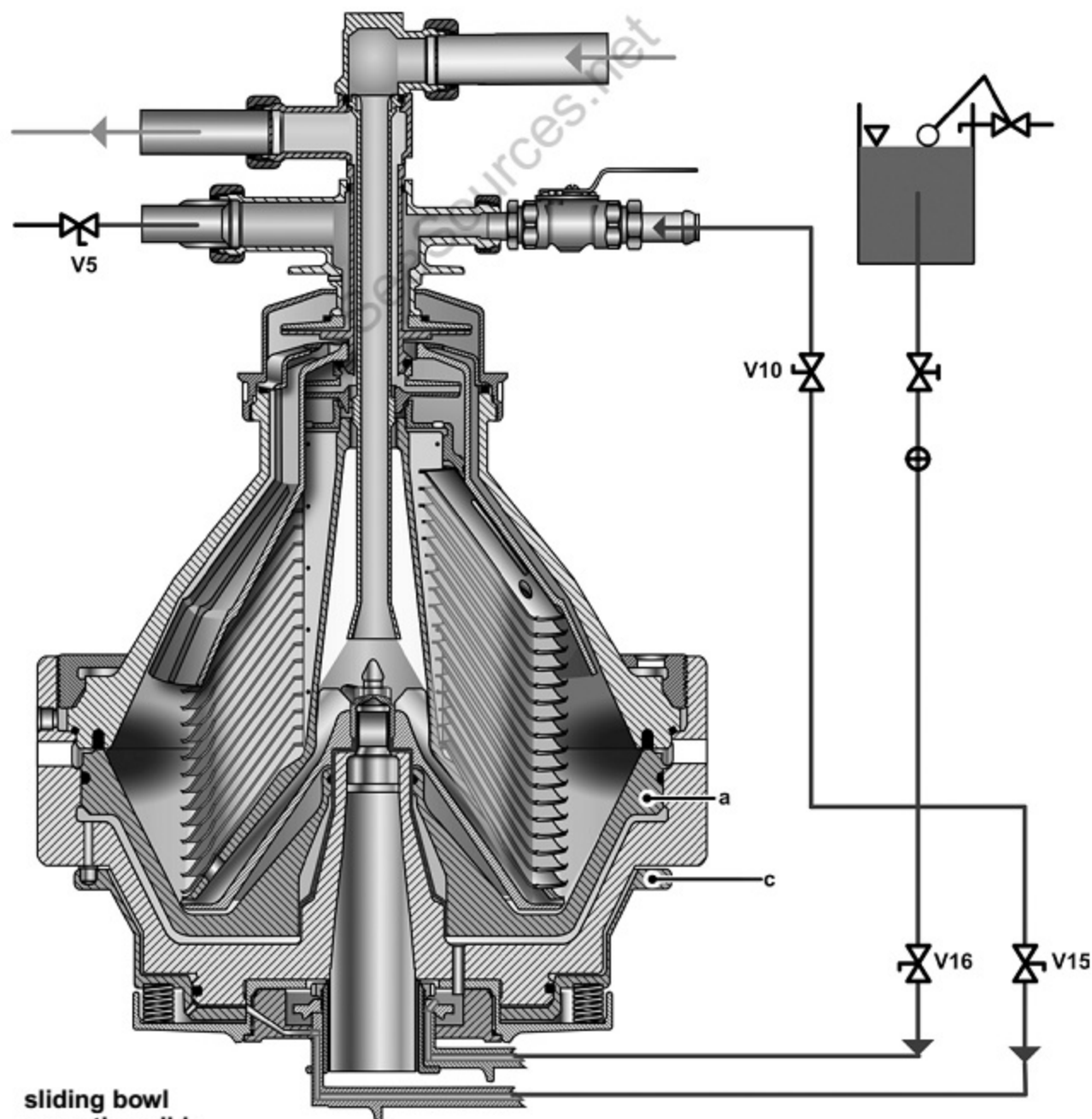


MO-0023



A change of 0.133 mm in the thickness of the distance ring causes a change of 1 kp/cm^2 in the blow-off pressure

MO-0024



- a — sliding bowl
- c — operating slide
- V5 — water outlet
- V10 — sealing water
- V15 — opening water
- V16 — closing water

MO-0025

Fig. 1

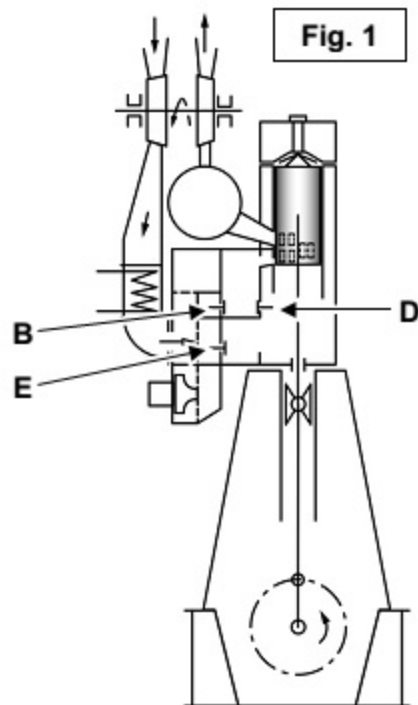


Fig. 2

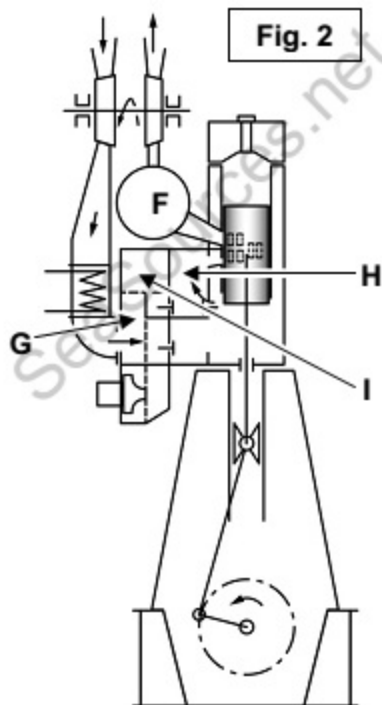


Fig. 3

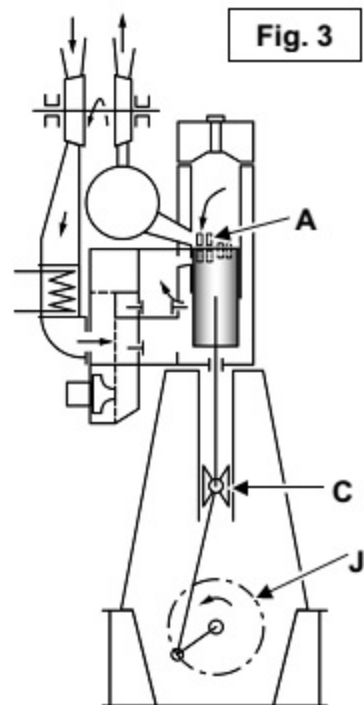


Fig. 4

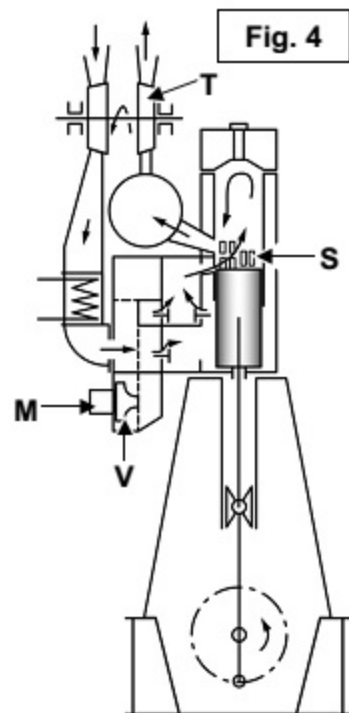


Fig. 5

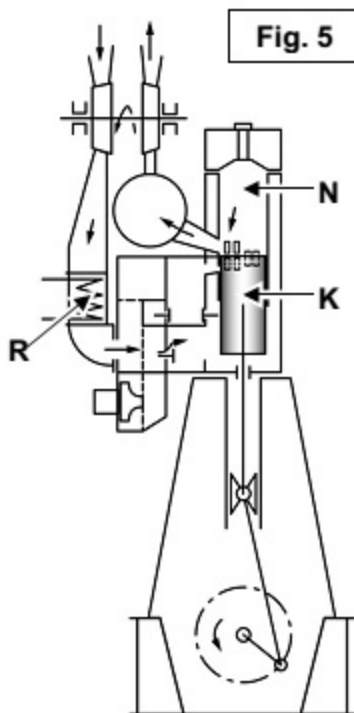
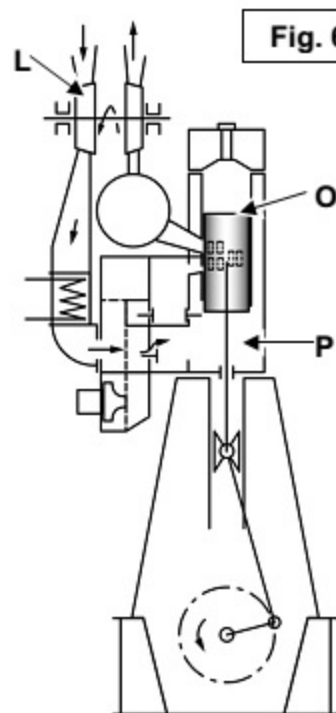
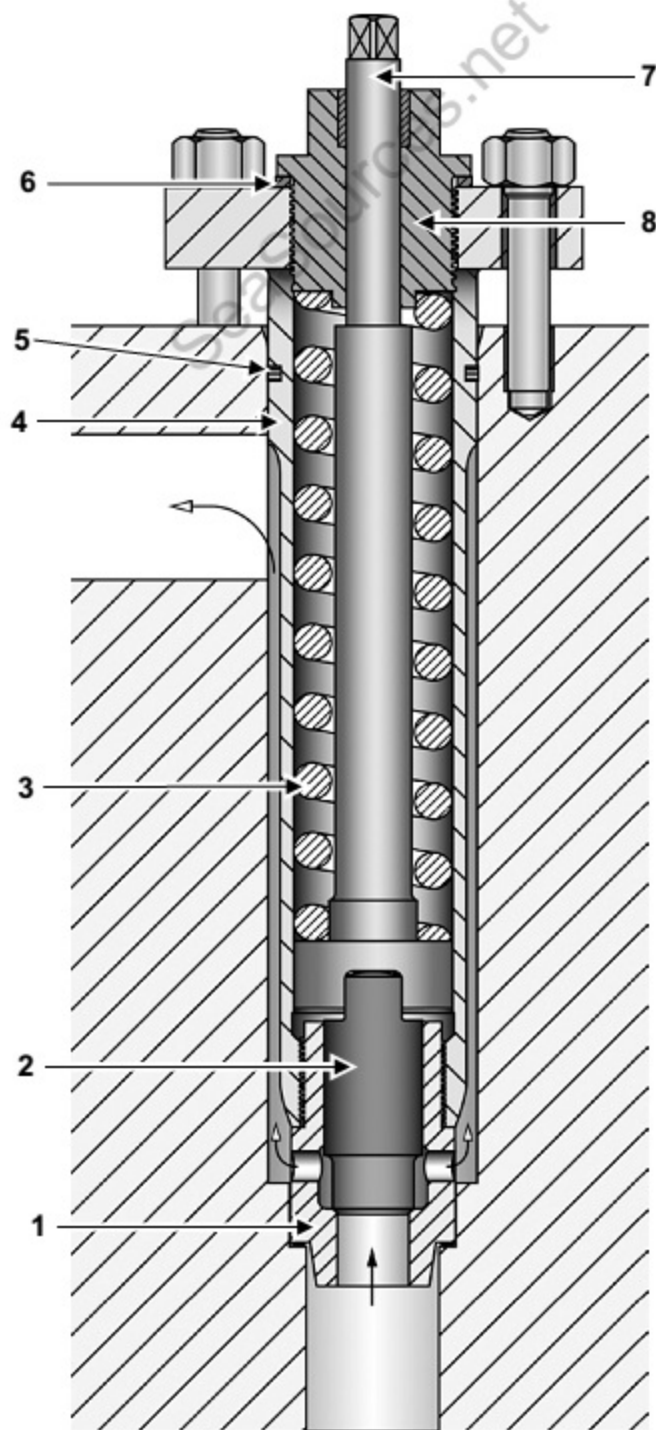


