

DRY SYSTEMS TECHNOLOGIES®

DRY SYSTEM® DIESEL POWER PACKAGE PERMISSIBILITY CHECKLIST M265-001-01

Page 1 of 11

DST DRY SYSTEM®

MODEL M265

MSHA APPROVED DIESEL POWER PACKAGE

Based on MSHA 7F-015-0 Approved DST Model M38/M130 Dry System®

RETROFITTED TO
ATLAS-COPCO WAGNER MODEL ST-5 SCOOP
AND
94 HP MWM D916-6 DIESEL ENGINE

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REVISION 02 * DATED JUNE 2004

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DST DRY SYSTEM® DIESEL POWER PACKAGE FOR 94 HP MWM D-916-6 DIESEL ENGINE

MWM (Deutz) Diesel Engine

1. [] It has been determined that the area, in which tests are to be performed, is in **FRESH AIR**
2. [] The machine is equipped with a **MWM (Deutz) Model D916-6**, six-cylinder naturally aspirated diesel engine.

Atlas Copco Wagner Air Intake System

NOTE: This DST Model M265 Dry System Diesel Power Package utilizes the Air Intake System that was originally supplied by Atlas Copco Wagner and is MSHA Approved. Please also refer to the original Atlas Copco Wagner Permissibility Checklist when checking the Air Intake System.

The **Air Intake System** of this Model **M38 & M130 based DST Model M265 Diesel Power Package** includes a MWM (Deutz) supplied intake manifold, an existing and previously MSHA Approved Atlas Copco Wagner intake flame arrestor and intake air pipe assembly, an existing and previously approved MSHA Atlas-Copco Wagner intake air shut-down valve with a manually operated actuating cable, and an intake air cleaner. *(As alternate, not shown in this document, a DST supplied intake air system consisting of a DST flame arrestor, a DST intake pipe and DST intake air shut-off valve may be used. This alternate arrangement is NOT addressed in this document.)* The air intake system assembly on this machine is shown in the Illustration of the original **Atlas Copco Wagner Permissibility Checklist** supplied with the originally installed water scrubber package.

3. [] All components appear to be the same as shown on the applicable Illustrations in the Atlas Copco Wagner document. All components appear as depicted and there is no visible damage, cracks or dents on the air intake system.
[WEEKLY]
4. [] Item No W-2 is the inlet pipe. It is fitted to the six inlet ports of the MWM engine. Item No W-3 are six MWM supplied metal clad gaskets and are installed. All fasteners and locking devices are in place and tight. (Joint "W-A")
[WEEKLY]
5. [] A 0.0015" feeler gage cannot be inserted greater than 1/8" into the Joint "W-A".
[WEEKLY]

**For Illustration W-1 of Air Intake System
See Atlas Copco Wagner supplied Permissibility Checklist**

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6. [] Item No W-5 is an **Atlas Copco Wagner** supplied intake flame arrestor. It is mounted to the inlet flange of the **Atlas Copco Wagner** intake pipe. A gasket is installed between the components. All fasteners and locking devices are in place and tight (Joint "W-C").
[WEEKLY]
7. [] A 0.0015" feeler gage cannot be inserted greater than 1/8" into the Joint "W-C".
[WEEKLY]
8. [] Item No W-5 is a remote mounted **Atlas Copco Wagner** supplied intake air shut-off valve. It is attached to Item No W-8, the connection pipe. This connection pipe to the intake filter and the joint are not considered flameproof and do not have to be inspected for permissibility.
[WEEKLY]
9. [] Activate the **Atlas Copco Wagner** supplied intake air shut-off valve with the **Atlas Copco Wagner** supplied activating lever or knob mounted in the operator's compartment. The intake air shut-off valve must trip and close completely by spring pressure. Reset the valve after this test.
[WEEKLY]
10. [] If an air compressor is installed, the air supply connection to the compressor must be located out-by (upstream) of the air intake flame arrestor and in-by (downstream) of the intake air cleaner, unless the compressor is fitted with its own air intake cleaner.
[WEEKLY]
11. [] Once every twelve-months, remove the Intake Flame arrestor. The core of the Flame Arrestor consists of a 1.00" wide stainless steel crimped ribbon element. There is no apparent damage to the flame cell and a 0.018" plug gage will not pass through any of the triangular openings. The proper procedure is outlined on Illustration 5. Reinstall the intake flame arrestor, and make sure the gasket and all fasteners and locking devices are in place and tight.
[12 MONTH]

