Cat® C175-20

Diesel Generator Sets





Image shown may	not reflect actual	configuration

Prime-DCP

Bore – mm (in)	175 (6.89)
Stroke – mm (in)	220 (8.66)
Displacement – L (in³)	105.8 (6456)
Compression Ratio	15.3:1
Aspiration	TA
Fuel System	Common Rail
Governor Type	ADEM™ A4

60 Hz ekW (kVA)	
3500 (4375)	Optimized for Low Fuel Consumption

Features

Cat® Diesel Engine

- Designed and optimized for low fuel consumption
- Reliable performance proven in thousands of applications worldwide
- Certified alternative fuels including Hydrotreated Vegetable Oil (HVO), Renewable Diesel (RD) and Hydrotreated Renewable Diesel (HRD) which meet EN 15940 or ASTM D975 can be used or blended with EN 590 diesel

Generator Set Package

- · Accepts 100% block load in one step
- Meets NFPA 110 loading requirements
- Conforms to ISO 8528-5 G3 load acceptance requirements
- Reliability verified through torsional vibration, fuel consumption, oil consumption, transient performance, and endurance testing

Alternators

- Superior motor starting capability minimizes need for oversizing generator
- Designed to match performance and output characteristics of Cat diesel engines

Cooling System

- Cooling systems available to operate in ambient temperatures up to 50°C (122°F)
- · Tested to ensure proper generator set cooling

Cat Energy Control System (ECS)

- · User-friendly interface and navigation
- Scalable system to meet a wide range of installation requirements
- Expansion modules and site specific programming for specific customer requirements
- · Graphical touchscreen display
- Easily upgradeable

Warranty

Emissions Performance

- 12 months/unlimited hour warranty for prime-DCP ratings
- Extended service protection is available to provide extended coverage options

Worldwide Product Support

- Cat dealers have over 1,800 dealer branch stores operating in 200 countries
- Your local Cat dealer provides extensive post-sale support, including maintenance and repair agreements

Financing

- Caterpillar offers an array of financial products to help you succeed through financial service excellence
- Options include loans, finance lease, operating lease, working capital, and revolving line of credit
- Contact your local Cat dealer for availability in your region

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Standard and Optional Equipment

Standard and Optionar i	-quipinent		
Engine	Control System	Extended Service Options	
Air Cleaner □ Single element Muffler □ Industrial grade (15 dB) □ Residential grade (25 dB) □ Critical grade (35 dB) Starting □ Standard batteries □ Oversized batteries	Controller □ Cat ECS 100 □ Cat ECS 200 □ EMCP 4.4 Attachments □ Local annunciator module □ Remote annunciator module □ Expansion I/O module □ Remote monitoring software	Terms □ 2 year (prime) □ 3 year □ 5 year □ 10 year Coverage □ Silver □ Gold □ Platinum □ Platinum Plus	
☐ Standard electric starter(s) ☐ Heavy duty electric starter(s)	Charging		
☐ Dual electric starter(s) ☐ Air starter(s) ☐ Jacket water heater	□ Battery charger – 20A □ Battery charger – 35A □ Battery charger – 50A	Ancillary Equipment ☐ Automatic transfer switch (ATS) ☐ Paralleling switchgear	
Alternator	Vibration Isolators	☐ Paralleling controls	
Output voltage □ 4160V □ 12470V □ 6300V □ 13200V	□ Rubber □ Spring □ Seismic rated	Certifications ☐ ULC 2200 Listed ☐ IBC seismic certification	
□ 6600V □ 13800V □ 6900V	Cat Connect	□ OSHPD pre-approval	
Temperature Rise (over 40°C ambient) □ 150°C □ 125°C/130°C □ 105°C □ 80°C	Connectivity ☐ Ethernet ☐ Cellular		
Winding type ☐ Form wound			

Note: Some options may not be available on all models. Certifications may not be available with all model configurations. Consult factory for availability.

Excitation

Attachments

☐ Permanent magnet (PM)

Anti-condensation heater
 Stator and bearing temperature monitoring and protection