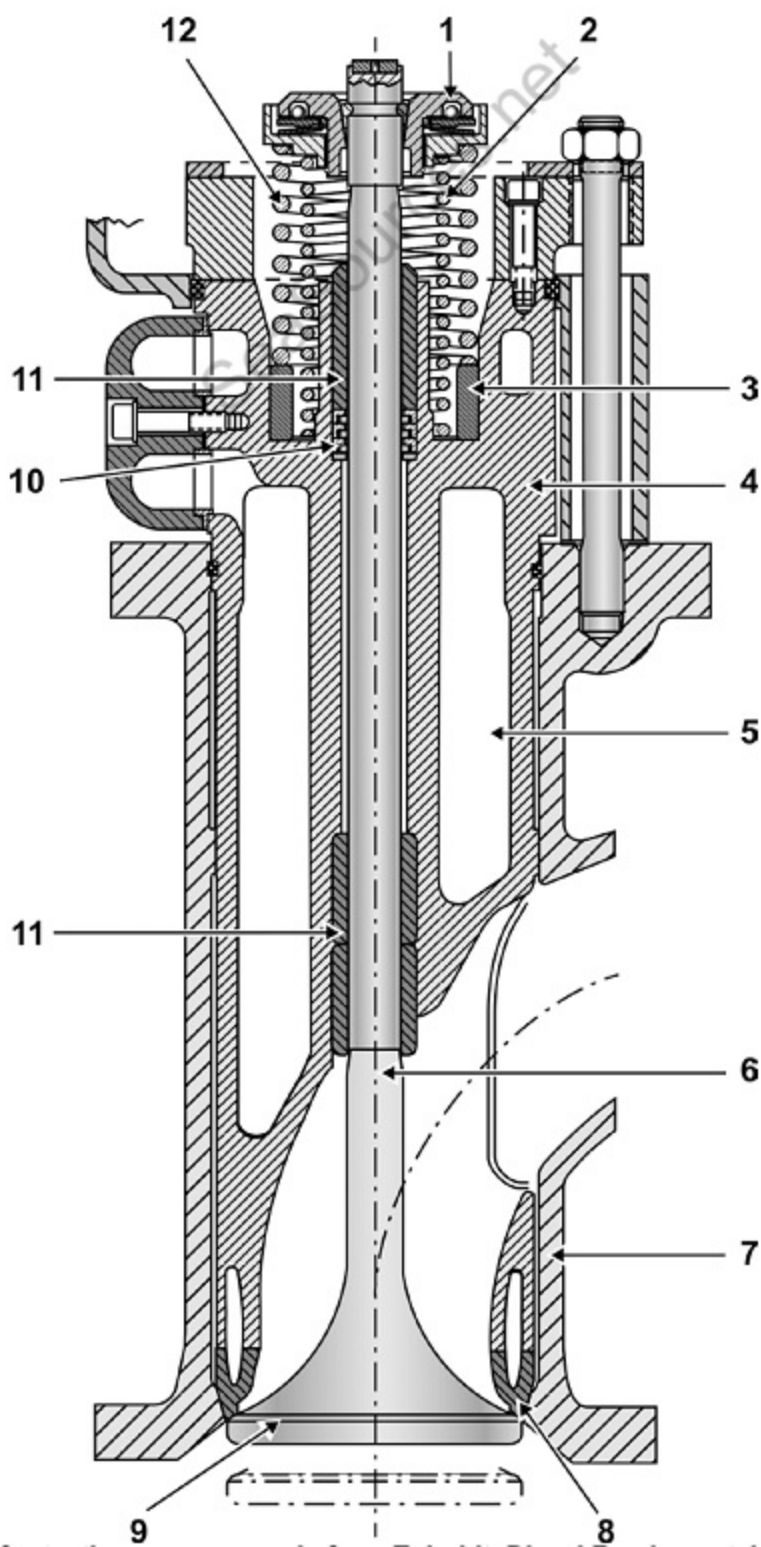
Fig. 6

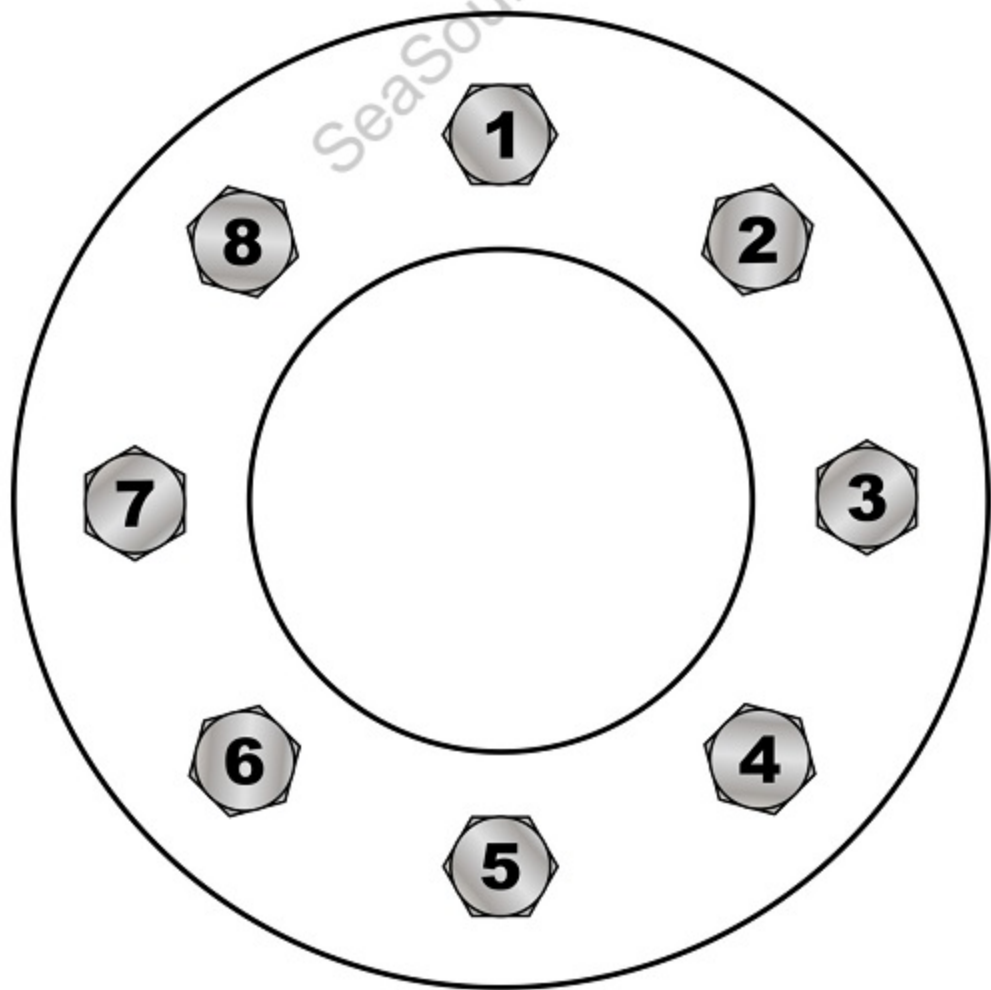


MO-0026

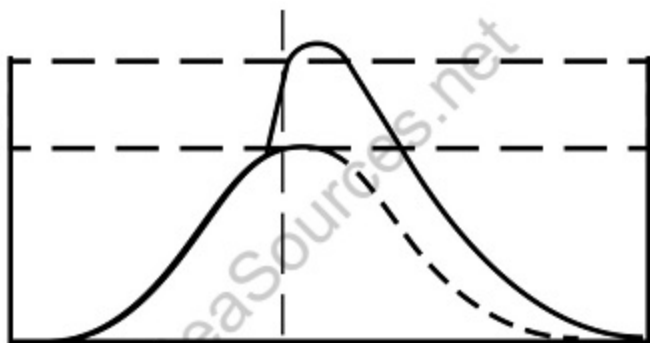


MO-0027

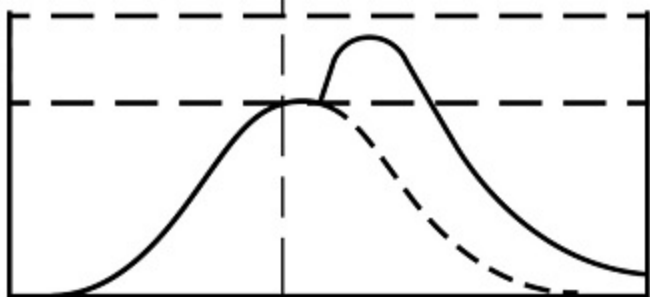




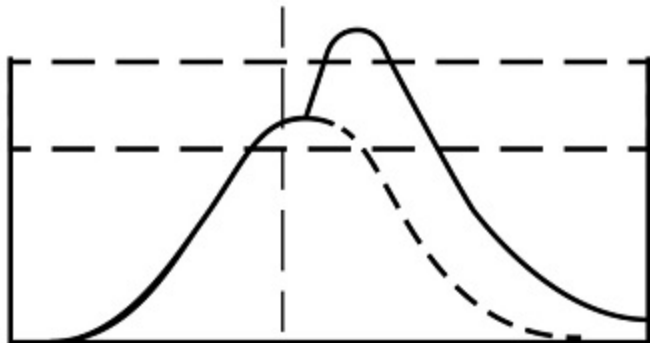
A



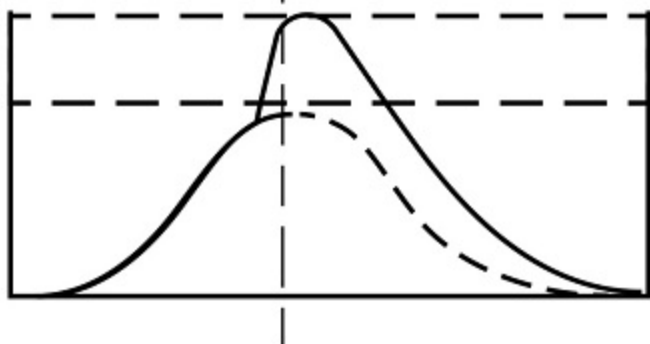
B



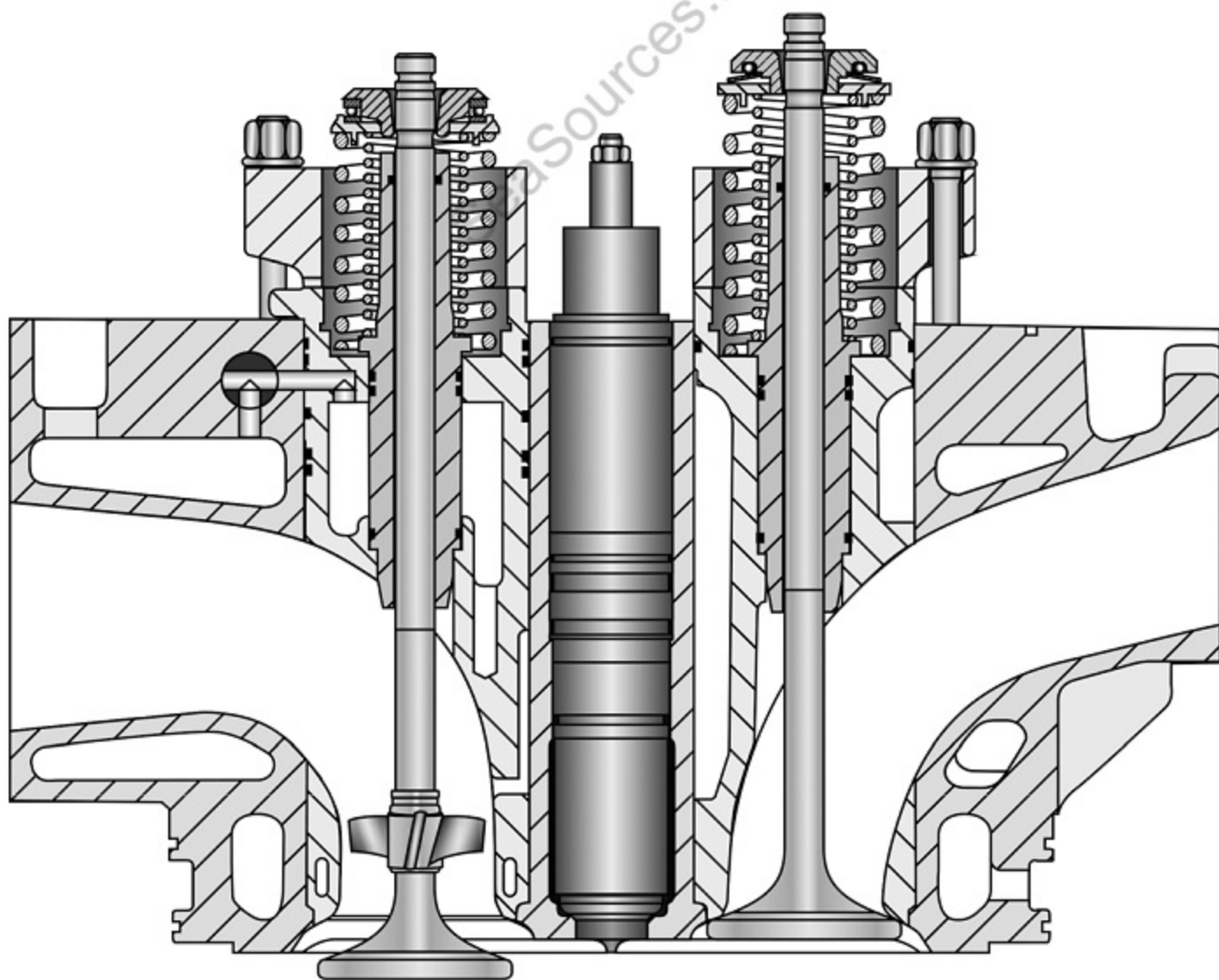
C



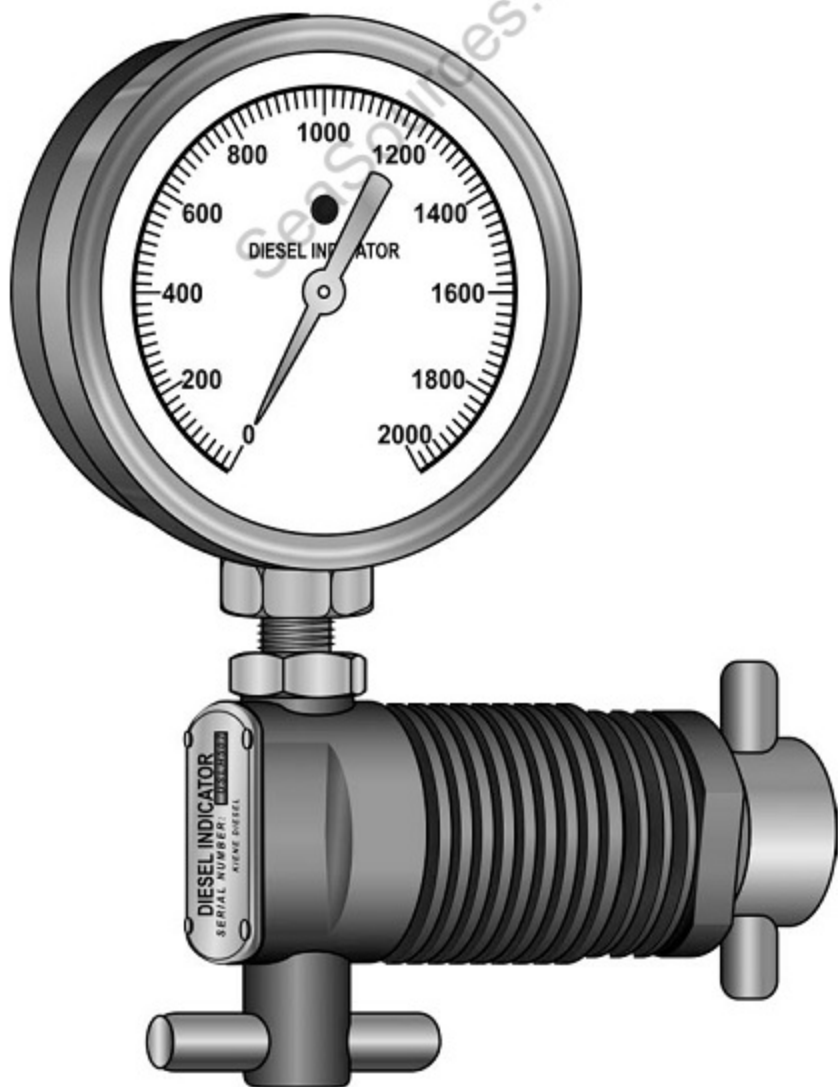
D



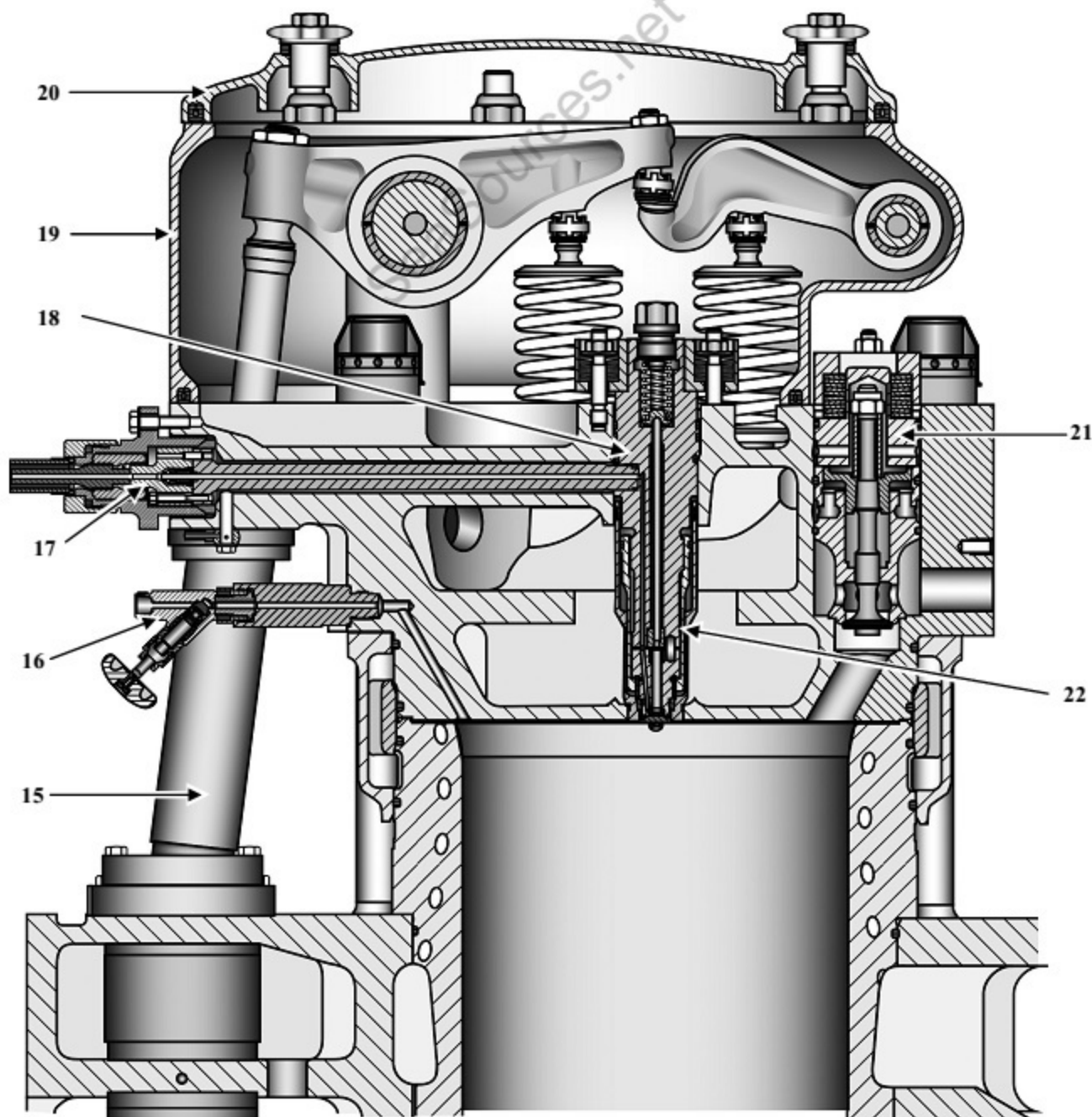
MO-0030



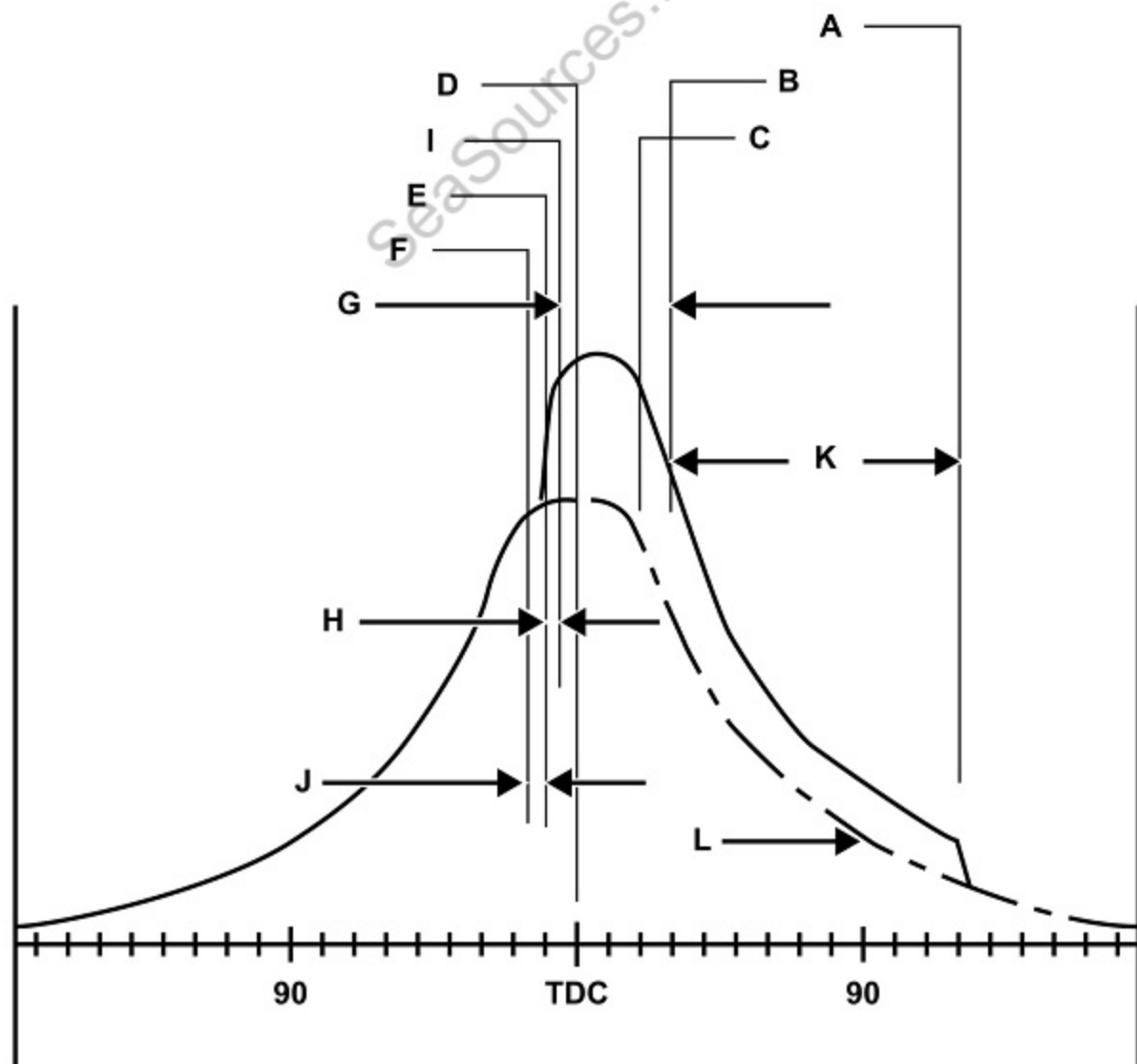
MO-0031



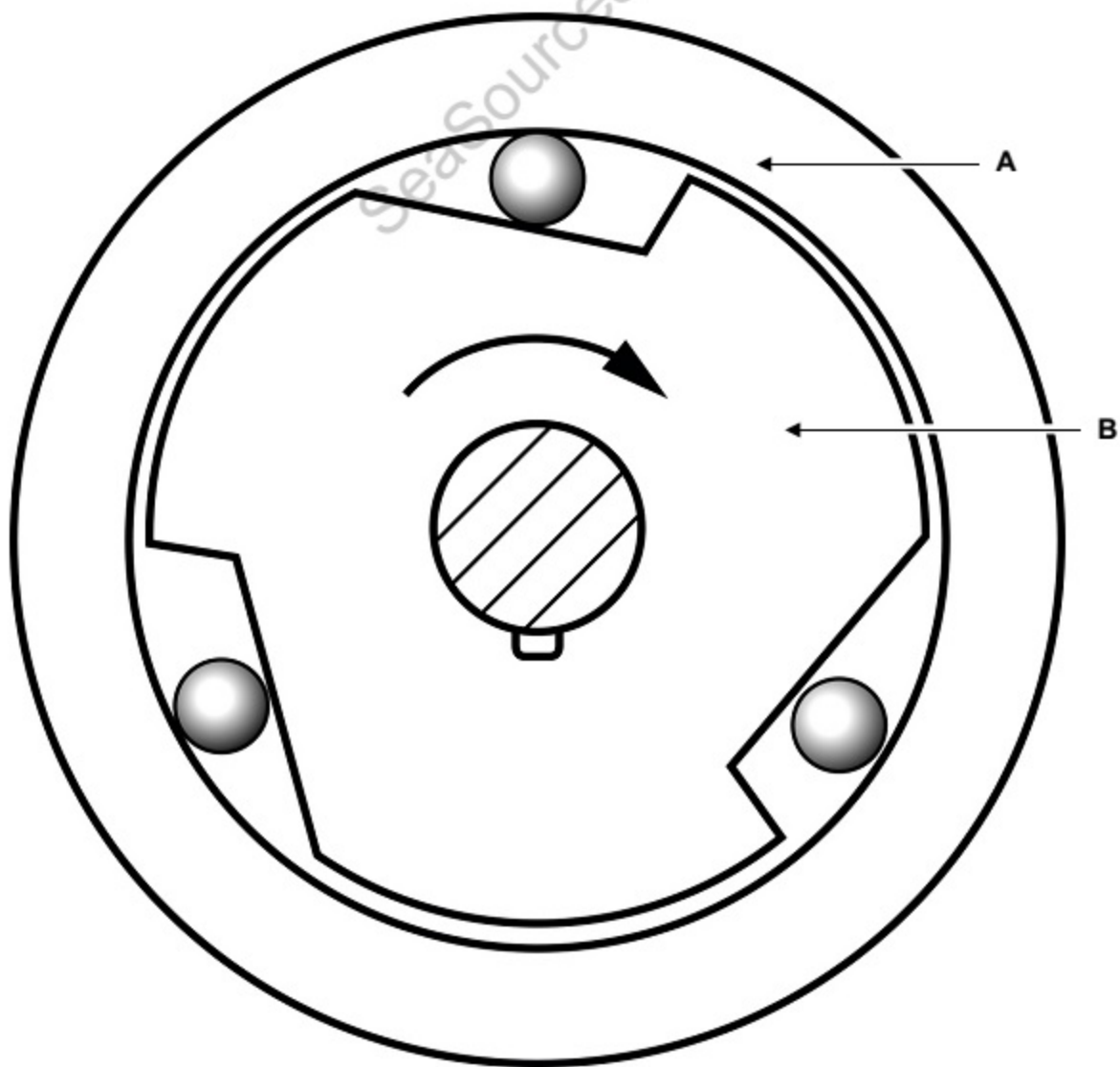
MO-0032

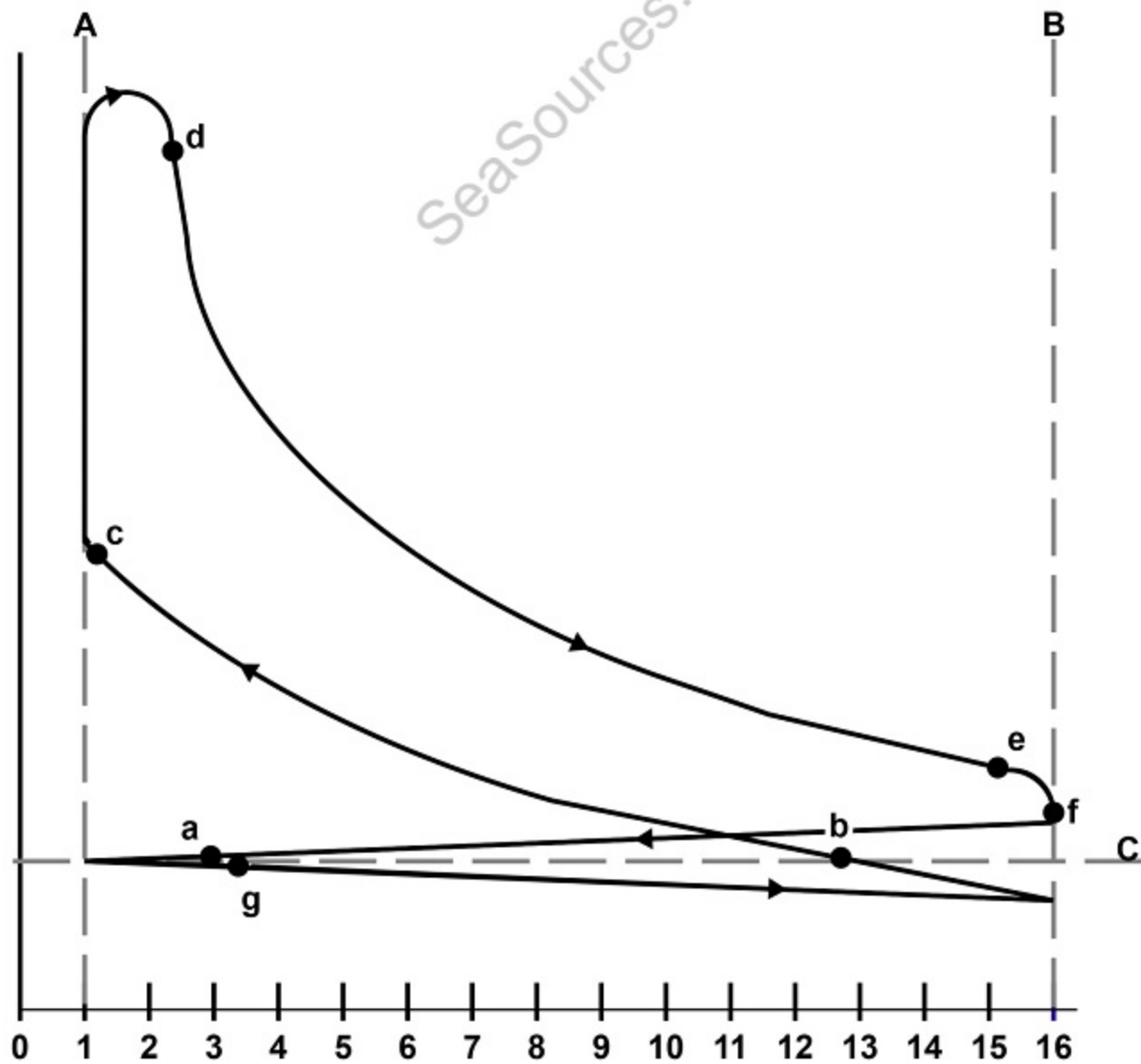


PRESSURE IN CYLINDER

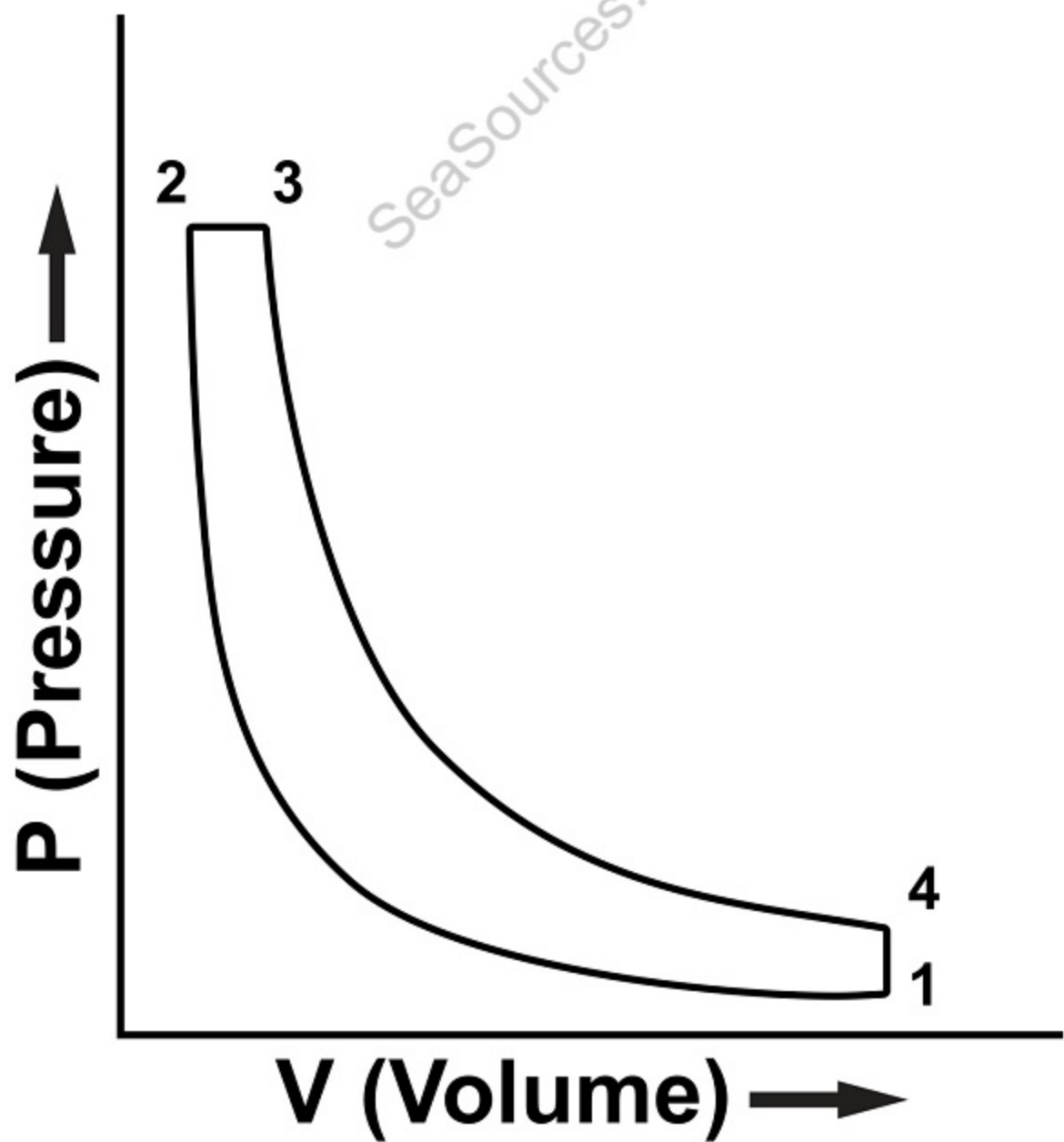


MO-0034

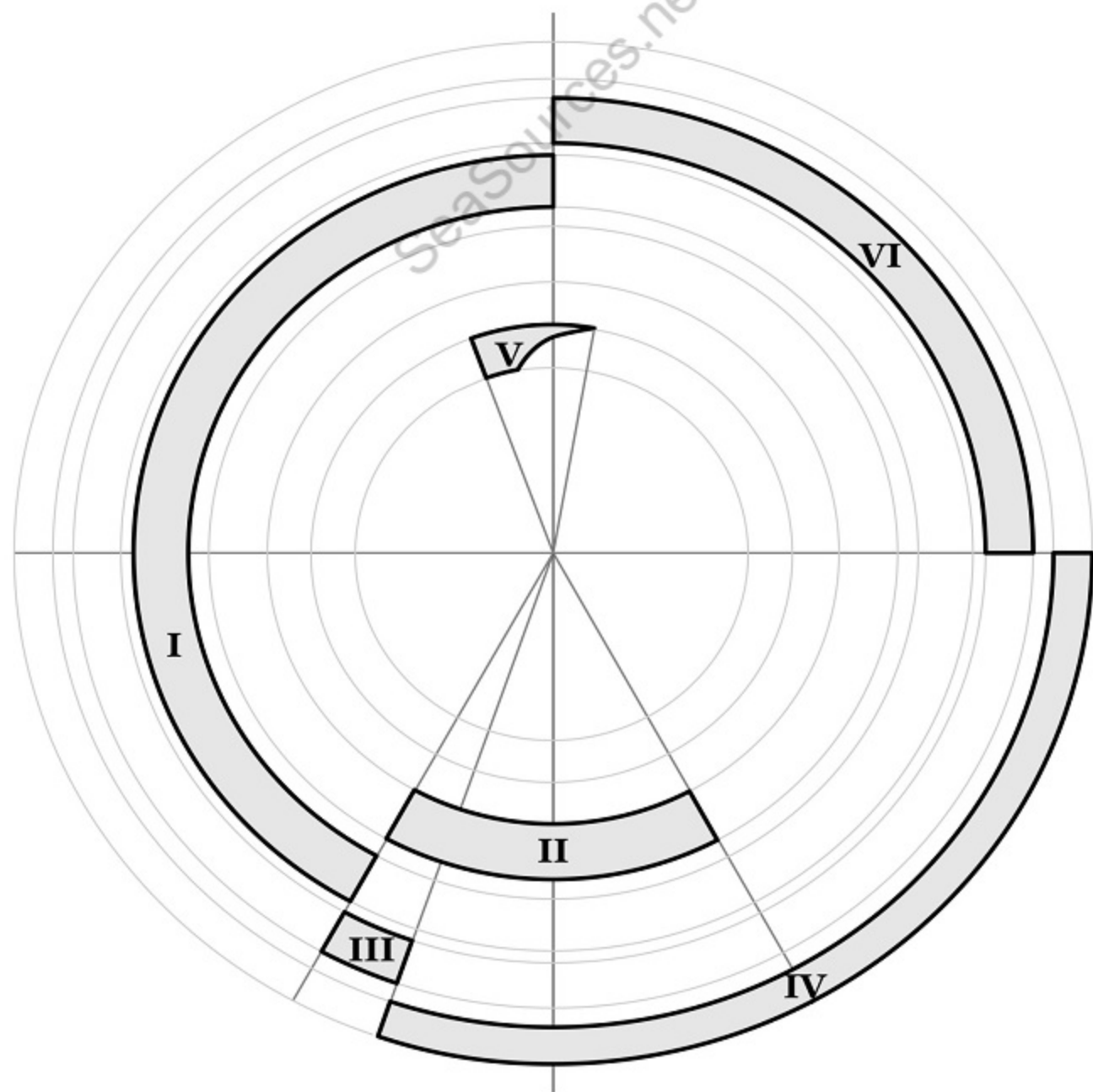




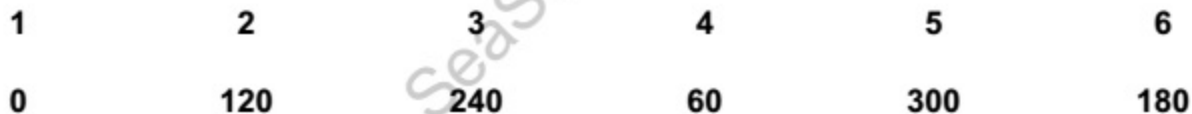
SeaSources.net



MO-0037



MO-0038



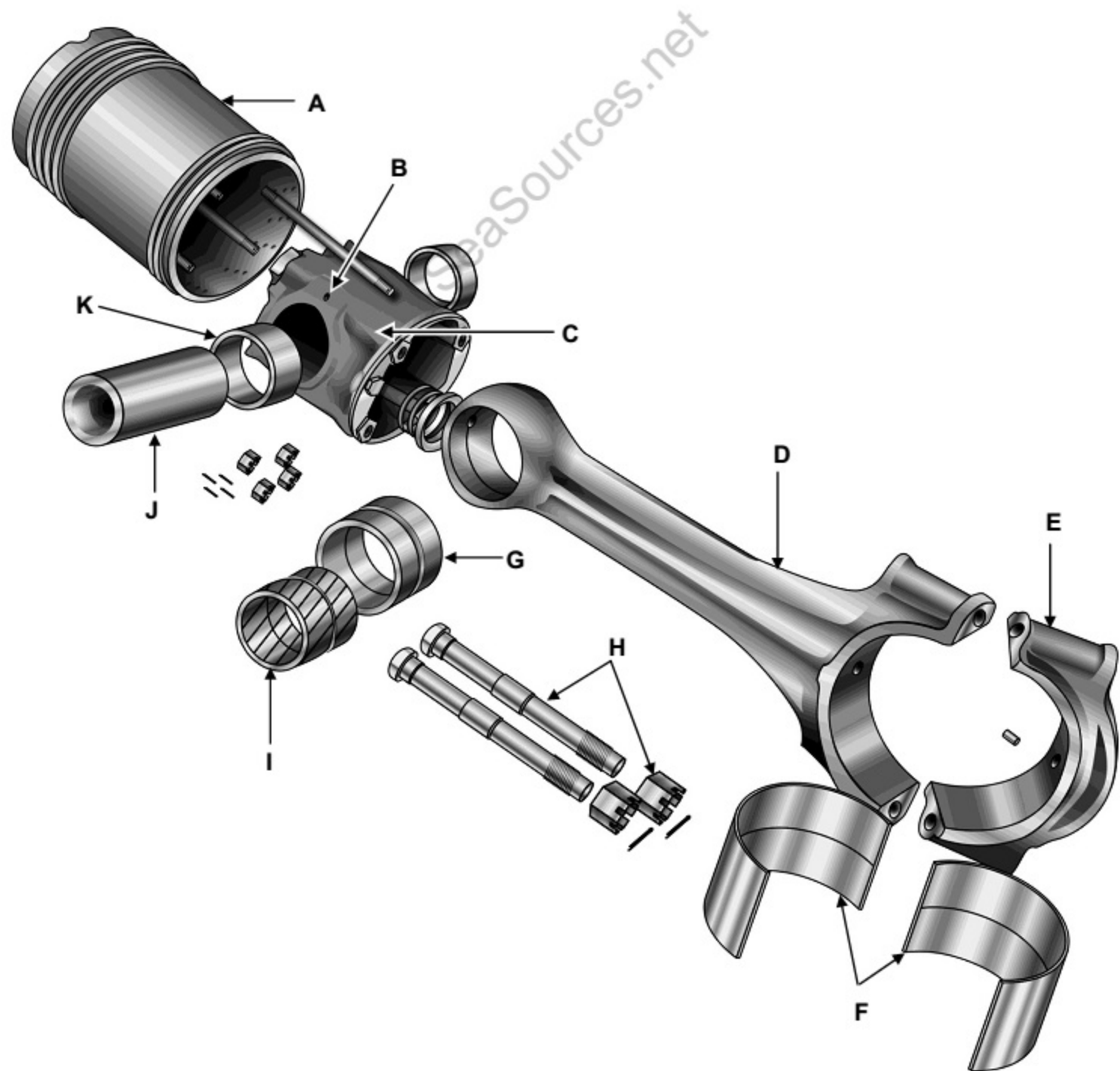
This chart gives the relative positions of fuel injection cam noses on a six cylinder auxiliary diesel engine with a right hand rotation. At the moment indicated, #1 cylinder is at top dead center and combustion is taking place.

MO-0039

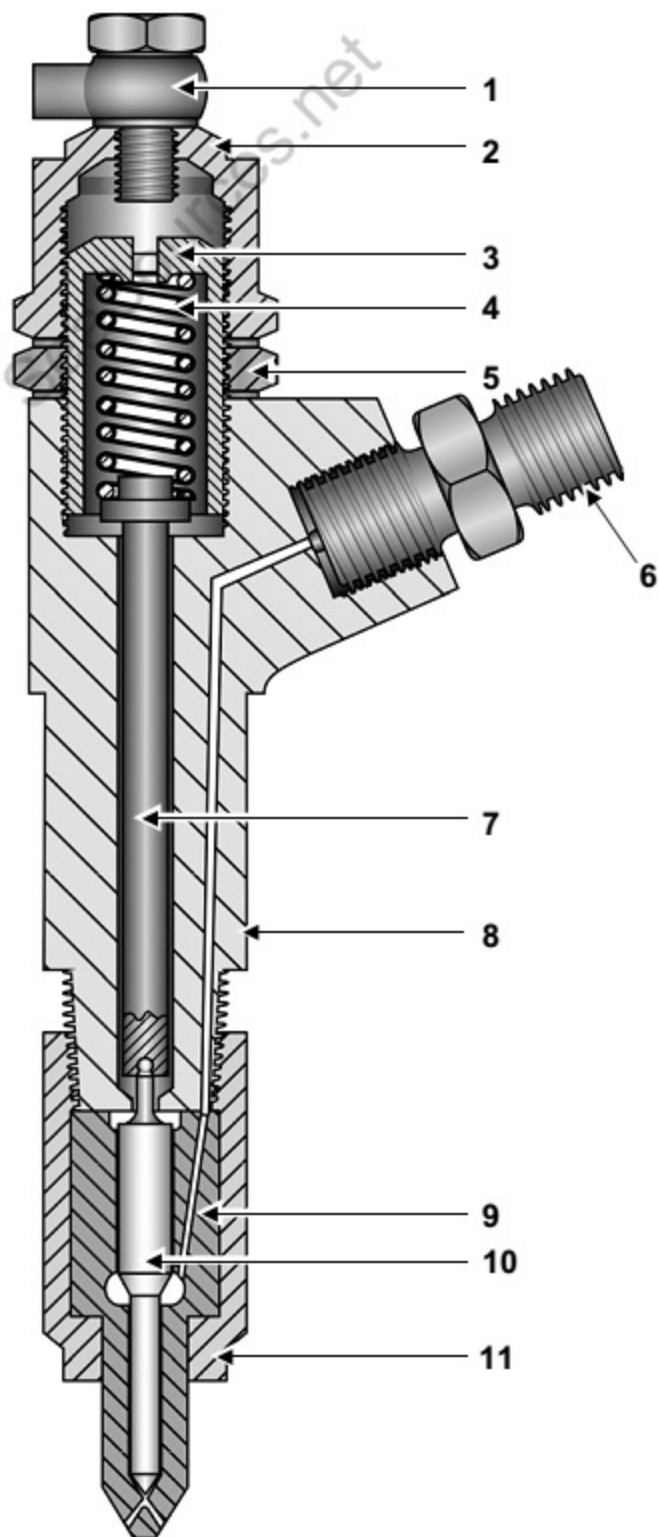
This information is for a two-stroke cycle marine engine and the flywheel is marked with reference to number one cylinder.

20-Cylinder		
Firing Order	Top Dead Center	
1	0 DEGREES	
14	27	“
9	36	“
16	63	”
4	72	“
13	99	“
6	108	“
20	135	“
3	144	“
12	171	“
10	180	“
17	207	“
2	216	“
15	243	“
7	252	“
18	279	“
5	288	“
11	315	“
8	324	“
19	351	“

MO-0040



MO-0041



MO-0042

Fig. A

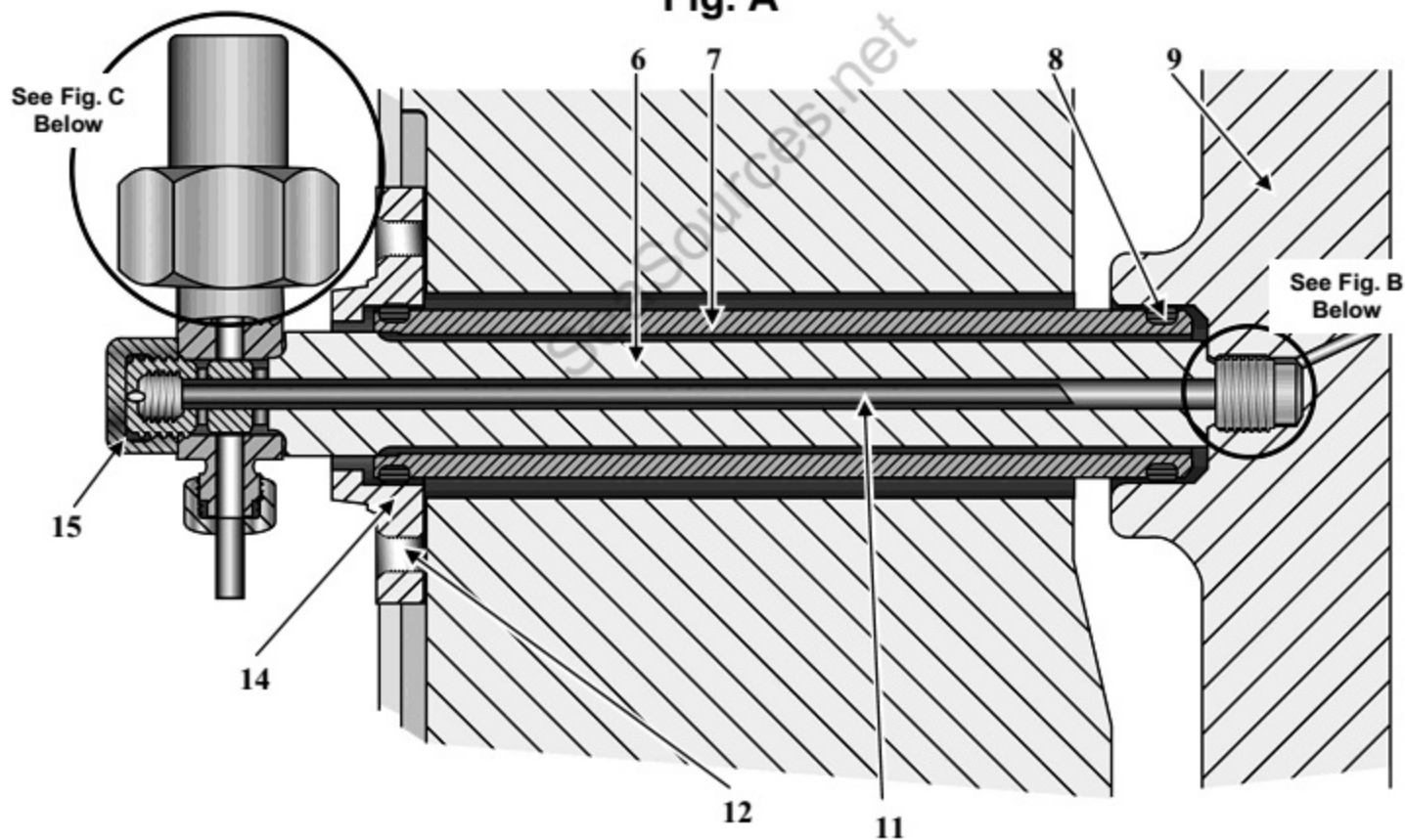


Fig. B

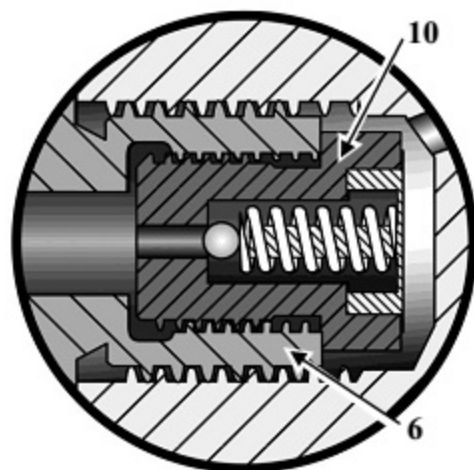
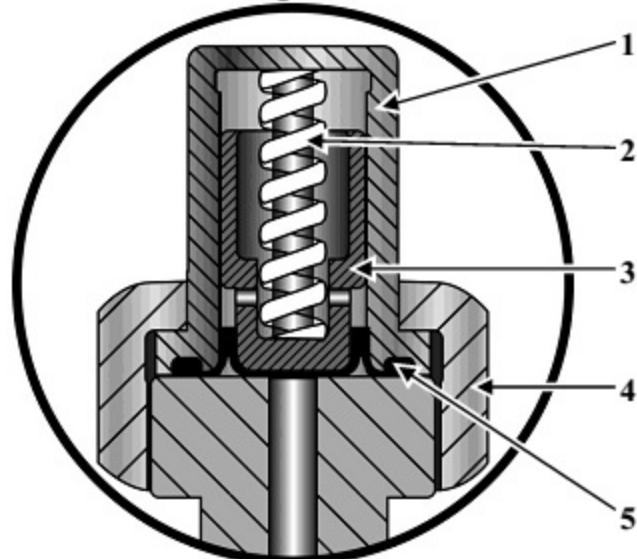
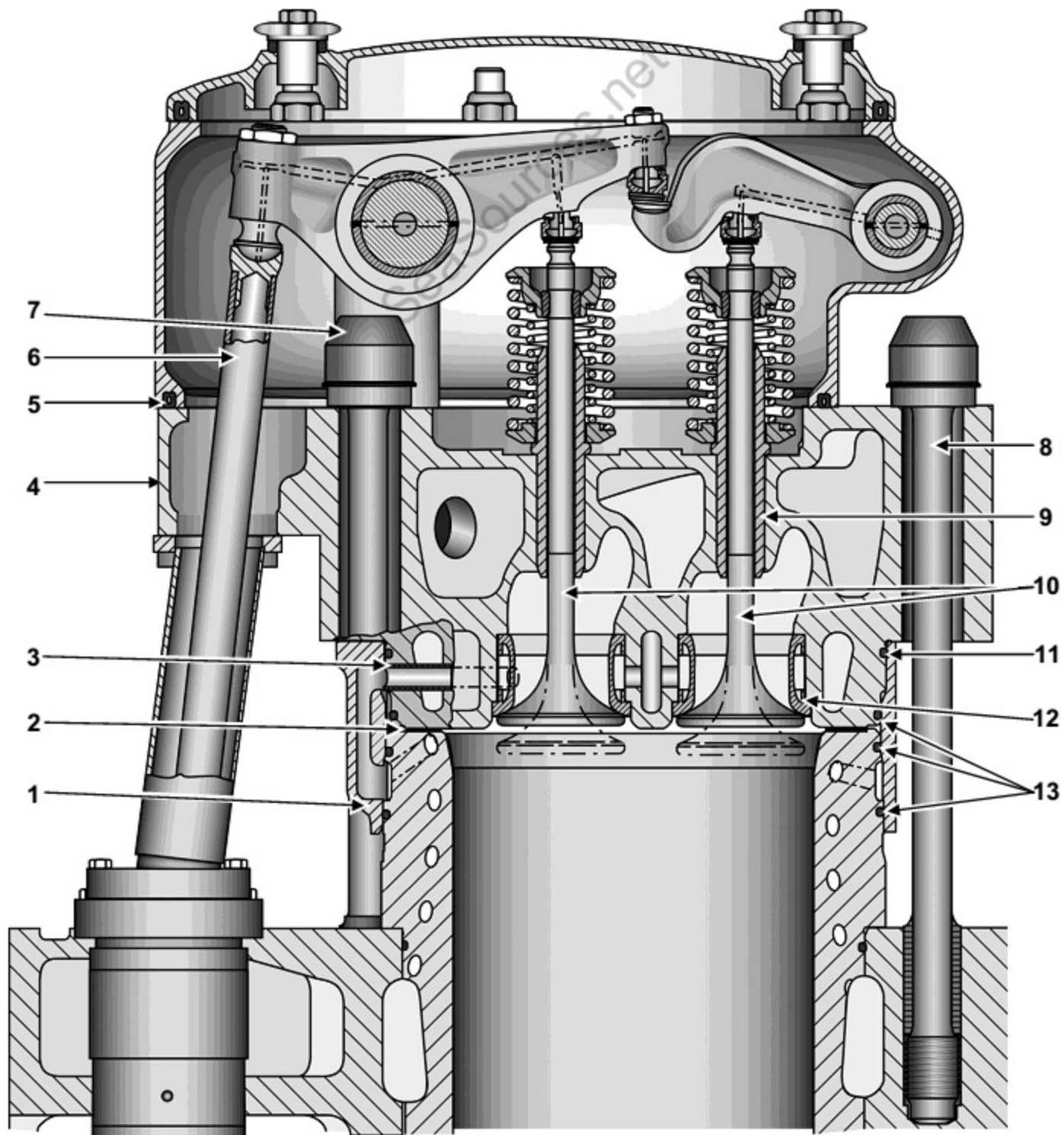


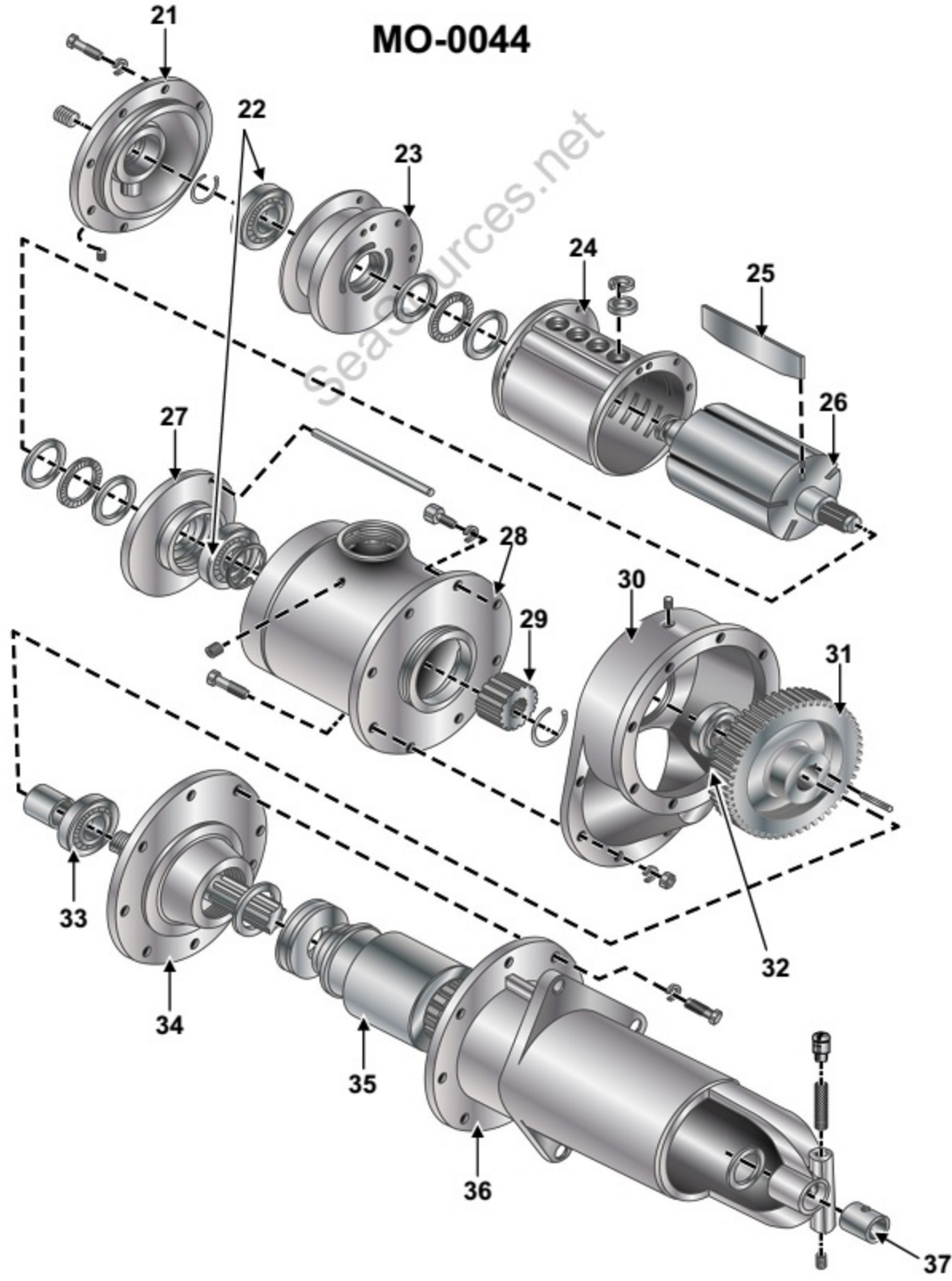
Fig. C

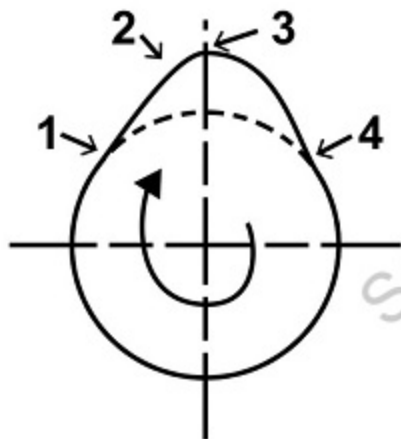


MO-0043

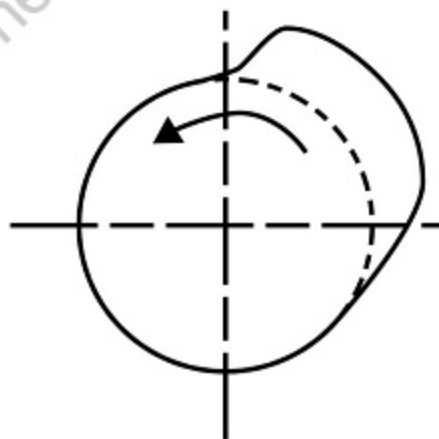


MO-0044

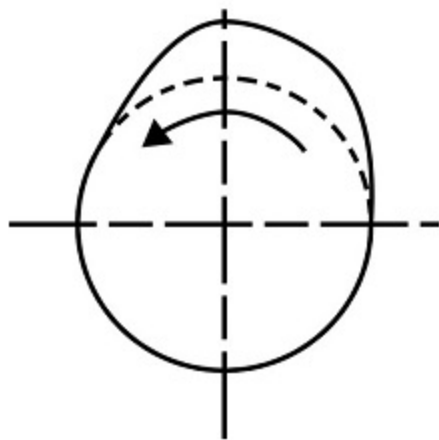




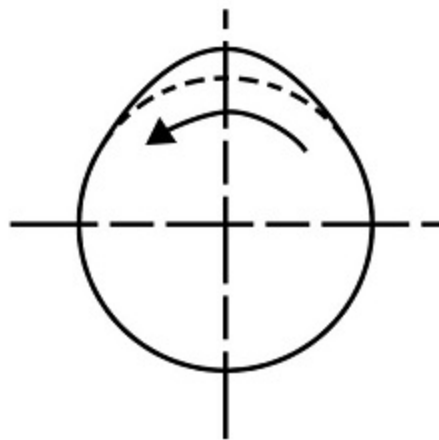
A



B

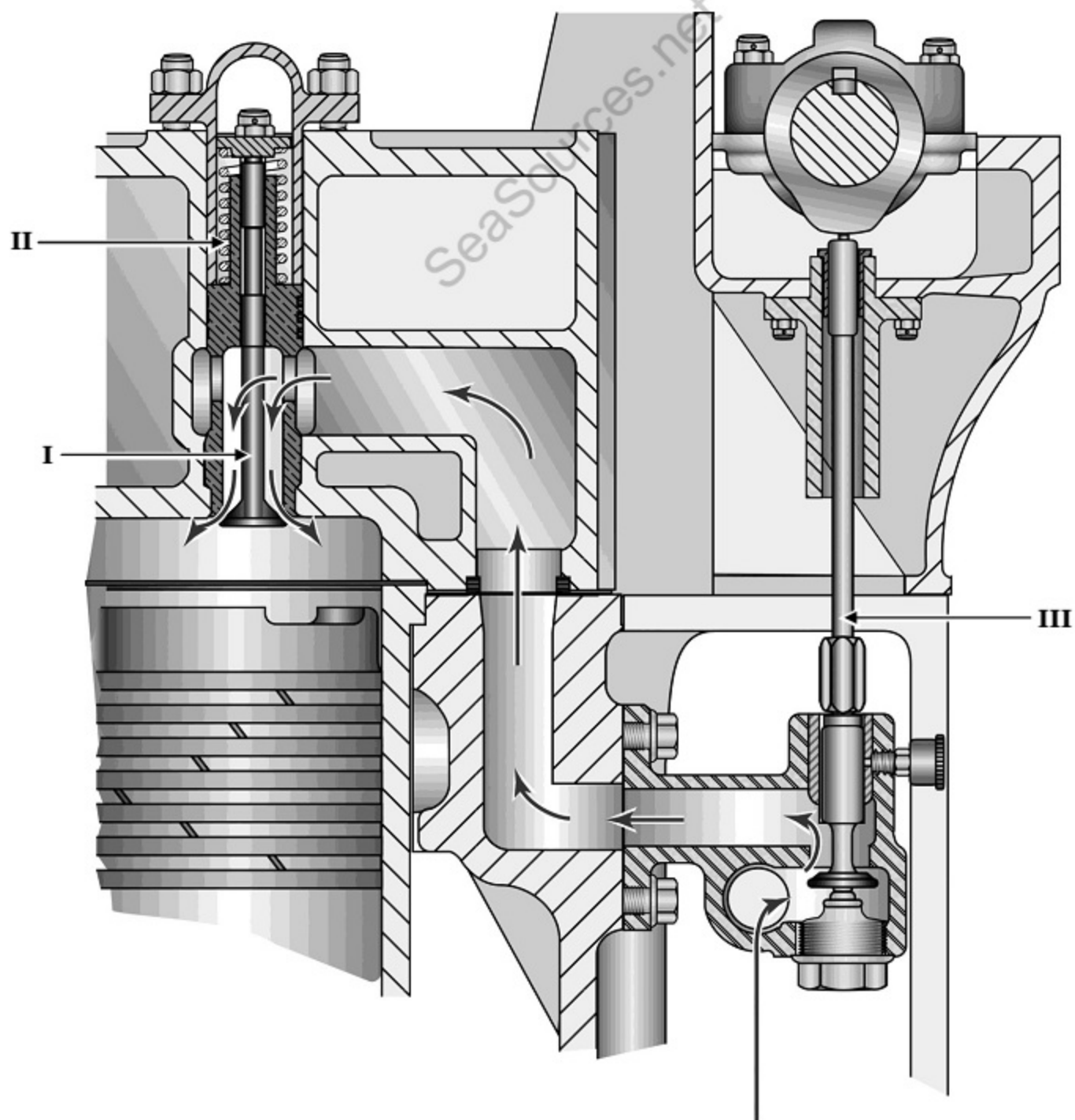


C

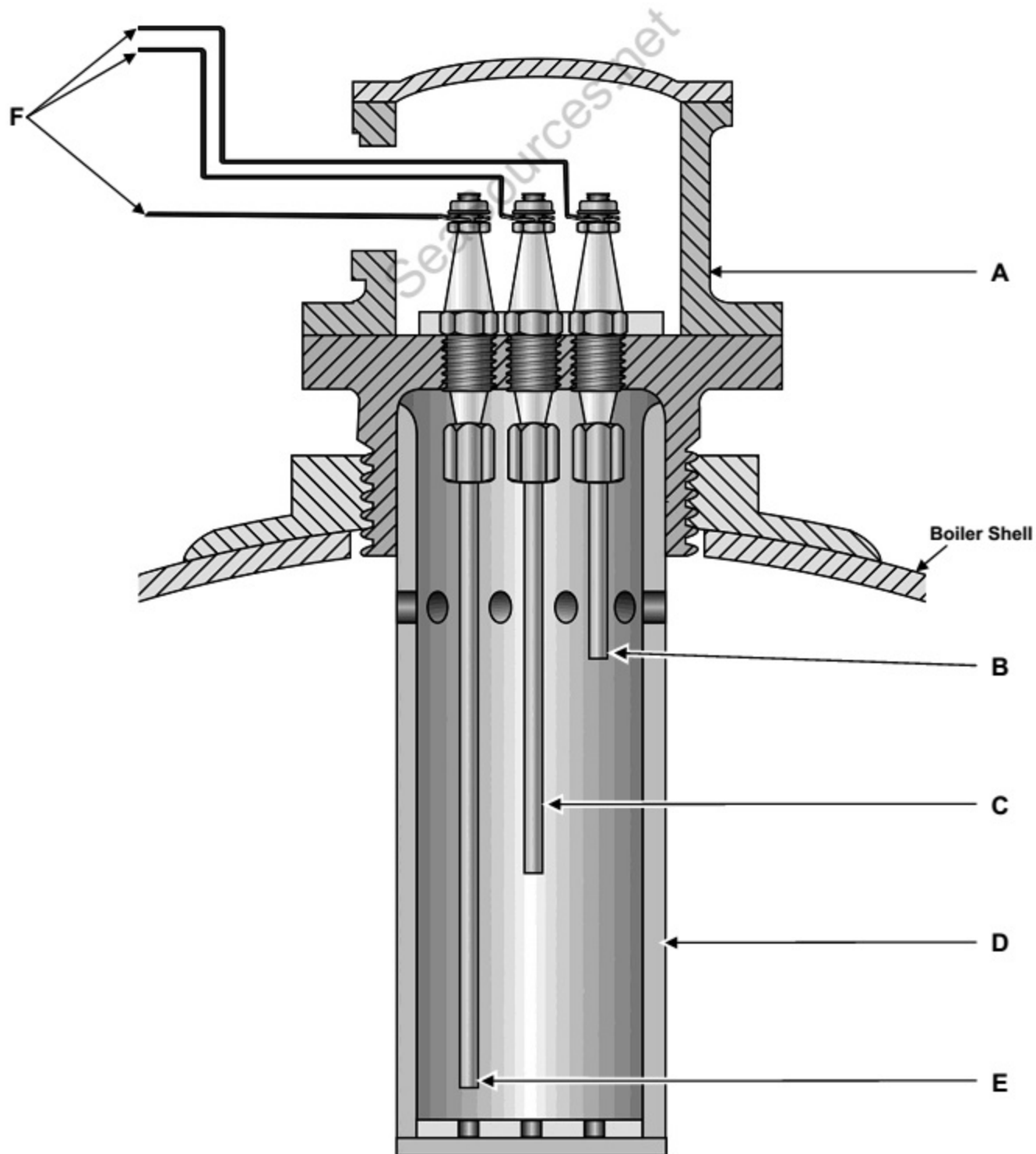


D

MO-0046



MO-0047



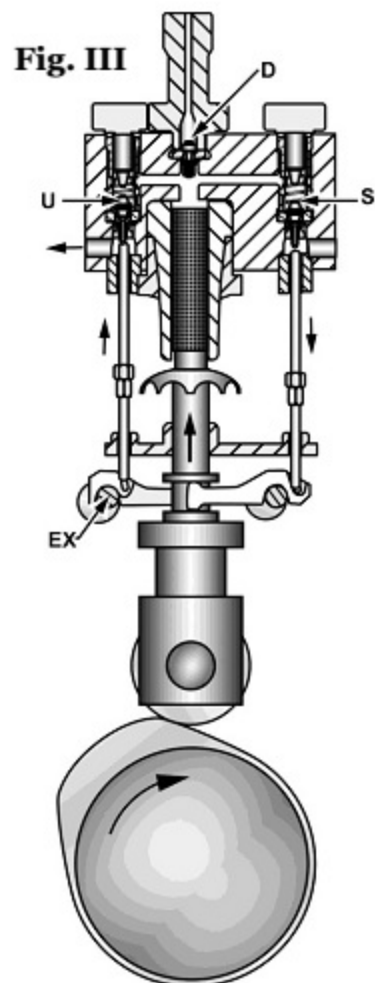
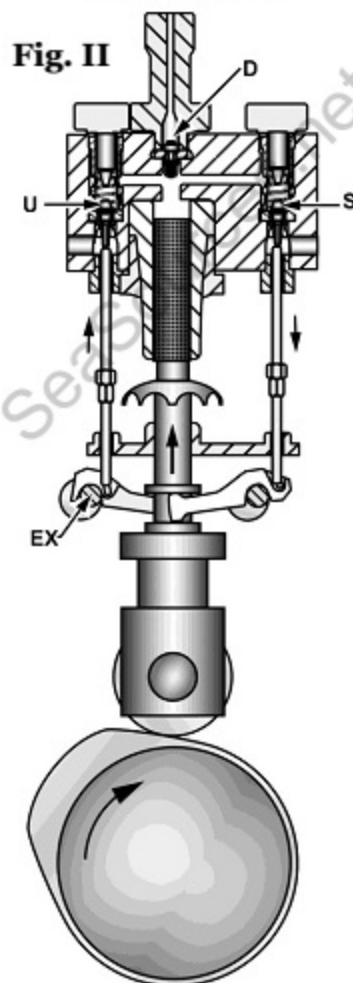
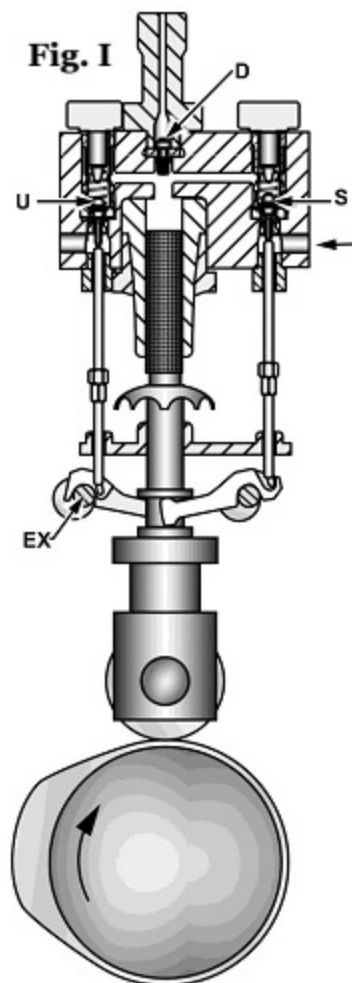
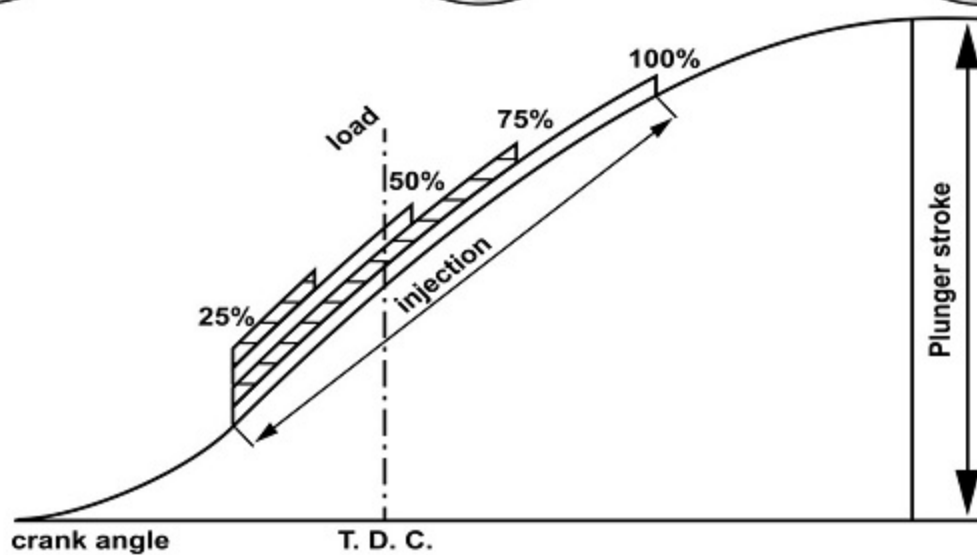
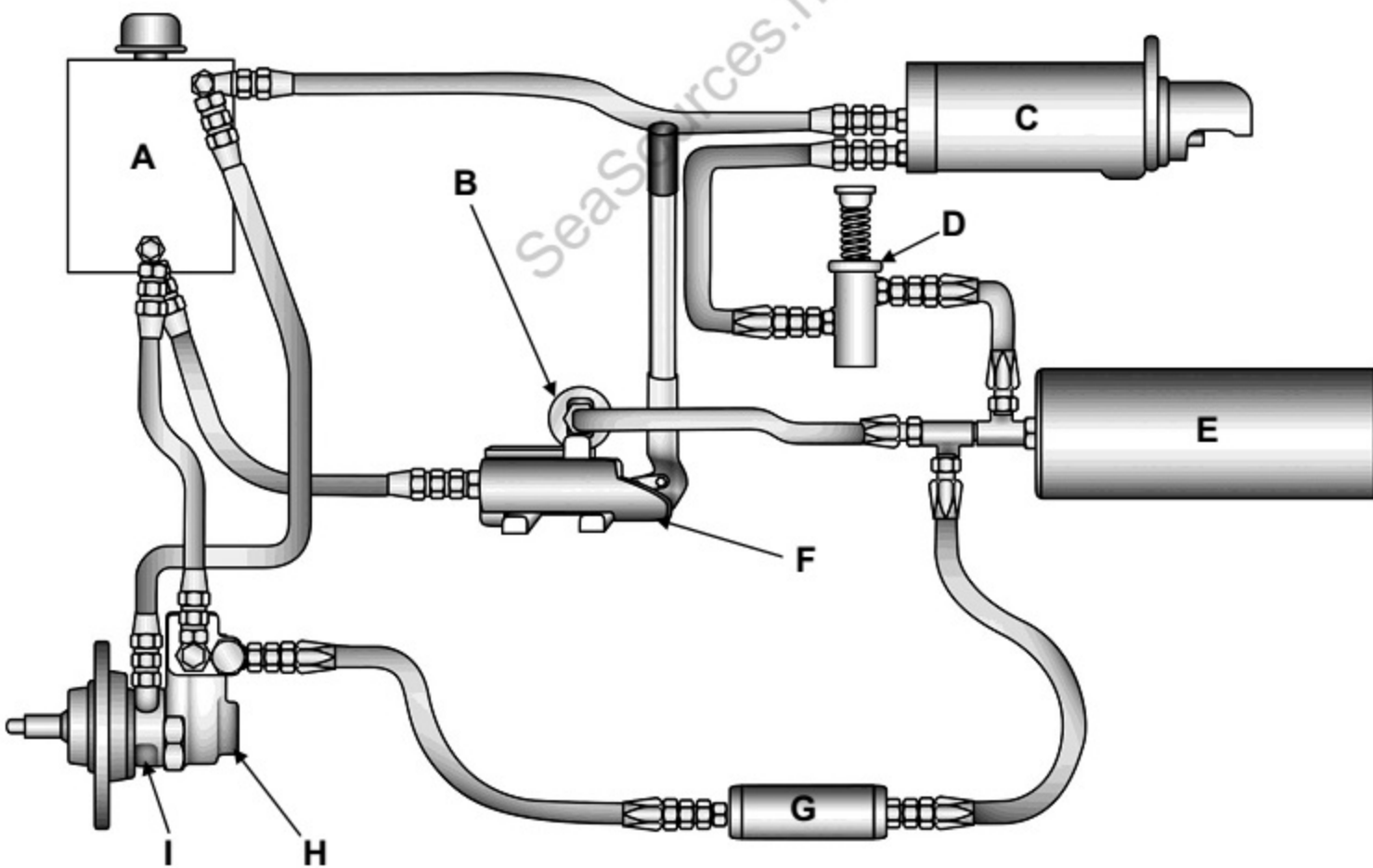