DST Exhaust System

The **Exhaust System of the Model M265 DST Dry System® of this Diesel Power Package** was derived from the MSHA Part 7F-015-0 Approved DST Model M130/M38 Diesel Power Packages. It includes a modified MWM supplied water-cooled engine exhaust manifold and the following DST supplied components: A water-cooled manifold outlet elbow, a water cooled bellows assembly, a water-cooled catalyst, a second water-cooled elbow, a heat exchanger with a water-cooled inlet/outlet box, an exhaust outlet pipe, an exhaust flame arrestor, and a DPM filter housing with a disposable paper element DPM filter.

Illustrations No 1, No 2 and No 3 on the following pages depict the components of the exhaust system.

12. [] All components appear to be the same as shown on Illustrations No 1, No 2 and No 3 in this Permissibility Checklist. There is no visible damage, cracks or dents on the exhaust system.
[WEEKLY]

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13. [] Illustration No 1 depicts the first section of the MWM and DST exhaust system components that are located between the exhaust ports of the MWM diesel engine and the inlet of the manifold outlet elbow. All components appear as depicted and there is no visible damage, cracks or dents on the components.
[WEEKLY]

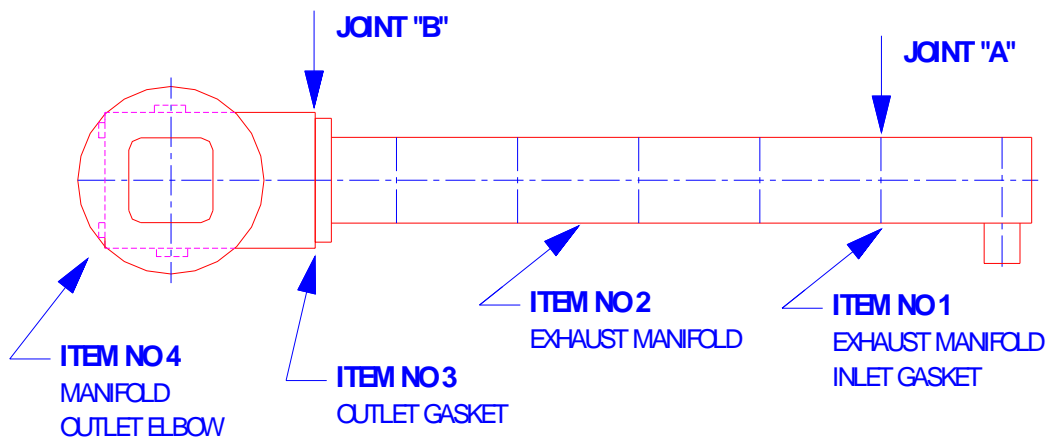


Illustration 1: Exhaust System from Manifold to Manifold Outlet Elbow

14. [] Item No 2 is a water cooled exhaust manifold. It is securely attached to the six exhaust ports of the MWM diesel engine. Items No 1 are six MWM supplied metal-clad gaskets installed between the components. All fasteners and locking devices are in place and tight. (Joint "A")
[WEEKLY]
15. [] A 0.0015" feeler gage cannot be inserted greater than 1/8" into the Joint "A".
[WEEKLY]
16. [] Item No 4 is a water cooled exhaust manifold outlet elbow. It is securely attached to the outlet of the exhaust manifold. Item No 3 is a MWM supplied metal-clad gasket installed between the components. All fasteners and locking devices are in place and tight. (Joint "B")
[WEEKLY]
17. [] A 0.0015" feeler gage cannot be inserted greater than 1/8" into the Joint "B".
[WEEKLY]

