

C9.3 Marine Auxiliary Engine Commercial Applications



ENGINE SPECIFICATIONS

CONFIGURATION	Inline 6, 4-Stroke Cycle diesel
EMISSIONS	IMO II, IMO III U.S. EPA Tier 3 China Stage II
RATED ENGINE SPEED	1,500, 1,800 rpm
DISPLACEMENT	9.3 L (567.5 cu in)
ASPIRATION	Turbocharged-aftercooled
GOVERNOR	Electronic

BORE x STROKE	115 mm x 149 mm (4.5 in x 5.8 in)
REFILL CAPACITY	Lube Oil System w/oil filter change: 24.5 L (6.5 gal)
OIL CHANGE INTERVAL	500 hrs
FLYWHEEL HOUSING	SAE No. 1 (113 teeth)
ROTATION	Counterclockwise
COOLING	Heat exchanger and separate or combined keel cooled options

KEY FEATURES & BENEFITS

- Electronic control system provides industry-leading torque and throttle response at low speeds, while maintaining fuel efficiency at high speeds
- Common rail fuel system enables optimum combustion and low emissions
- RH and LH locations service options for fuel and oil filters, as well as dipstick location for easily accessible service
- Compatible with Cat® displays
- Available remote-mounted display panel with start, stop, and engine diagnostics
- 12V or 24V electrical system
- Certified by all marine classification societies
- Utilizes SCR technology enabling IMO III emissions compliance while lowering operational costs

STANDARD EQUIPMENT

- Water-cooled turbocharger and exhaust manifold
- Electronic control system
- Thermostats and housing
- Gear-driven sea water pump (self-priming)
- Common rail fuel system
- Shell and tube jacket water heat exchanger
- Corrosion-resistant Sea water aftercooler
- Engine oil cooler
- Vibration damper and guard
- Primary fuel filters

OPTIONAL ATTACHMENTS

- Alternators – 24V 70 or 105 amp, 12V 110 amp
- Closed crankcase ventilation
- Transmission gear oil cooler (engine mounted for HEX)
- Additional engine and transmission sensor packages
- Instrument panels
- Electric starting motors – 12V or 24V
- Air starting motor
- Dual electric starting motors or combined electric/air
- Electric fuel priming pump
- Fuel cooler
- PTO Drives – V-belt pulley stack, stub shaft
- Duplex fuel and oil filters
- Double wall fuel rail

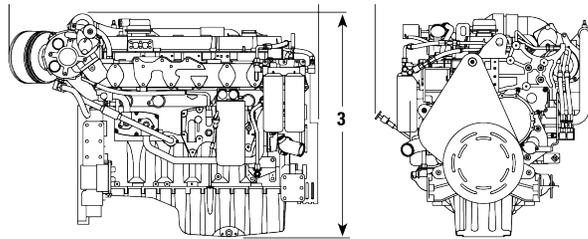
RATINGS & FUEL CONSUMPTION

bhp	bkW	rpm	U.S. g/h	g/bkW-hr	IMO	U.S. EPA	EU	China
292	218	1500	13.5	198.7	II	NC	NC	C-II
282	210	1500	13.4	204.7	II/III	NC	NC	NC
362	270	1500	16.6	198.3	II	NC	NC	C-II
351	262	1500	16.9	206.9	II/III	NC	NC	NC
369	275	1800	18.0	211	II	T3C	NC	C-II
363	271	1800	17.9	212.7	II/III	NC	NC	NC
436	325	1800	21.1	208.7	II	T3C	NC	C-II

ENGINE DIMENSIONS & WEIGHT

AUXILIARY ENGINE

LENGTH (1)	57.2 in / 1,452 mm
WIDTH (2)	38.5 in / 978 mm
HEIGHT (3)	43.0 in / 1,093 mm
DRY WEIGHT	2083 - 2474 lb / 945 - 1122 kg



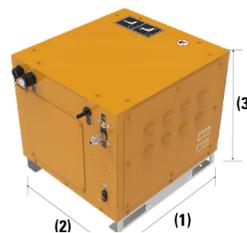
AFTERTREATMENT

CLEAN EMISSION MODULE (CEM)

LENGTH (1)	40.79 in / 1,036.1 mm
WIDTH (2)	41.4 in / 1,050.7 mm
HEIGHT (3)	18.69 in / 474.7 mm
WEIGHT	300 lb / 136 kg

DOSING CABINET

LENGTH (1)	24.4 in / 620 mm
WIDTH (2)	22.4 in / 570 mm
HEIGHT (3)	22 in / 560 mm
WEIGHT	165 lb / 75 kg



For detailed dimensions and installation requirements, please refer to the latest revisions of the A&I guide (Media # LEBM0023)



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