Fig. IV



MO-0049



MO-0050

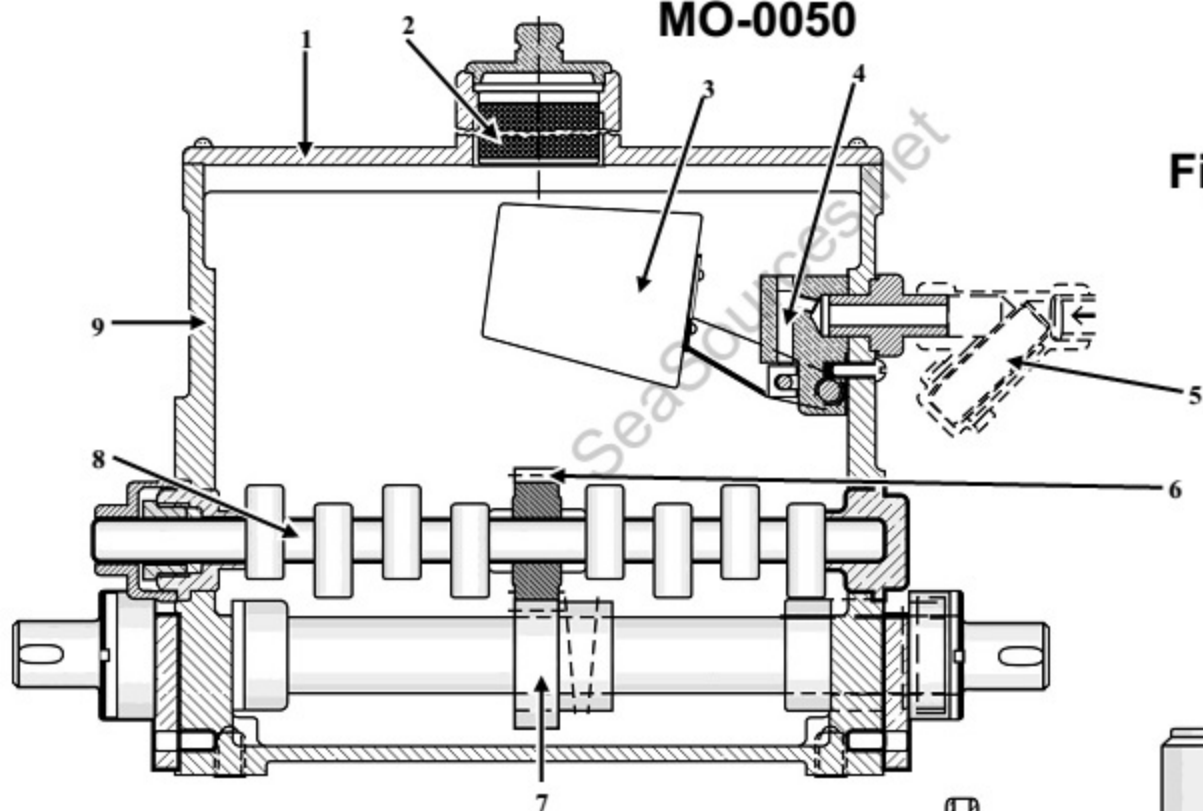
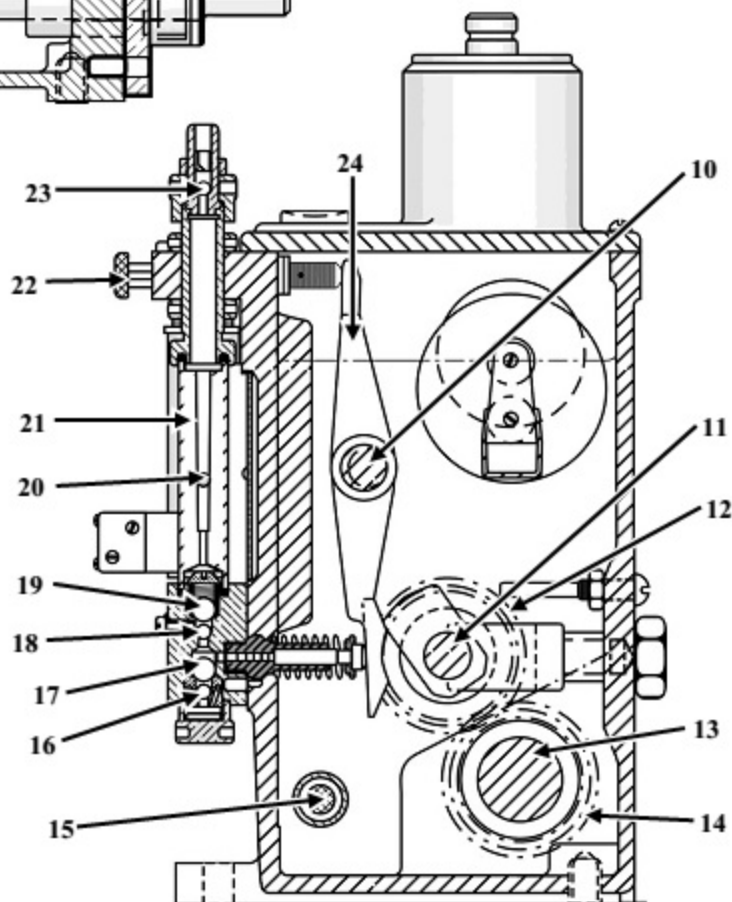
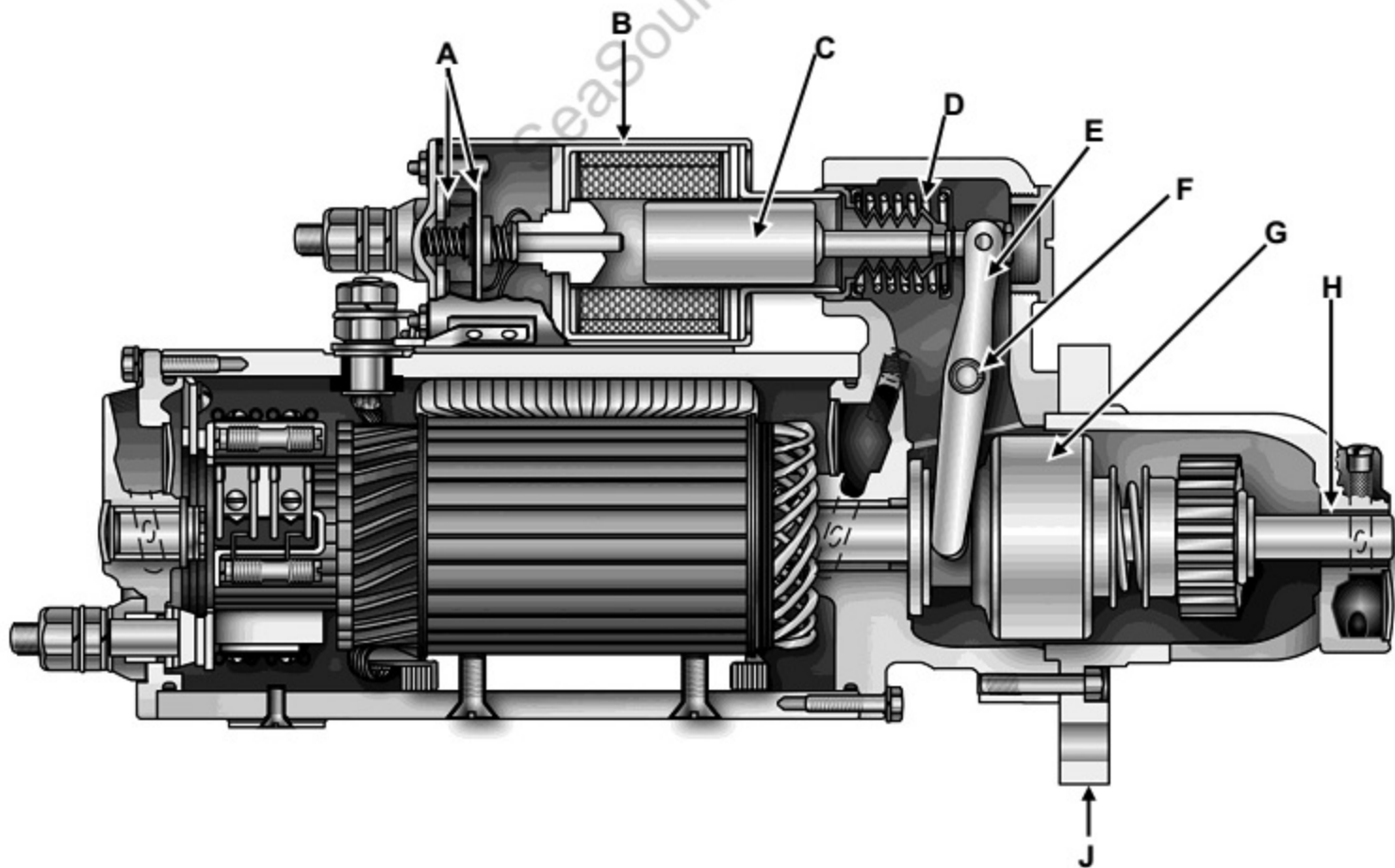


Figure A

Figure B



MO-0051



MO-0052

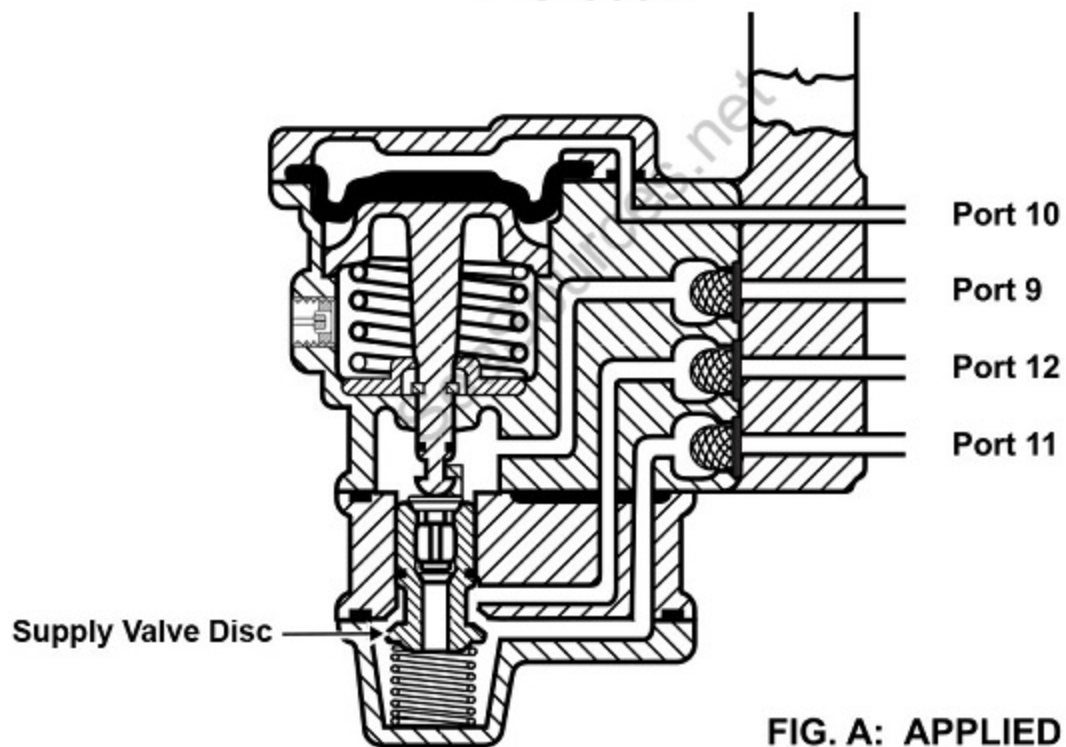


FIG. A: APPLIED POSITION

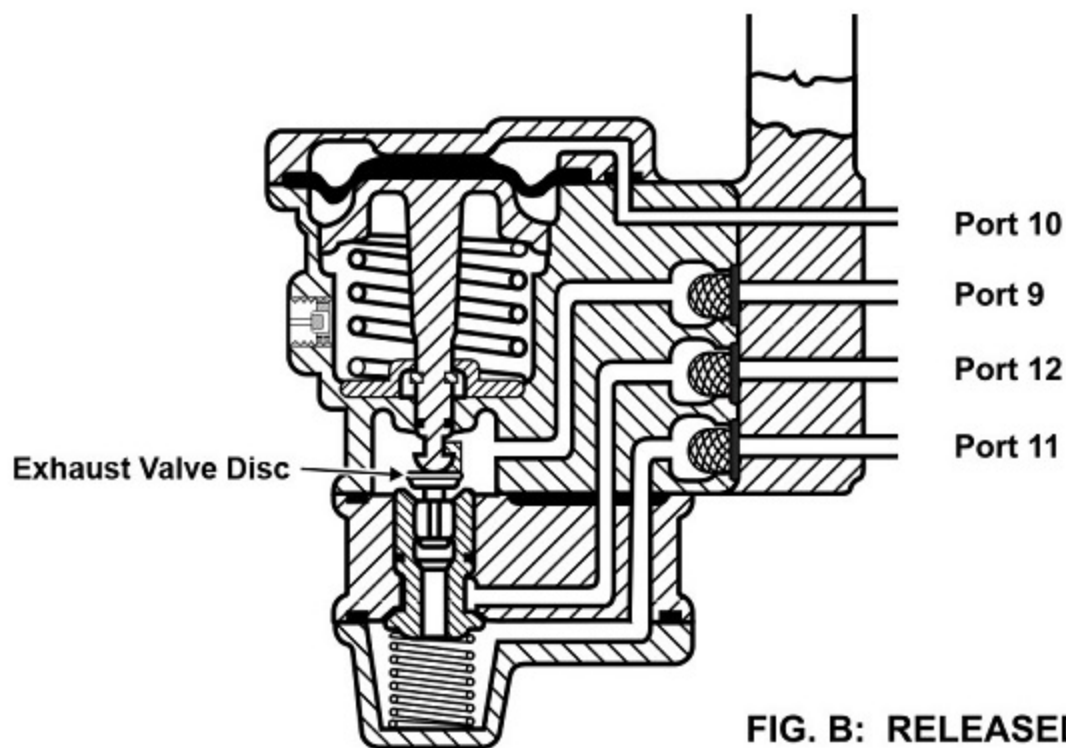
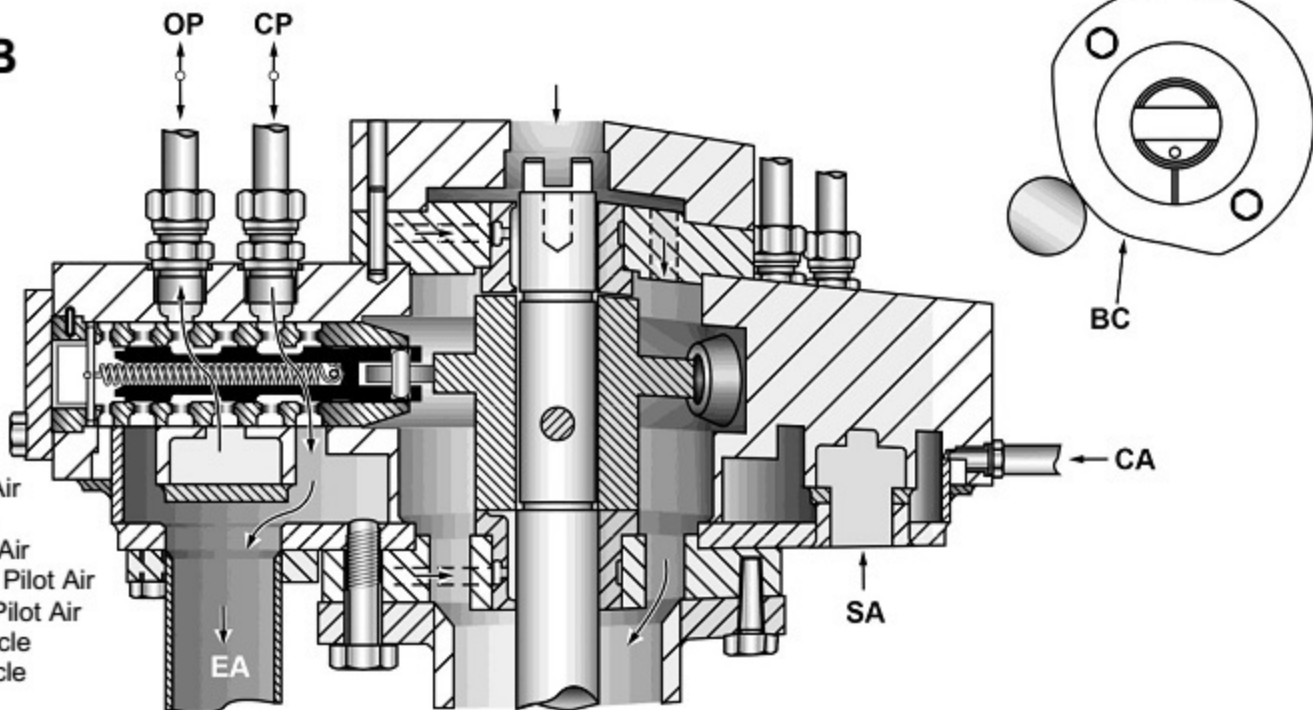


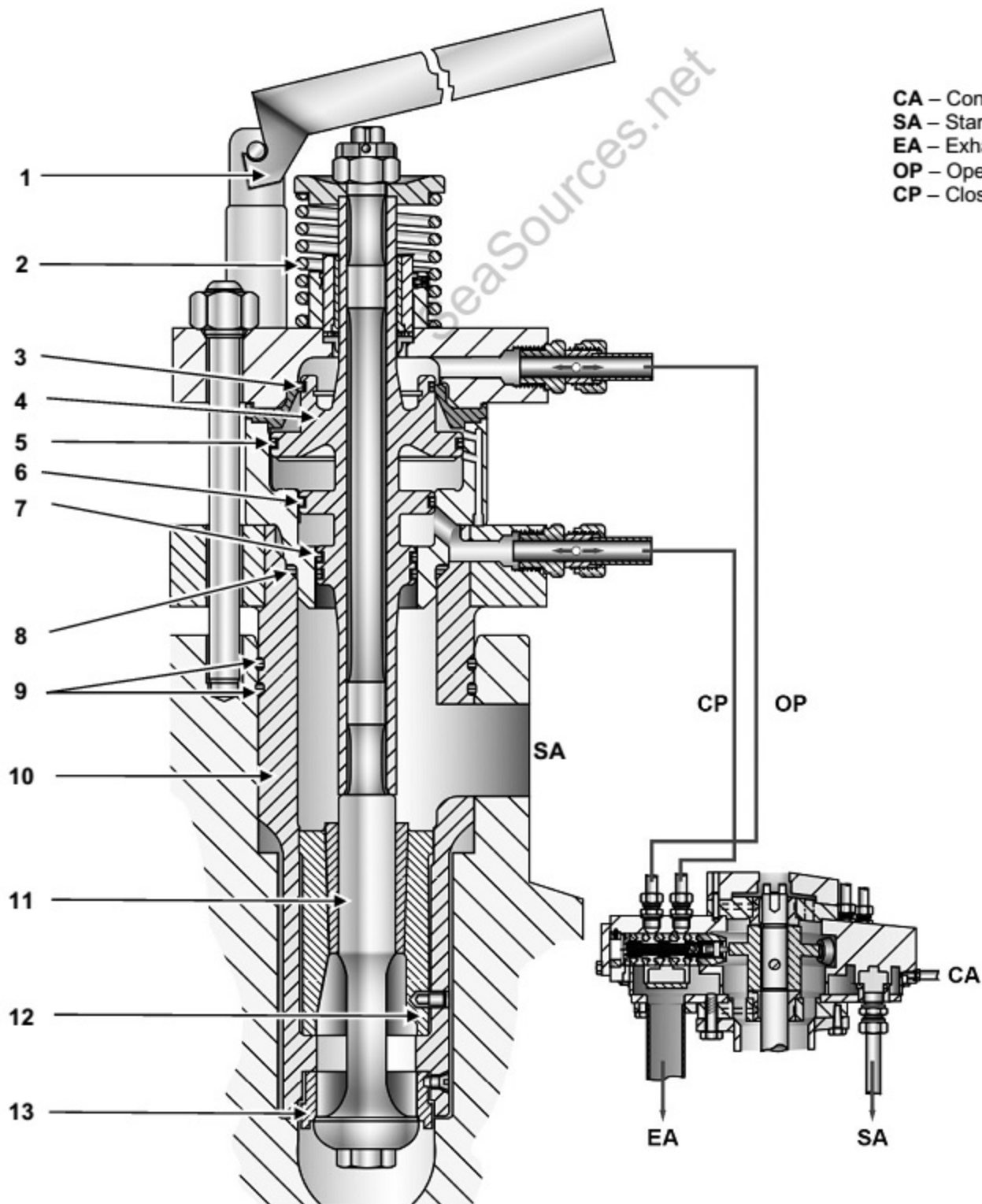
FIG. B: RELEASED POSITION

Fig. A

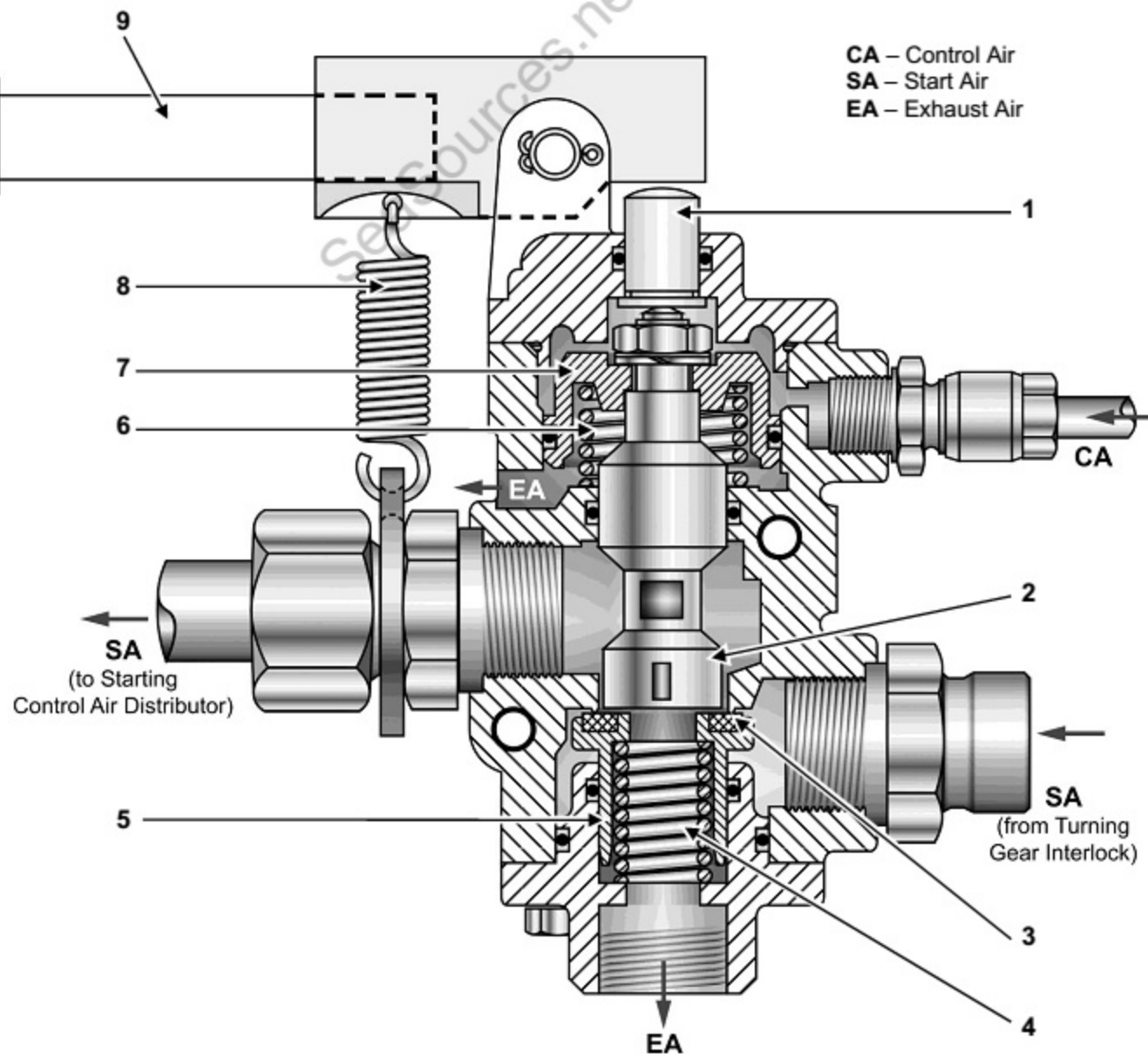


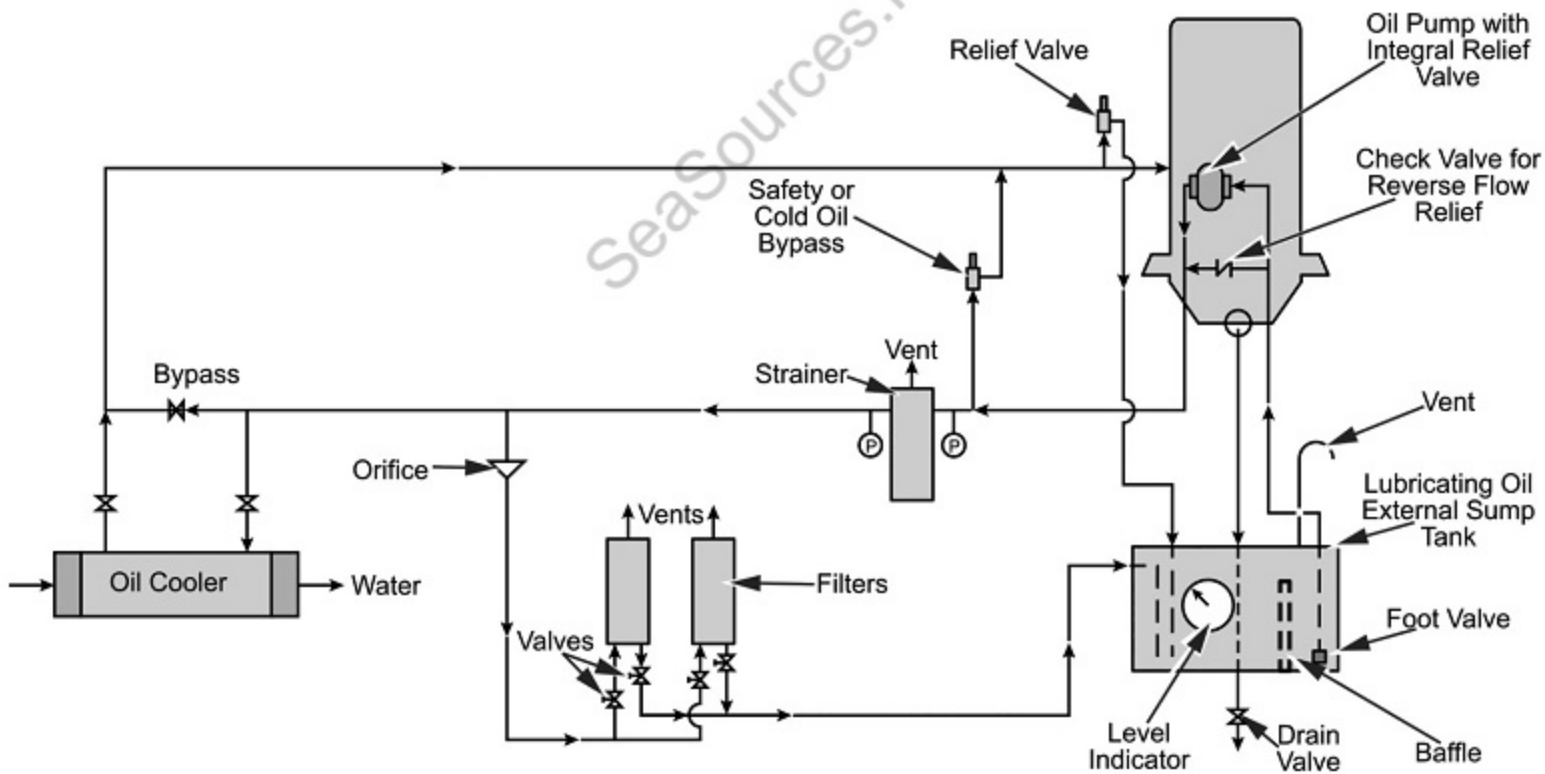
CA – Control Air
SA – Start Air
EA – Exhaust Air
OP – Opening Pilot Air
CP – Closing Pilot Air
BC – Base Circle
CC – Cam Circle

MO-0054

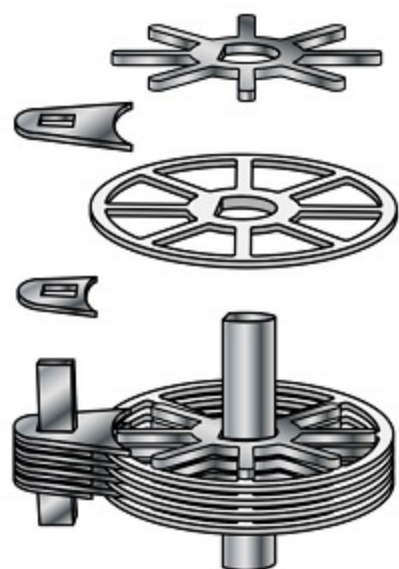
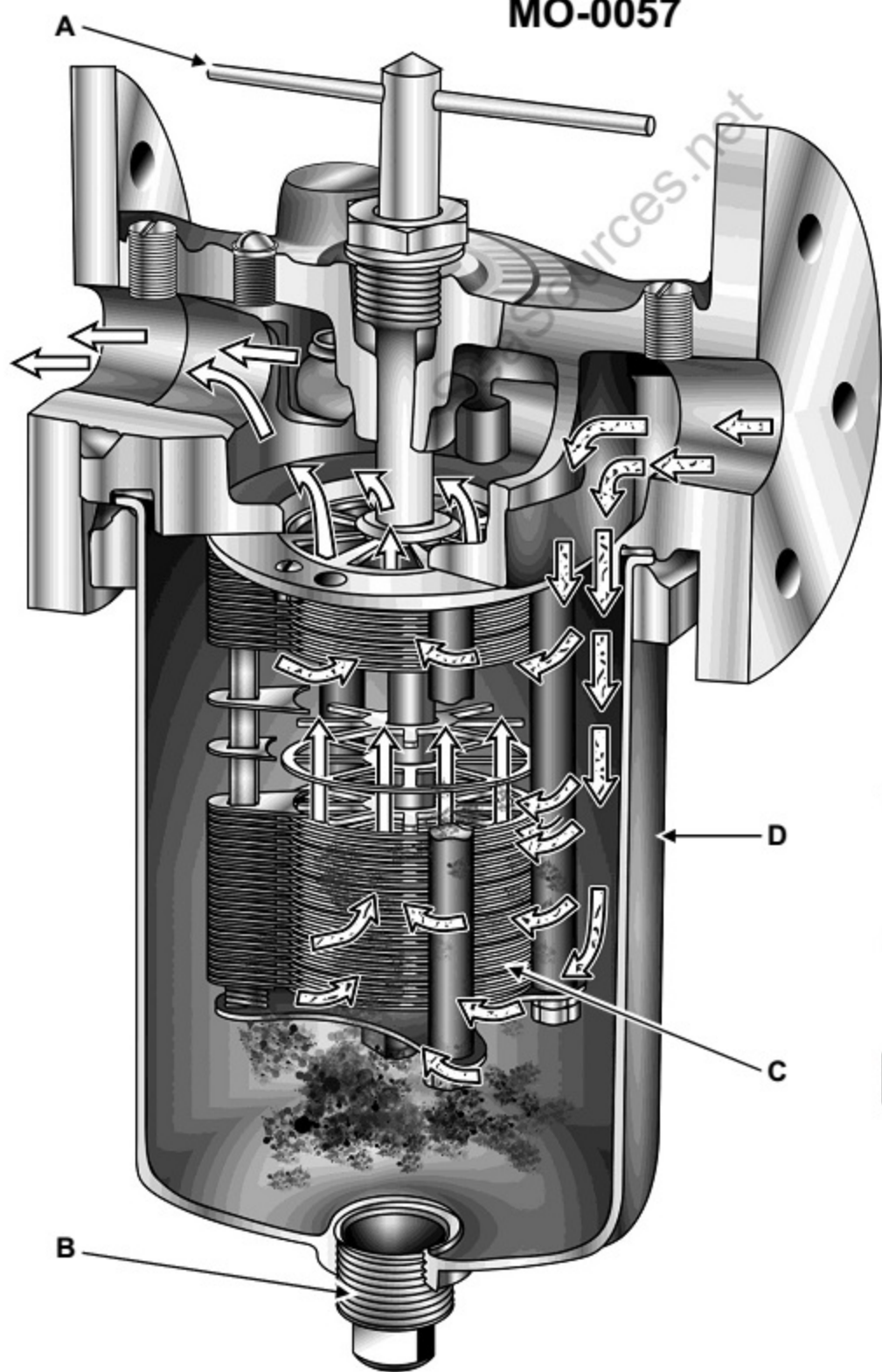


MO-0055

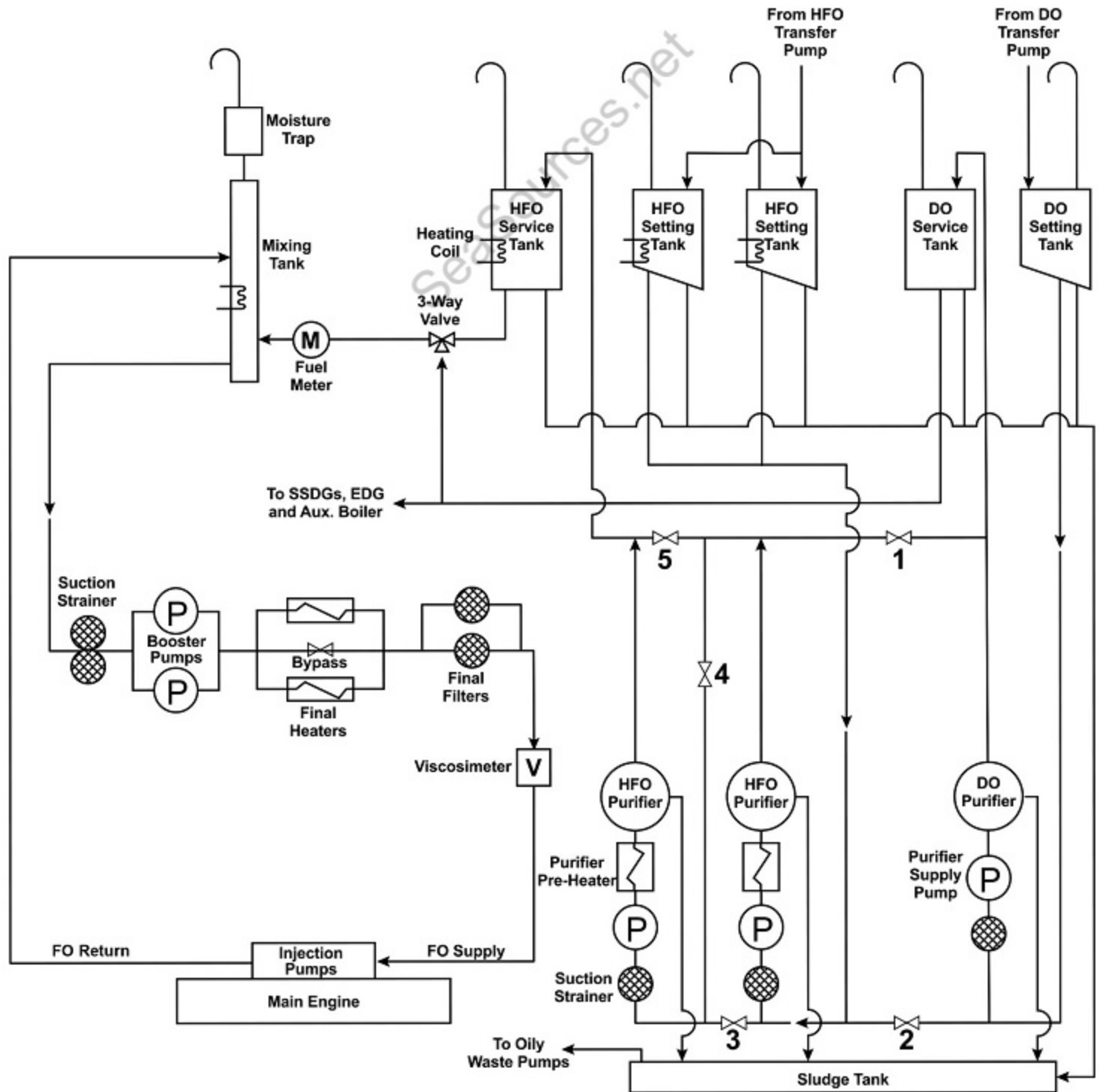




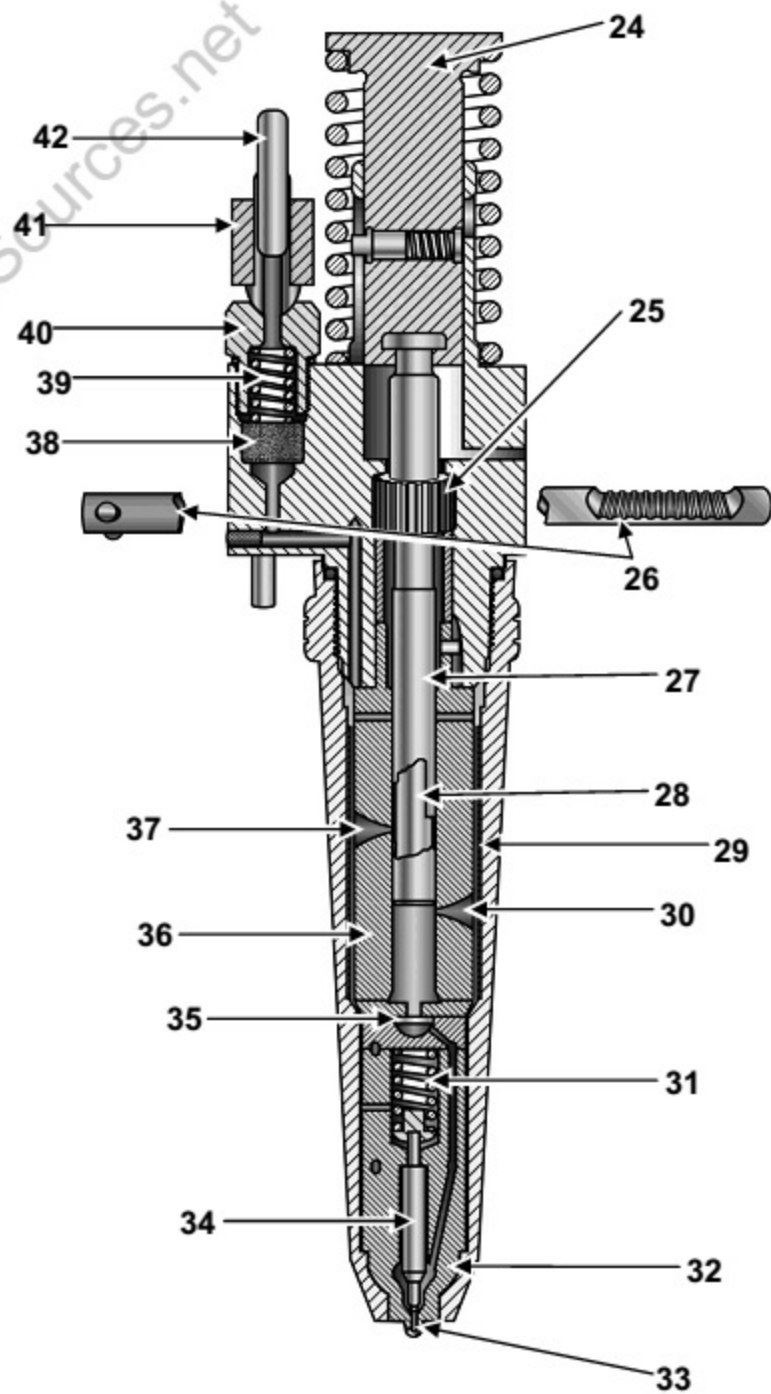
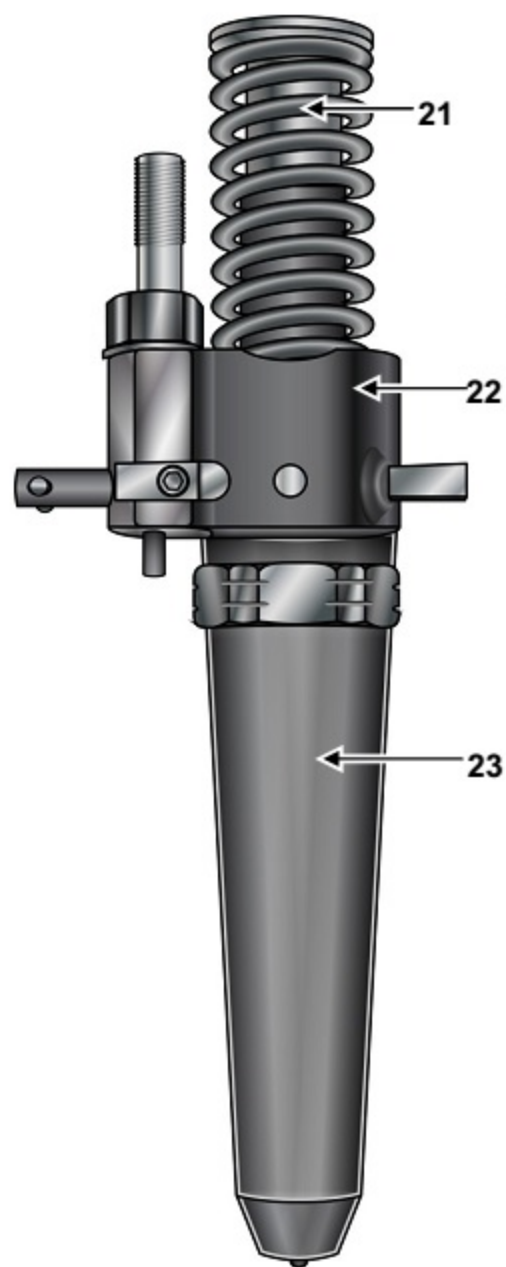
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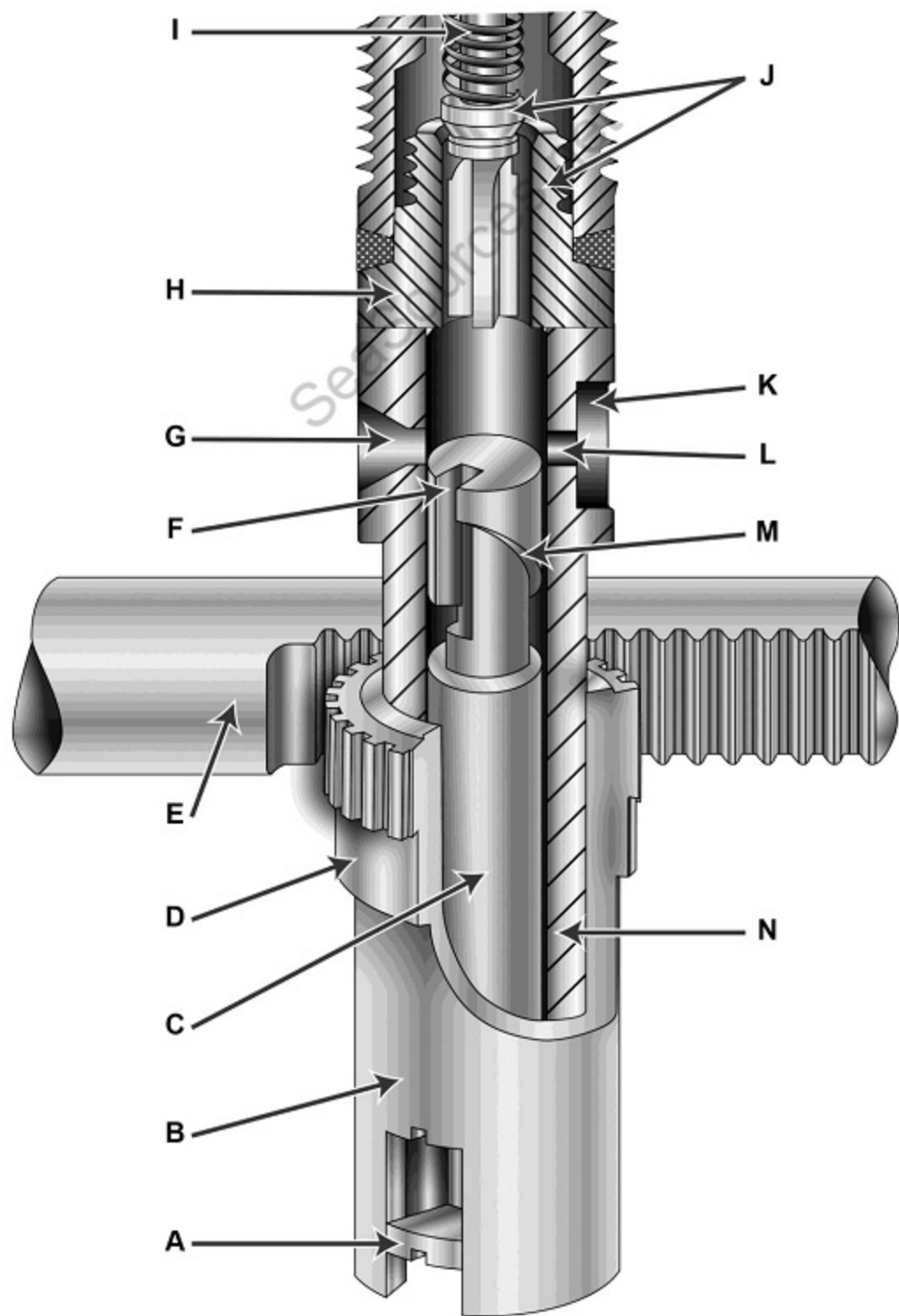
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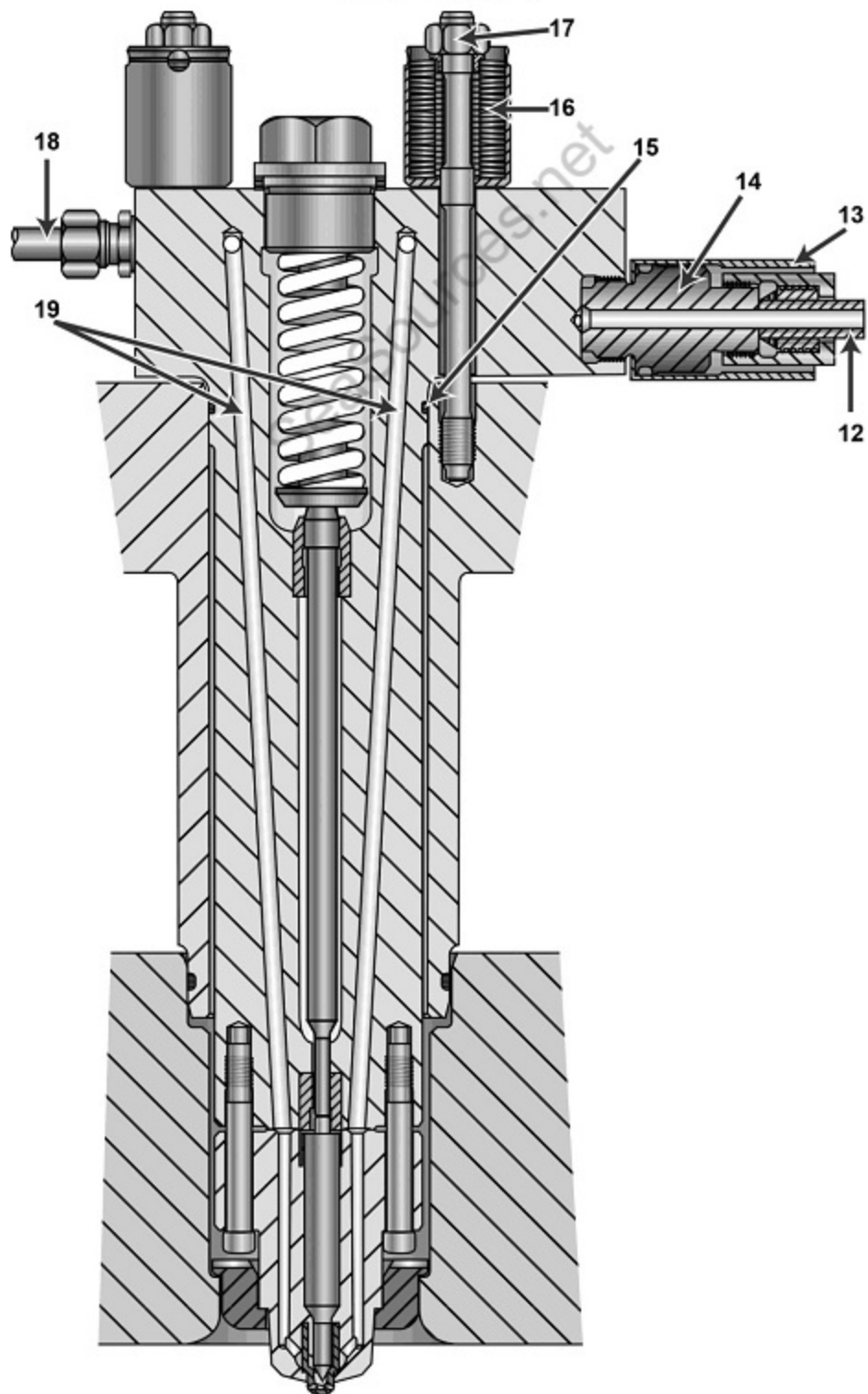
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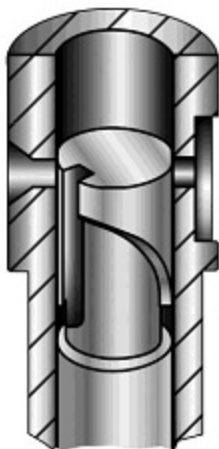