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18. [] Illustration No 2 depicts the second section of the DST exhaust system components that are located between the manifold outlet elbow and the inlet of the inlet outlet box. All components appear as depicted and there is no visible damage, cracks or dents on the components.
[WEEKLY]

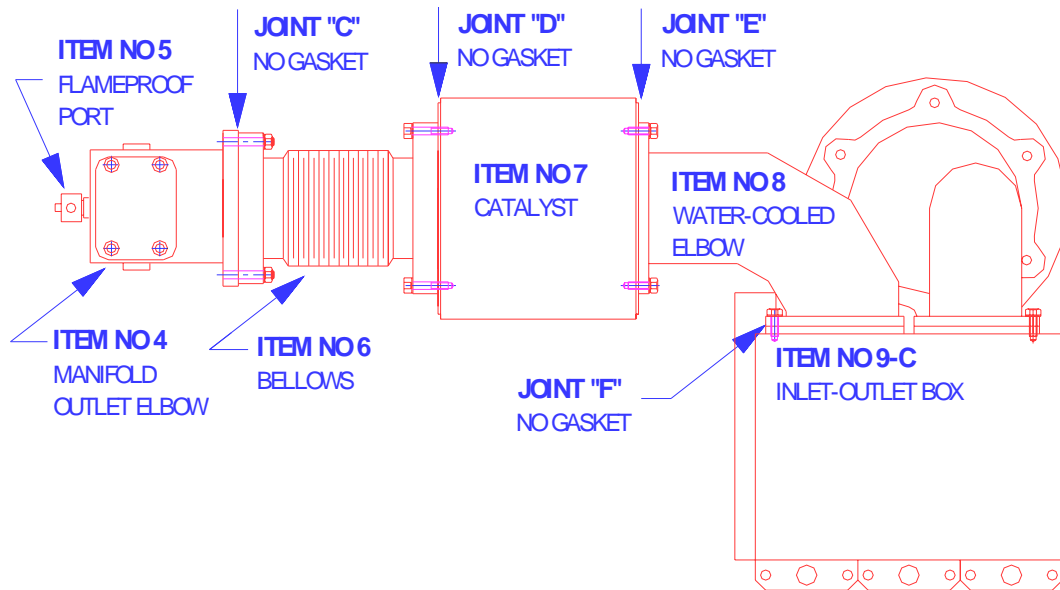


Illustration 2: Exhaust System from Manifold Outlet Elbow to Inlet-Outlet Box

19. [] Item No 5 is an optional flameproof port for monitoring the total backpressure and sampling of the untreated (engine-out) carbon monoxide. It is tightly installed into the side port of the manifold outlet elbow. A hose is connected to the flameproof port and the center plug is securely held with a retaining ring. If not installed, a pipe plug must be securely installed into the port.
[WEEKLY]
20. [] Item No 6 is a water-cooled bellows assembly. It is securely attached to the outlet flange of the manifold outlet elbow and all fasteners and locking devices are in place and tight. No gasket is used between the components (Joint "C"). The bellows convolutes are not cracked or damaged and there is no indication of any coolant leaks.
[WEEKLY]
21. [] A 0.004" feeler gage cannot be inserted into the Joint "C".
[WEEKLY]

