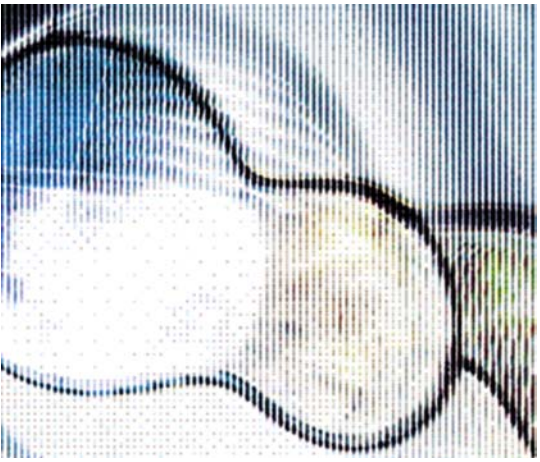


# DAIMLERCHRYSLER



**Powersystems • Industrial Engines  
Maintenance and Repair  
Series 457, 500 and 900**

**Advanced Training**



As at 04/03

## Global Training.

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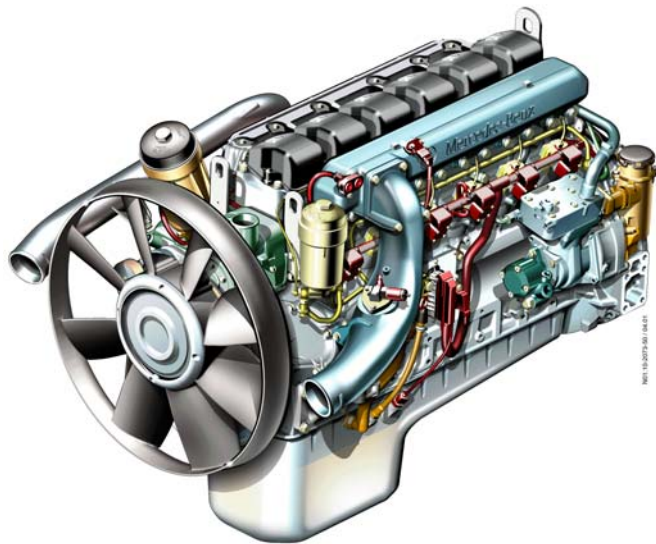
<b>Title</b>	<b>Side</b>
Welcome .....	1
Engine model series OM 457 LA.....	2
Engine OM 457 LA .....	4
Series 457<>Cylinder head.....	11
Series 457<>Cylinder head - cross section (transverse and longitudinal) .....	12
Series 457 LA<>Port assignments in the cylinder head gasket .....	13
Series 457<>Cylinder head bolts - tightening instructions.....	14
Series 457<>Setting valve play .....	16
Series 457<>Removing/installing the nozzle holder combination.....	19
Series 457<>Valve cover and valve cover gasket .....	25
Series 457<>Oil pan .....	26
Series 457<>Pump-line-nozzle injection system .....	27
Series 457<>Removing/installing the MR/PLD unit pump.....	28
Series 457<>Pistons.....	35
Series 457<>Lubrication schematic diagram .....	36
Series 457<>Oil spray nozzle.....	38
Series 457<>Crankcase and cylinder liner .....	39
Series 457<>Camshaft .....	40

Series 457<>Fuel system .....	42
Series 457<>Fuel pump.....	45
Series 457<>Fuel prefilter with heated water separator .....	46
Series 457<>Planetary drive starter .....	48
Series 457<>Fan drive and fan systems.....	50
Series 457<>Air compressor .....	52
Series 457<>Turbocharger BR S400 .....	53
Series 457<>Engine oil and filter change .....	54
Series 457<>Replacing the fuel filter .....	56
Series 457<>Fuel filter with water separator - replacing the filter element.....	58
Series 457<>Air cleaner, engine coolant service .....	60
Series 500<>Engine models .....	62
Series 500<>Technical features .....	64
Series 500<>Cylinder head - port assignment .....	70
Series 500<>Cylinder head.....	71
Series 500<>Cylinder head mounting .....	73
Series 500<>Cylinder head gasket.....	74
Series 500<>EURO 2 and EURO 3 cylinder heads compared .....	75
Series 500<>Valve assembly .....	77
Series 500<>Pump-line-nozzle injection system (PLD) .....	83
Series 500<>Removing/installing the MR/PLD unit pump.....	91
Series 500<>EURO 2 and EURO 3 pistons .....	101

Series 500<>Connecting rod .....	102
Series 500<>Crankcase.....	103
Series 500<>Cylinder liners.....	104
Series 500<>EURO 2 and EURO 3 cylinder liners compared .....	107
Series 500<>Crankcase ventilation system .....	108
Series 500<>Fuel system .....	112
Series 500<>Oil cooler and oil filter housing – component locations.....	124
Series 500<>Oil circuit .....	128
Series 500<>Engine oil system.....	129
Series 500<>Oil spray nozzle.....	130
Series 500<>Water guide .....	134
Series 500<>Thermostat location.....	136
Series 500<>Supercharging system and charge air ducting.....	137
Series 500<>Engine oil and filter change .....	140
Series 500<>Cleaning the fuel prefilter / filter insert.....	144
Series 500<>-Fuel prefilter with water separator - replacing the filter element .....	146
Series 500<>Replacing the oil separator insert .....	148
Series 500<>Replacing the fuel filter - air cleaner - coolant .....	150
Engines OM 904 and 906 .....	152
Engine series 900 .....	153
Series 900<>Technical features .....	156
Series 900<>Port assignments in the cylinder head gasket .....	159