MO-0061



MO-0062

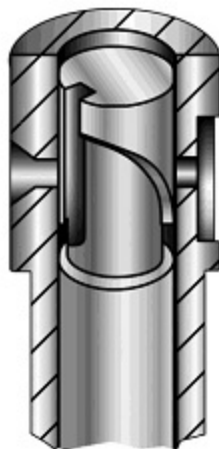




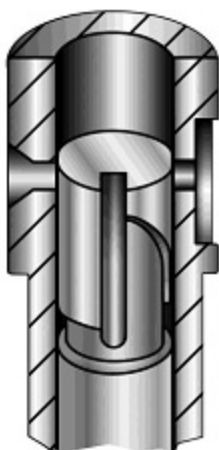
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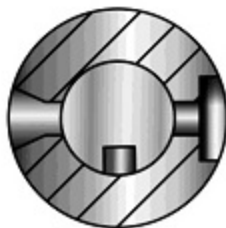
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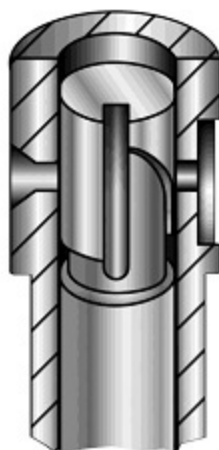
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**Beginning of
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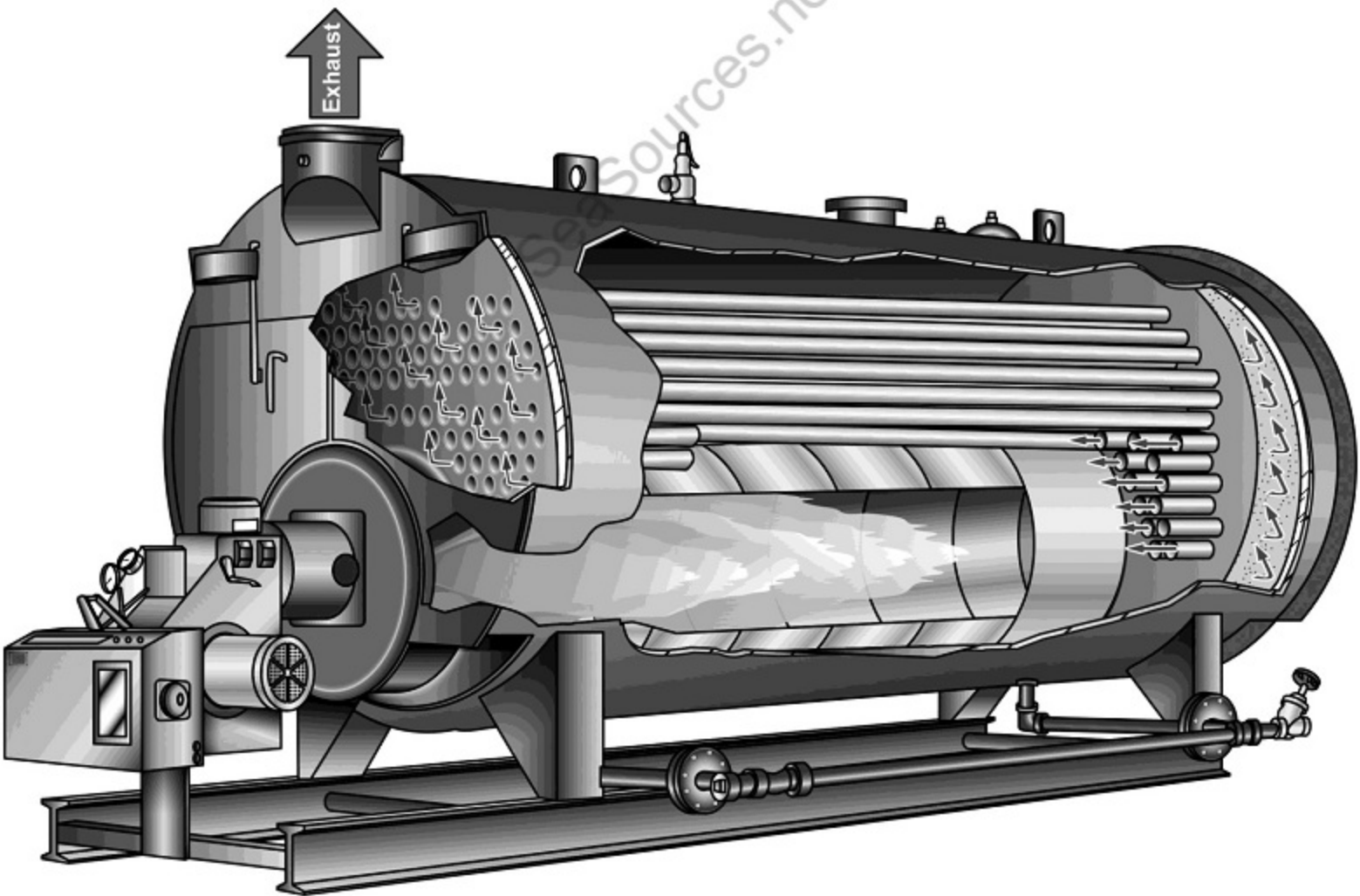


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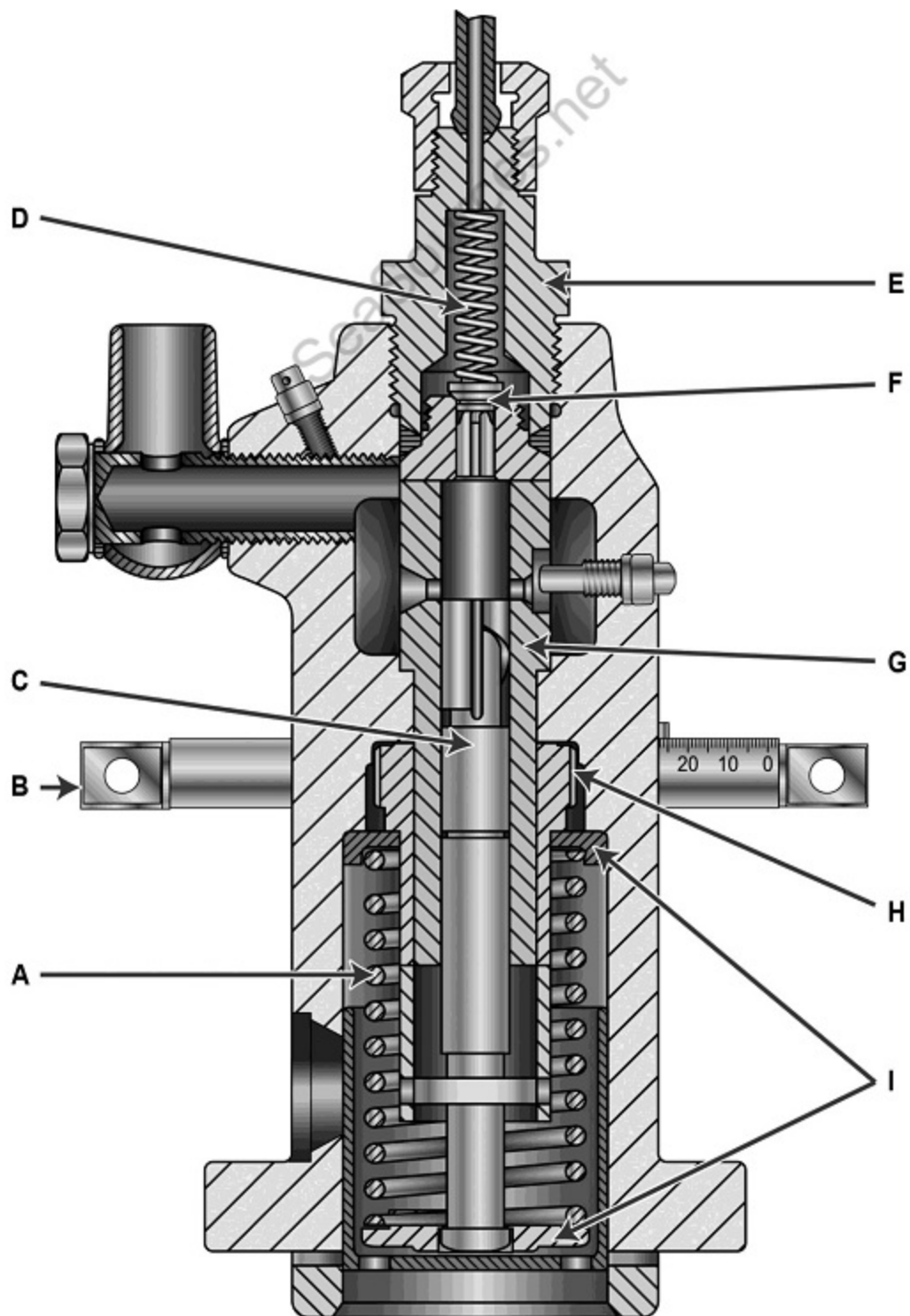


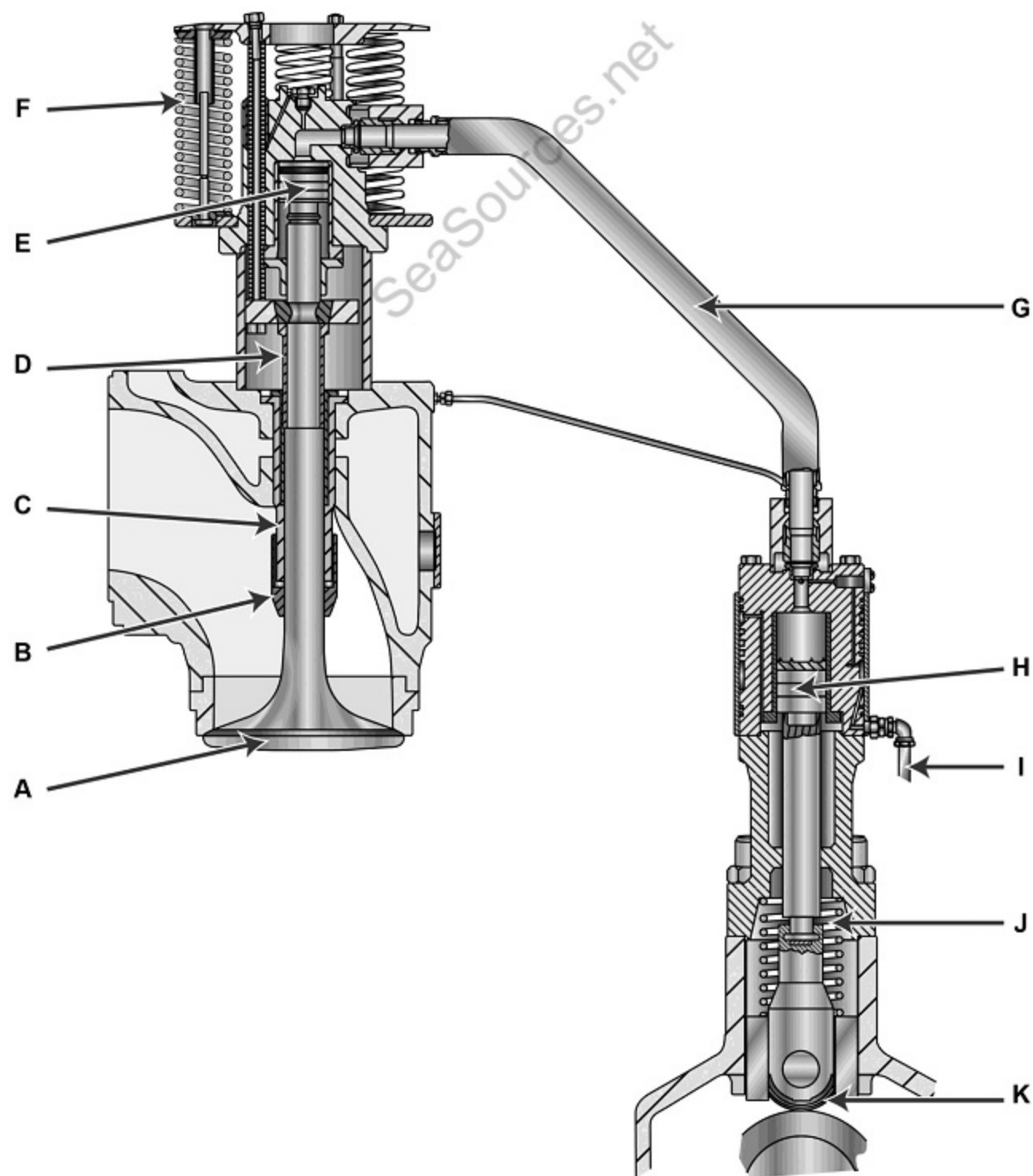
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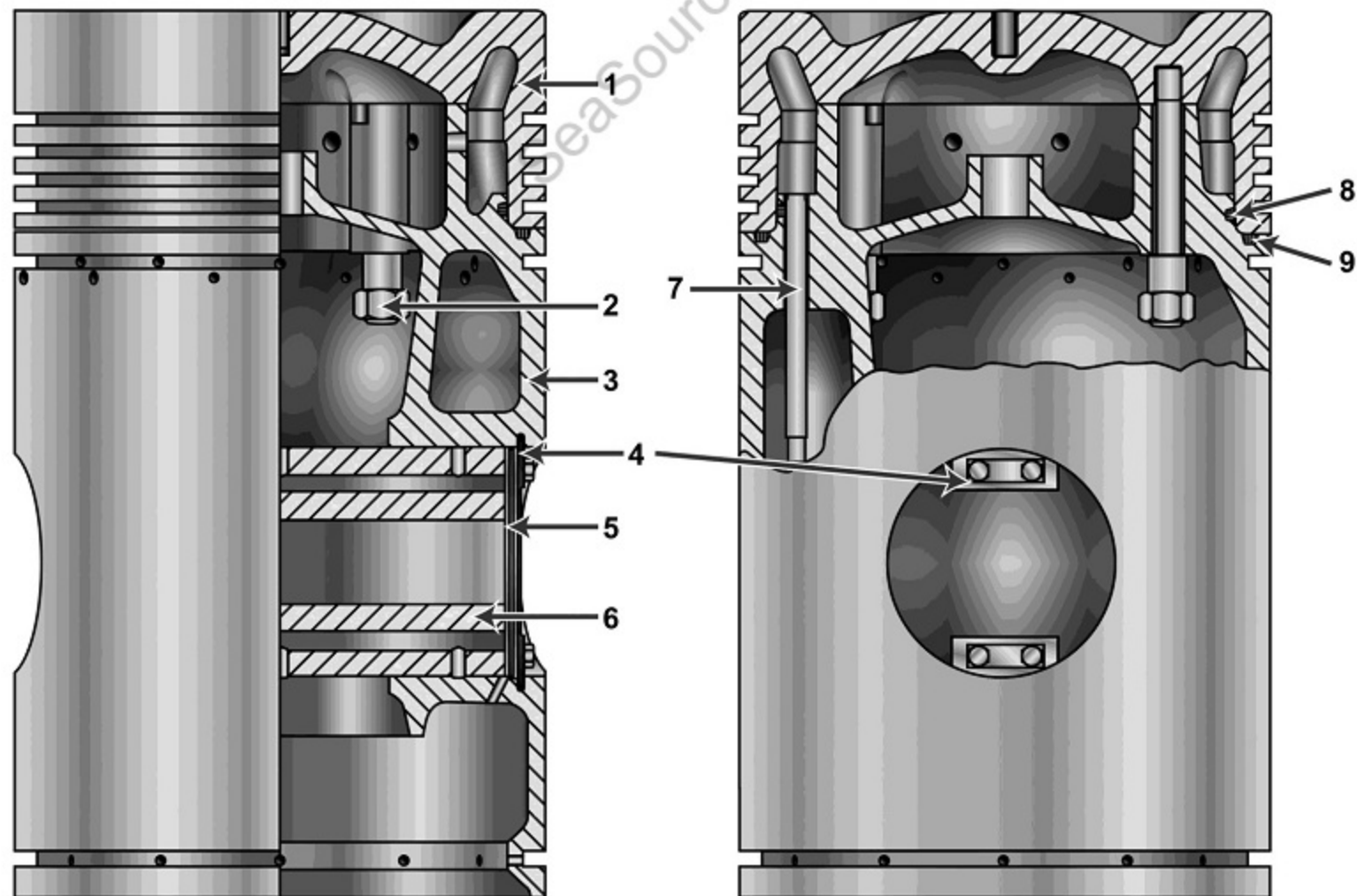
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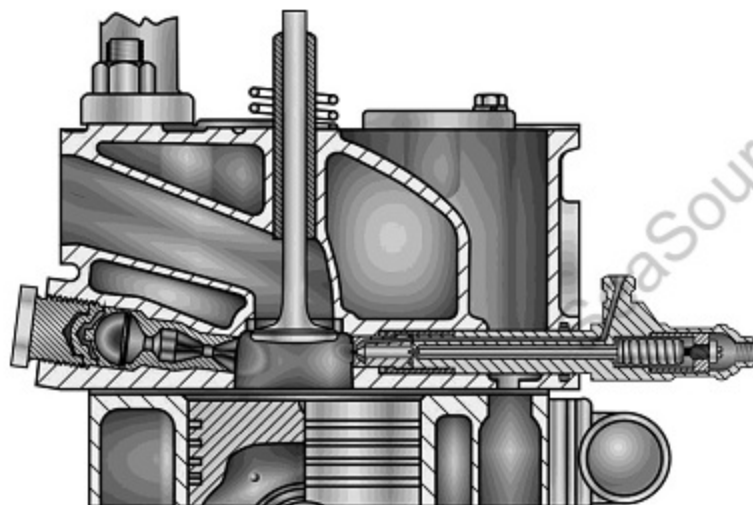
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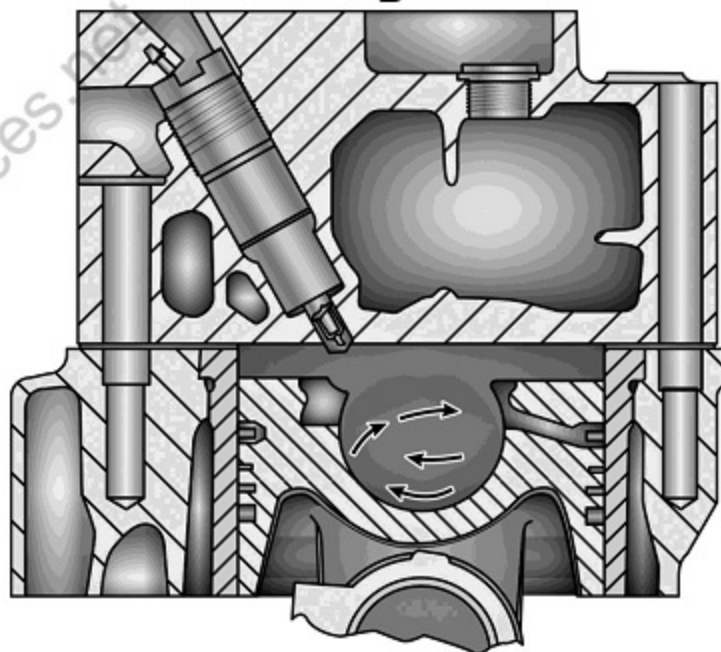




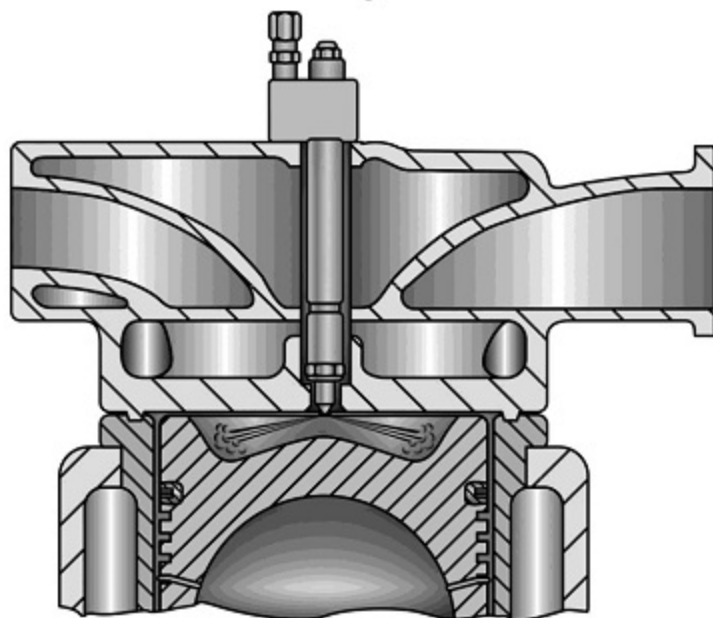
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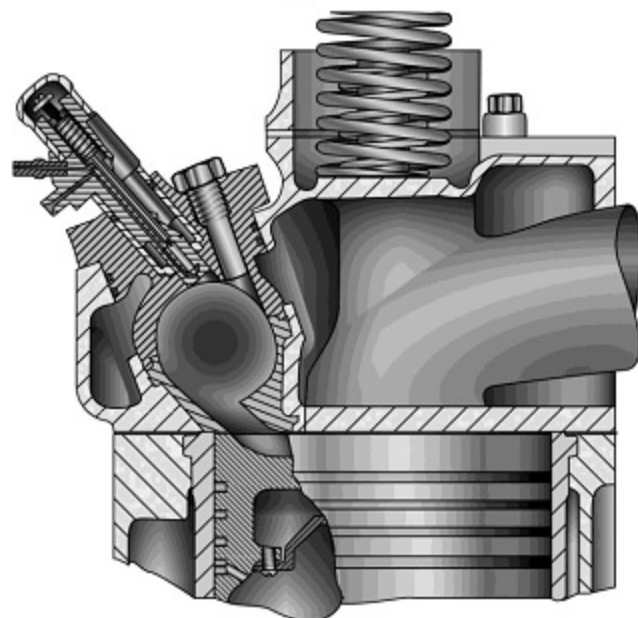
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C



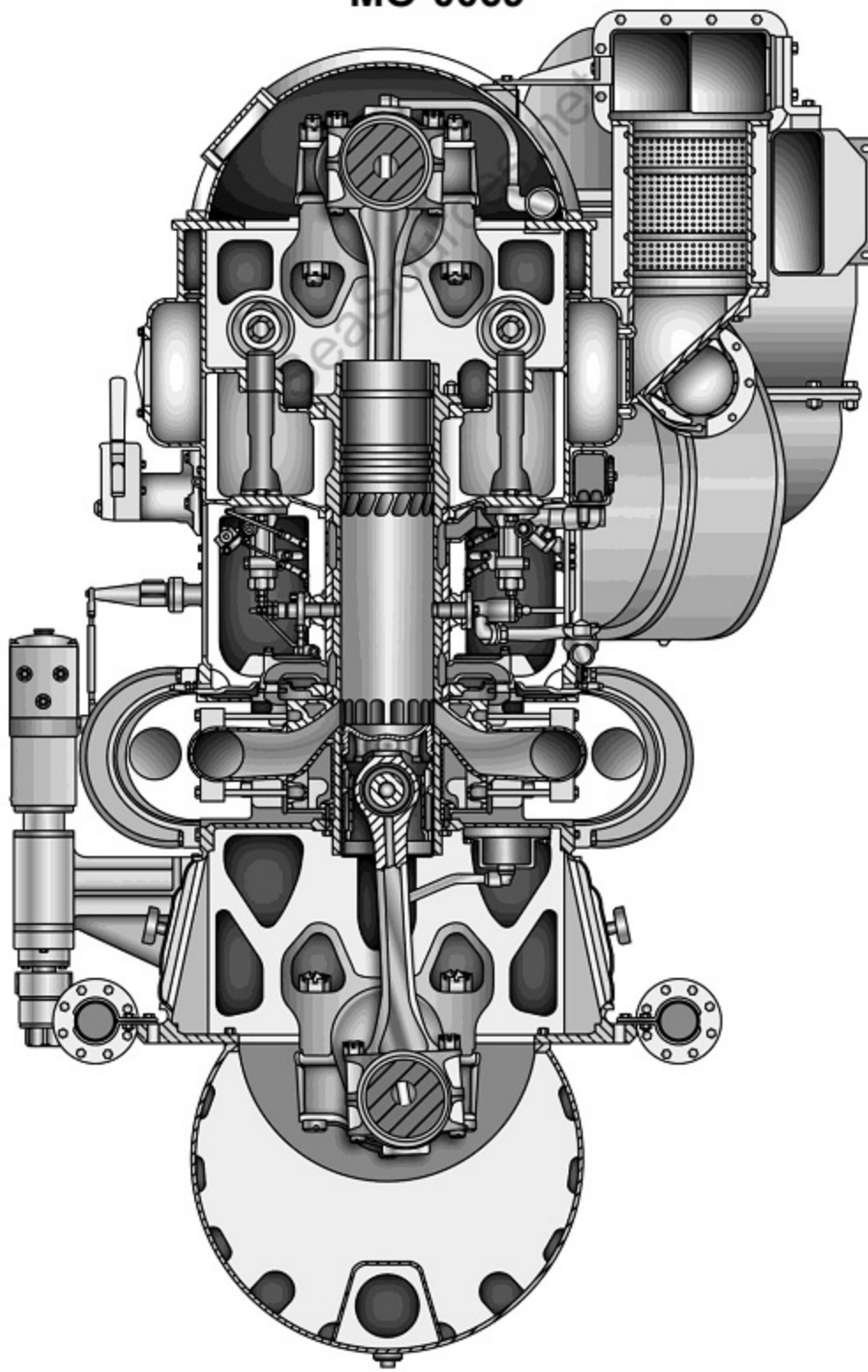
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A & D

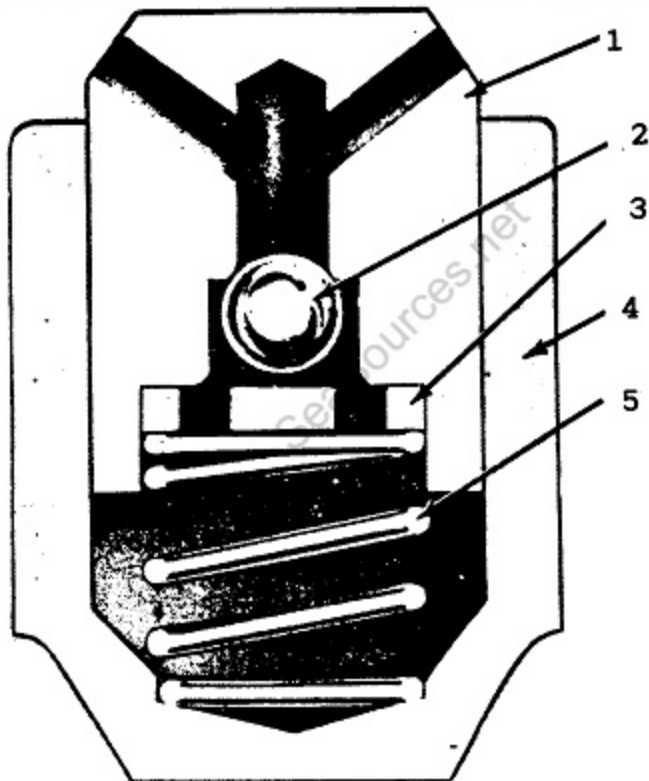
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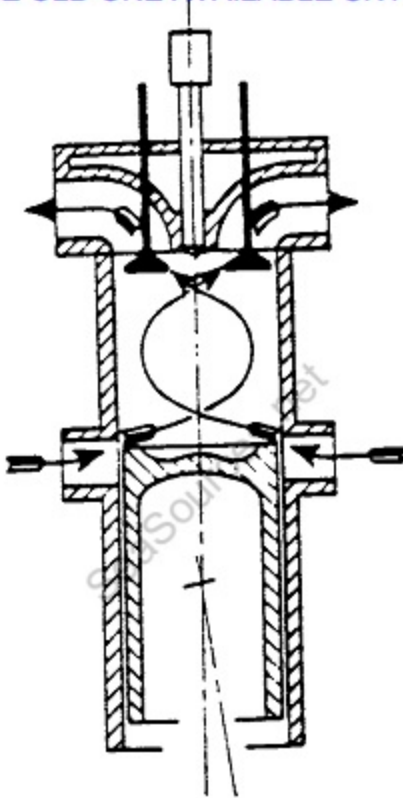


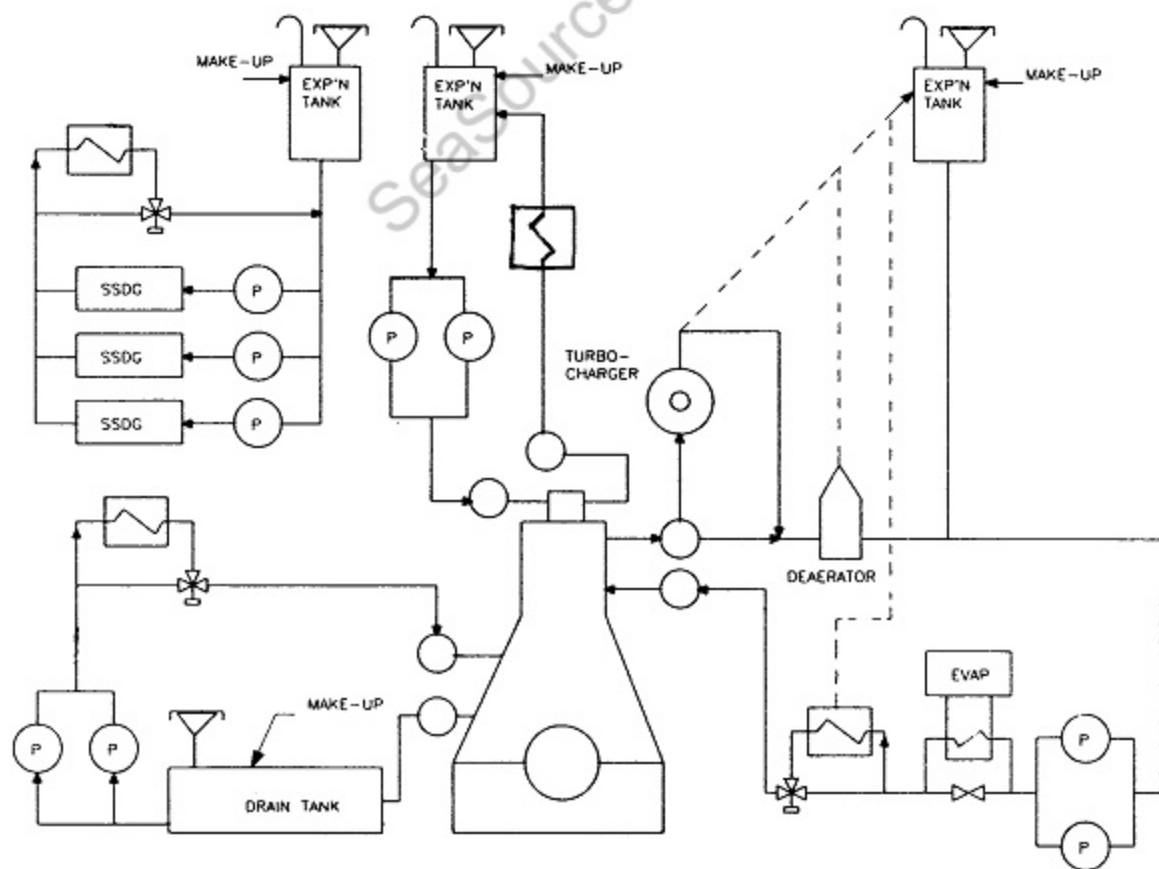
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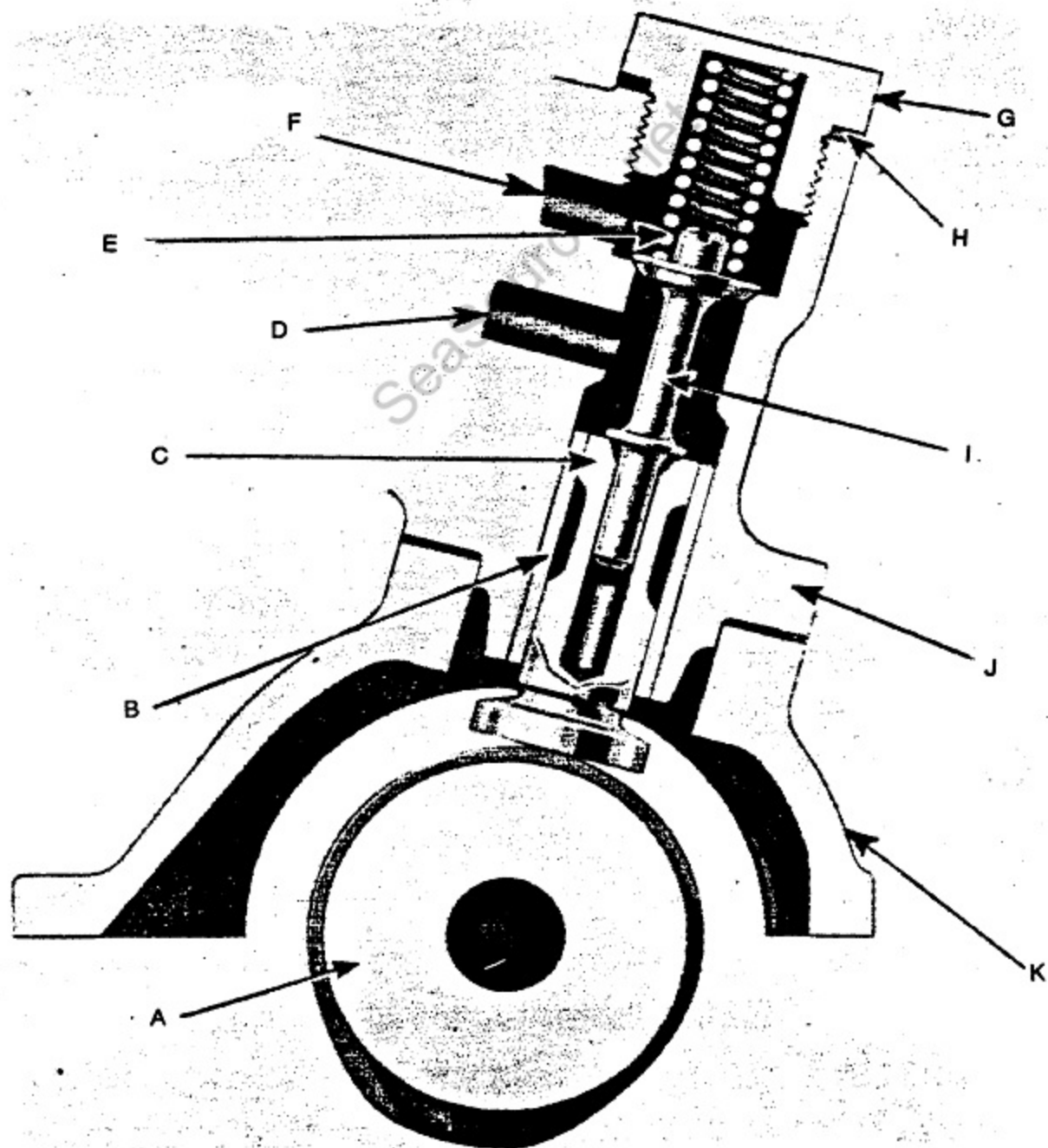


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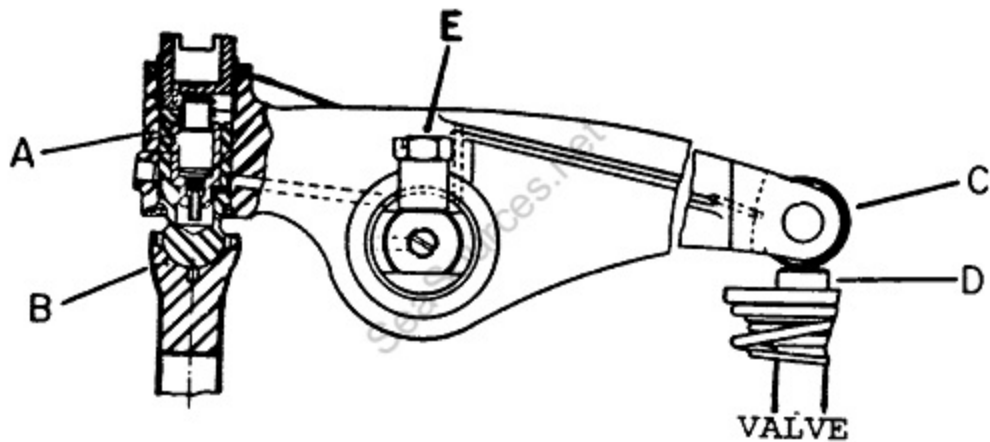


