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PRODUCT INFORMATION

Sales Engineering

Mack Trucks, Inc.
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MackTrucks.com

1. EGR Mixer
2. EGR Mixer Inlet Tube
3. Crankcase CCV Tube
4. Delta P Sensors
5. EMS Module
6. EMS Module Cooler
7. Air Compressor
8. Power Steering Pump
9. Fuel Pump
10. Primary Fuel Filter/Water Separator
11. Secondary Fuel Filter
12. Crankcase Ventilation Tube
13. CCV Separator
14. Mass Flow Venturi
15. Inlet Air Heater (Optional)

PID Code/Condition: 293-0001

MSS Sales Code: 293AA2

Description: Mack Fuel Water Separator with Manual Drain Valve

Models: All with MP7 or MP8 Engines

Date: May 15, 2015

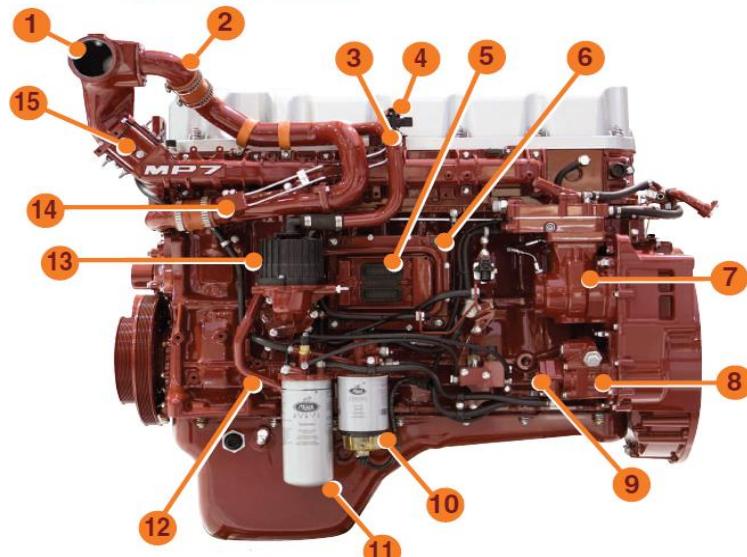
MP ENGINE FUEL SYSTEM

FUEL SYSTEM DELIVERY

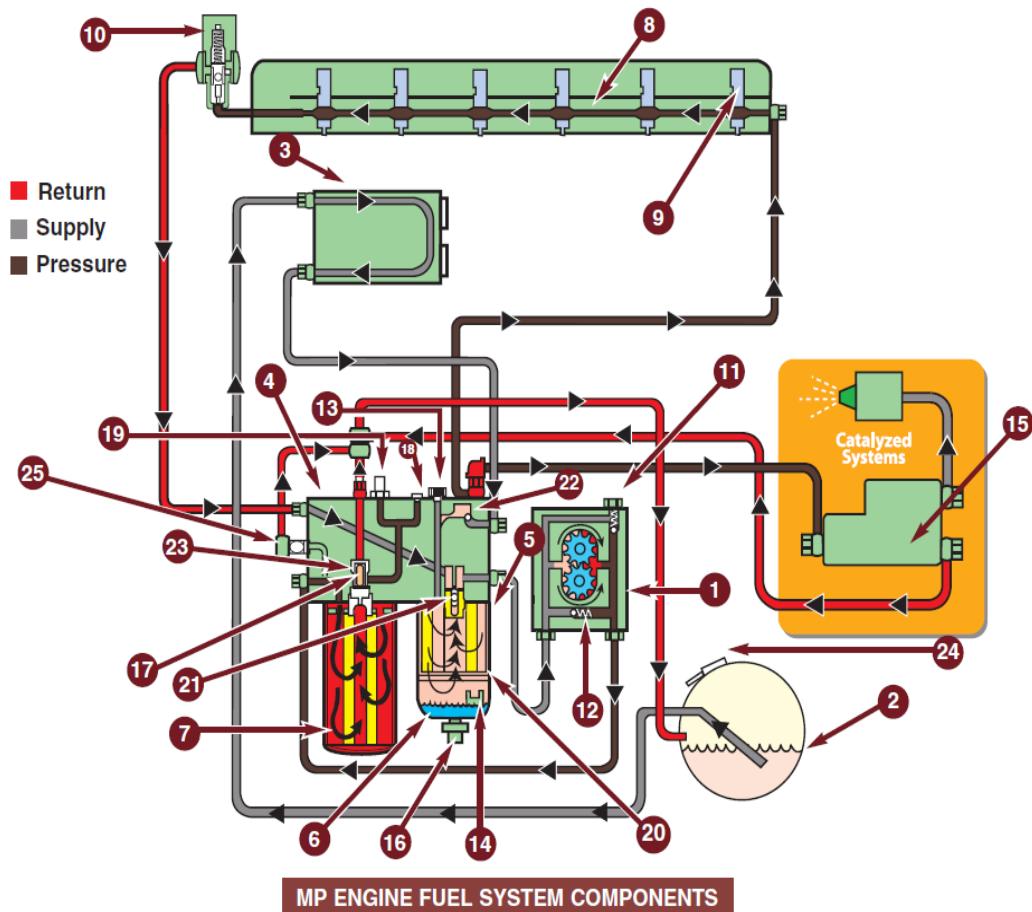
The MP engine's fuel delivery system provides a continuous supply of fuel from the fuel tank(s) to the Electronic Unit Injectors (EUI) and back to the tank(s). The supply pump is driven off of the rear geartrain and is located at the rear of the engine on the left hand side, along with the power steering pump. There is a hand primer pump integrated into the fuel filter housing. This allows the system to be primed, for

example, after a unit injector has been serviced. There is always a spin-on type secondary fuel filter mounted to the fuel filter housing on the left hand side of the engine. For all the MP engines, the primary fuel filter is 25 micron and the secondary is 5-7 micron, at 99% efficiency. As an option, vendor primary fuel filter/water separators may be specified to replace the standard Mack unit.

LEFT SIDE VIEW



The information in this document was accurate as of the date of release and pertains to the current version of Mack's Sales Tool. Mack Trucks, Inc. reserves the right to make changes in specifications, equipment or design, or to discontinue models or options without notice.



1. Fuel Feed Pump	9. Unit Injector	18. Service Port
2. Fuel Tank/Strainer	10. Pressure Regulator Valve	19. Fuel Pressure Sensor
3. EECU Cooler	11. Pump Safety Valve	20. Fuel Heater
4. Fuel Filter Housing	12. Non-Return Valve	21. Filter Shut-Off Valve
5. Fuel Pre-Filter	13. Manual Fuel Pump	22. Hand-Priming One-Way Valve
6. Water Separator	14. Water Level Sensor	23. Automatic Air-Bleed Valve
7. Secondary (Main) Fuel Filter	15. After-Treatment Fuel Shutoff Valve	24. Fuel Tank Breather
8. Cylinder Head Fuel Rail	16. Water Drain Valve	25. Degaeration Valve
	17. Filter Valve	

One significant difference in the fuel delivery systems for the MP engines and previous Mack designs is the much lower rate of fuel return to the tanks. On the MP engines, the fuel is circulated within the cylinder head where it is cooled by the engine coolant, therefore maintaining a constant temperature. This provides internal cooling for the EUIs. The engine EMS is cooled by fuel as it is drawn from the tanks before it enters the engine. Due to lower fuel return rates, a fuel tank heater should be considered in colder climates.