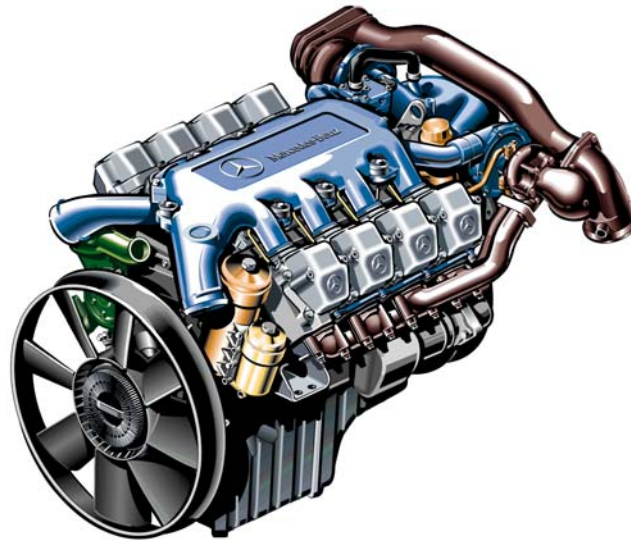
Series 900<>Tightening instructions for cylinder head bolts .....	160
Series 900<>Valve control.....	162
Series 900<>Setting valve play .....	164
Series 900<>Pump-line-nozzle injection system (PLD) .....	167
Series 900<>Crankcase.....	185
Series 900<>Ölspritzdüsen - Unterschiede .....	188
Series 900<>Pistons and piston rings .....	189
Series 900<>Connecting rod .....	190
Series 900<>Pistons and connecting rod - modifications .....	191
Series 900<>Engine oil circuit .....	192
Series 900<>Removing/installing the oil pan .....	196
Series 900<>Fuel system .....	200
Series 900<>Supercharging system and charge air ducting.....	212
Series 900<>Removing/installing the coolant thermostatic control .....	216
Series 900<>Engine oil and filter change .....	218
Series 900<>Cleaning the fuel prefilter - filter insert .....	221
Series 900<>Fuel prefilter with water separator - replacing the filter element .....	223
Series 900<>Replacing the fuel filter - air cleaner - coolant .....	226

OM 457 LA



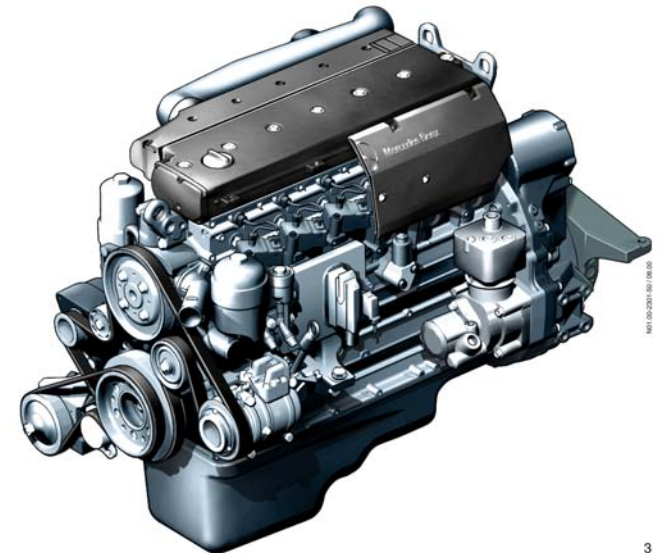
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OM 502 LA



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OM 906 LA



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The 500 engine model series is future-ready, and comes in V6 and V8 cylinder variants with 2 litre swept volume per cylinder.