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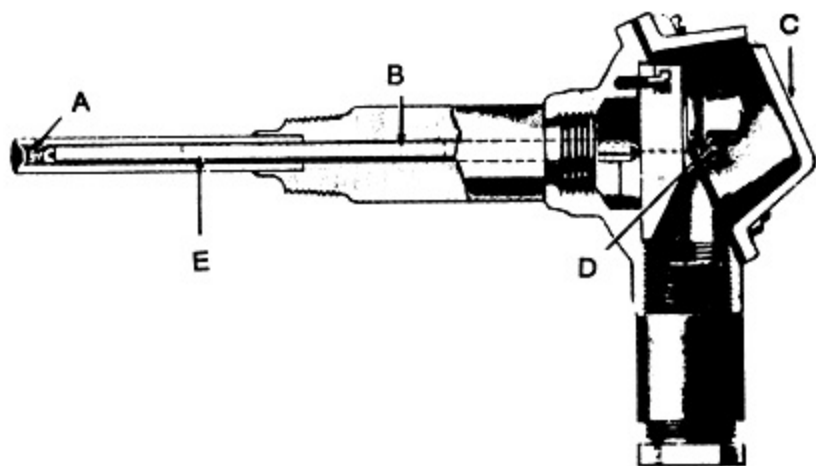
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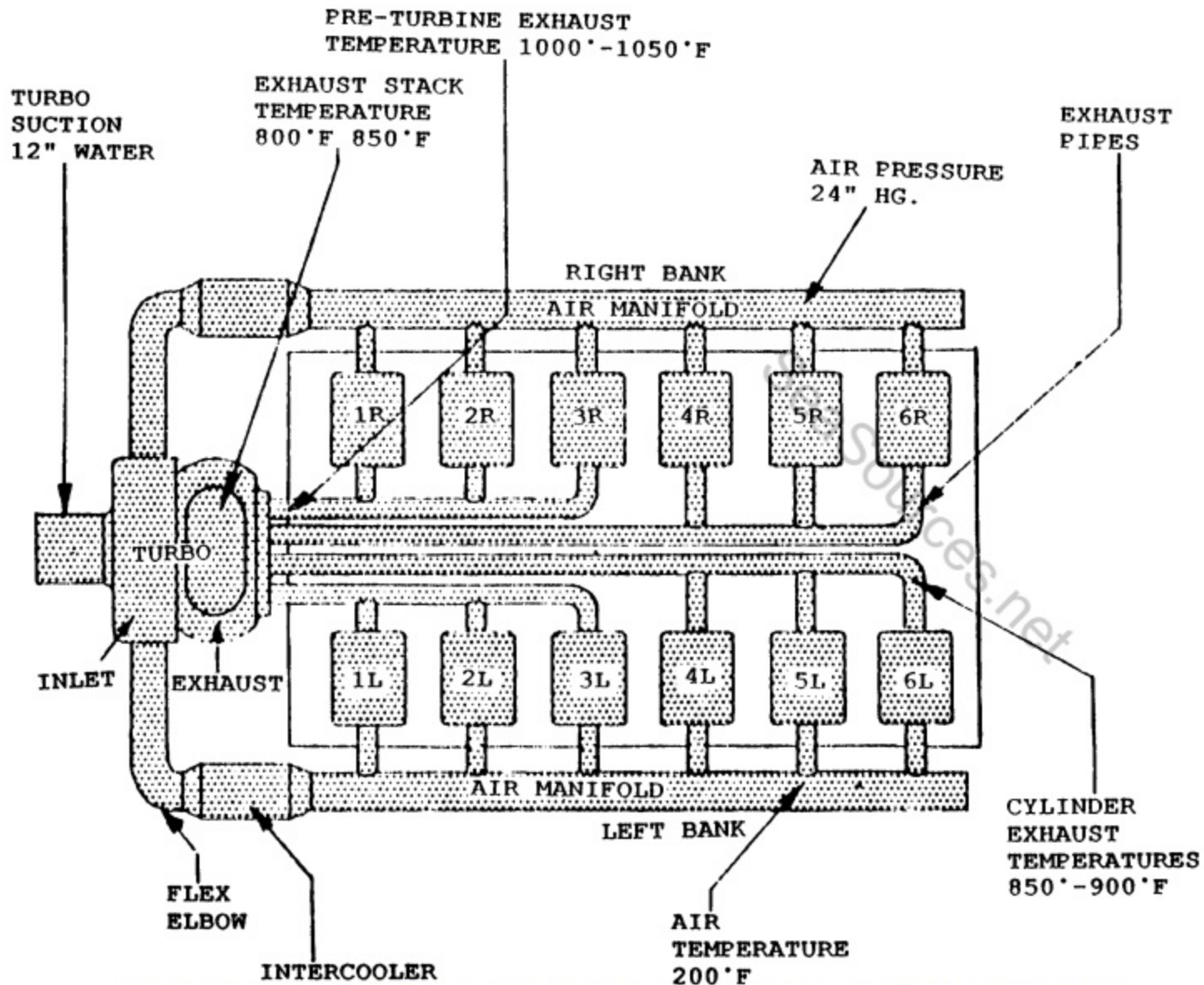
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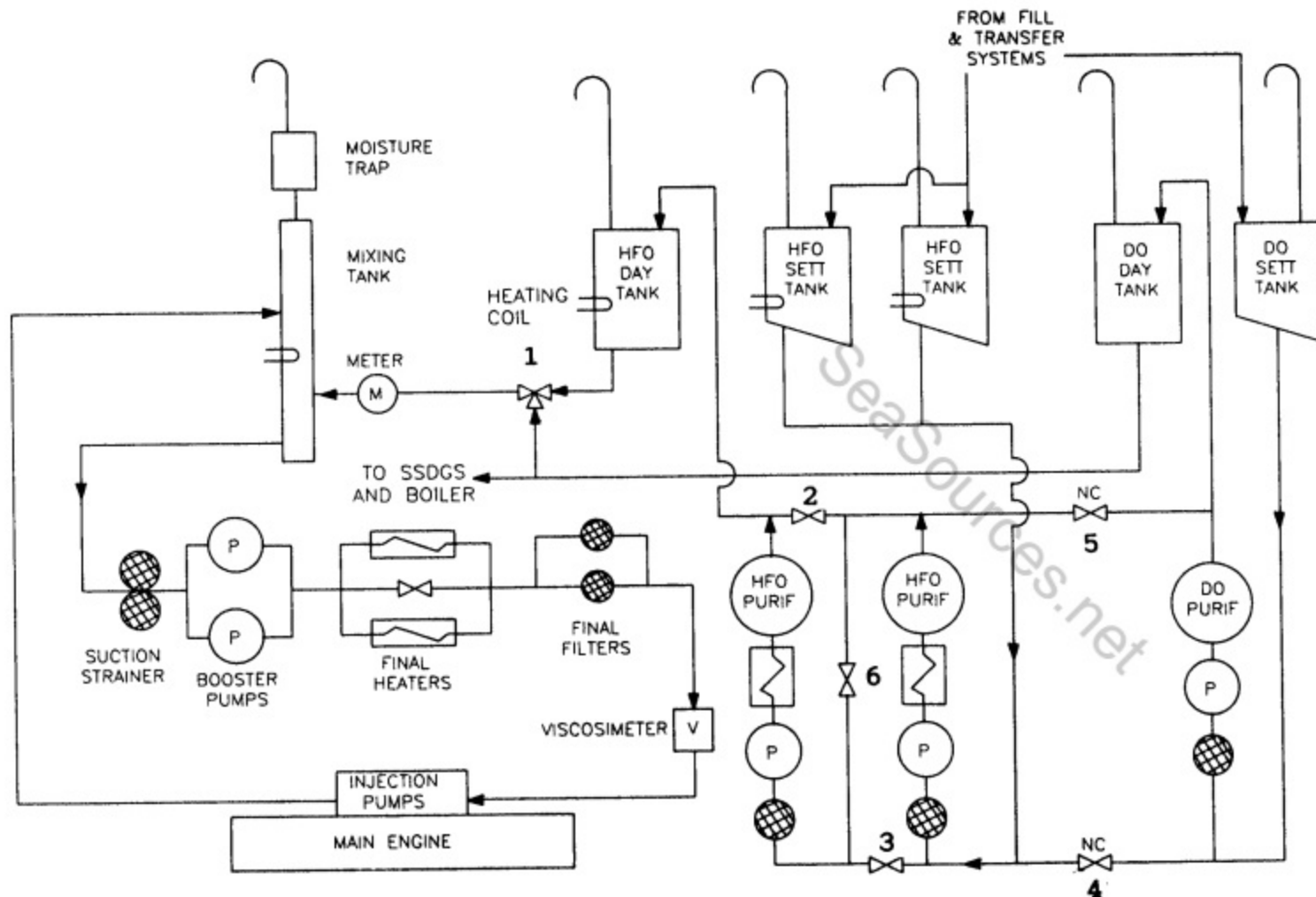
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MO-0075



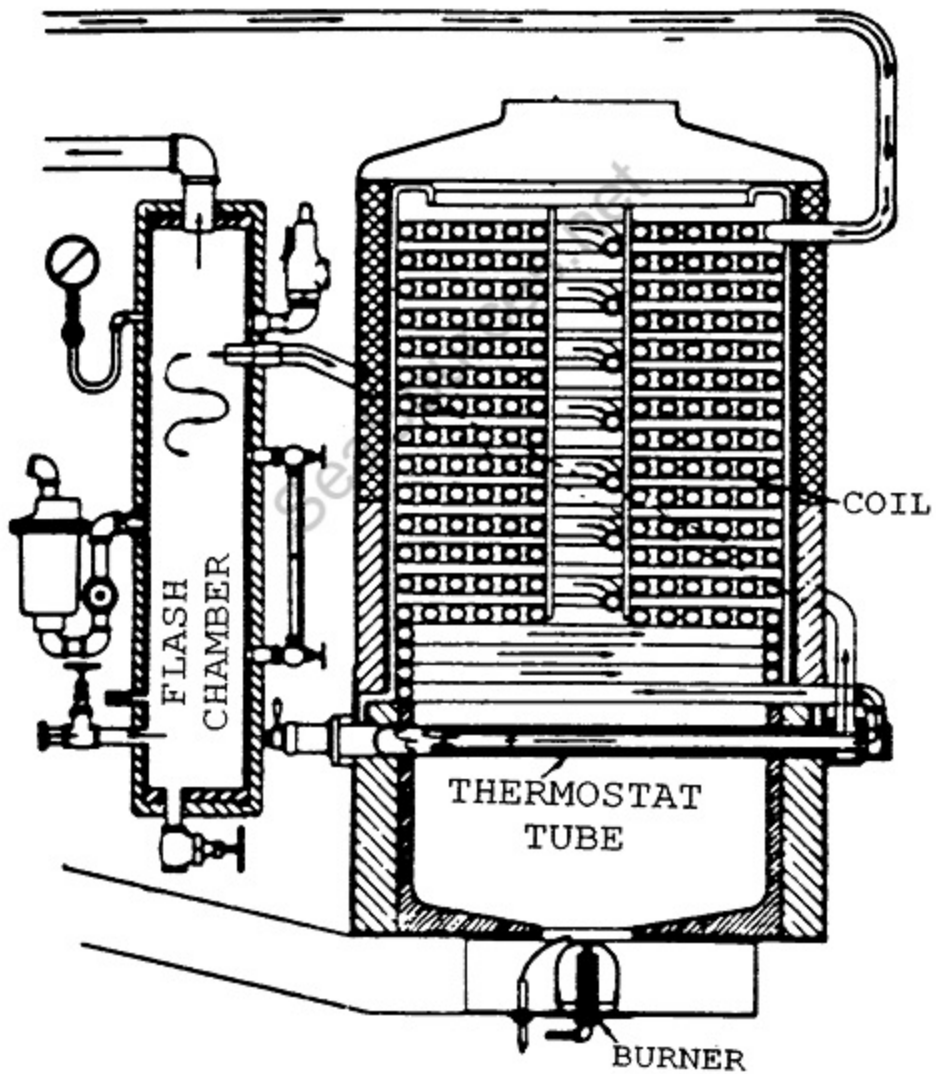


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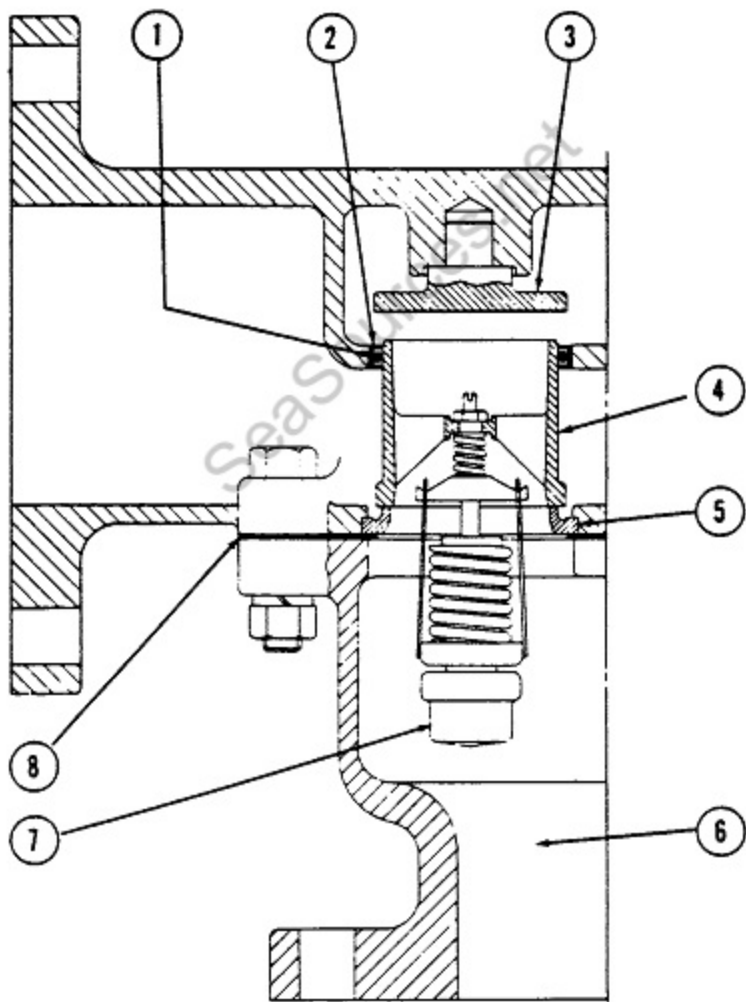


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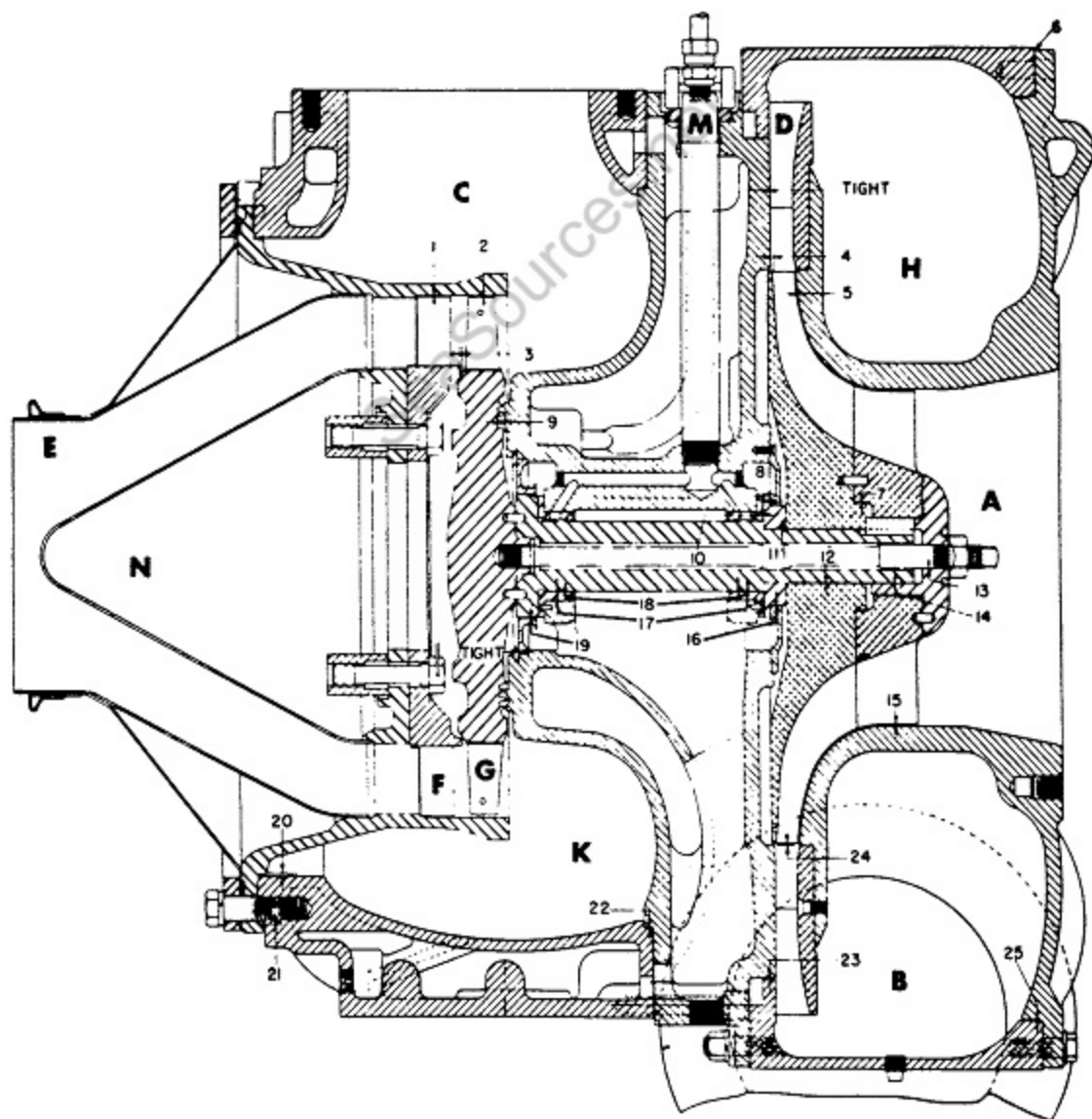


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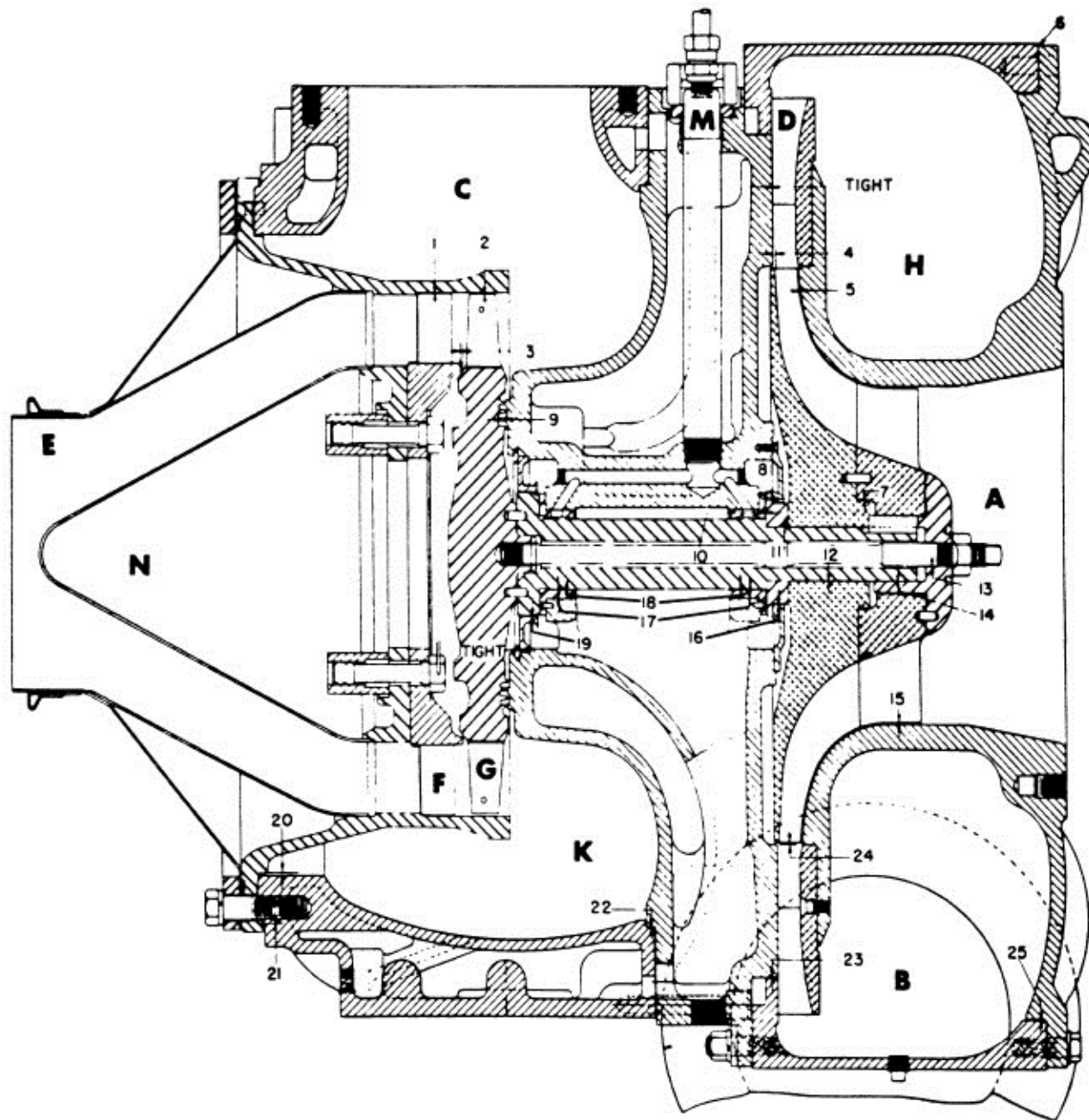
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MO-0080

FOR INSTRUCTION ONLY

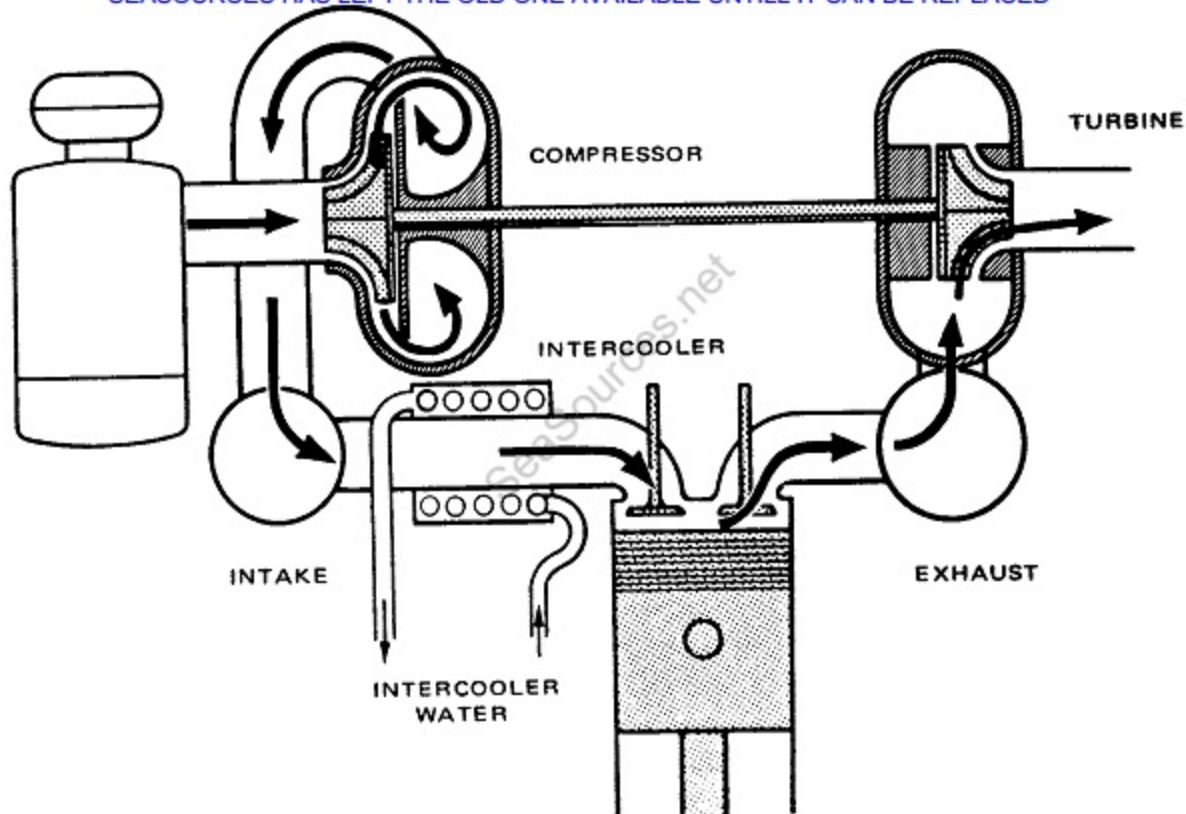


Notes

- A = Air intake
- B = Air outlet
- C = Exhaust outlet
- D = Diffuser ring
- E = Exhaust gas inlet
- F = Fixed blades
- G = Turbine blades
- H = Compressor "Volute"
- K = Exhaust "Volute"
- M = Oil supply to shaft
- N = Turbine deflator cone

MO-0081

THE NEW ILLUSTRATION ASSOCIATED WITH THIS QUESTION IS NOT YET AVAILABLE FROM THE NMC.
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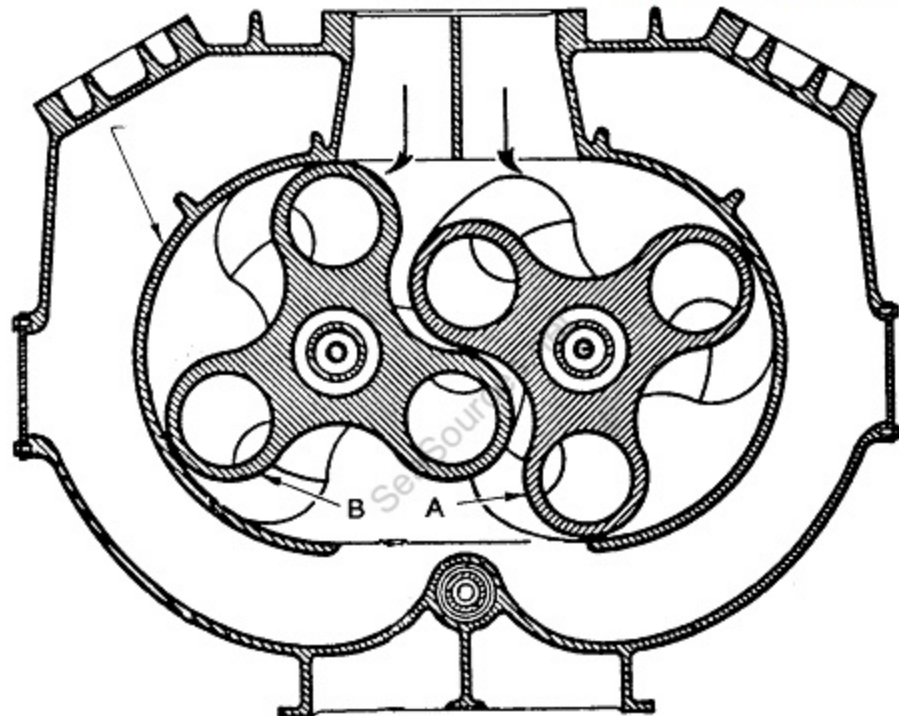


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SUCTION

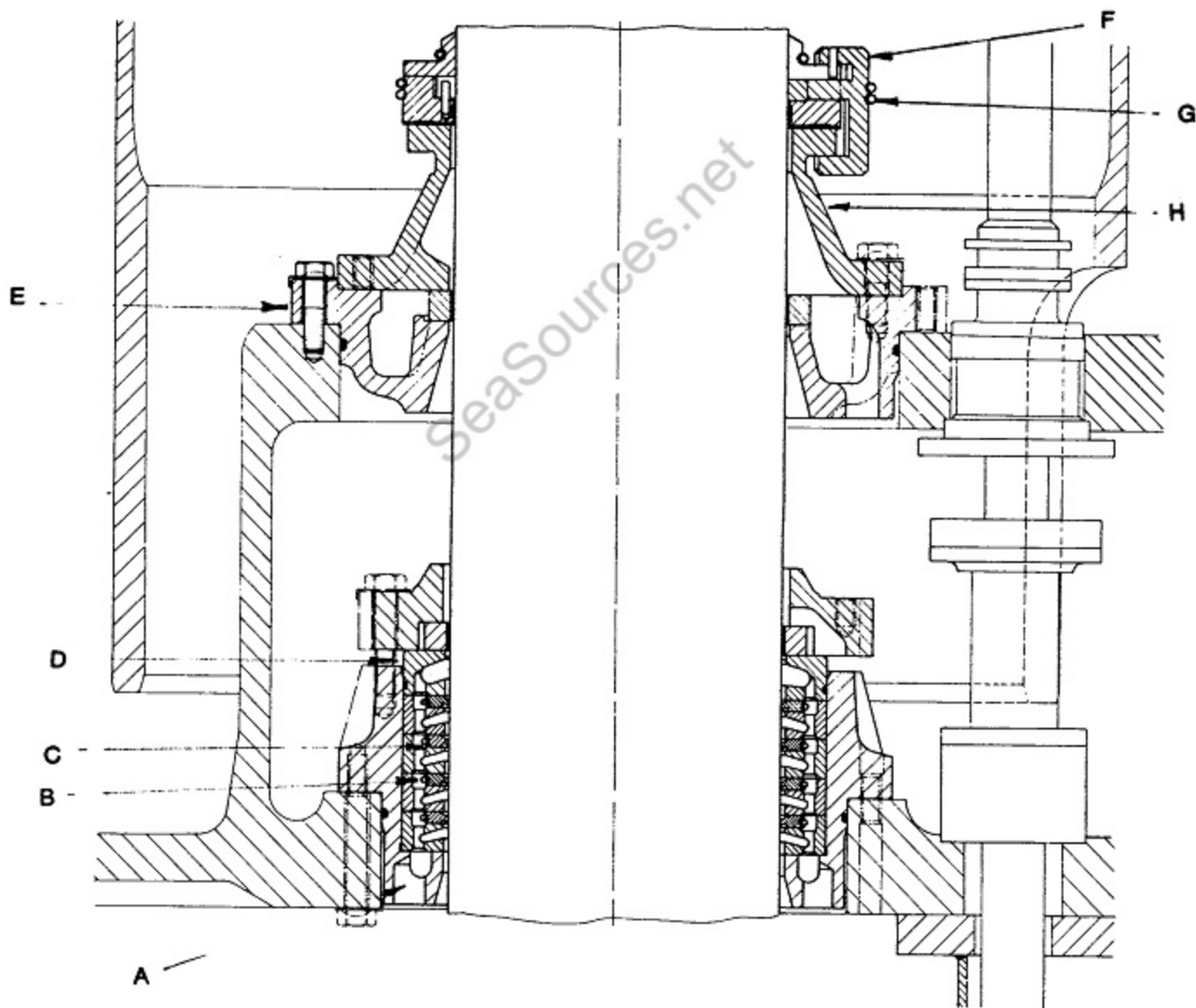
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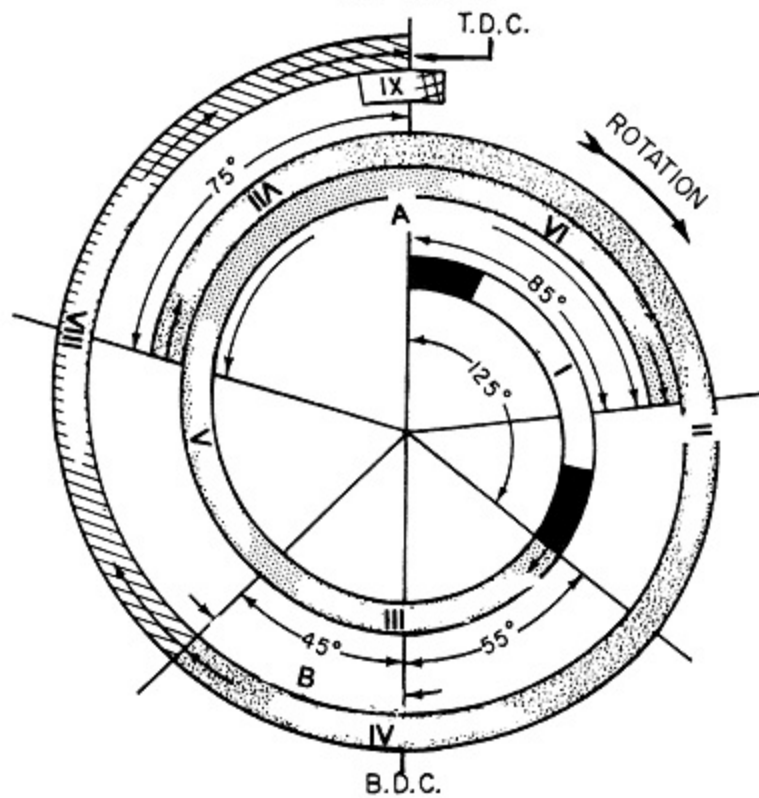


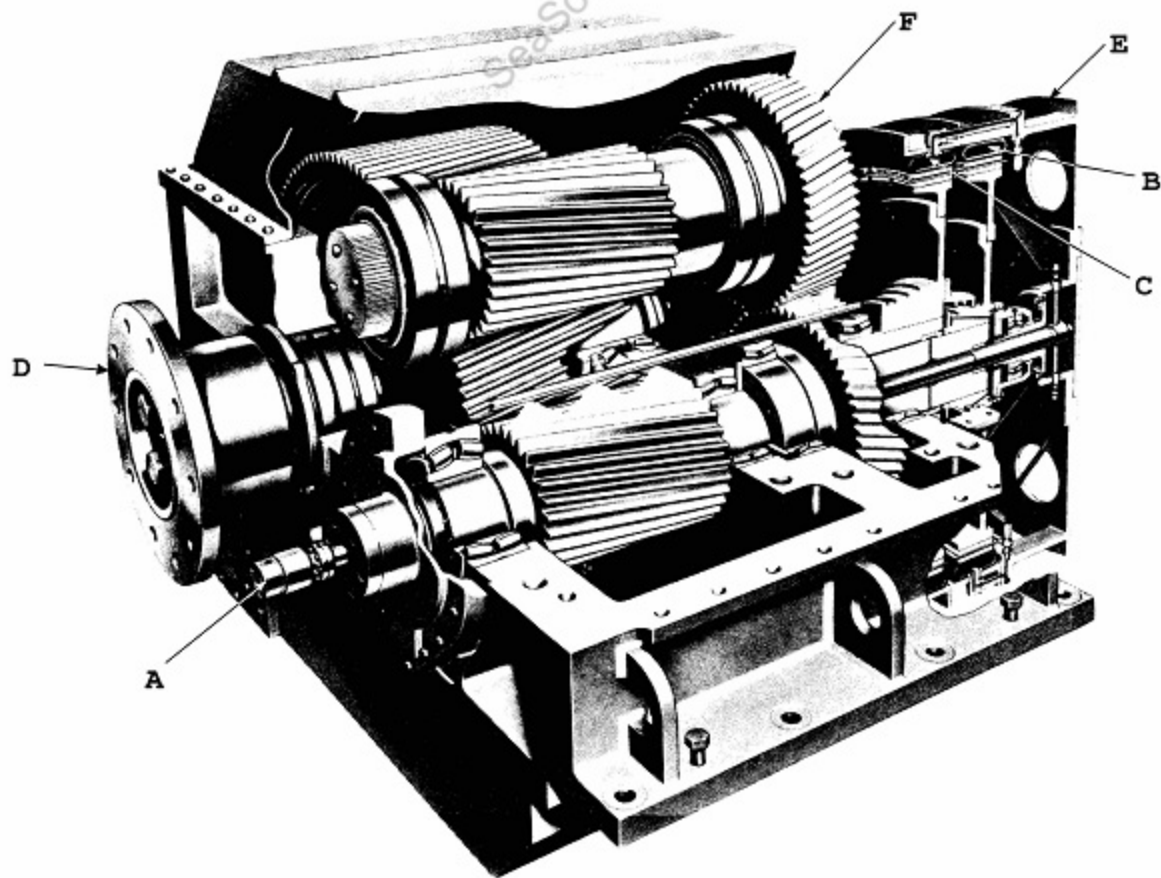
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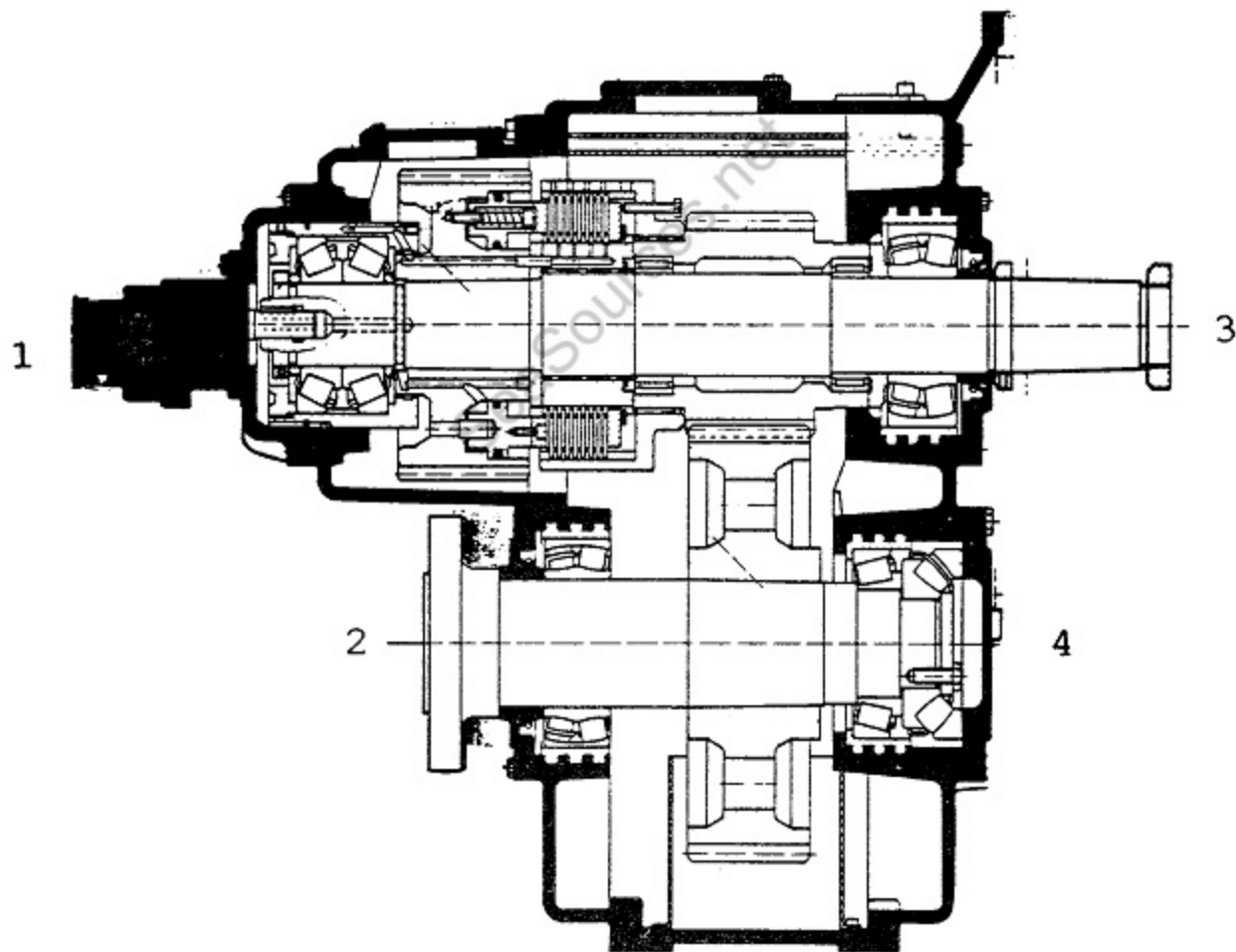
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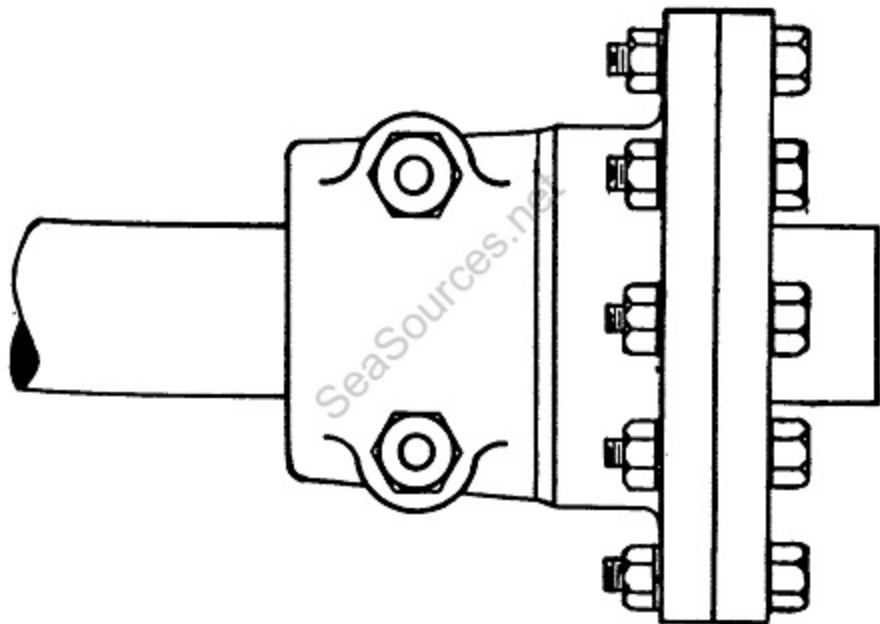
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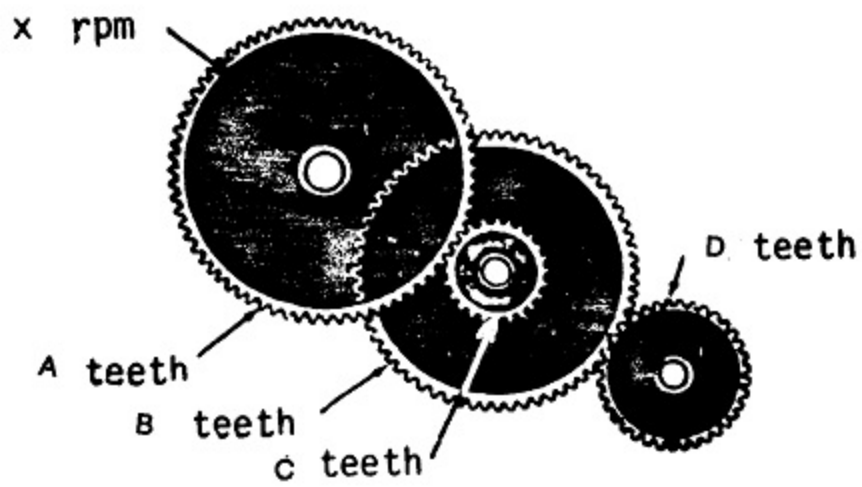