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22. [] Check the Bellows for damage. If damage to the convolutes or leaks to the water-cooled Bellows are detected, replace the complete Bellows assembly. Every 24 months, or 5,000 operating hours, remove and inspect the Bellows assembly regardless of its apparent external condition. If there is damage to the inside convolutes or if leaks inside the water-cooled bellows are detected, replace the complete bellows assembly. When re-installing the original or a replacement bellows assembly, all fasteners and locking devices are in place and tight on both flanges. Check the flame gap on Joints "C" and "D" as described under No 21 and No 24
[SEE NOTE]
23. [] Item No 7 is a water-cooled catalyst assembly. It is securely attached to the outlet flange of the bellows and all fasteners and locking devices are in place and tight. No gasket is installed between the components. (Joint "D")
[WEEKLY]
24. [] A 0.004" feeler gage cannot be inserted into the Joint "D".
[WEEKLY]
25. [] Item No 8 is a water-cooled elbow. It is securely attached to the outlet of the catalyst and all fasteners and locking devices are in place and tight. No gasket is installed between the components. (Joint "E").
[WEEKLY]
26. [] A 0.004" feeler gage cannot be inserted into the Joint "E".
[WEEKLY]
27. [] Item No 9-C is the inlet flange of the inlet-outlet box of the heat exchanger. The water-cooled elbow is securely attached to the inlet flange and all fasteners and locking devices are in place and tight. No gasket is installed between components. (Joint "F")
[WEEKLY]
28. [] A 0.004" feeler gage cannot be inserted into the Joint "F".
[WEEKLY]
29. [] Illustration No 3 depicts the third section of the exhaust system components that are located between the heat exchanger and the final exhaust pipe. All components appear as depicted and there is no visible damage, cracks or dents on the components.
[WEEKLY]

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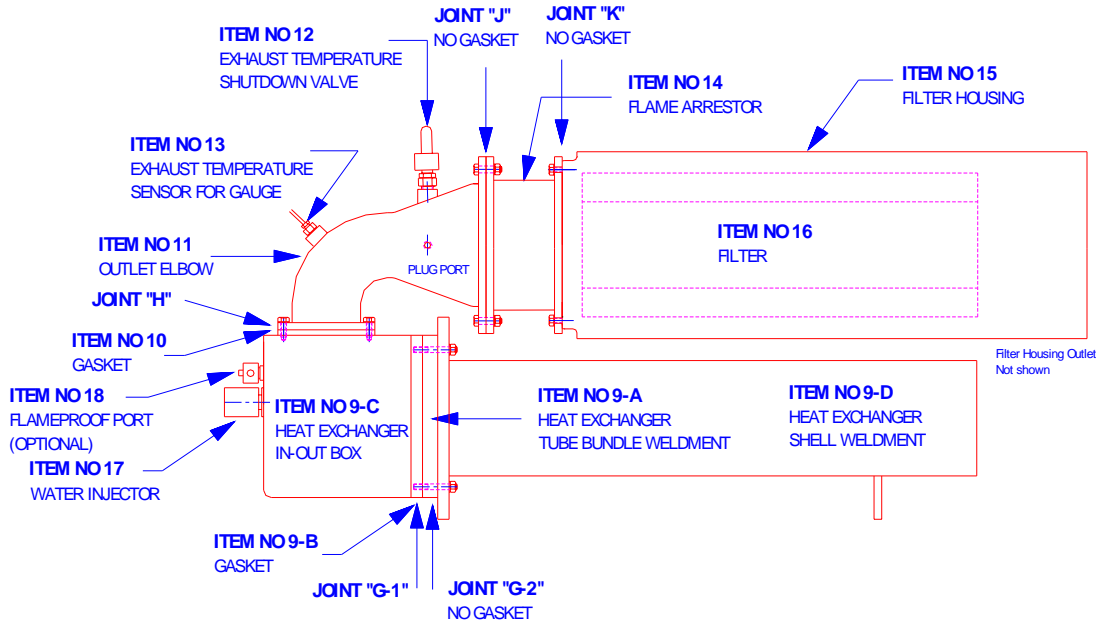