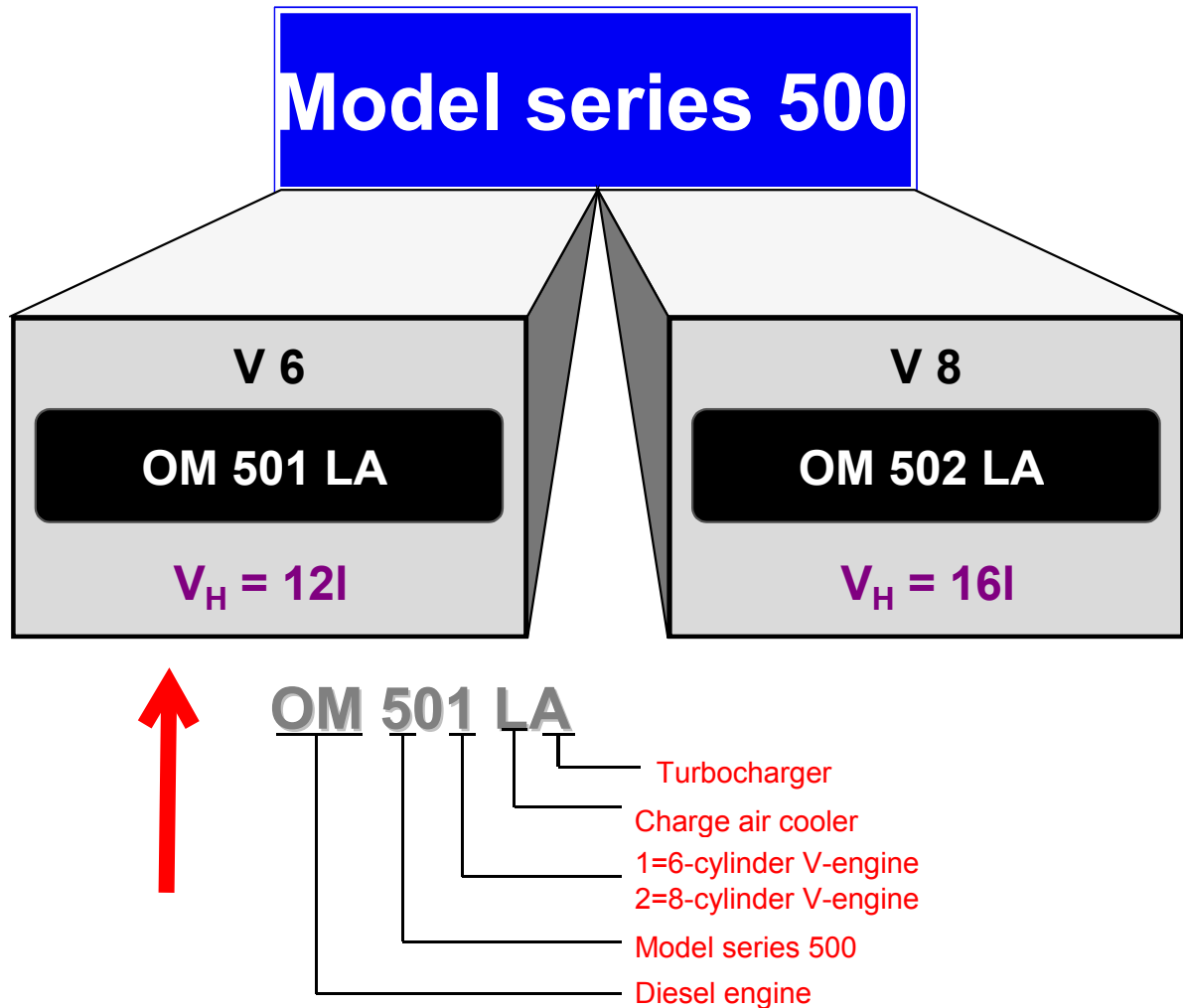
The sales designation is formed in the same way as the 400 model series:

6-cylinder engine: OM 501 LA

8-cylinder engine: OM 502 LA

At the same time, the OM 457 LA engine was developed with the same basic design as the V-engines.

The Series 2000 V12 and V16 MTU engines are derived from the BR 500, and are intended for industrial applications.







N01.10-2026-11



N01.10-2028-11

The development of the 500 series encapsulates all the knowledge and experience gained from the 1 million V-engines manufactured since 1969, when production of the OM 403 V10 engine began.

	<b>Series 500&lt;&gt;Technical features</b>	<b>07.05.2003</b>
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- ⇒ Outstanding **power output and torque characteristics** over the whole rpm range
- ⇒ Dynamic start-off characteristics and pulling power
- ⇒ Attractive power/weight ratio
- ⇒ Low **fuel consumption**
- ⇒ Enormous **potential**: the V6 engines meet the requirements of the highly popular 400 HP Class
- ⇒ High-pressure direct injection, **pump-line-nozzle system** with peak pressures up to 1,800 bar.
- ⇒ **Electronic engine control (MR)** with electronic system fixed to the engine, and extensive engine protection functions
- ⇒ Direct injection with centrally positioned **6-hole injection nozzle**.
- ⇒ **4-valve technology**
- ⇒ Useful engine brake rpm well over rated rpm, up to **2400 rpm**
- ⇒ Meets the emission legislation of **EURO 3 and EUROMOT/EPA Level 2**
- ⇒ Turbocharger with charge air cooling
- ⇒ V8 with 2 turbochargers
- ⇒ **Viscous fan clutch, electromagnetic fan clutch and high-speed fan drive** on the most powerful engines
- ⇒ Rated engine speed **1,800 rpm or 2000 rpm**
- ⇒ Low maintenance requirement
- ⇒ Long maintenance intervals
- ⇒ Engine oil and fuel filter located at the front, for easy maintenance
- ⇒ Maintenance-free belt drive
- ⇒ Can run on FAME / RME (rape methyl ester) or biodiesel, and engine oil changes are halved
- ⇒ High reliability and long runtime
- ⇒ Low number of component variants, as many parts are the same on both 6 and 8 cylinder engines
- ⇒ Rear engine power take-off ex works