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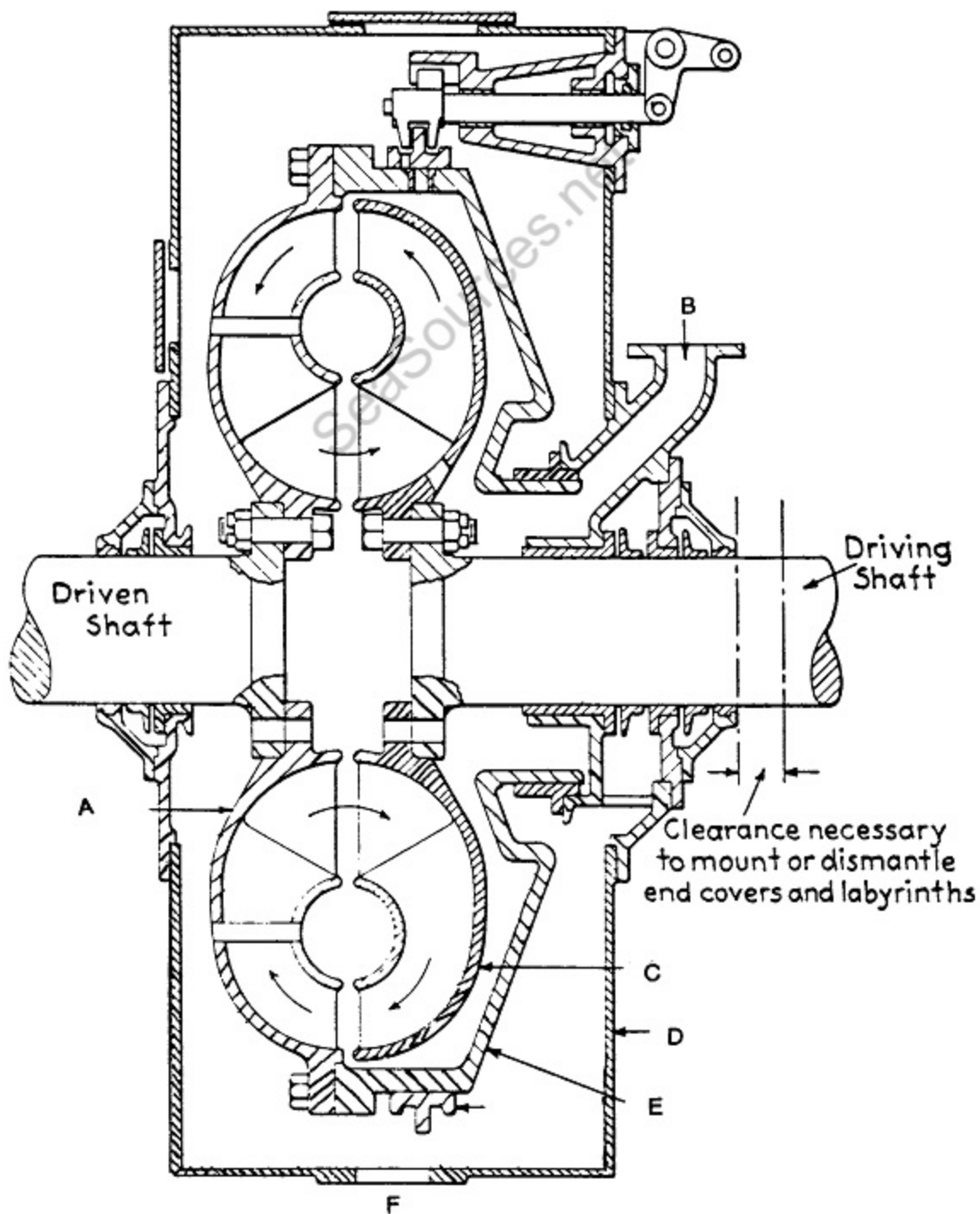
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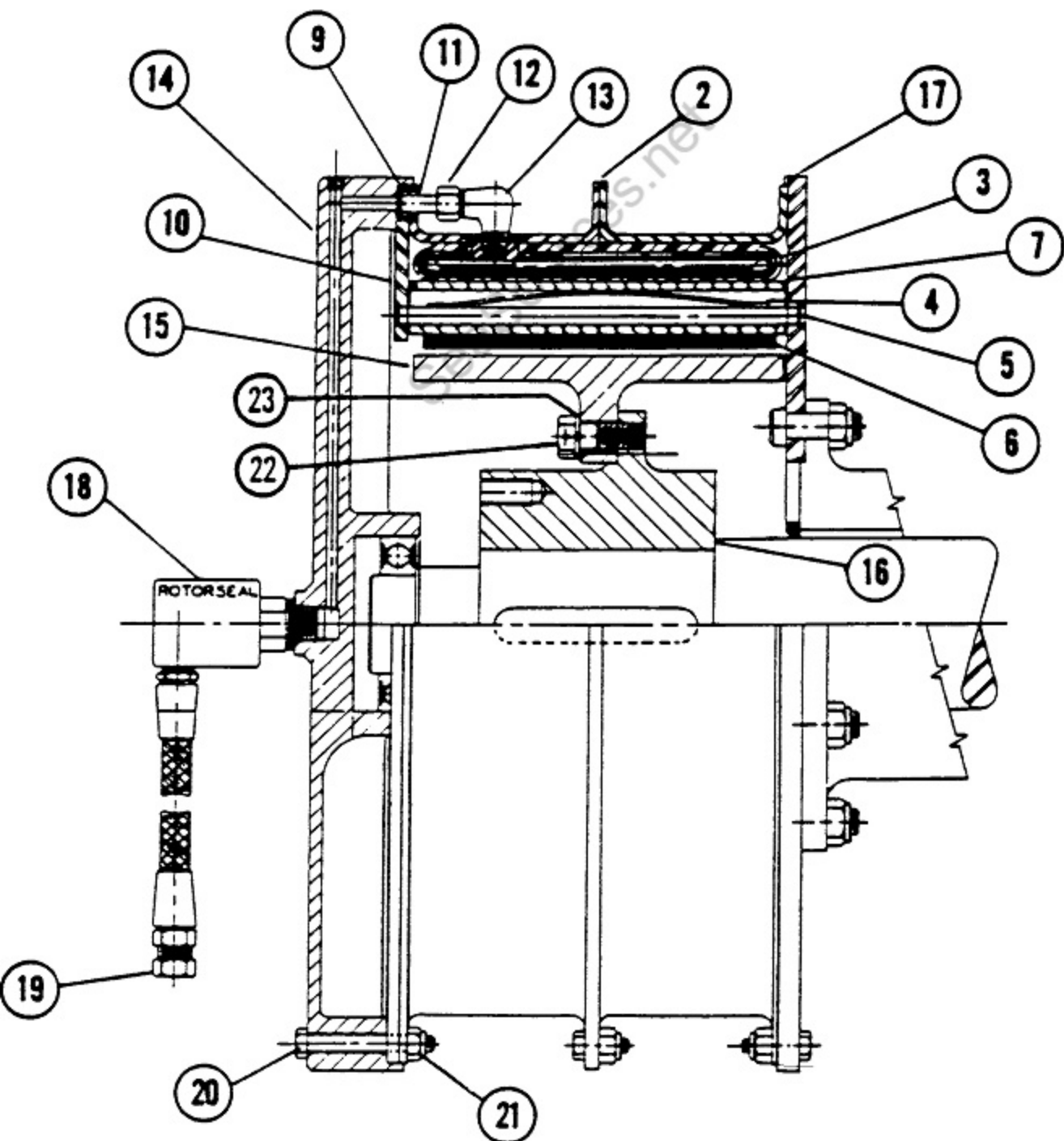
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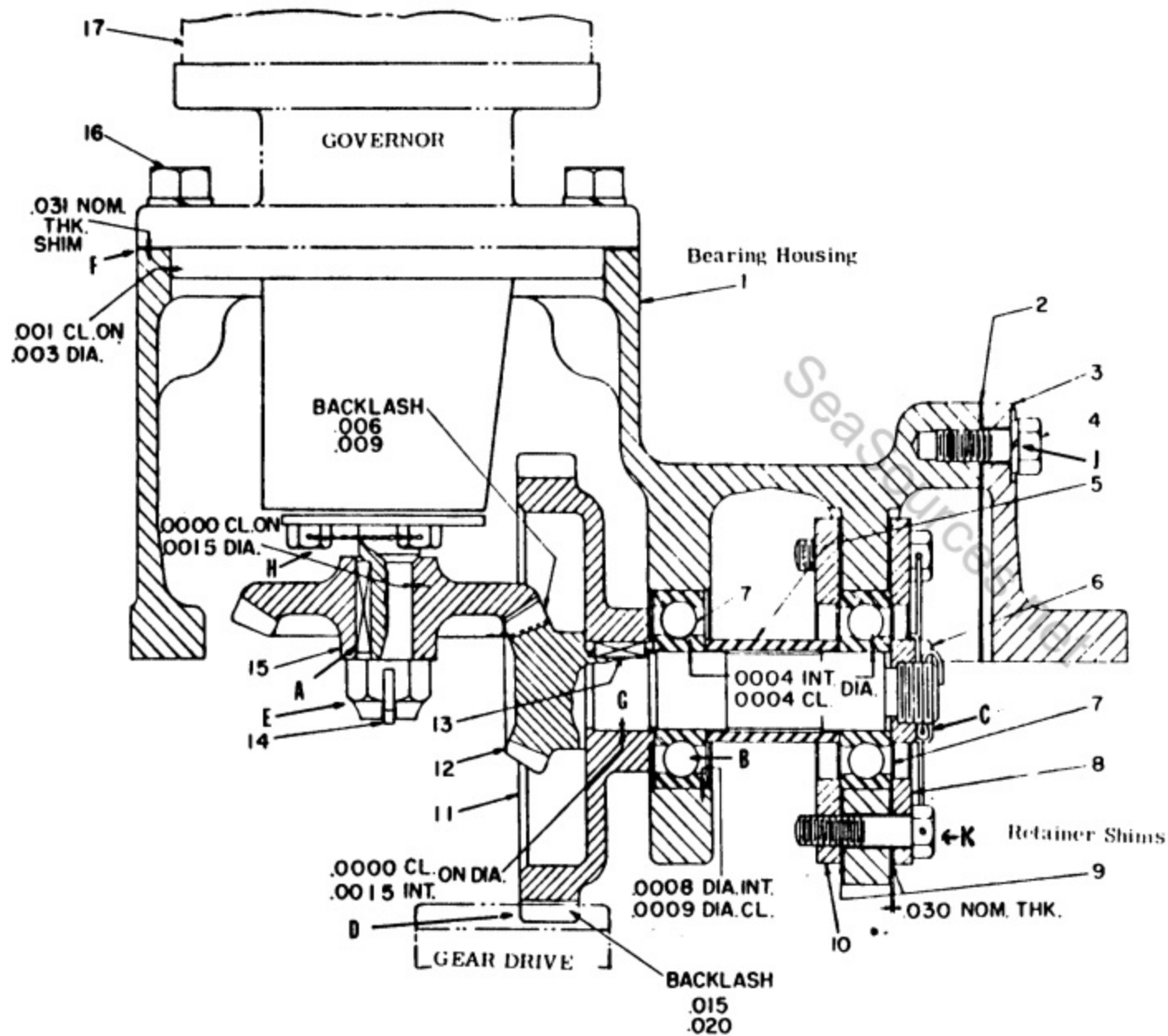
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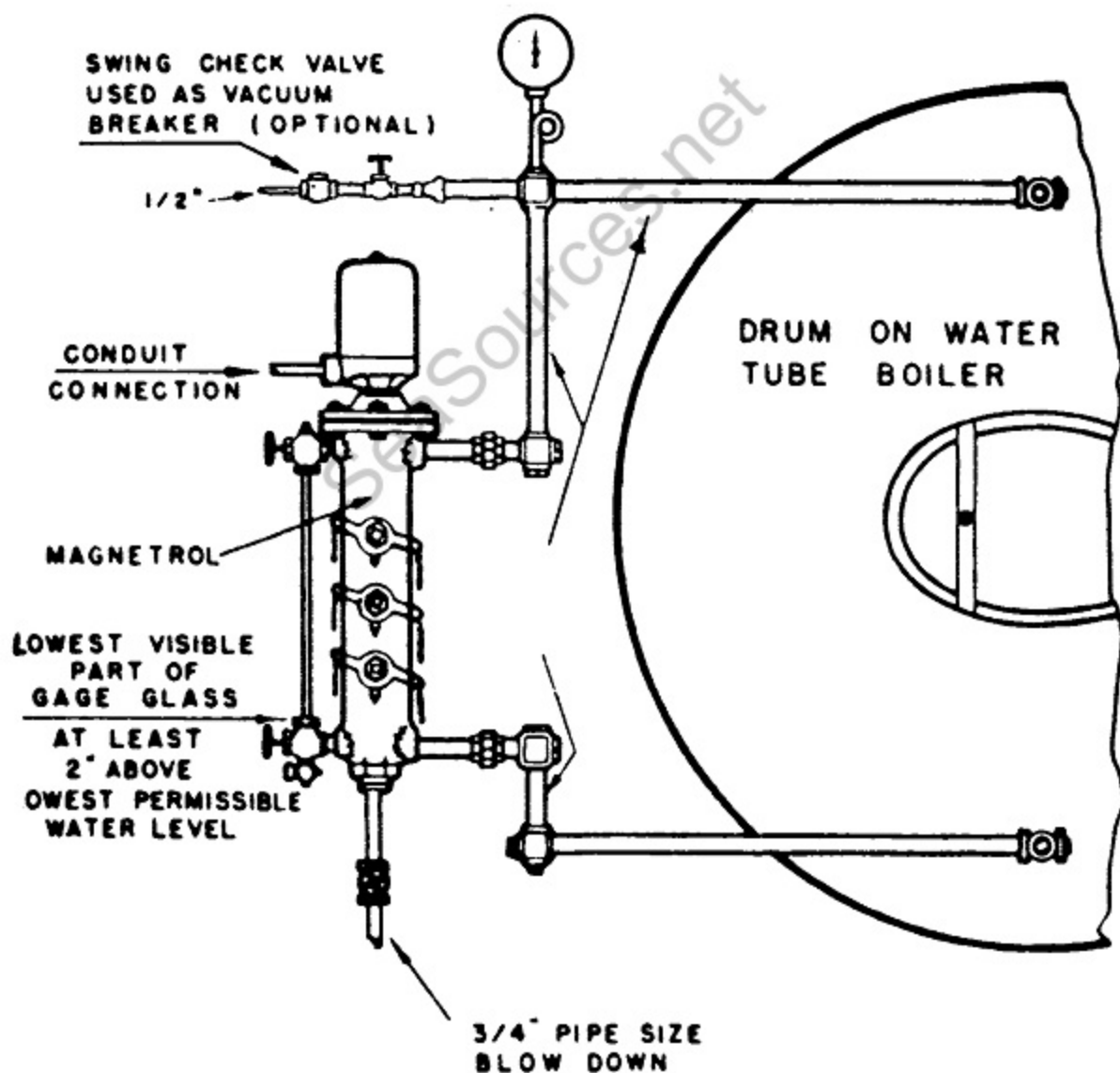


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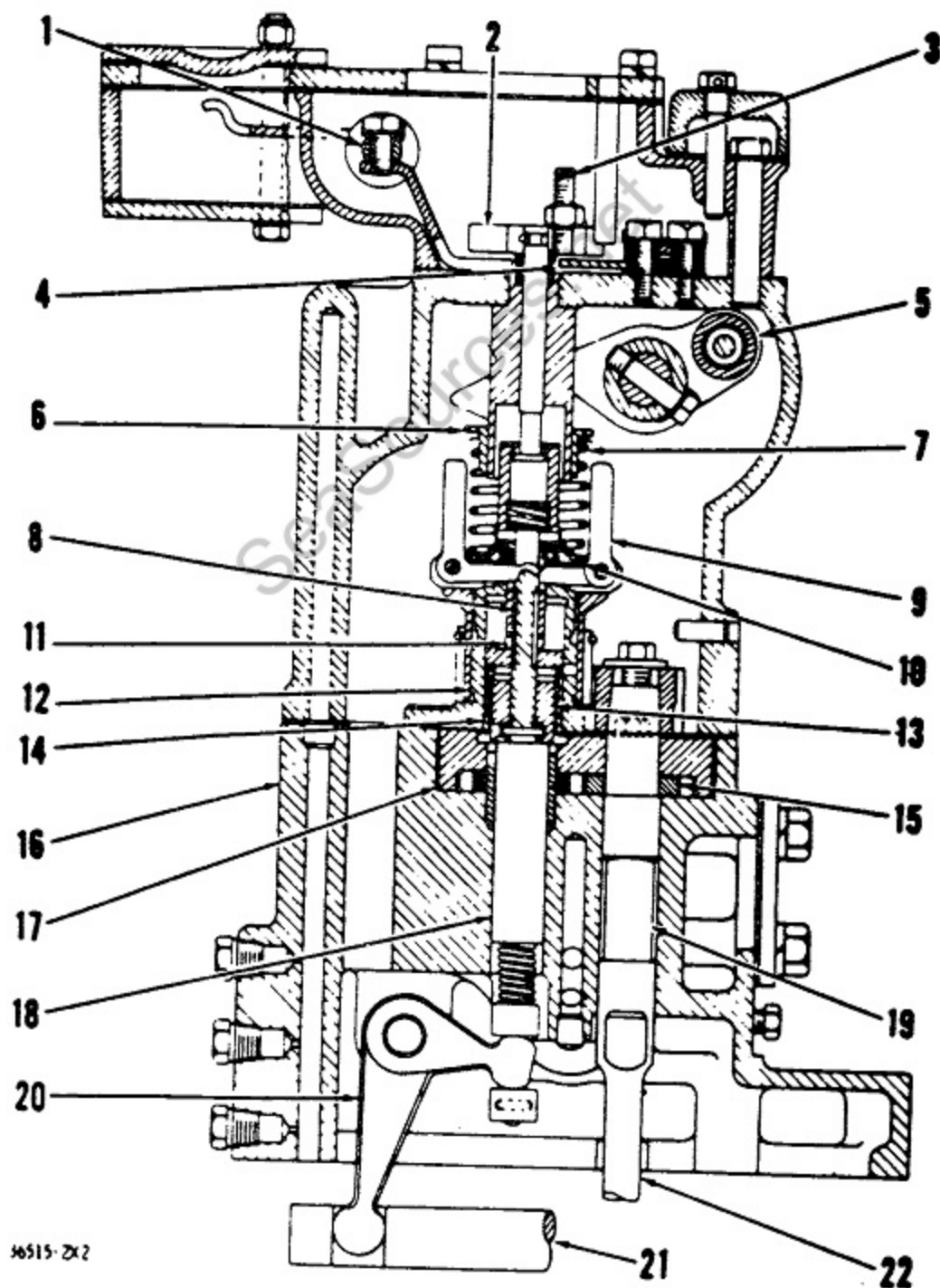
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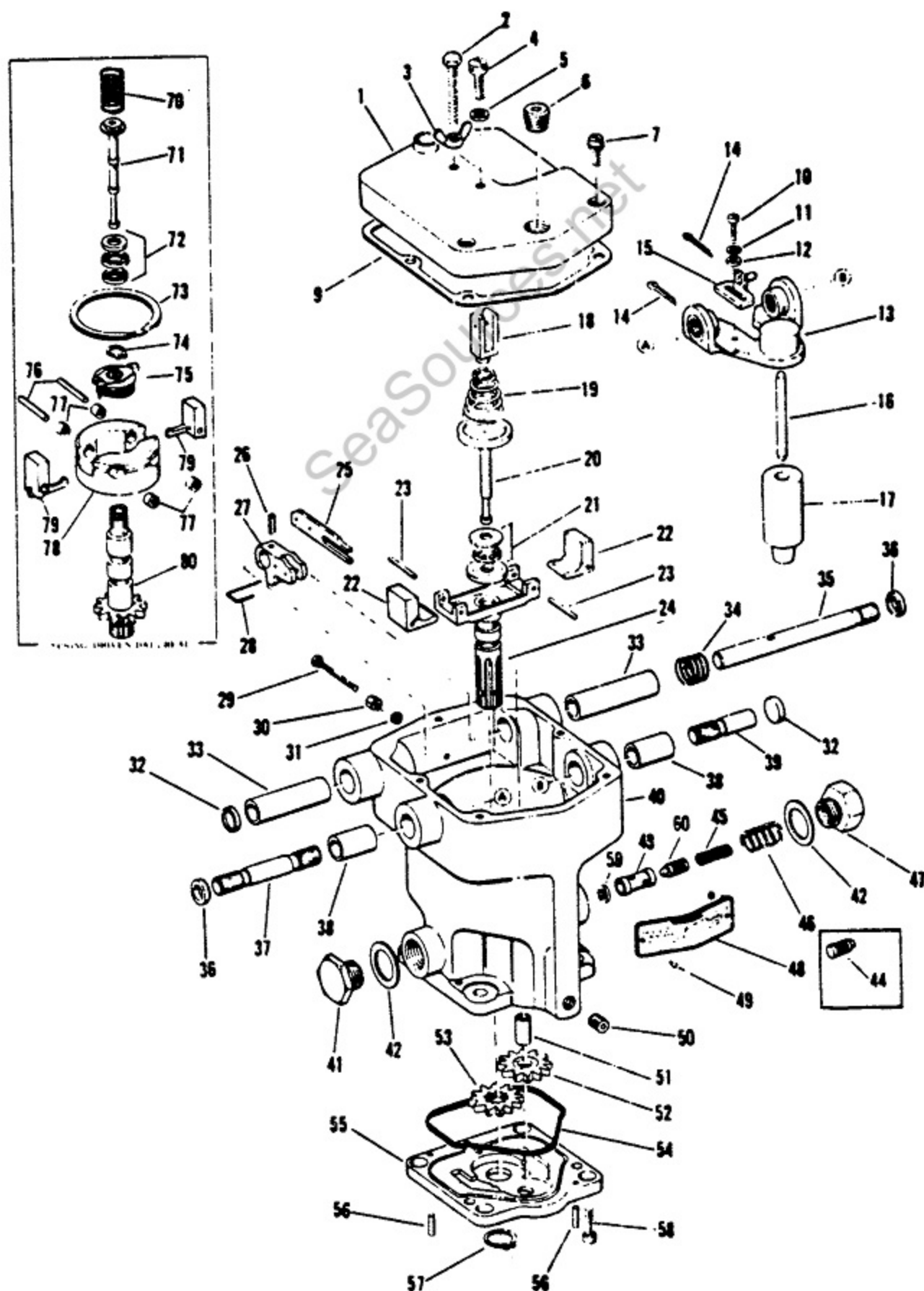


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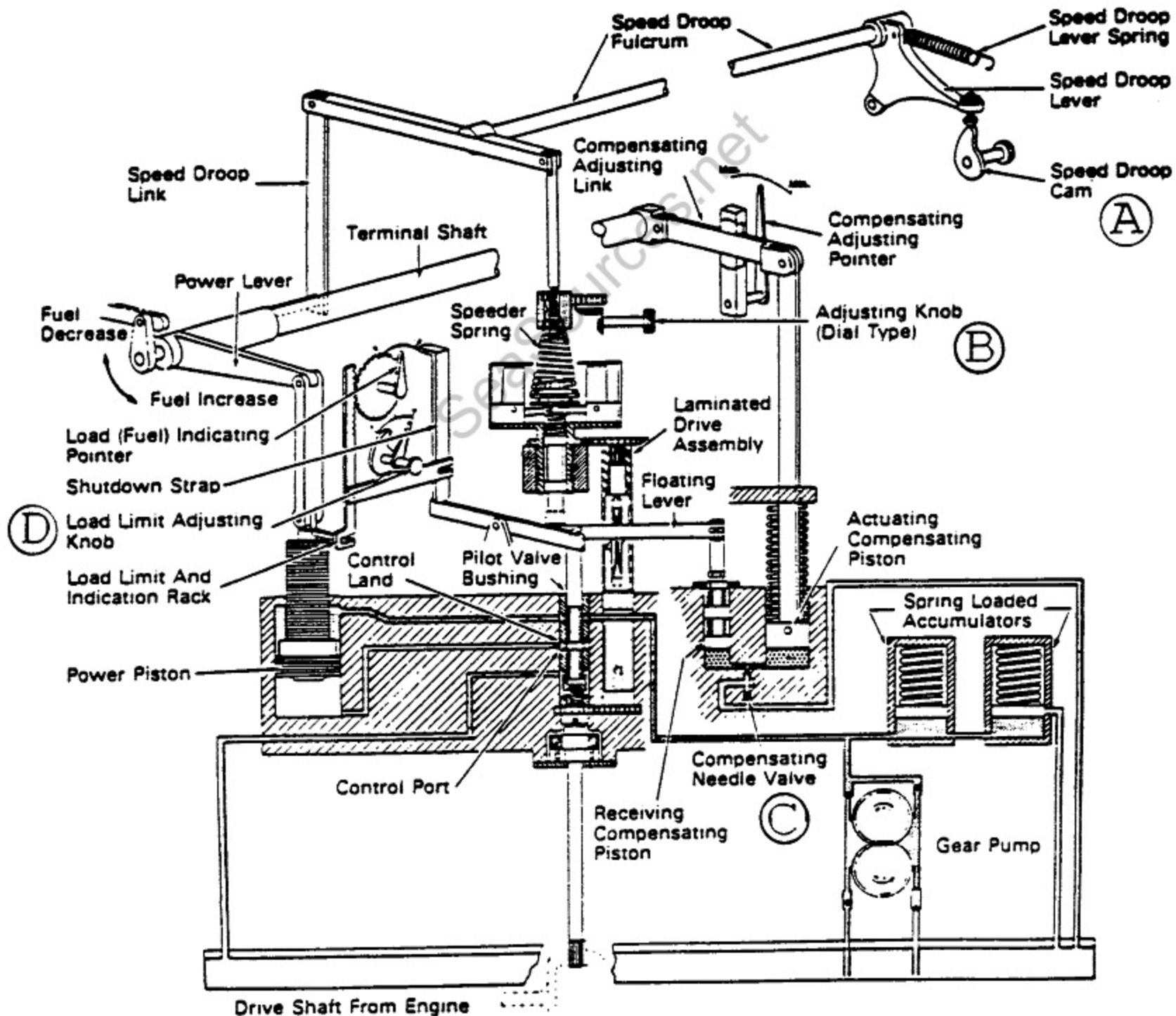
GOVERNOR

1. Shutoff shaft. 2. Collar. 3. Adjusting screw. 4. Stop bar. 5. Lever assembly. 6. Seat assembly. 7. Governor spring. 8. Valve. 9. Weight assembly. 10. Seat. 11. Oil passage. 12. Cylinder. 13. Piston. 14. Sleeve. 15. Oil pump gear. 16. Governor drive housing. 17. Oil pump cover. 18. Pin assembly. 19. Shaft assembly. 20. Lever. 21. Fuel rack. 22. Drive pinion.

THE NEW ILLUSTRATION ASSOCIATED WITH THIS QUESTION IS NOT YET AVAILABLE FROM THE NMC.
SEASOURCES HAS LEFT THE OLD ONE AVAILABLE UNTILL IT CAN BE REPLACED.

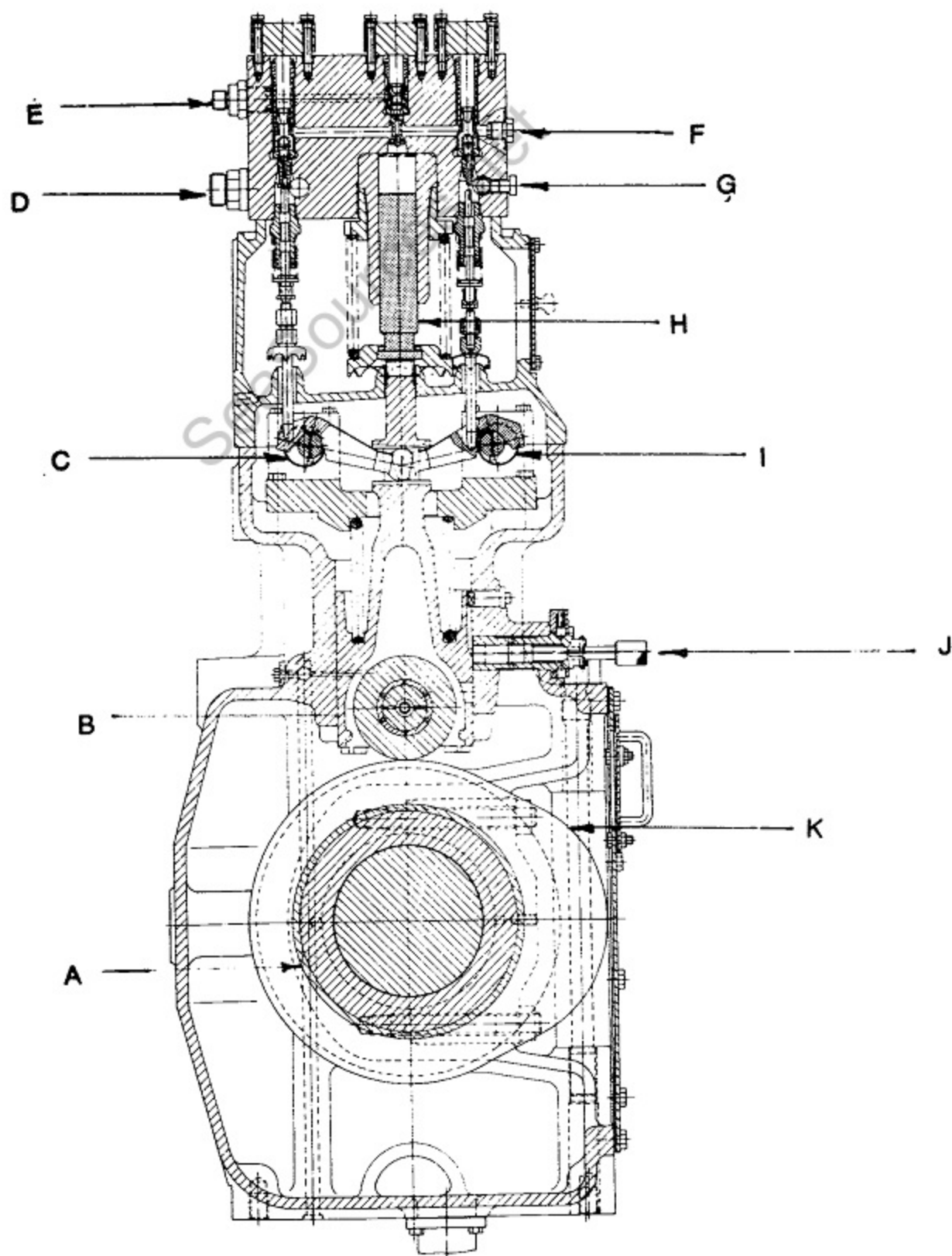


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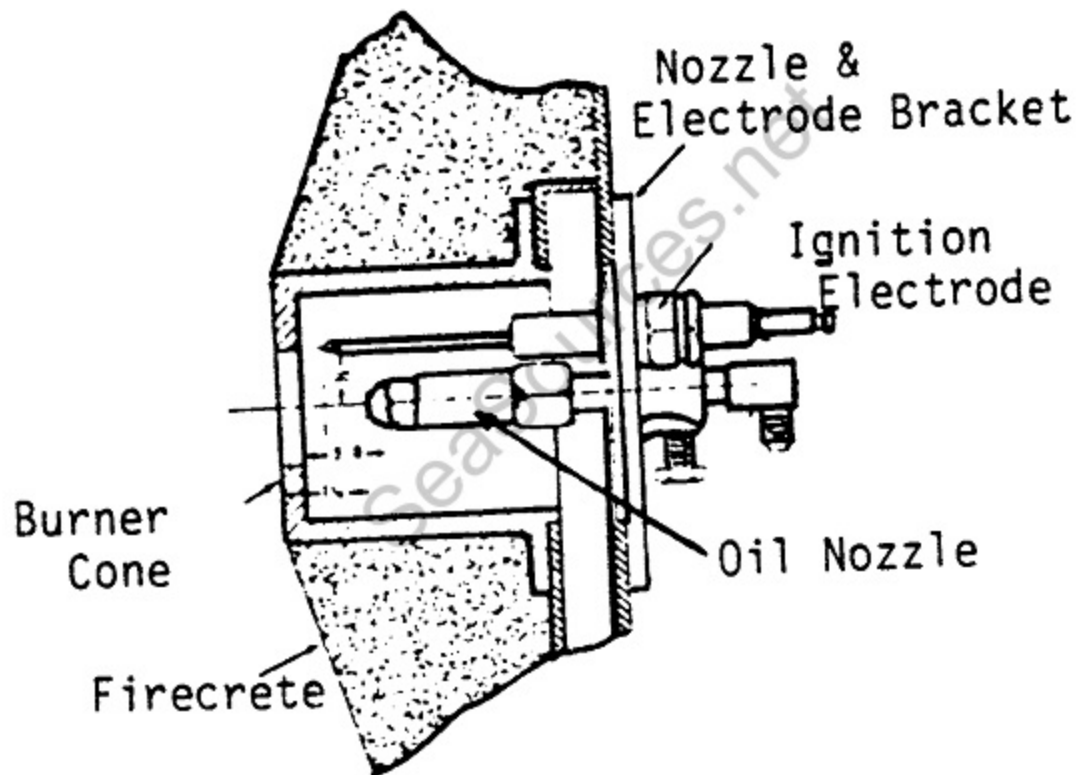


(COURTESY OF WOODWARD GOVERNOR COMPANY)

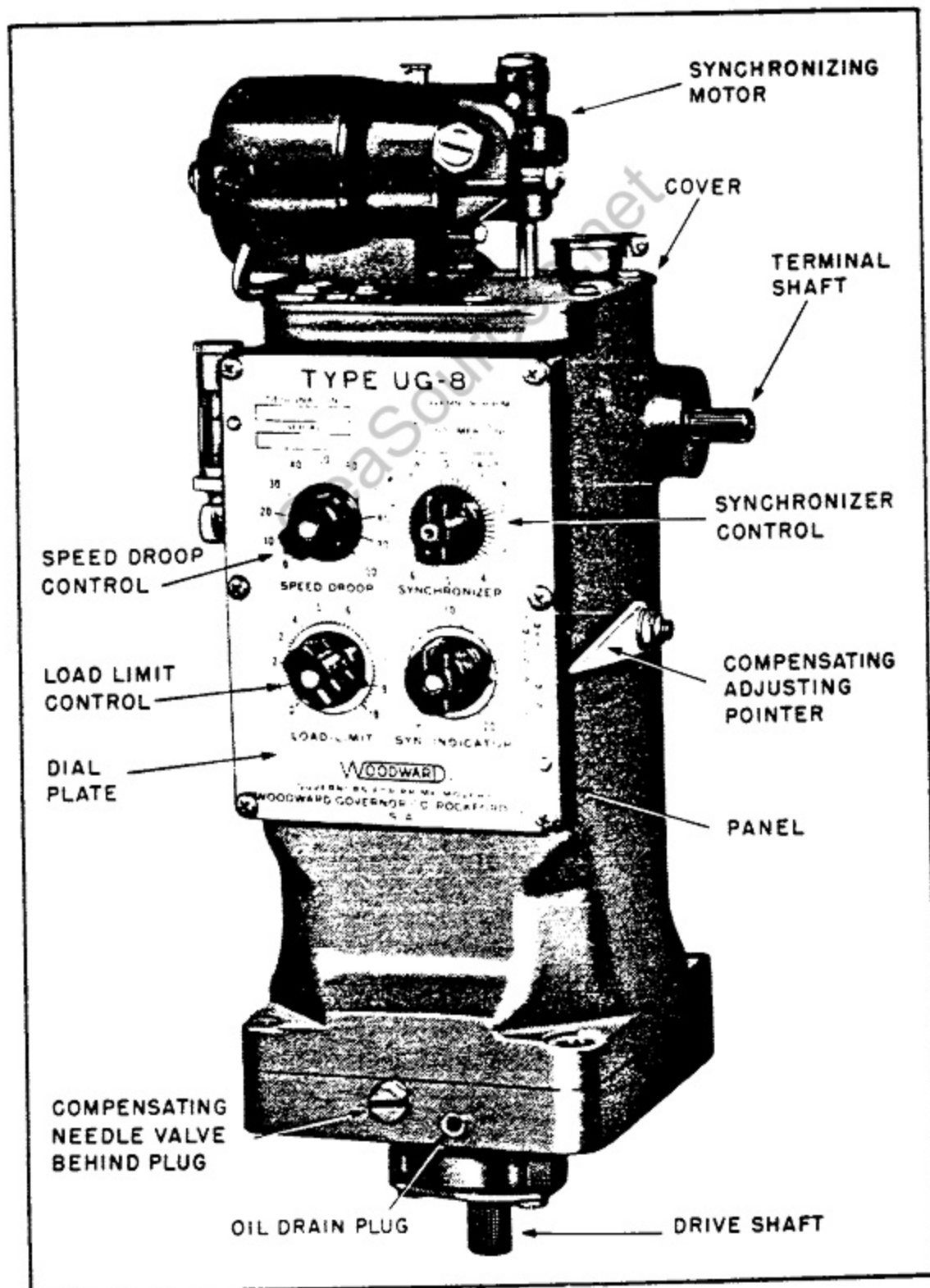
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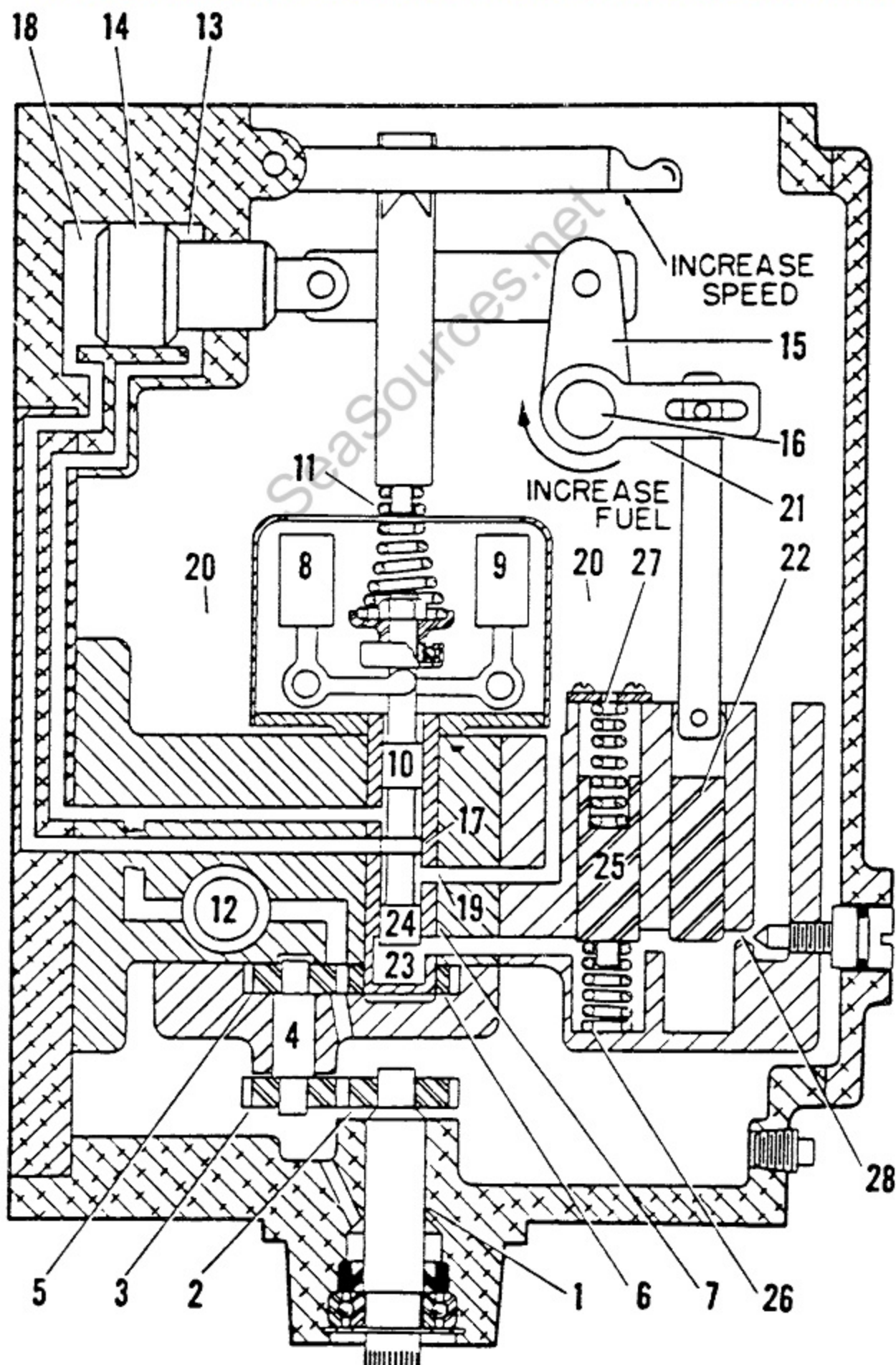


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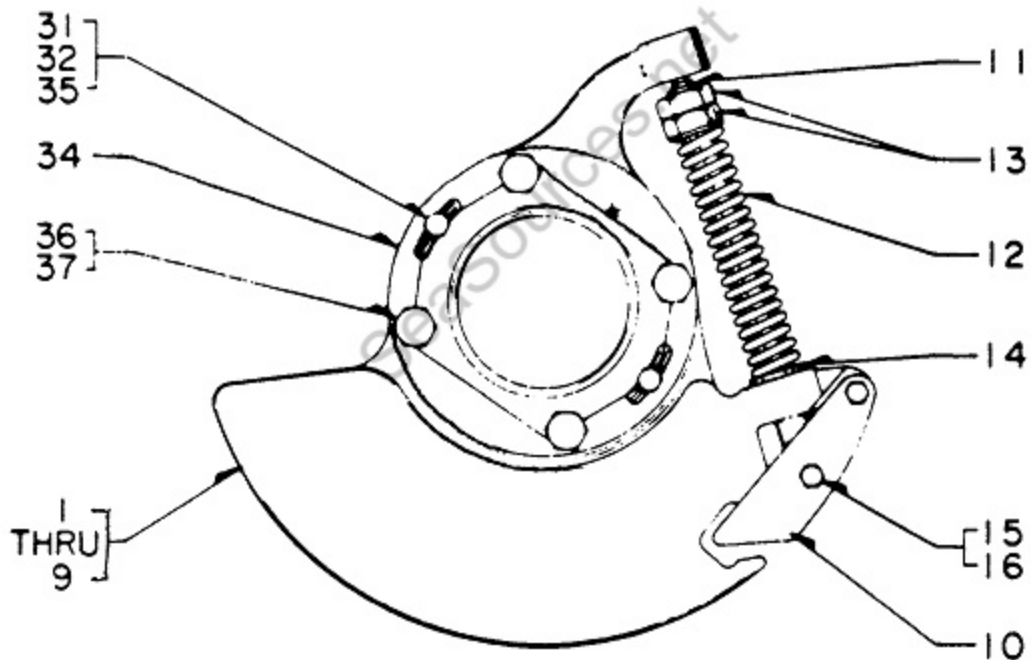


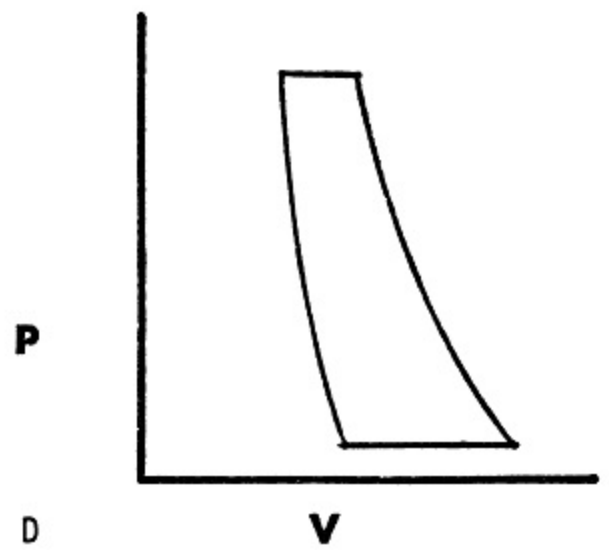
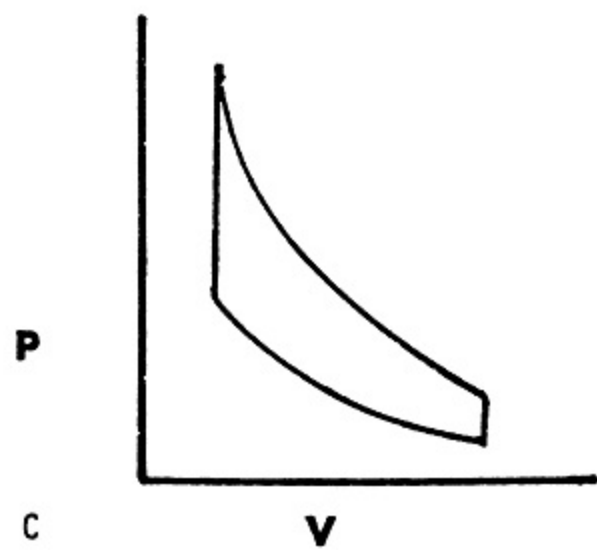
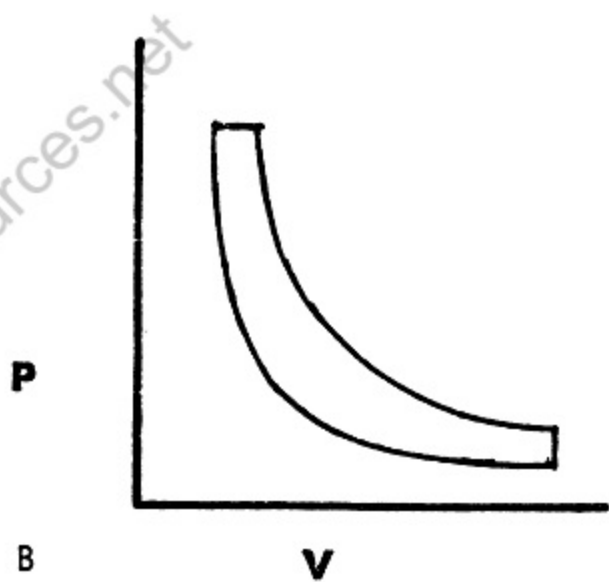
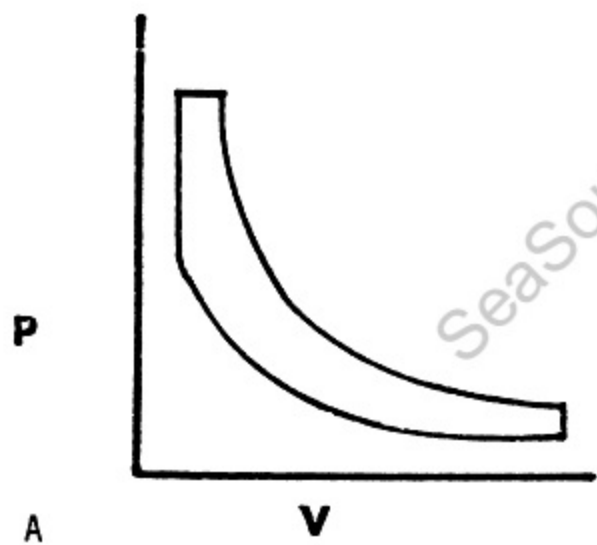
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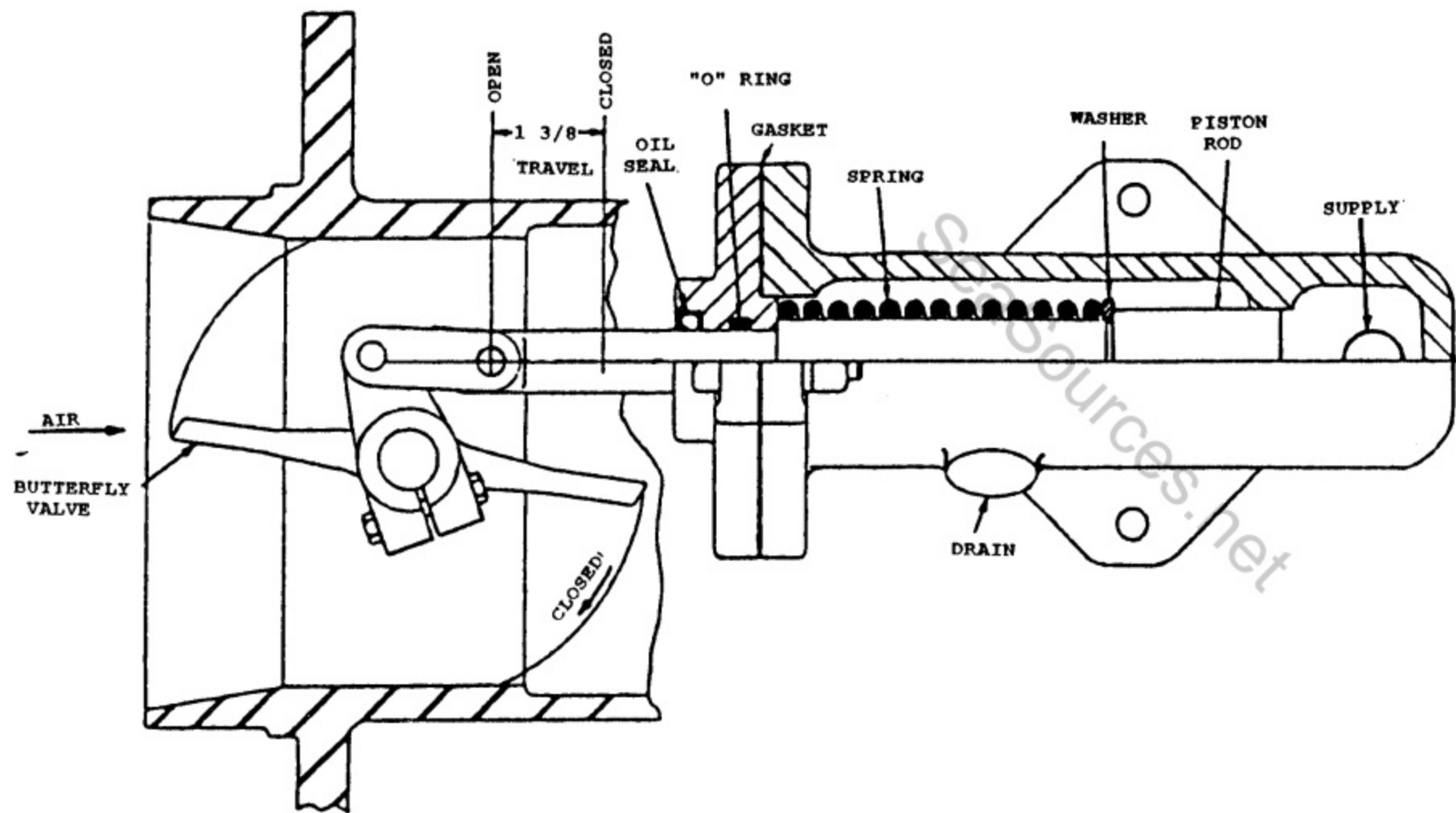
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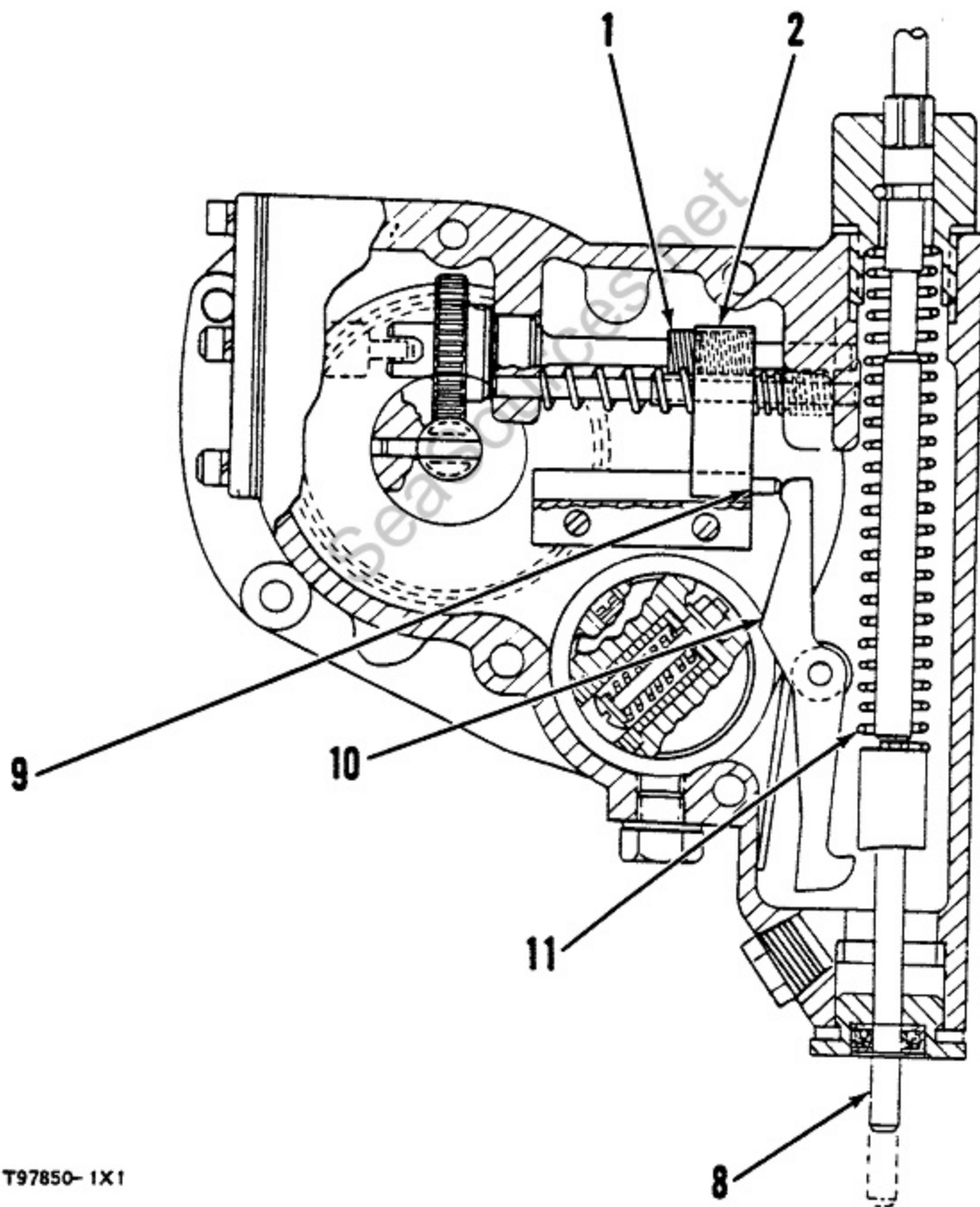