Illustration No 3: Exhaust System from Inlet-Outlet Box to Filter Housing

30. [] Item No 9-A is the heat exchanger tube bundle weldment. The inlet-outlet box is securely attached to the inlet of the the heat exchanger. Check that all fasteners and locking devices are in place and tight. (Joint "G-1").
[WEEKLY] Item No 9-B is a copper gasket. It is installed between the inlet-outlet box and the tube bundle flange.
Item No 9-D is the heat exchanger shell weldment. It is securely attached to the other end of the tube bundle flange and all fasteners and locking devices are in place and tight (Joint"G-2").
31. [] A 0.0015" feeler gage cannot be inserted greater than 1/8" into the Joint "G-1".
[WEEKLY] Joint "G-2" is not considered flameproof and requires no check.
32. [] Items No 18 are two OPTIONAL flameproof ports which may be installed into the end of the inlet-outlet box. These ports may be used in conjunction with a pressure differential gauge monitoring the heat exchanger.
[WEEKLY] If installed, check that they are tightly installed into the end ports of the inlet-outlet box. A hose is connected to each flameproof port and the center plug is securely held with a retaining ring.
If not installed, pipe plugs must be securely installed into the ports.

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33. [] Item No 11 is the exhaust outlet elbow. It is securely attached to the outlet flange of the inlet-outlet box and all fasteners and locking devices are in place and tight.
[WEEKLY] Item No 10 is a copper gasket. It is installed between the inlet-outlet box and the exhaust outlet elbow (Joint "H").
34. [] A 0.0015" feeler gage cannot be inserted greater than 1/8" into the Joint "H".
[WEEKLY]
35. [] Item No 17 is a flameproof water injector for the on-board cleaning system. It is tightly installed into the 3/4" pipe thread connection on the end of the inlet side of the heat exchanger inlet-outlet box.
[WEEKLY]
36. [] Item No 12 is an exhaust temperature shutdown valve. It is tightly installed into the pipe threaded connection on top of the exhaust outlet elbow.
[WEEKLY]
37. [] Item No 13 is an optional exhaust temperature sensor for the gauge in the operator's cab. It is tightly installed into the pipe thread on top of the exhaust outlet elbow. If a sensor is not installed, pipe plug must be installed securely into the port.
[WEEKLY] There is a second pipe threaded connection on the side of the elbow. A pipe plug must be installed securely into the port.
38. [] Item No 14 is an exhaust flame arrestor. It is securely attached to the outlet flange of the exhaust outlet elbow and all fasteners and locking devices are in place and tight. No gasket is installed between the components. (Joint "J").
[WEEKLY]
39. [] A 0.004" feeler gage cannot be inserted into the Joint "J".
[WEEKLY]
40. [] Once every twelve-months, remove the exhaust flame arrestor. The flame arrestor core consists of a 4" wide stainless steel crimped ribbon element. There is no apparent damage and a 0.038" plug gage will not pass through any of the triangular openings. The procedure is outlined on Illustration 5. Reinstall the exhaust flame arrestor, and make sure all fasteners and locking devices are in place and tight.
[12 MONTH]
41. [] Item No 15 is an exhaust particulate filter housing. It is securely attached to the exhaust flame arrestor and all fasteners and locking devices are in place and tight. There is no gasket between the components and the joint is not considered flame proof (Joint "K"). No further check is necessary on this joint.
[WEEKLY]
42. [] Item No 16 is a 10" DPM filter element **must be marked "DST M40" or "PAAS M40"** on its end.
[WEEKLY]
43. [] Remove the exhaust particulate filter element from the exhaust particulate filter housing. Avoid direct contact with diesel soot. Visually inspect the outlet side of the flame arrestor from the
[WEEKLY]

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filter housing. There is no apparent damage to the crimped ribbon core of the exhaust flame arrester. Visually inspect the exhaust particulate filter element for damage or leaks. Reinstall the DST exhaust particulate filter element into the exhaust filter housing, or replace with a new DST exhaust particulate filter element if necessary. **THE USE OF AFTERMARKET FILTERS WILL VOID THE MSHA APPROVAL.**