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Package Performance

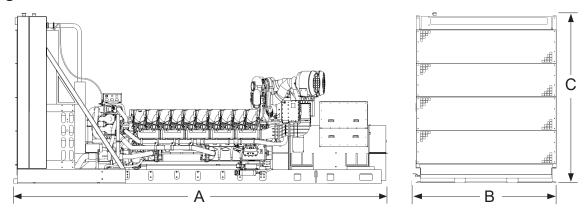
Frequency	Performance	Úŀą̃	^ËÖÔÚ
Gen set power rating with fan @	Frequency	60) Hz
0.8 power factor	Gen set power rating with fan	350	0 ekW
Performance number		437	5 kVA
Fuel Consumption 100% load with fan − L/hr (gal/hr) 893.1 (235.9) 75% load with fan − L/hr (gal/hr) 652.2 (172.4) 50% load with fan − L/hr (gal/hr) 274.0 (72.4) 25% load with fan − L/hr (gal/hr) 274.0 (72.4) Cooling System Radiator air flow restriction (system) − kPa (in. water) 0.12 (0.48) Radiator air flow − m³/min (cfm) 3426 (120988) Engine coolant capacity − L (gal) 440.0 (116.2) Radiator coolant capacity − L (gal) 445.0 (223.2) Total coolant capacity − L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate − m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust sack gas temperature − °C (°F) 458.0 (856.4) Exhaust system backpressure (maximum allowable) − kPa (in. water) 6.7 (27.0) Heat Rejection 1858 (105641) Heat rejection to aftercooler − kW (Btu/min) 1858 (105641) Heat rejection to aftercooler − kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine − kW (Btu/min) 194 (11017) Heat rejection from alternator − kW (Btu/min) 153 (8724) Emissions* (Nominal) 153 (8724) <td>Emissions</td> <td>Lov</td> <td>v Fuel</td>	Emissions	Lov	v Fuel
100% load with fan - L/hr (gal/hr)	Performance number	EM5	919-00
75% load with fan – L/hr (gal/hr) 652.2 (172.4) 50% load with fan – L/hr (gal/hr) 274.0 (72.4) 25% load with fan – L/hr (gal/hr) 274.0 (72.4) Cooling System Radiator air flow restriction (system) – kPa (in. water) 0.12 (0.48) Radiator air flow - m³/min (cfm) 3426 (120988) Engine coolant capacity – L (gal) 440.0 (116.2) Radiator coolant capacity – L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust spas flow rate – m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g	Fuel Consumption		
50% load with fan – L/hr (gal/hr) 467.0 (123.4) 25% load with fan – L/hr (gal/hr) 274.0 (72.4) Cooling System (0.48) Radiator air flow restriction (system) – kPa (in. water) 0.12 (0.48) Radiator air flow – m³/min (cfm) 3426 (120988) Engine coolant capacity – L (gal) 440.0 (116.2) Radiator coolant capacity – L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust system Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27379.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection 6.7 (27.0) Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to aftercooler – kW (Btu/min) 348 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) Nox mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9	100% load with fan – L/hr (gal/hr)	893.1	(235.9)
25% load with fan – L/hr (gal/hr) 274.0 (72.4) Cooling System Radiator air flow restriction (system) – kPa (in. water) 0.12 (0.48) Radiator air flow – m³/min (cfm) 3426 (120988) Engine coolant capacity – L (gal) 440.0 (116.2) Radiator coolant capacity – L (gal) 1285 (339.2) Total coolant capacity – L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust system Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection 6.7 (27.0) Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) 10.0 (0.63) NOx mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) 18.2 (0.04) NOx mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g	75% load with fan – L/hr (gal/hr)	652.2	(172.4)
Cooling System Radiator air flow restriction (system) – kPa (in. water) 0.12 (0.48) Radiator air flow – m³/min (cfm) 3426 (120988) Engine coolant capacity – L (gal) 440.0 (116.2) Radiator coolant capacity – L (gal) 1285 (339.2) Total coolant capacity – L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust system 458.0 (856.4) Exhaust gas flow rate – m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat rejection 458.0 (856.4) Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) 100 (100) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation)	50% load with fan – L/hr (gal/hr)	467.0	(123.4)
Radiator air flow restriction (system) – kPa (in. water) 0.12 (0.48) Radiator air flow – m³/min (cfm) 3426 (120988) Engine coolant capacity – L (gal) 440.0 (116.2) Radiator coolant capacity – L (gal) 1285 (339.2) Total coolant capacity – L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust stack gas temperature – °C (°F) 458.0 (856.4) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection 6.7 (27.0) Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) 18.2 (0.04) NOx mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 545.8 (1.13) </td <td>25% load with fan – L/hr (gal/hr)</td> <td>274.0</td> <td>(72.4)</td>	25% load with fan – L/hr (gal/hr)	274.0	(72.4)
kPa (in. water) 0.12 (0.48) Radiator air flow – m³/min (cfm) 3426 (120988) Engine coolant capacity – L (gal) 440.0 (116.2) Radiator coolant capacity – L (gal) 1285 (339.2) Inlet Air (Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust stack gas temperature – °C (°F) 458.0 (856.4) Exhaust gas flow rate – m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) 106.57 NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) 18.2 (0.04) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22) </td <td>Cooling System</td> <td></td> <td></td>	Cooling System		
Engine coolant capacity – L (gal)	1	0.12	(0.48)
Radiator coolant capacity – L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust stack gas temperature – °C (°F) 458.0 (856.4) Exhaust gas flow rate – m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Radiator air flow – m³/min (cfm)	3426	(120988)
