

Standby & Prime: 60Hz



Image shown might not reflect actual configuration

Engine Model	Cat [®] C15 ACERT™ In-line 6, 4-cycle diesel
Bore x Stroke	137mm x 171mm (5.4in x 6.8in)
Displacement	15.2 L (928 in ³)
Compression Ratio	16.1:1
Aspiration	Turbocharged Air-to-Air Aftercooled
Fuel Injection System	MEUI
Governor	Electronic ADEM™ A4

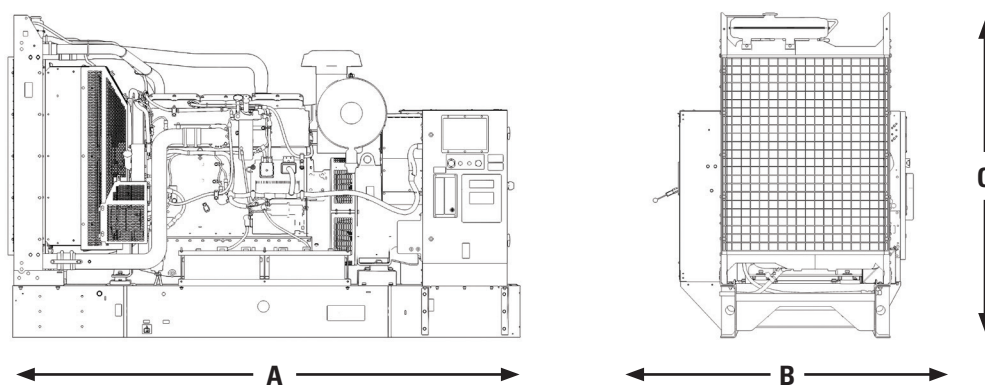
Model	Standby	Prime	Emission Strategy
C15	350 ekW, 438 kVA	320 ekW, 400 kVA	TIER III Non-Road

PACKAGE PERFORMANCE

Performance	Standby	Prime
Frequency	60 Hz	
Genset Power Rating	438 kVA	400 kVA
Genset power rating with fan @ 0.8 power factor	350 ekW	320 ekW
Emissions	TIER III Non-Road	
Performance Number	DM8149-03	DM8148-04
Fuel Consumption		
100% load with fan, L/hr (gal/hr)	107.6 (28.4)	101.6 (26.8)
75% load with fan, L/hr (gal/hr)	87.4 (23.1)	82.2 (21.7)
50% load with fan, L/hr (gal/hr)	66.1 (17.5)	61.3 (16.2)
25% load with fan, L/hr (gal/hr)	38.0 (10.0)	35.8 (9.4)
Cooling System¹		
Radiator air flow restriction (system), kPa (in. Water)	0.12 (0.48)	0.12 (0.48)
Radiator air flow, m ³ /min (cfm)	720 (25426)	720 (25426)
Engine coolant capacity, L (gal)	20.8 (5.5)	20.8 (5.5)
Radiator coolant capacity, L (gal)	54 (14)	54 (14)
Total coolant capacity, L (gal)	75 (20)	75 (20)
Inlet Air		
Combustion air inlet flow rate, m ³ /min (cfm)	35.2 (1244.2)	34.8 (1230.5)
Max. Allowable Combustion Air Inlet Temp, °C (°F)	48 (119)	46 (115)
Exhaust System		
Exhaust stack gas temperature, °C (°F)	491.8 (917.2)	483.4 (902.1)
Exhaust gas flow rate, m ³ /min (cfm)	93.8 (3310.8)	91.3 (3222.4)
Exhaust system backpressure (maximum allowable) kPa (in. water)	10.0 (40.0)	10.0 (40.0)
Heat Rejection		
Heat rejection to jacket water, kW (Btu/min)	153 (8676)	147 (8352)
Heat rejection to exhaust (total) kW (Btu/min)	422 (23982)	406 (23089)
Heat rejection to aftercooler, kW (Btu/min)	89 (5058)	87 (4965)
Heat rejection to atmosphere from engine, kW (Btu/min)	73 (4144)	66 (3753)

Emissions (Nominal) ²	Standby		Prime	
NOx, mg/Nm ³ (g/hp-hr)	1475.6 (3.3)		1270.3 (2.9)	
CO, mg/Nm ³ (g/hp-hr)	242.9 (0.6)		204.8 (0.5)	
HC, mg/Nm ³ (g/hp-hr)	16.0 (0.04)		20.9 (0.05)	
PM, mg/Nm ³ (g/hp-hr)	18.1 (0.05)		13.5 (0.04)	
Alternator ³				
Voltages	480V	600V	480V	600V
Motor starting capability @ 30% Voltage Dip	880 skVA	1057 skVA	880 skVA	1057 skVA
Current	526 amps	421 amps	481 amps	385 amps
Frame Size	LC6114B	LC6124B	LC6114B	LC6124B
Excitation	SE	AR	SE	AR
Temperature Rise	130°C	130°C	105°C	105°C

WEIGHTS & DIMENSIONS



Dim "A" mm (in)	Dim "B" mm (in)	Dim "C" mm (in)	Dry Weight kg (lb)
3476 (137)	1628 (64)	2128 (84)	3939 (8683)

APPLICABLE CODES AND STANDARDS:

AS1359, CSA C22.2 No100-04, UL142, UL489, UL869, UL2200, NFPA37, NFPA70, NFPA99, NFPA110, IBC, IEC60034-1, ISO3046, ISO8528, NEMA MG1-22, NEMA MG1-33, 2006/95/EC, 2006/42/EC, 2004/108/EC.

Note: Codes may not be available in all model configurations. Please consult your local Cat Dealer representative for availability.

STANDBY: Output available with varying load for the duration of the interruption of the normal source power. Average power output is 70% of the standby power rating. Typical operation is 200 hours per year, with maximum expected usage of 500 hours per year.

PRIME: Output available with varying load for an unlimited time. Average power output is 70% of the prime power rating. Typical peak demand is 100% of prime rated kW with 10% overload capability for emergency use for a maximum of 1 hour in 12. Overload operation cannot exceed 25 hours per year.

RATINGS: Ratings are based on SAE J1349 standard conditions. These ratings also apply at ISO3046 standard conditions.

DEFINITIONS AND CONDITIONS

¹ For ambient and altitude capabilities consult your Cat dealer. Air flow restriction (system) is added to existing restriction from factory.

² Emissions data measurement procedures are consistent with those described in EPA CFR 40 Part 89, Subpart D & E and ISO8178-1 for measuring HC, CO, PM, NOx. Data shown is based on steady state operating conditions of 77°F, 28.42 in HG and number 2 diesel fuel with 35° API and LHV of 18,390 BTU/lb. The nominal emissions data shown is subject to instrumentation, measurement, facility and engine to engine variations. Emissions data is based on 100% load and thus cannot be used to compare to EPA regulations which use values based on a weighted cycle.

³ UL 2200 Listed packages may have oversized generators with a different temperature rise and motor starting characteristics. Generator temperature rise is based on a 40° C ambient per NEMA MG1-32.

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