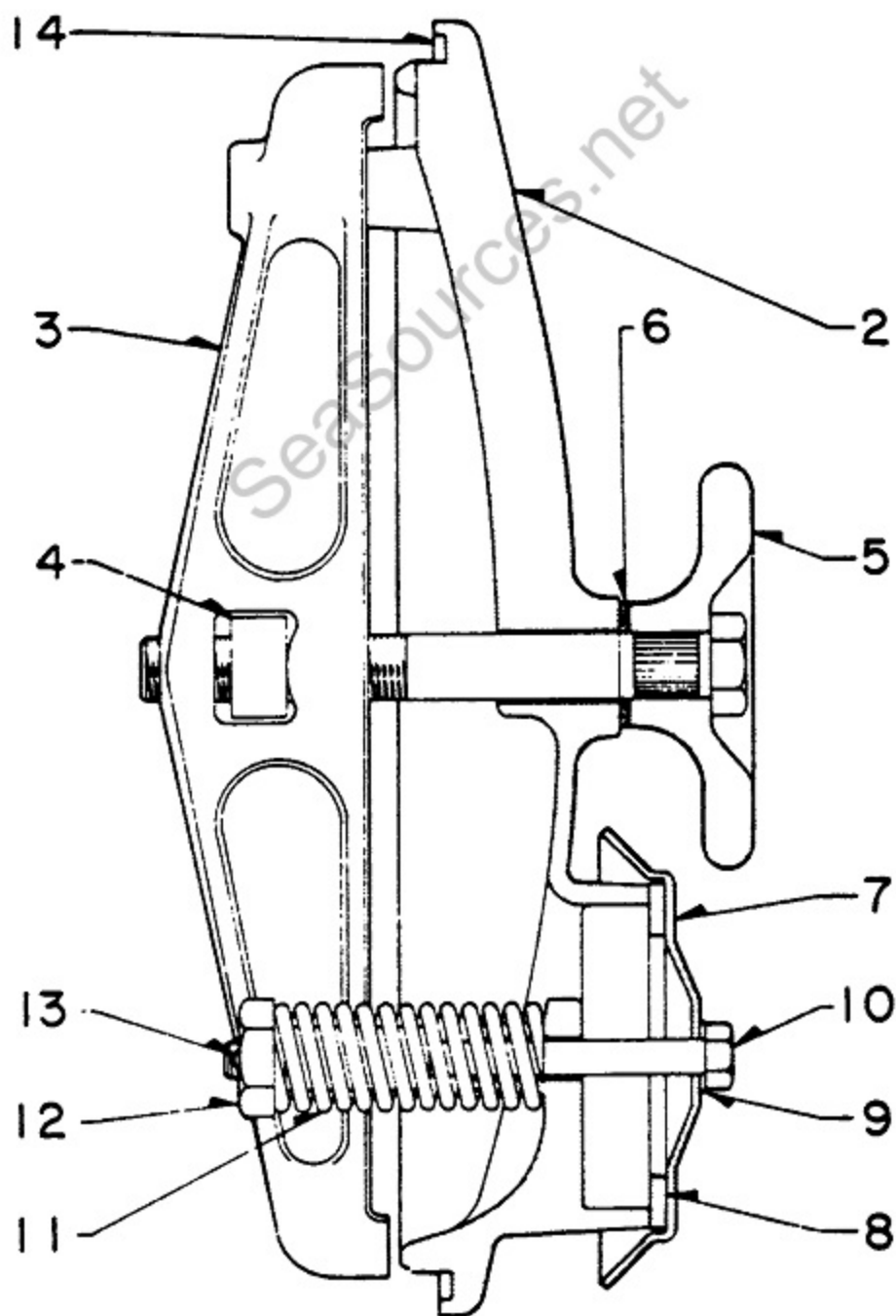


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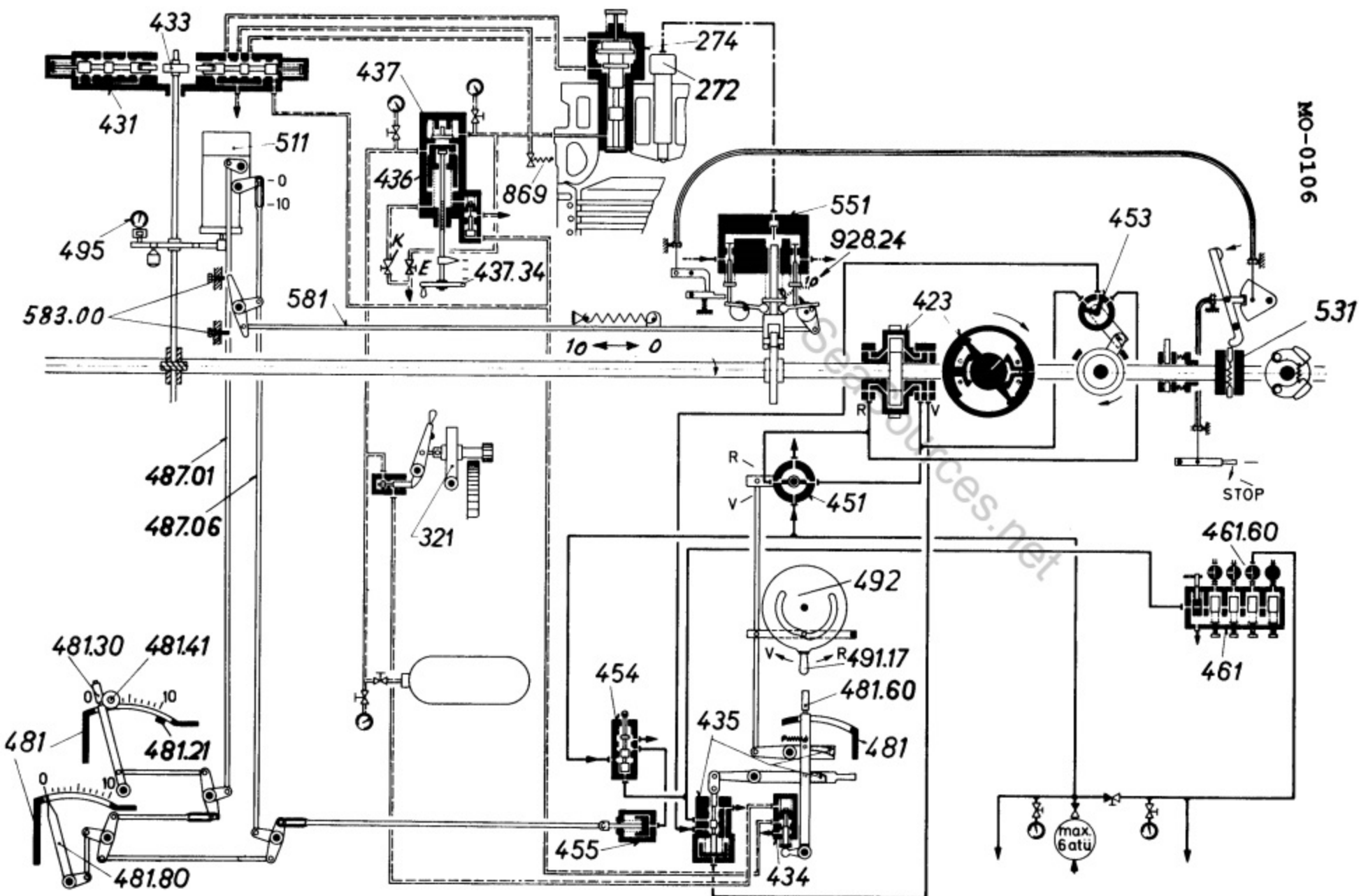
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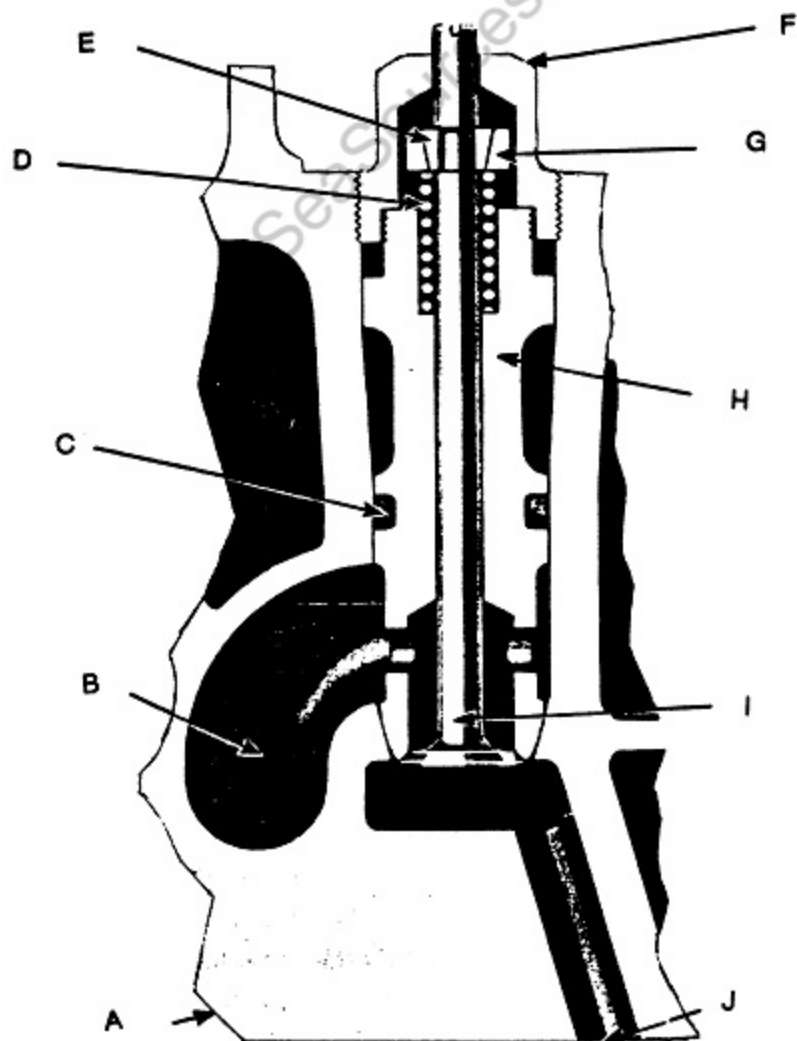


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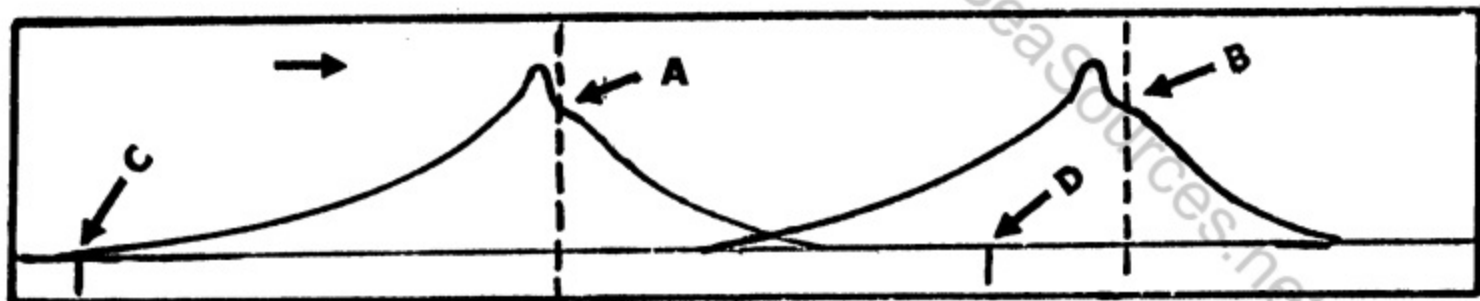


MO-0106

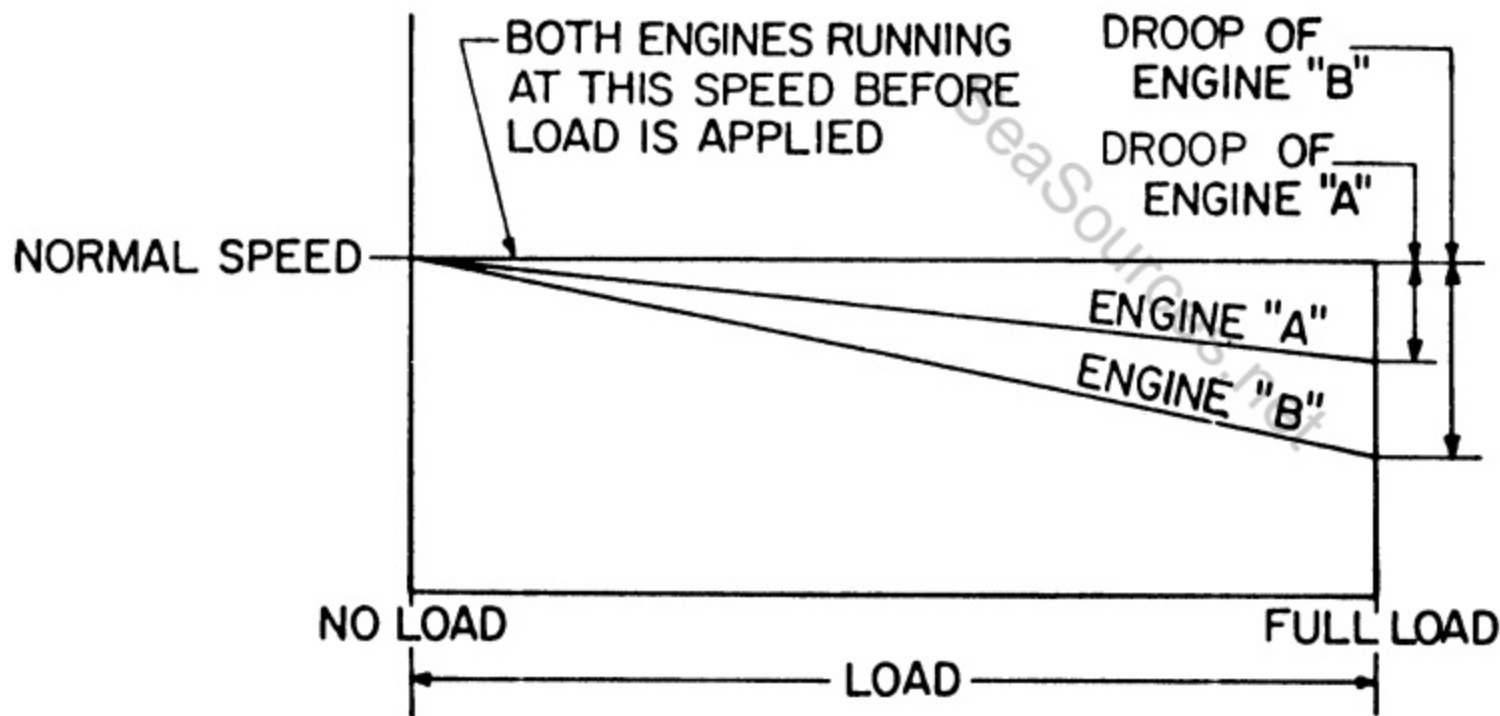




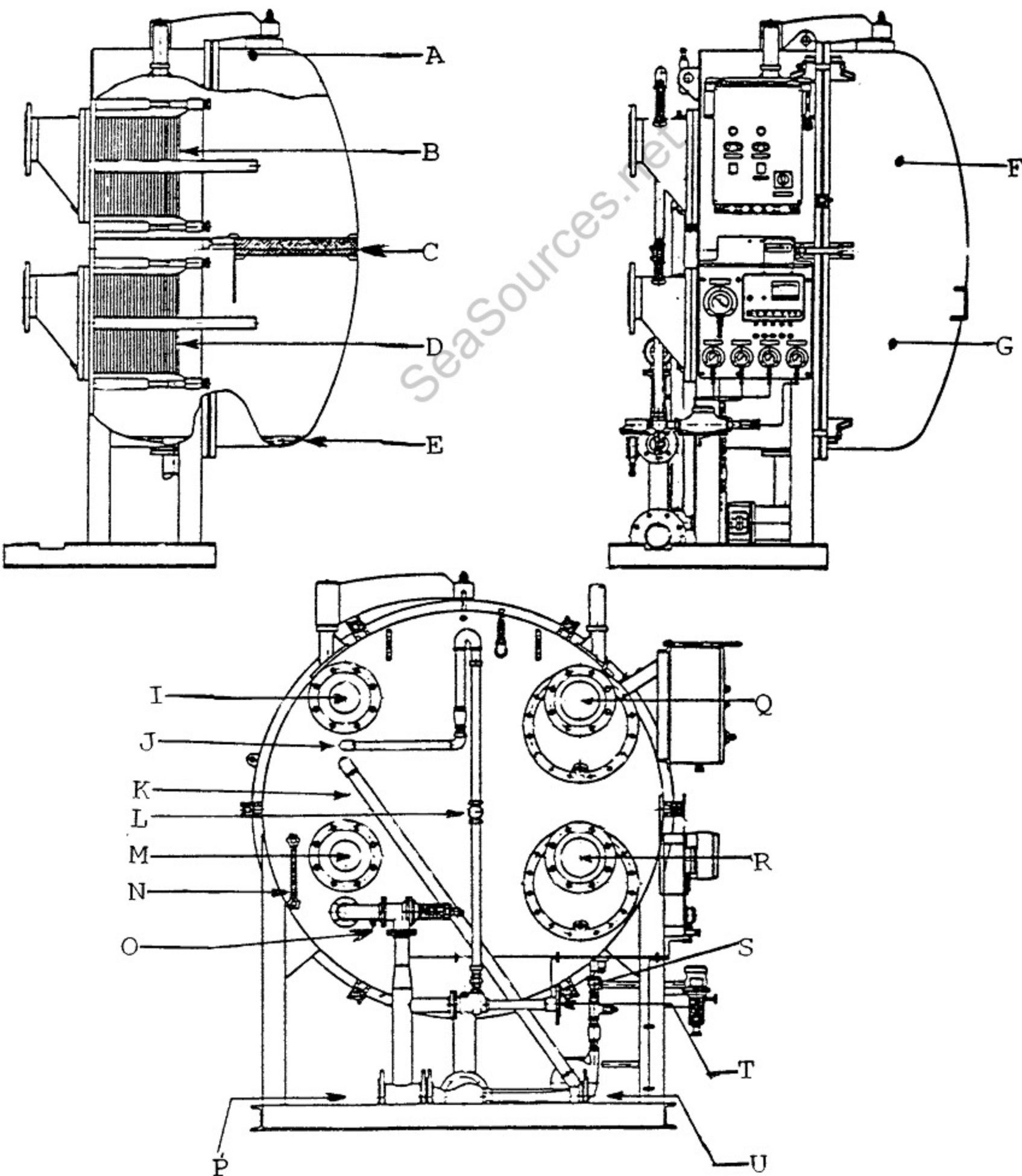
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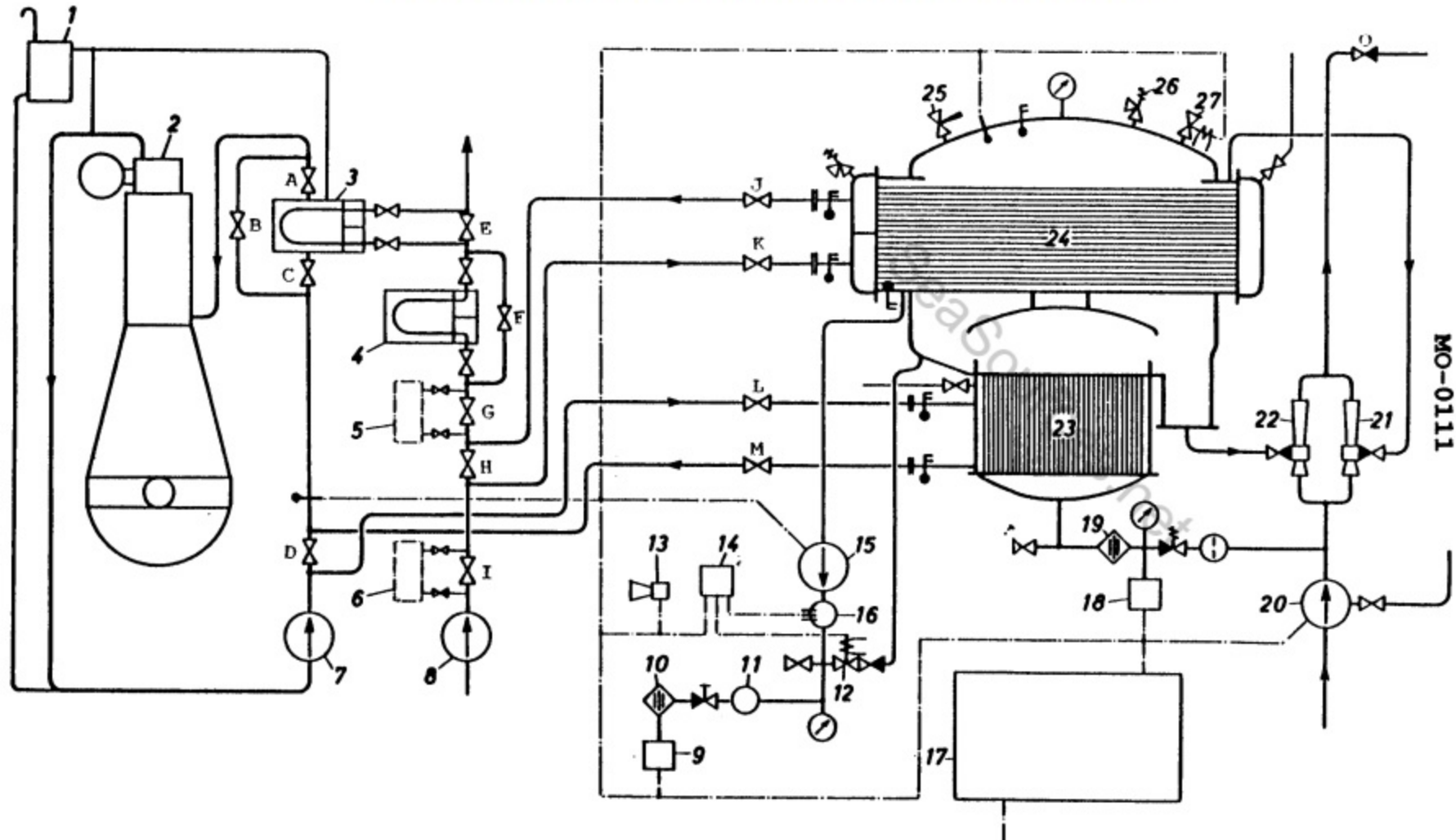


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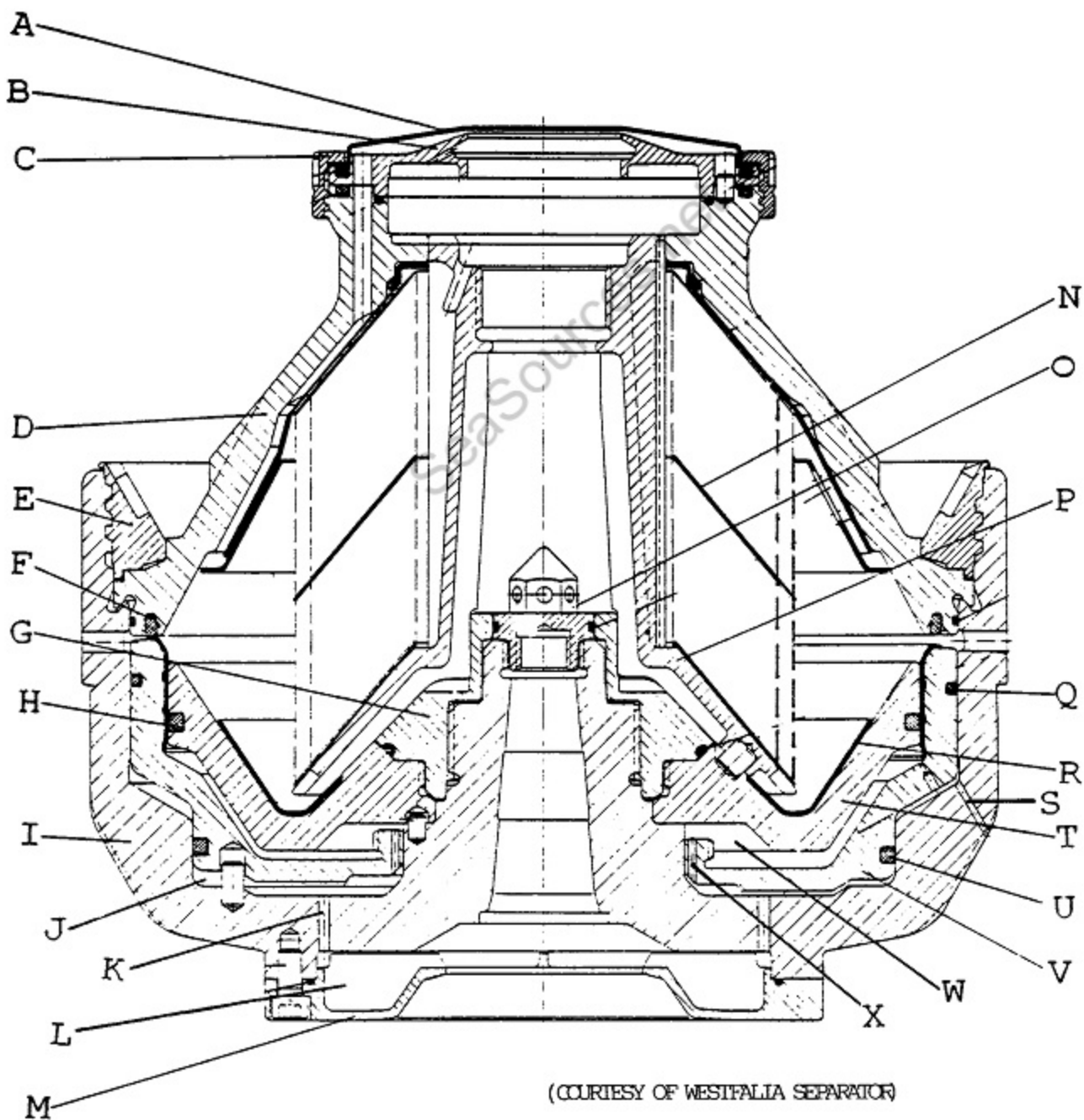
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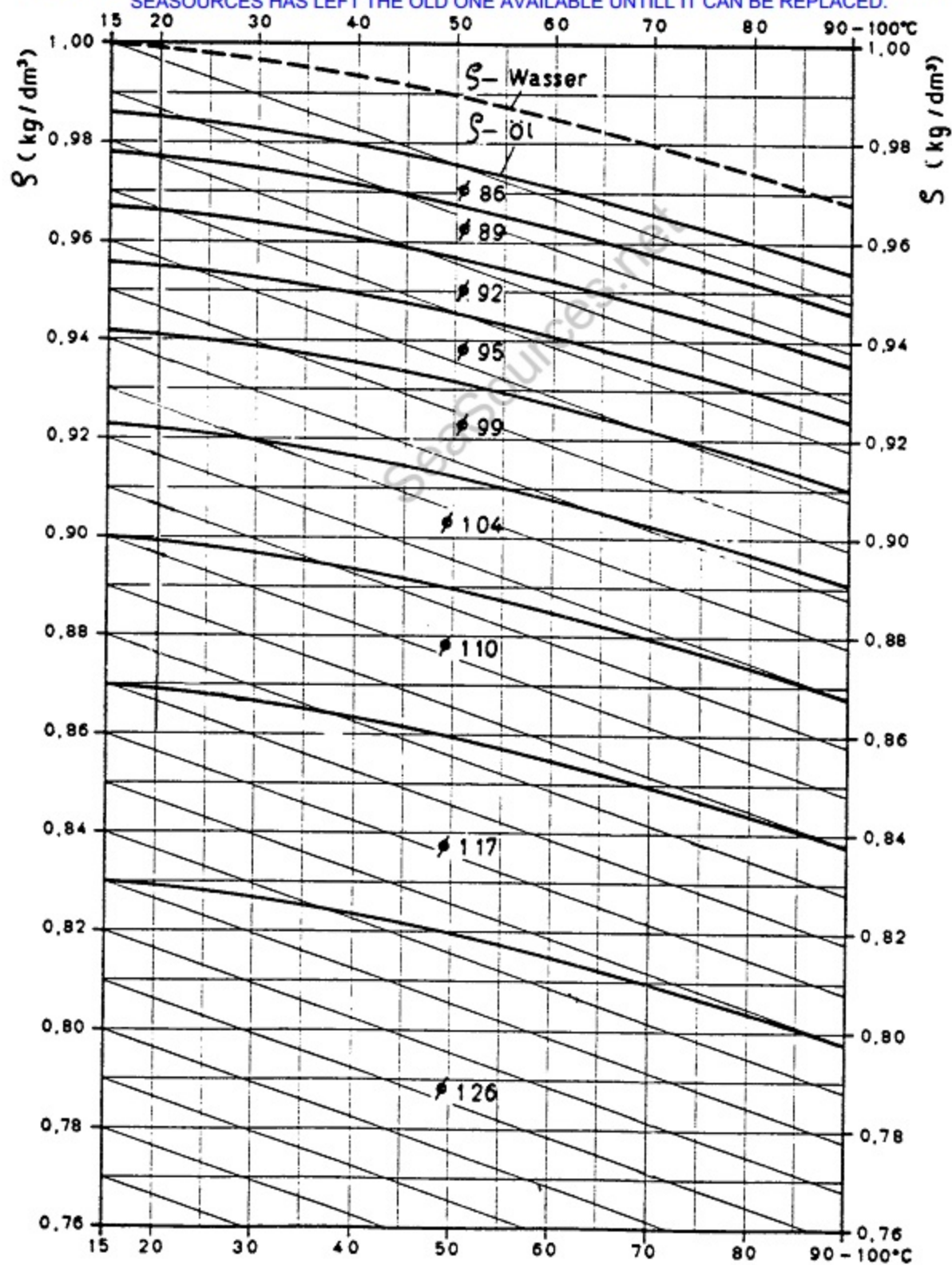
(COURTESY OF G.E.C. GAD PUBLISHERS)

MO-0112

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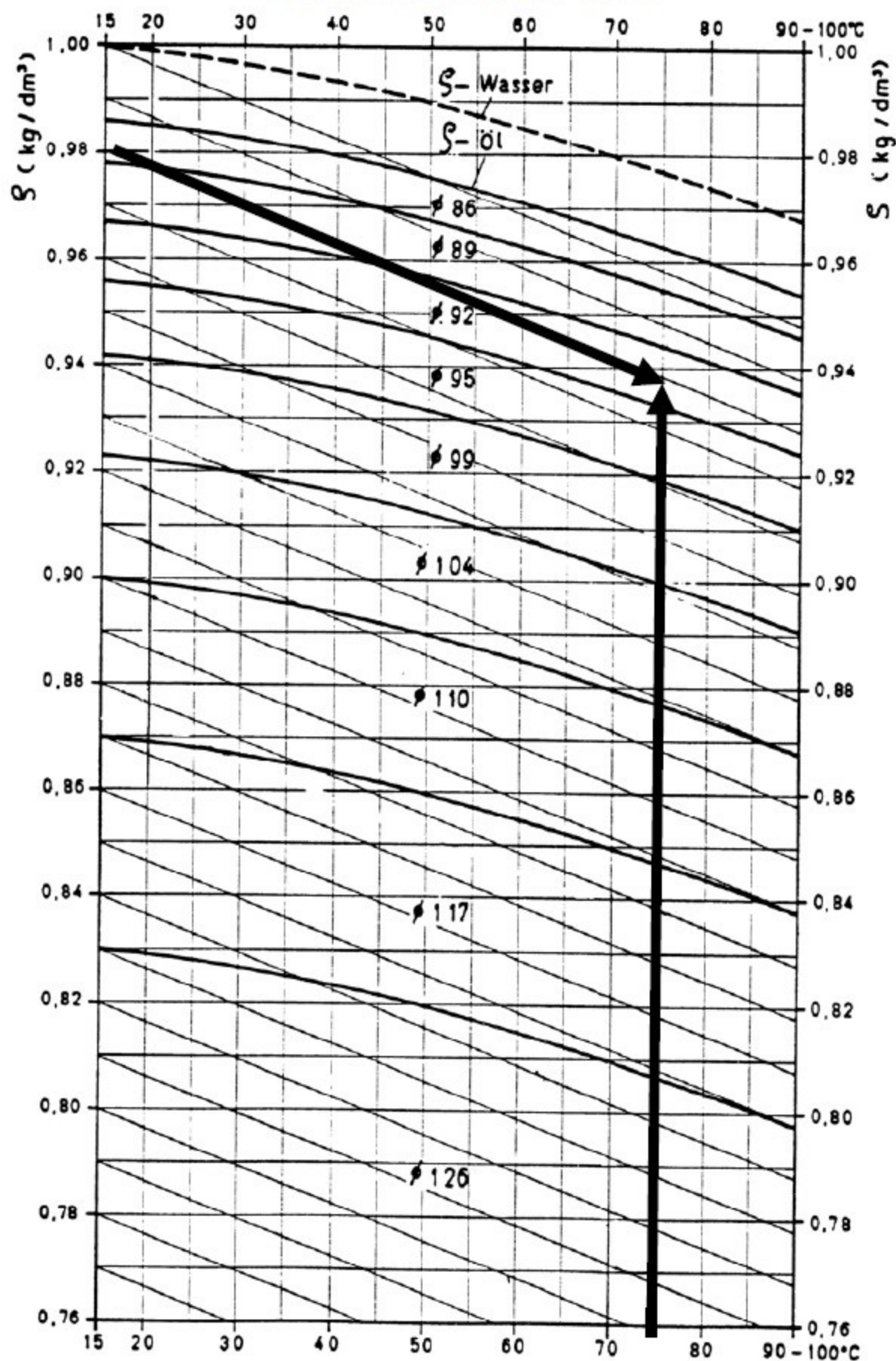


Separating temperature

(COURTESY OF WESTFALIA SEPARATOR)

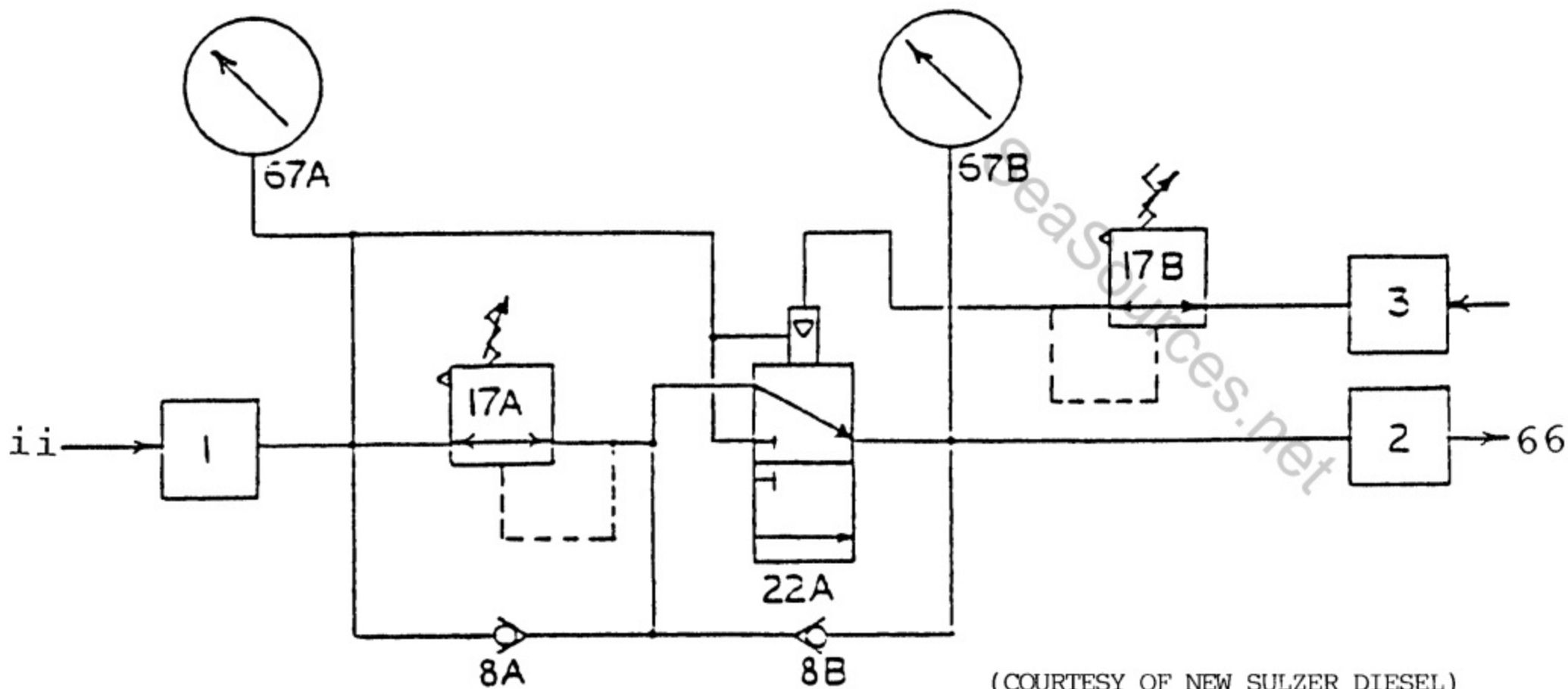
MO-0113

FOR INSTRUCTION ONLY



Separating temperature

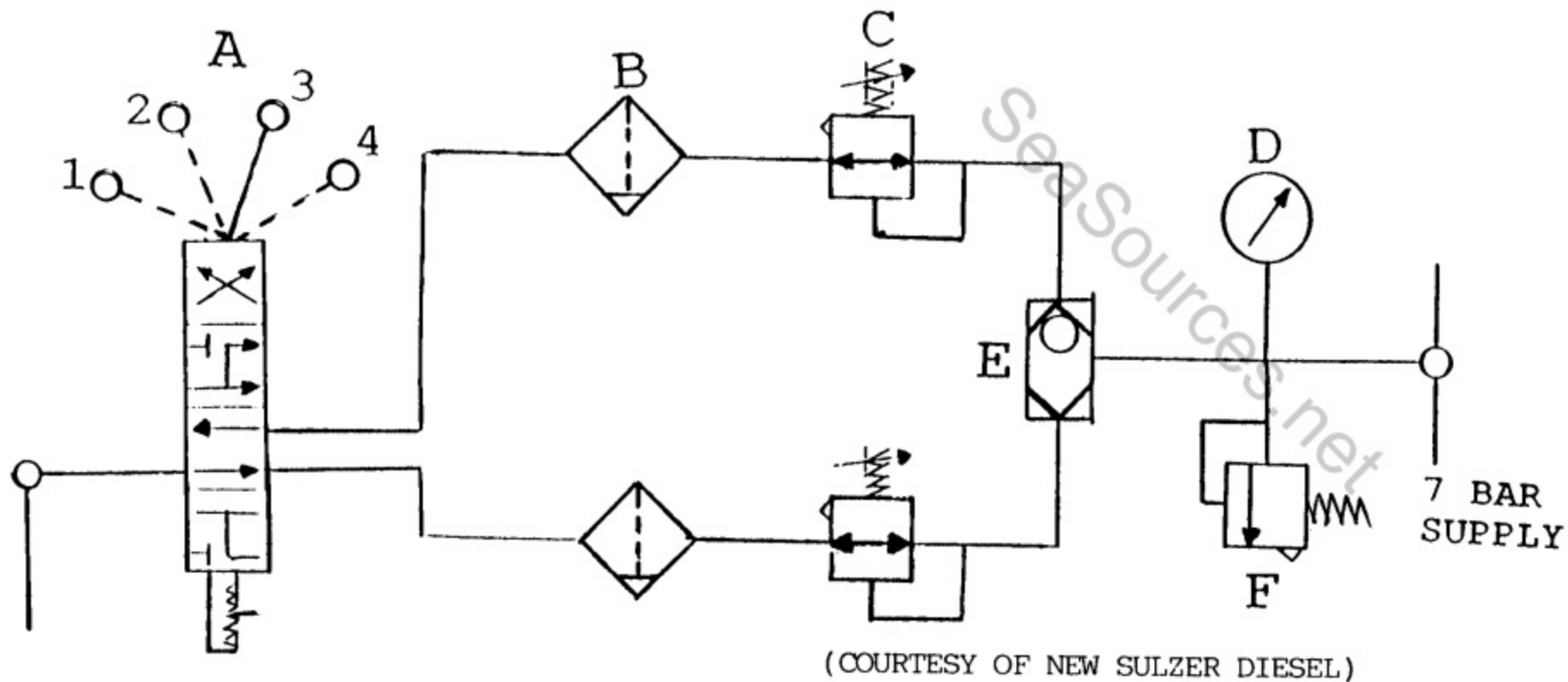
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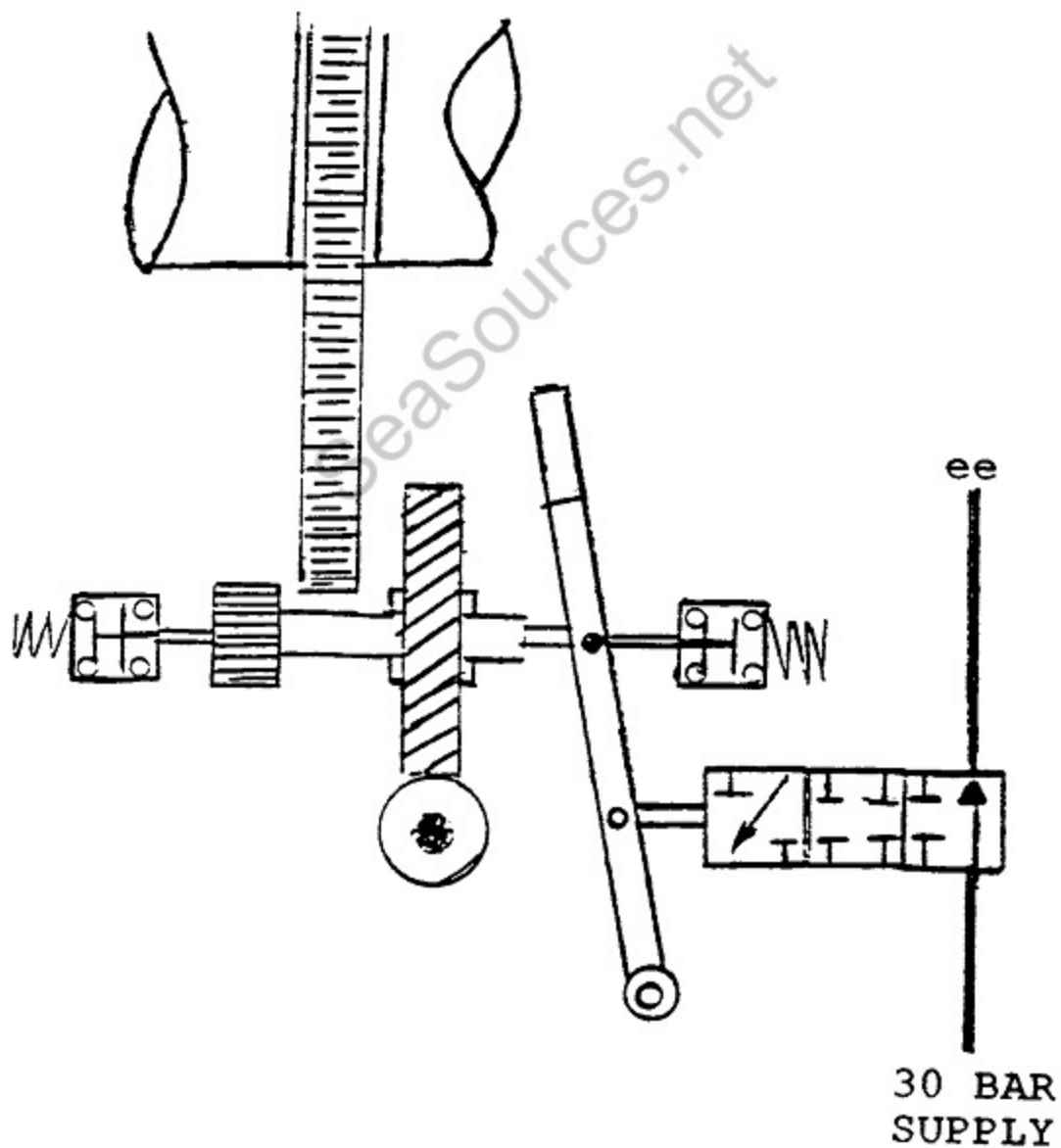
(COURTESY OF NEW SULZER DIESEL)