DST Shut Down Devices

44. [] As shown on Illustration 4, two (2) safety shut-down valves are part of the DST Dry System:
[*WEEKLY*] Item No S1 is an exhaust temperature shutdown valve and is located on the exhaust outlet elbow. Item No S2 is a high coolant temperature shutdown valve and is located in the junction box in the coolant return line. Both valves are tightly installed and connected to the safety shut-down system.
45. Both high temperature safety shutdown valves are to be removed and tested every 6 months
[*EVERY 6 MONTH*] as described below:
- a. [] Remove the high coolant temperature shutdown valve together with the well. Plug the opening in the junction box with a pipe plug while performing this test. Do not separate the valve from the well. Place the high coolant temperature shutdown valve into a 50-50 water & ethylene glycol mixture and slowly heat the mixture. The high coolant temperature shutdown valve must **open at 205° F and shut down the engine.**
- b. [] Remove the exhaust temperature shutdown valve with together with the well. Do not separate the valve from the well. Close the port in the exhaust elbow with a pipe plug while performing this test. Place the exhaust temperature shutdown valve and well into a non-flammable liquid, such as non-flammable transmission fluid or non-flammable hydraulic fluid, and slowly heat the fluid. The exhaust temperature shutdown valve must **open between 275° F and 302° F and the engine must shut down before exceeding 302° F.**

OPTIONAL: This method of testing is intended to expose the exhaust temperature shutdown valve to the uncooled hot exhaust gases of the system instead of hot fluid. Remove hoses from water cleaner injector. Remove injector from heat exchanger inlet/outlet box. Remove the exhaust temperature shutdown valve with an integral well. Do not separate the valve from the well. Close the port in the exhaust elbow with a pipe plug while performing this test. Assemble a standpipe from pipe fittings. This standpipe should be threaded into the water injector location. Suspend the exhaust temperature shutdown valve with the hose attached into this standpipe. A temperature measurement device such as a thermocouple or thermometer should also be placed in the standpipe. Operate the engine at moderate speed to subject the exhaust temperature shutdown valve to the uncooled gases. Monitor the temperature. The exhaust temperature shutdown valve must **open between 275° F and 302° F and the engine must shut down before exceeding 302° F.**

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- c. [] Reinstall both temperature shutdown valves into their proper locations. Make sure that both valves are tightly installed and re-connected to the safety shut-down system.

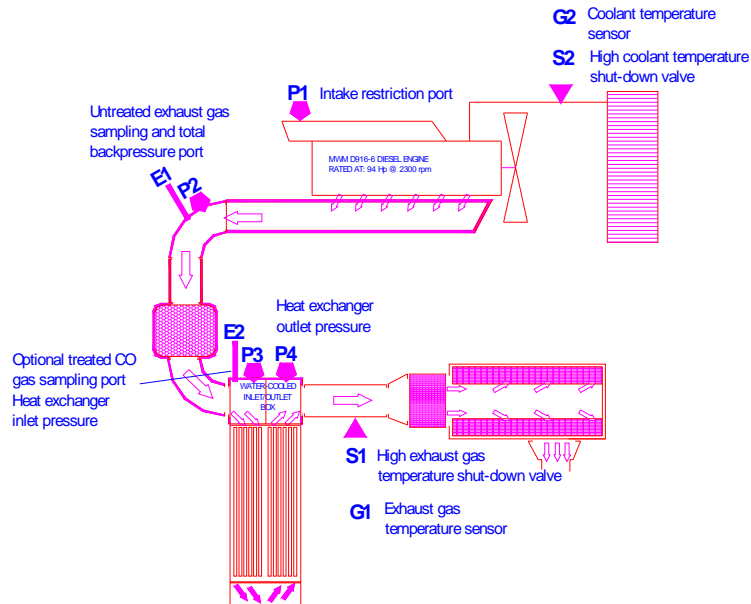


Illustration No 4: Location of Pressure and Temperature Sensors

Atlas Copco Wagner Shut Down Devices

46. [] With the engine running at intermediate speed, engage the engine stop valve, which is the normal method to shut-down the engine. **The engine must shut down IMMEDIATELY.**
[WEEKLY]
47. [] With the engine at idle speed of 650 RPM, activate the emergency shutdown switch. **The engine must shut down IMMEDIATELY.** Reset the spring loaded intake air shut-off valve.
[WEEKLY]

