



Image is a representation only, and may not show optional attachments.

SPECIFICATIONS

I-6, 4-Stroke-Cycle-Diesel

Emissions IMO/EPA Tier II compliant
 Displacement 8.8 L (538 cu. in.)
 Rated Engine Speed 1800
 Bore 112 mm (4.41 in.)
 Stroke 149 mm (5.87 in.)
 Aspiration Turbocharged-Aftercooled
 Governor Electronic
 Cooling System Heat Exchanger
 Weight, Net Dry (approx). 947 kg (2,088 lbs)
 Refill Capacity
 Cooling System 47 L (12.4 gal)
 Lube Oil System 32 L (8.5 gal)
 Oil Change Interval 500 hr
 Caterpillar Diesel Engine Oil 10W30 or 15W40
 Rotation (from flywheel end) Counterclockwise
 Flywheel and flywheel housing SAE No. 1
 Flywheel Teeth 113
 Max. Exhaust Backpressure 10.0 kPa (40.2 in. water)

STANDARD EQUIPMENT

Air Inlet System

Corrosion-resistant sea water aftercooler core, standard duty air cleaner (open element)

Control System

Electronic control module (A-III), Hydraulic Electronic Unit Injection (HEUI) fuel system, SAE J1939 data link

Cooling System

Gear driven auxiliary sea water pump, belt driven centrifugal jacket water pump, heat exchanger, expansion tank, thermostat and housing, engine oil cooler, transmission oil cooler, auxiliary sea water lines

Exhaust System

Watercooled exhaust manifold and turbocharger

Fuel System

Fuel priming pump, fuel transfer pump, fuel filter — front service

Lube System

Crankcase breather, oil filter — RH service, oil level gauge — LH service, oil filler, oil pan, gear driven oil pump, oil pan drain — LH service

Mounting System

Front support — adjustable

Protection System

Electronic overspeed shutoff

General

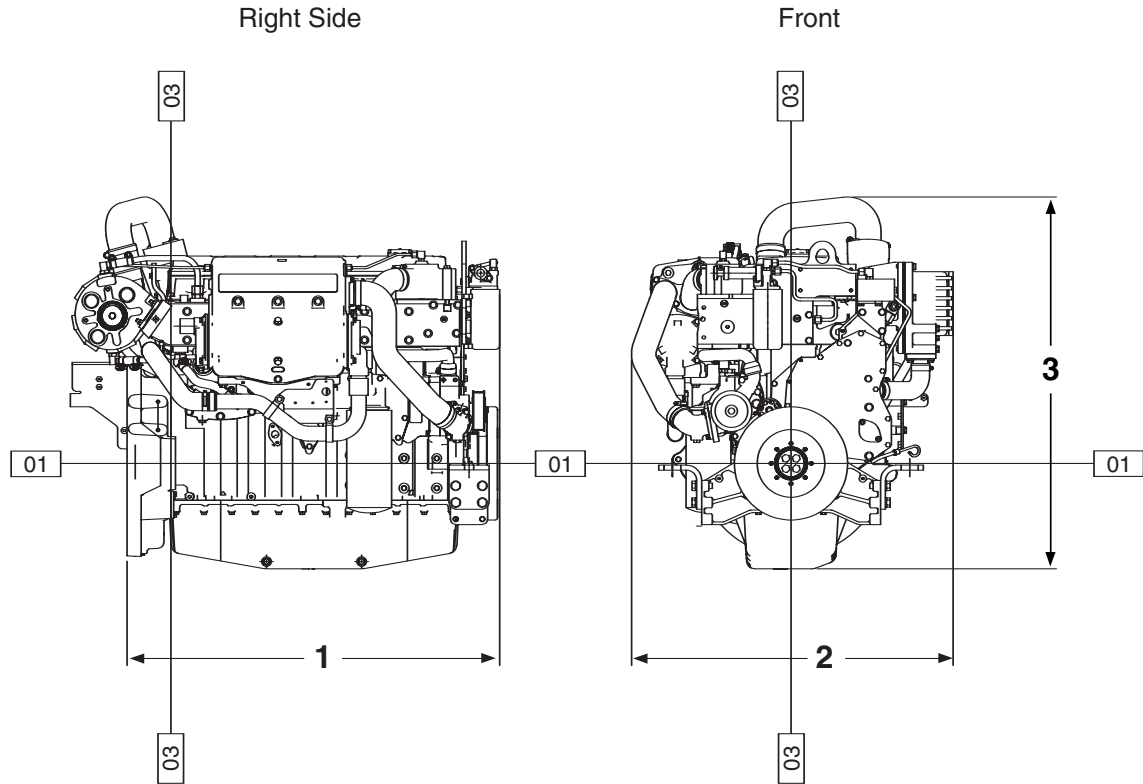
Vibration damper and guard, Caterpillar yellow paint, lifting eyes, engine mounted 40-pin customer connector, service tool connector

OPTIONAL ATTACHMENTS

- Air cleaner/fumes disposal system (closed)
- Air inlet heater
- Alternator belt guard
- Charging alternator (12 or 24 V)
- Coolant level sensor
- Coolant recovery tank
- Crankshaft pulley
- Damper guard
- Double wall oil lines
- Dress-up kit
- Duplex fuel filters
- Duplex oil filters
- Electric starting motor (12 or 24 V)
- Exhaust elbow, pipe, flexible fitting, flange
- Flexible fuel lines
- Fuel cooler
- Fuel temperature sensor
- LH service oil filler
- Manual oil sump pump
- Oil pan drain
- Oil sump pump lines
- Regular duty air cleaner (enclosed element)
- White paint

PERFORMANCE DATA

60 Hz Ratings			
% load	bkW	Lph	gph
100	269	68.1	17.9
75	202	51.9	13.7
100	232	63.6	16.8
75	174	47.7	12.6
100	189	51.5	13.6
75	142	39.7	10.5



Engine Dimensions		
(1) Length (flywheel housing)	1116.55 mm	43.96 in
(2) Width	973.5 mm	38.33 in
(3) Height	1113.7 mm	43.85 in
Weight, Net Dry (approx)	947 kg	2,088 lb

Note: Do not use for installation design.

RATING CONDITIONS

Power at declared engine speed is in accordance with ISO3046-1:2002E. Caterpillar maintains ISO9001:1994/QS-9000 approved engine test facilities to assure accurate calibration of test equipment. Electronically controlled engines are set at the factory at the advertised power corrected to standard ambient conditions. The published fuel consumption rates are in accordance with ISO3046-1:2002E.

Fuel rates are based on fuel oil of 35° API [16°C (60°F)] gravity having an LHV of 42 780 kJ/kg (18,390 Btu/lb) when used at 29°C (85°F) and weighing 838.9 g/L (7.001 lb/U.S. gal). Additional ratings may be available for specific customer requirements. Consult your Caterpillar representative for additional information.

Performance data is calculated in accordance with tolerances and conditions stated in this specification sheet and is only intended for purposes of comparison with other manufacturers' engines. Actual engine performance may vary according to the particular application of the engine and operating conditions beyond Caterpillar's control.

Power produced at the flywheel will be within standard tolerances up to 49°C (120°F) combustion air temperature measured at the air cleaner inlet, and fuel temperature up to 52°C (125°F) measured at the fuel filter base. Power rated in accordance with NMMA procedure as crankshaft power. Reduce crankshaft power by 3% for propeller shaft power.

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