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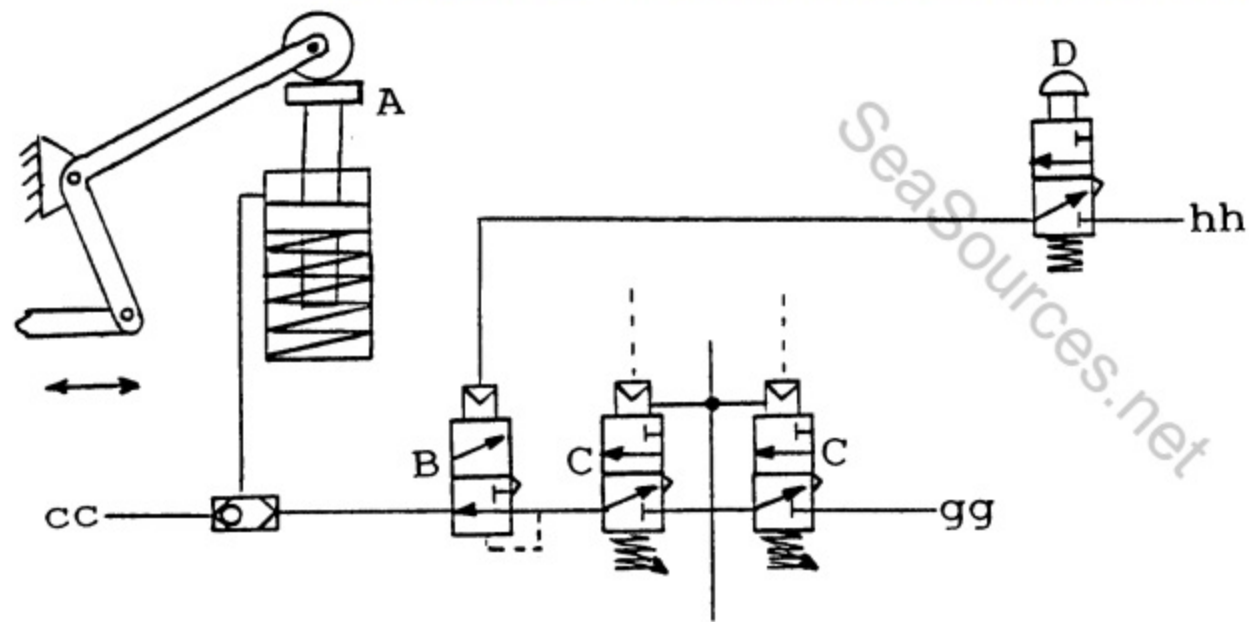


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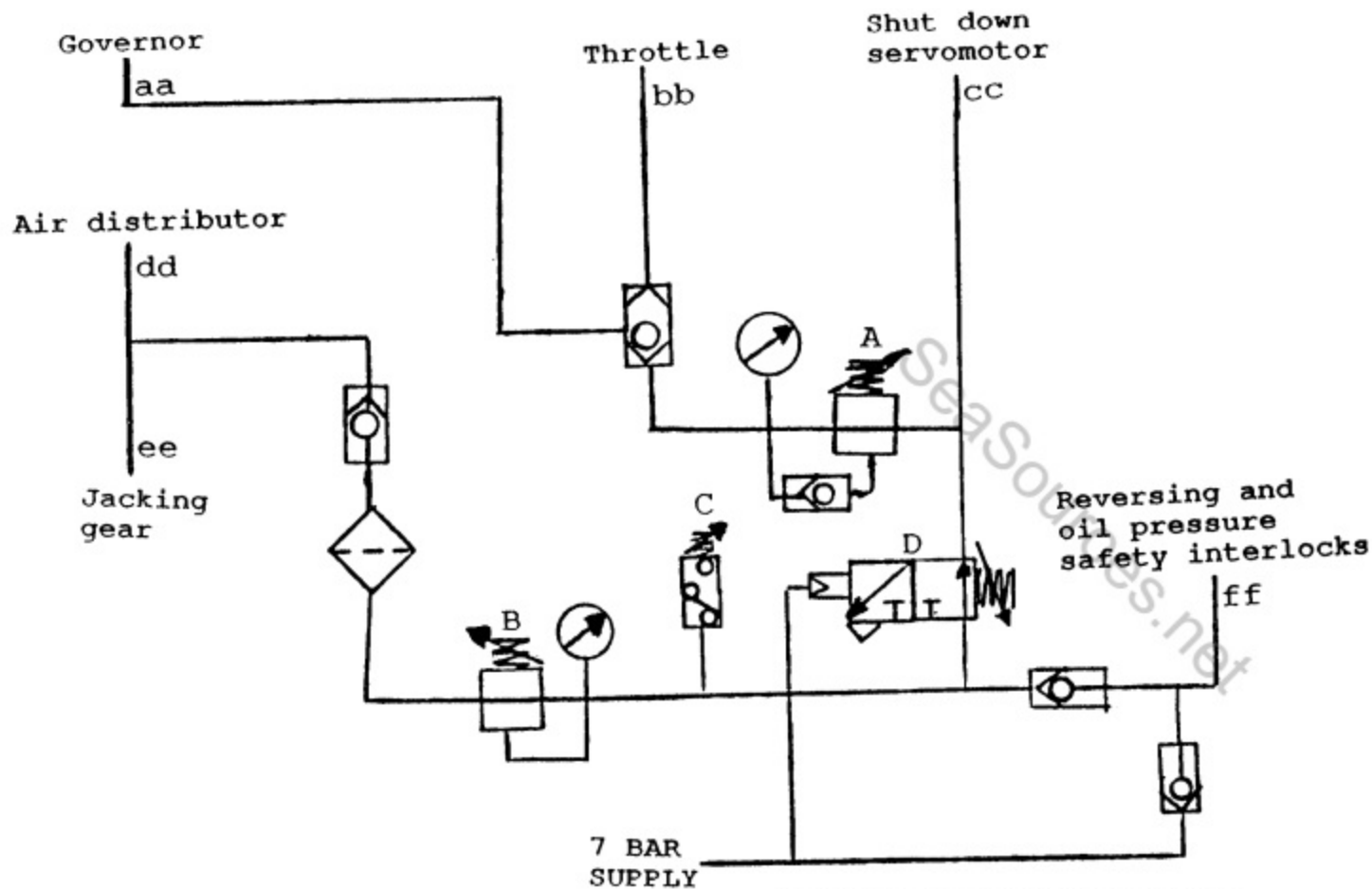
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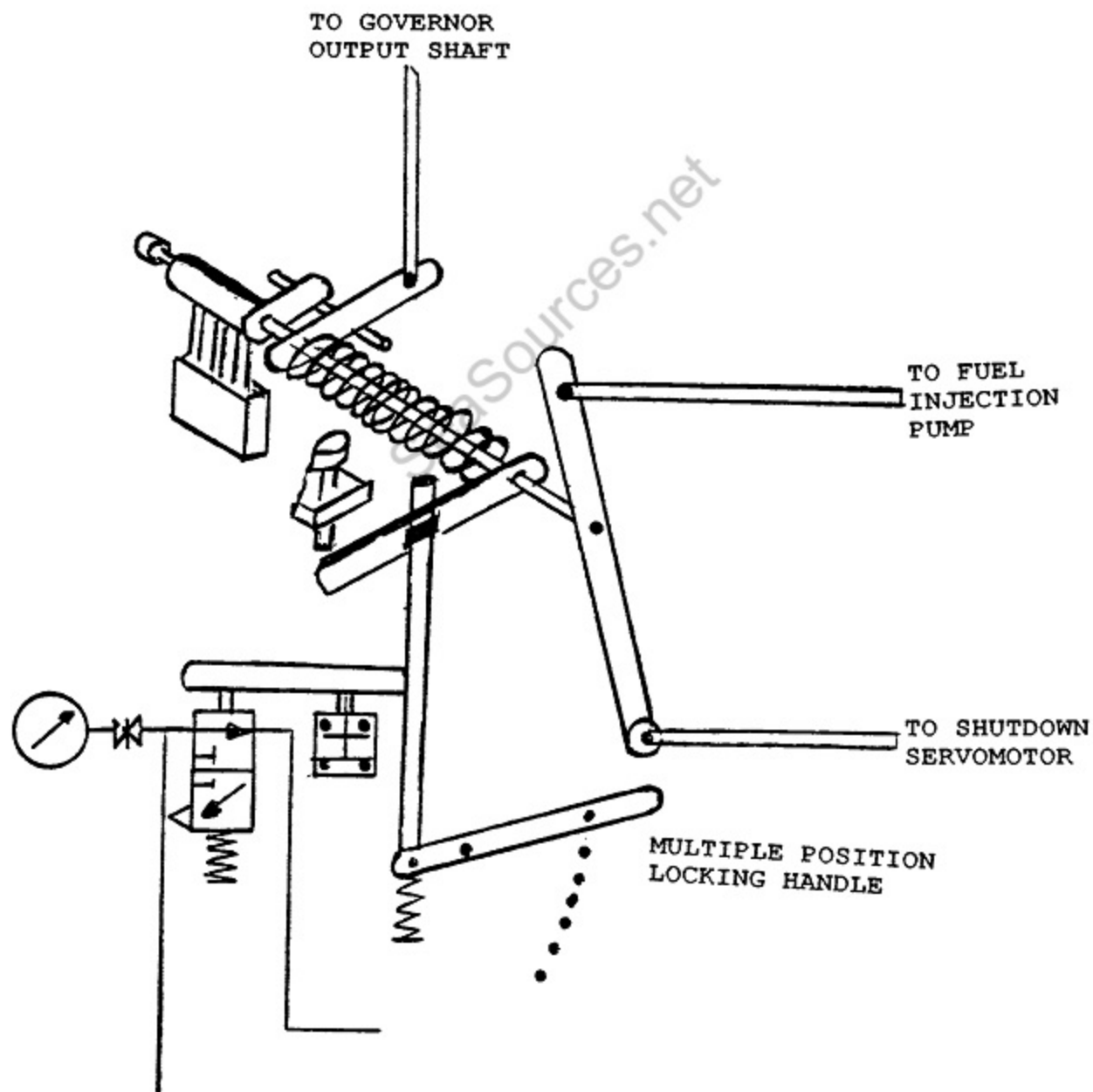
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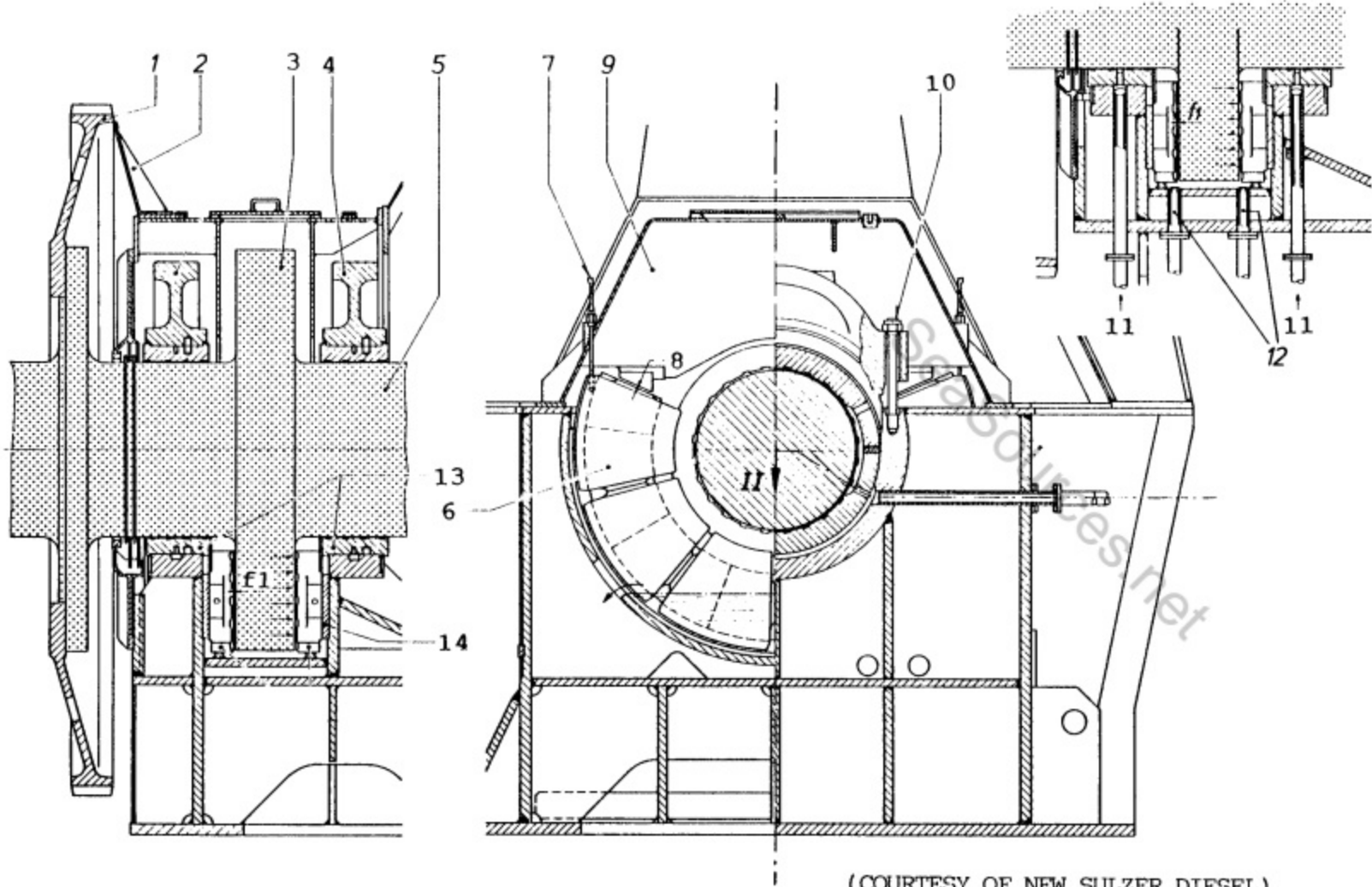
(COURTESY OF NEW SULZER DIESEL)

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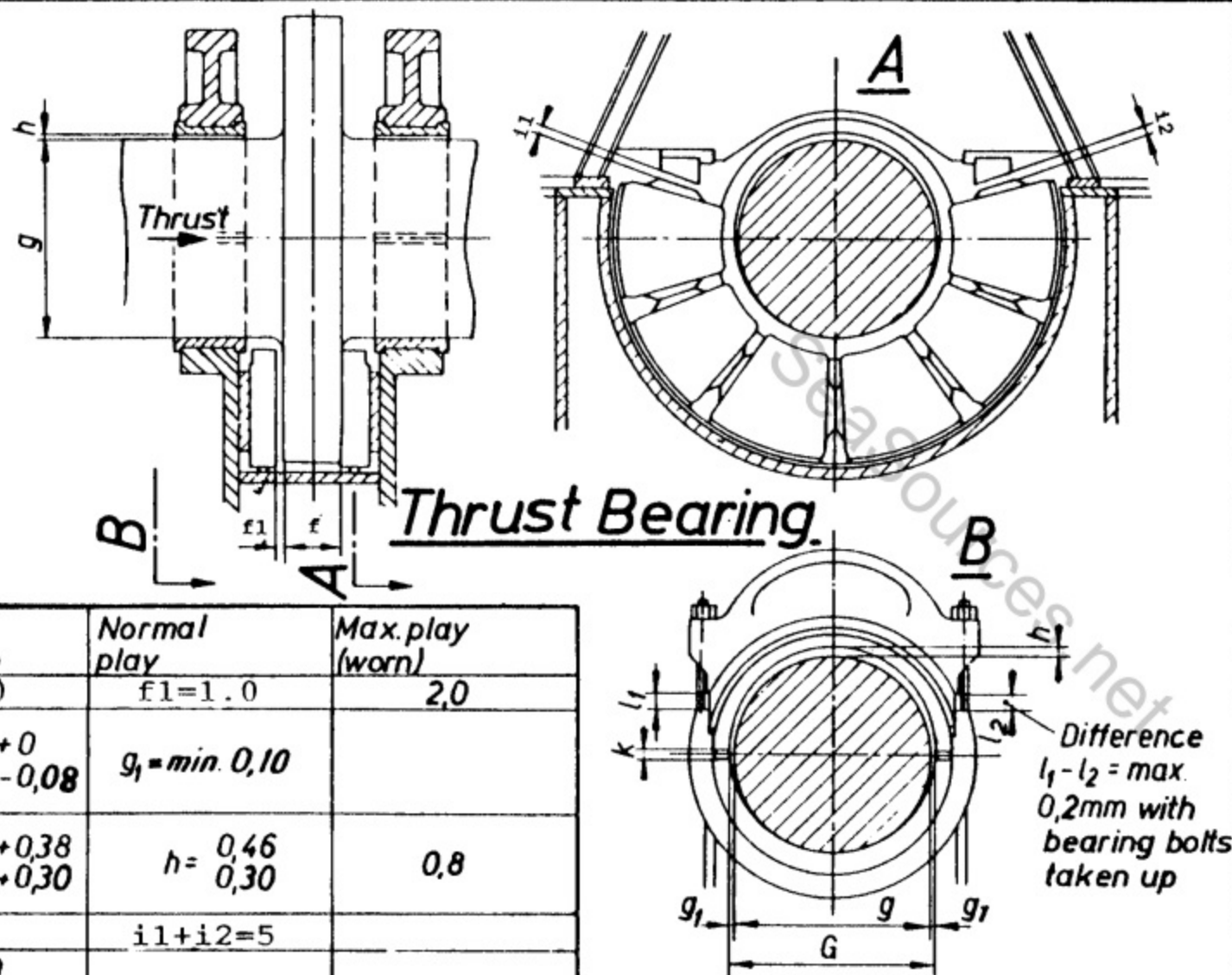
(COURTESY OF NEW SULZER DIESEL)

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MO-0120

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Nominal dimension	Normal play	Max. play (worn)
$f=200$	$f_1=1.0$	2,0
$g=540 \begin{smallmatrix} +0 \\ -0,08 \end{smallmatrix}$	$g_1 = \text{min. } 0,10$	
$G=540 \begin{smallmatrix} +0,38 \\ +0,30 \end{smallmatrix}$	$h= \begin{smallmatrix} 0,46 \\ 0,30 \end{smallmatrix}$	0,8
	$i_1+i_2=5$	
$k=20$		

RND 68

Principal Clearances All dimensions in mm
Crankshaft and Thrust Bearing

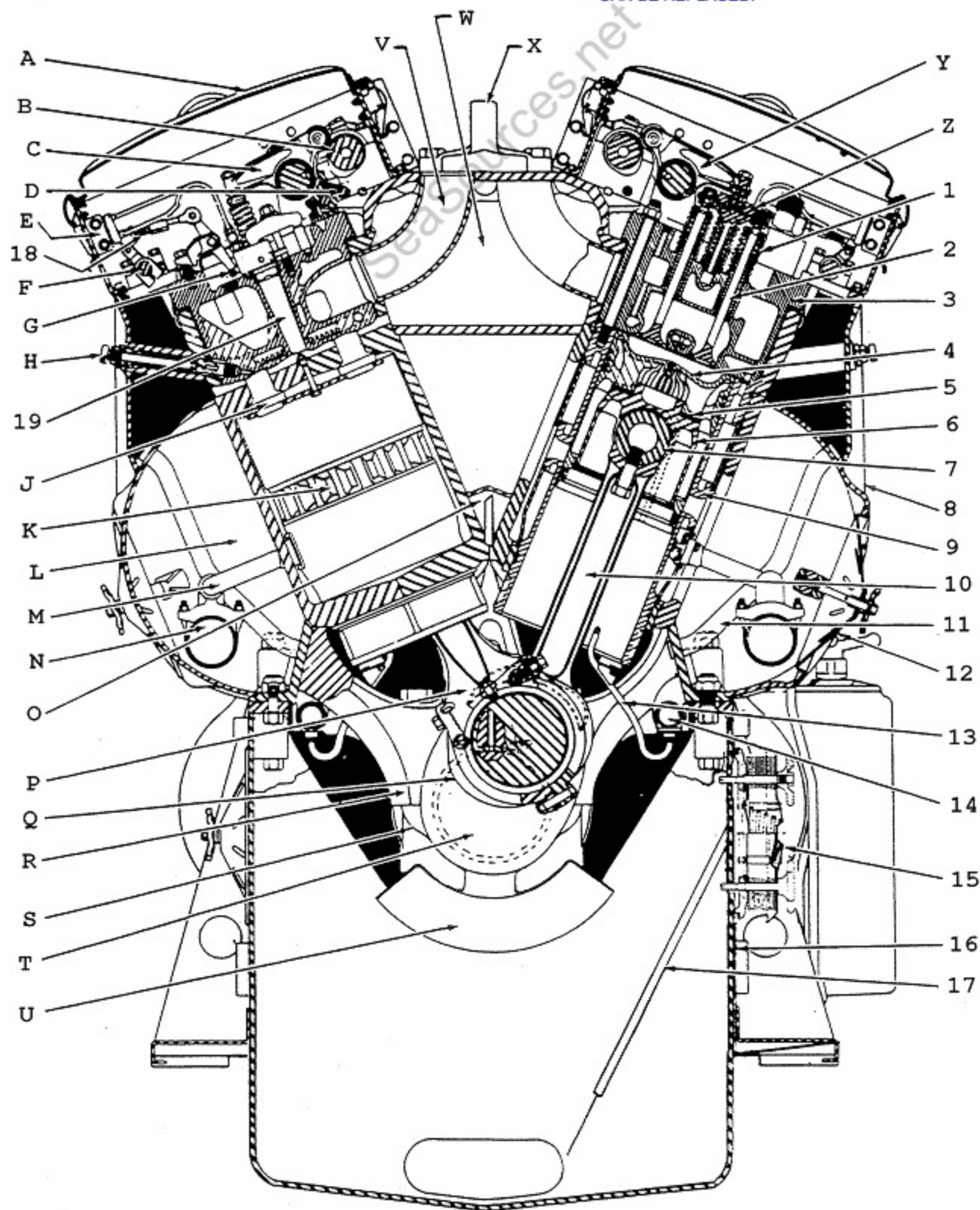
7 354 366-E

(COURTESY OF NEW SULZER DIESEL)

MO-0121

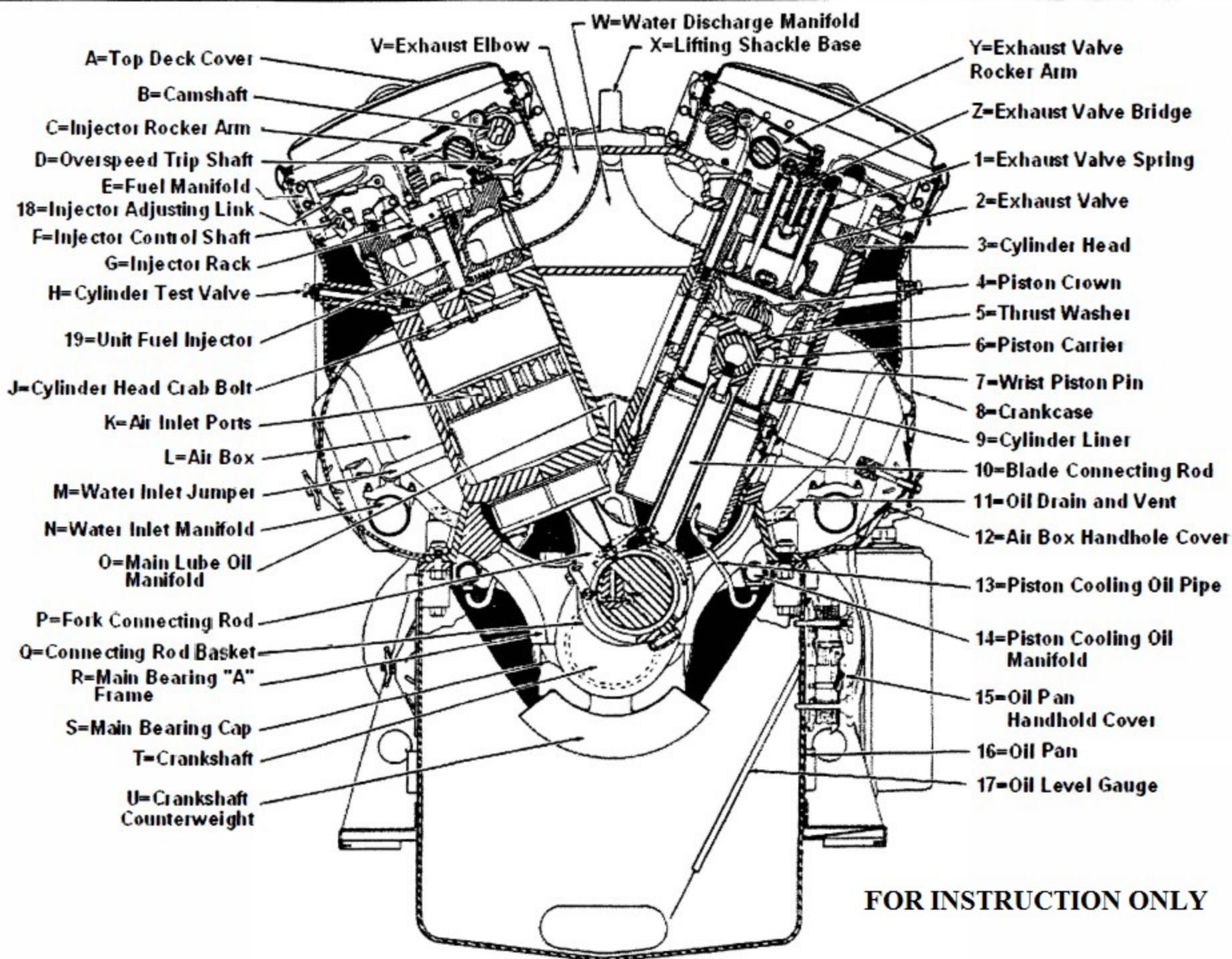
MO-0122

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645 SERIES DIESEL ENGINE

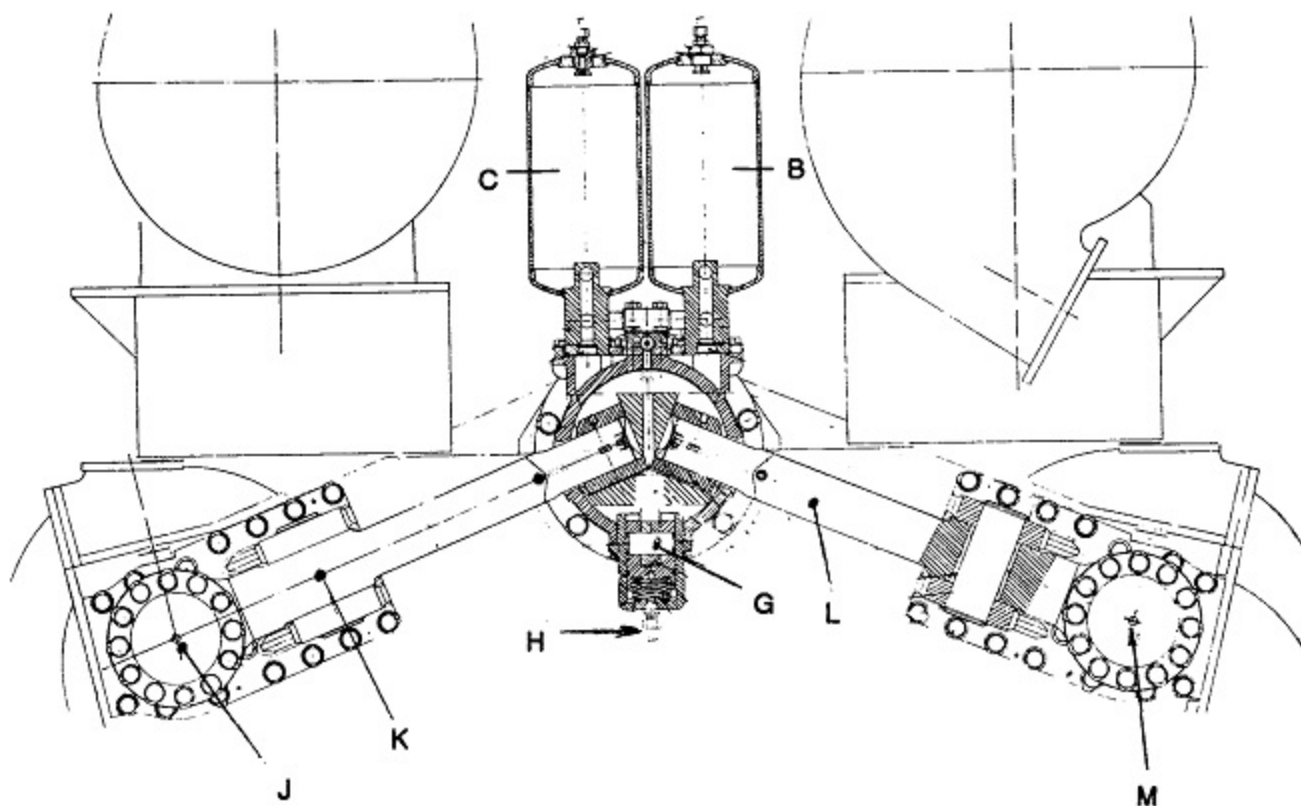
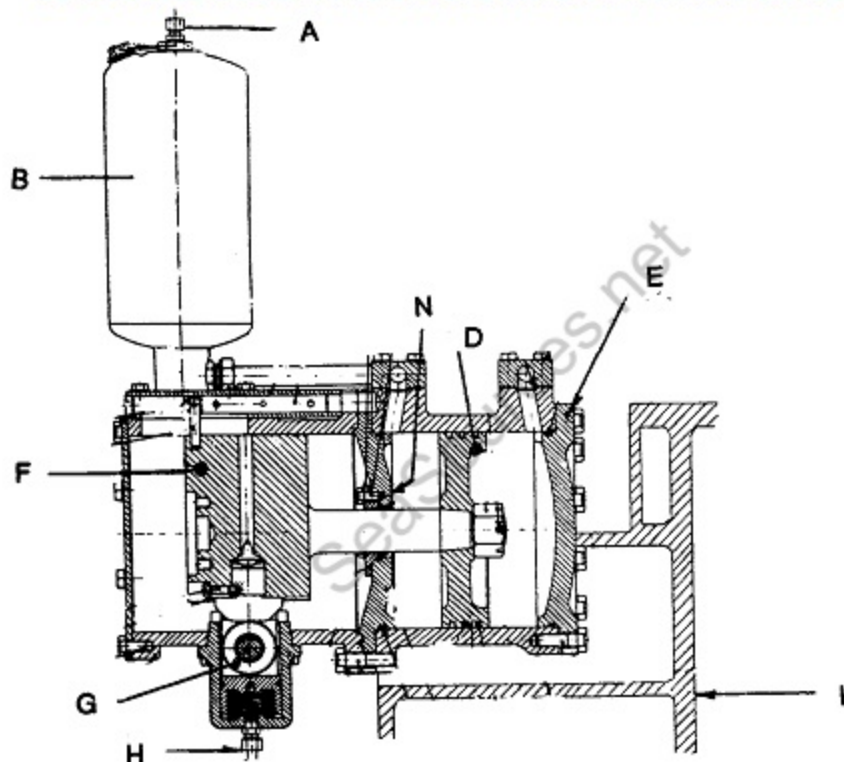
ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U.S.A.



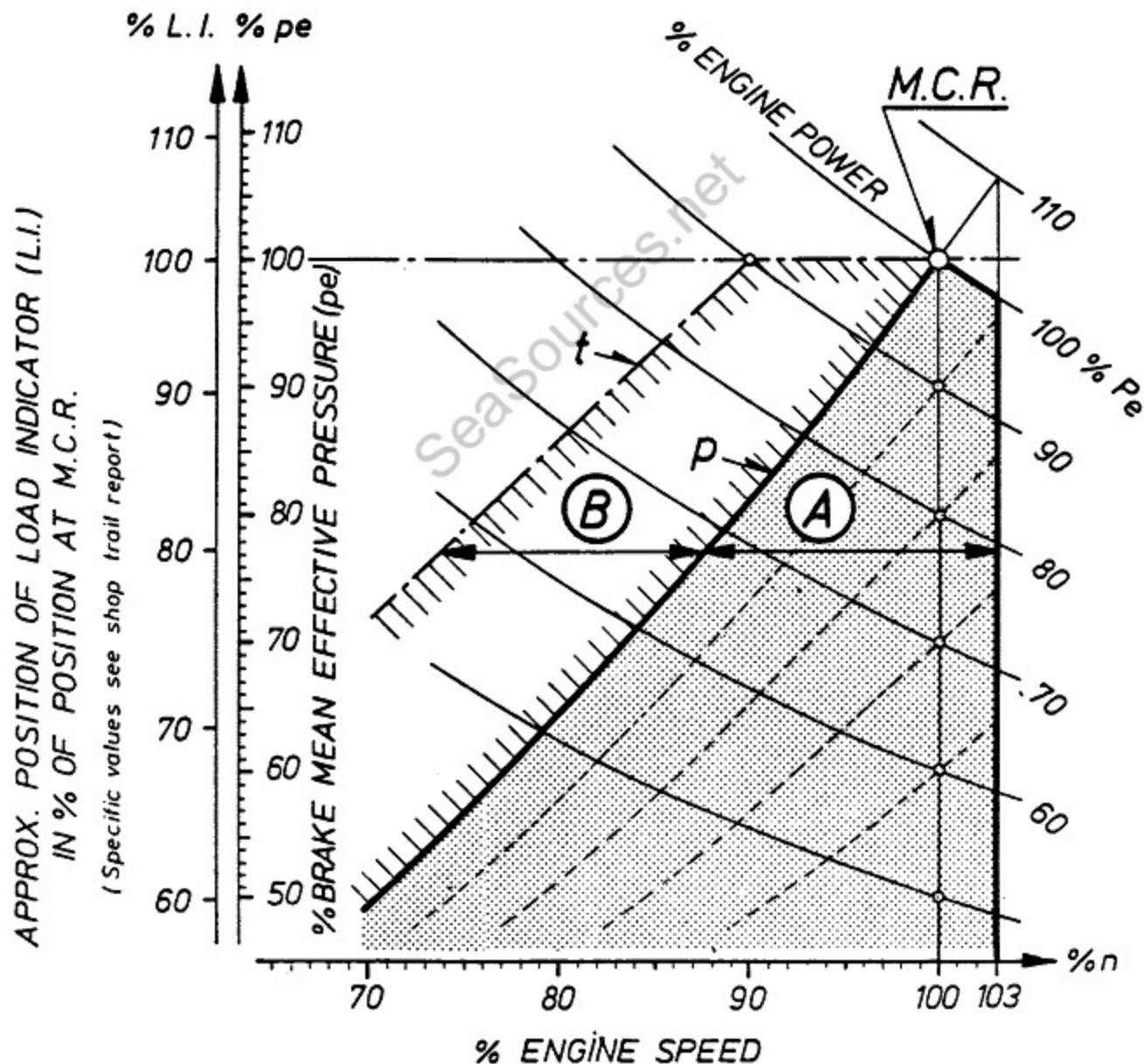
645 SERIES DIESEL ENGINE

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U.S.A.

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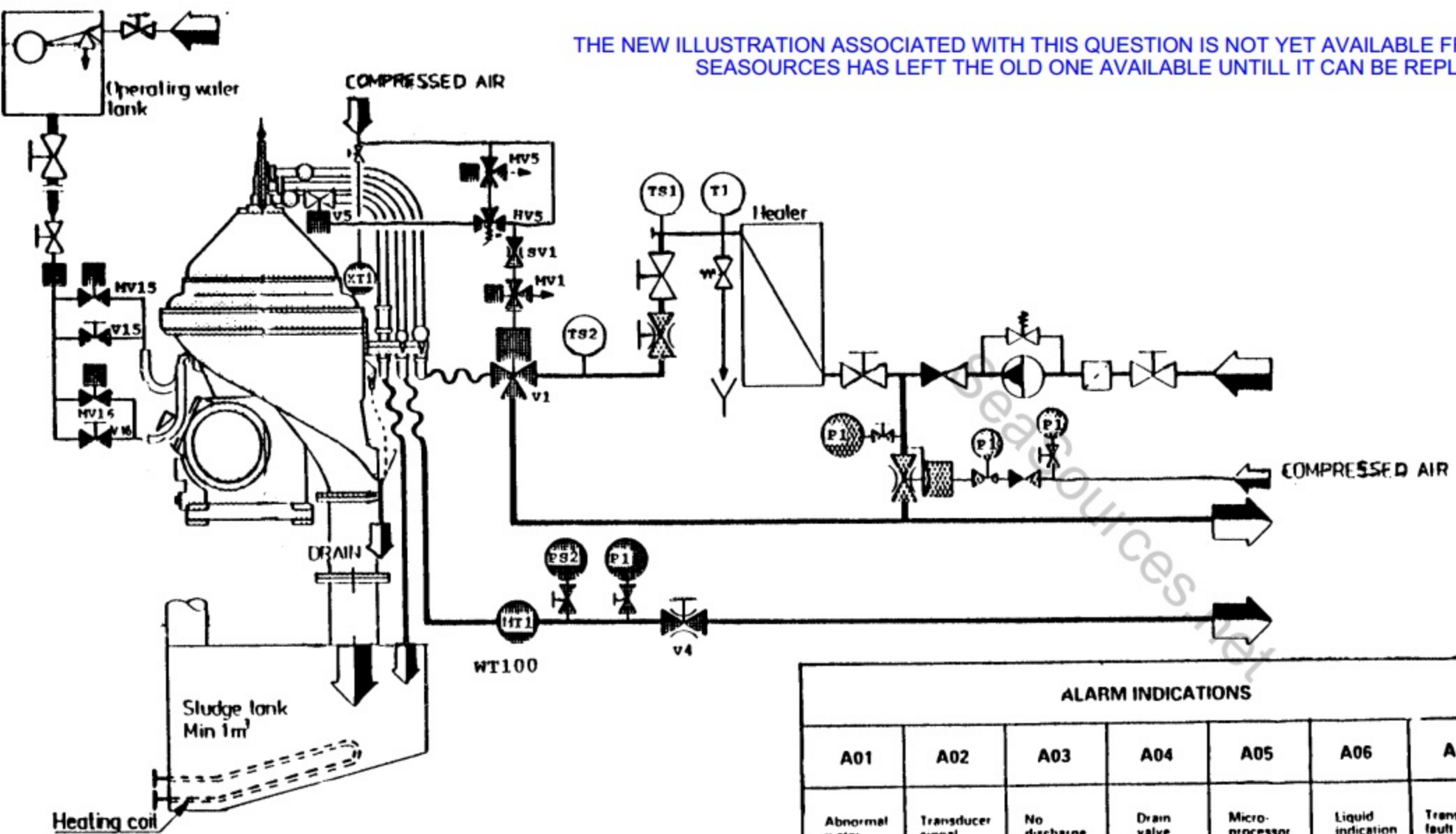


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(COURTESY OF NEW SULZER DIESEL)

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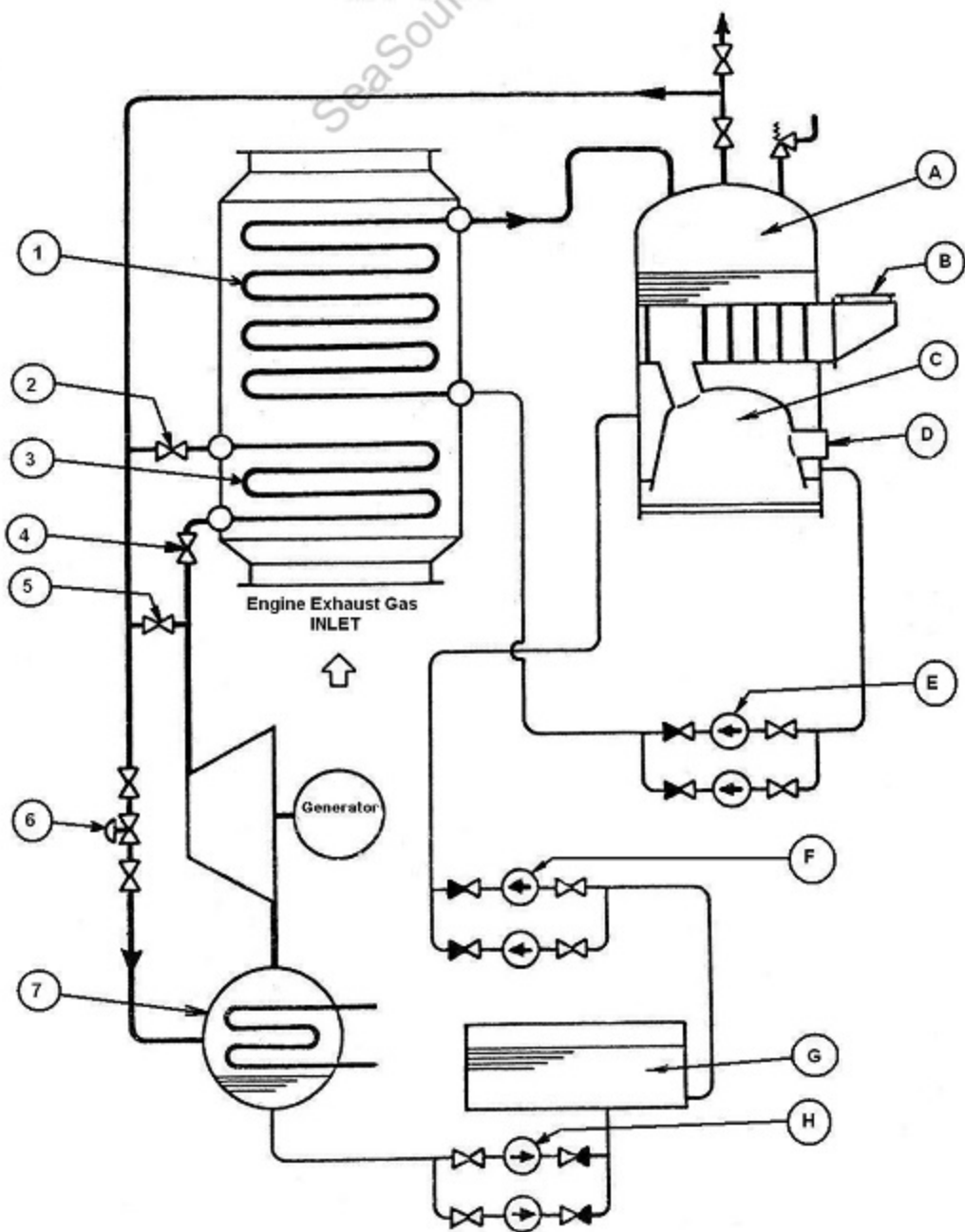


(COURTESY OF ALFA-LAVAL [MARINE AND POWER DIVISION])

MO-0127

ALARM INDICATIONS						
A01	A02	A03	A04	A05	A06	A07
Abnormal water content	Transducer signal minimum value	No discharge feedback signal	Drain valve insufficient	Micro-processor error	Liquid indication	Transducer fault

(EPC 30) ALARM INDICATIONS PROGRAM UNIT							
Alarm from MARST I	Low pressure in oil outlet	High oil temp after preheater	Low oil temperature after preheater	Emergency stopping or vibrations	No discharge	Logically wrong signal from 1st separator	Remote alarm signal only



MO-0129

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