System Operation

48. [] With the throttle pedal fully depressed, the transmission in neutral and all accessories disengaged, the engine speed indicated on the gauge in the operator's cab does not exceed 2,450 RPM.
[WEEKLY]
49. [] Run engine at high idle speed of 2,350-2,450 RPM. The total intake restriction shown on the gauge in the operator's cab must not exceed 19.7 inches H₂O and the total exhaust restriction shown on the gauge in the operator's cab must not exceed 39.4 inches.
[WEEKLY]

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Flame Arrestor Inspection Procedure

1. Remove the Flame Arrestor Assembly
2. Place the Flame Arrestor Assembly on a flat surface with a contrasting background under the flame arrestor, such as brattice cloth or clean white cloth.
3. Adequate lighting is required. Cap lamp lighting is not sufficient.
4. Visually inspect each side of the Flame Arrestor for openings or spaces obviously greater than the triangular openings of the core. These kinds of openings may have been caused by prying a screwdriver or another such object against or through the Flame Arrestor core during manufacturing or routine maintenance.
5. Visually inspect each side of the core for places where the windings of the flame arrestor core appear to be separated such that gaps can be seen. If such gaps exist, they must be checked as following:
 - a.) The only measuring tool considered acceptable for performing this evaluation is a 0.038 inch or 0.018 inch diameter calibrated plug gage, sometimes called wire gage. The Plug Gage is to be mounted in a Gage Holder must project at least 1.0 inch out of the end.
 - b.) Grasp the gage holder lightly between the index finger and the thumb. Place the wire tip at the point in question, making sure the plug gage is vertical. Using only the weight of the gage and holder, see if it will enter the apparent gap. Do not attempt to wiggle or push the gage through the opening.
 - c.) If the plug gage enters the opening, the flame arrestor core must not be used on permissible equipment.
6. Visually inspect the triangles in the flame arrestor core (both sides) for triangles that appear to be larger than the rest. If such conditions exist, these openings must be checked as previously described in section 5 a, b and c.
7. Finally, if the flame arrestor core passes all the above evaluations, a final check should be performed on at least 5 randomly selected triangles on each side of the core with the procedure described in section 5 a, b and c. In performing this check, the tip of the plug gage must be placed against a specific triangular opening. If this special care is not taken, the evaluation will be invalid.

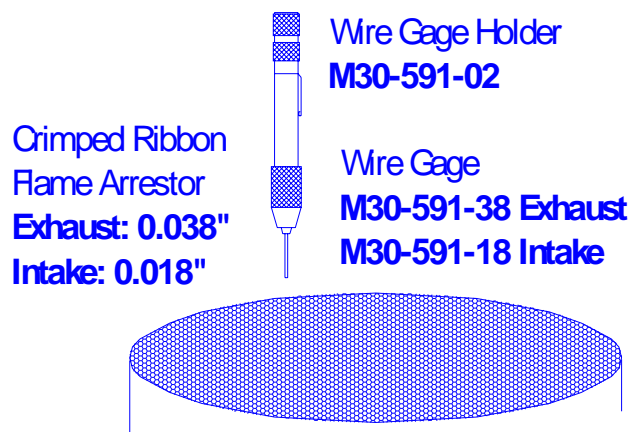


Illustration No 5: Flame Arrestor Checking Procedure

This Permissibility Checklist contains 49 Items on 11 Pages with 5 Illustrations.

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