Total coolant capacity - L (gal) 1285 (339.2) Inlet Air Combustion air inlet flow rate - m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust stack gas temperature - °C (°F) 458.0 (856.4) Exhaust gas flow rate - m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) - kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water - kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) - kW (Btu/min) 3459 (196716) Heat rejection to aftercooler - kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine - kW (Btu/min) 153 (8724) Emissions* (Nominal) Emissions* (Nominal) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Engine coolant capacity – L (gal)	440.0	(116.2)
Inlet Air Combustion air inlet flow rate − m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust stack gas temperature − °C (°F) 458.0 (856.4) Exhaust gas flow rate − m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) − kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water − kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) − kW (Btu/min) 3459 (196716) Heat rejection to aftercooler − kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine − kW (Btu/min) 194 (11017) Heat rejection from alternator − kW (Btu/min) 153 (8724) Emissions* (Nominal) (Nox mg/Nm³ (g/hp-h) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Radiator coolant capacity – L (gal)	845.0	(223.2)
Combustion air inlet flow rate — m³/min (cfm) 309.5 (10928.6) Exhaust System Exhaust stack gas temperature — °C (°F) 458.0 (856.4) Exhaust gas flow rate — m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) — kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water — kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) — kW (Btu/min) 3459 (196716) Heat rejection to aftercooler — kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine — kW (Btu/min) 194 (11017) Heat rejection from alternator — kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Total coolant capacity – L (gal)	1285	(339.2)
Exhaust System Exhaust stack gas temperature – °C (°F)	Inlet Air		
Exhaust stack gas temperature – °C (°F) 458.0 (856.4) Exhaust gas flow rate – m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Combustion air inlet flow rate – m³/min (cfm)	309.5	(10928.6)
Exhaust gas flow rate — m³/min (cfm) 775.4 (27379.3) Exhaust system backpressure (maximum allowable) — kPa (in. water) 6.7 (27.0) Heat Rejection Heat rejection to jacket water — kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) — kW (Btu/min) 3459 (196716) Heat rejection to aftercooler — kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine — kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Exhaust System		
Exhaust system backpressure (maximum allowable) – kPa (in. water) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Exhaust stack gas temperature – °C (°F)	458.0	(856.4)
Allowable - kPa (in. water) Heat Rejection		775.4	(27379.3)
Heat rejection to jacket water – kW (Btu/min) 1858 (105641) Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) (8724) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)		6.7	(27.0)
Heat rejection to exhaust (total) – kW (Btu/min) 3459 (196716) Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) 2815.9 (5.57) NOx mg/Nm³ (g/hp-h) 2815.9 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Heat Rejection		
Heat rejection to aftercooler – kW (Btu/min) 348 (19785) Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) 2815.9 (5.57) NOx mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Heat rejection to jacket water – kW (Btu/min)	1858	(105641)
Heat rejection to atmosphere from engine – kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) (8724) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Heat rejection to exhaust (total) – kW (Btu/min)	3459	(196716)
kW (Btu/min) 194 (11017) Heat rejection from alternator – kW (Btu/min) 153 (8724) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)		348	(19785)
Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)		194	(11017)
NOx mg/Nm³ (g/hp-h) 2815.9 (5.57) CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Heat rejection from alternator – kW (Btu/min)	153	(8724)
CO mg/Nm³ (g/hp-h) 303.2 (0.63) HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Emissions* (Nominal)		
HC mg/Nm³ (g/hp-h) 69.9 (0.17) PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	NOx mg/Nm³ (g/hp-h)	2815.9	(5.57)
PM mg/Nm³ (g/hp-h) 18.2 (0.04) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	CO mg/Nm³ (g/hp-h)	303.2	(0.63)
Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	HC mg/Nm³ (g/hp-h)	69.9	(0.17)
NOx mg/Nm³ (g/hp-h) 3379.1 (6.69) CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	PM mg/Nm³ (g/hp-h)	18.2	(0.04)
CO mg/Nm³ (g/hp-h) 545.8 (1.13) HC mg/Nm³ (g/hp-h) 92.9 (0.22)	Emissions* (Potential Site Variation)		
HC mg/Nm³ (g/hp-h) 92.9 (0.22)	NOx mg/Nm³ (g/hp-h)	3379.1	(6.69)
	CO mg/Nm³ (g/hp-h)	545.8	(1.13)
PM mg/Nm³ (g/hp-h) 25.5 (0.06)	HC mg/Nm³ (g/hp-h)	92.9	(0.22)
	PM mg/Nm³ (g/hp-h)	25.5	(0.06)

^{*} mg/Nm^3 levels are corrected to 5% O_2 . Contact your local Cat dealer for further information.

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Weights and Dimensions



Dim "A"	Dim "B"	Dim "C"	Dry Weight
mm (in)	mm (in)	mm (in)	kg (lb)
8402 (330.8)	3249 (127.9)	3828 (150.7)	

Note: For reference only. Do not use for installation design. Contact your local Cat dealer for precise weights and dimensions.

Ratings Definitions

Prime-DCP

For data center applications only. Prime-DCP power output available with varying load for unlimited time. Average power output is not to exceed 100% of prime-DCP rated ekW. Typical peak demand is 100% of the prime-DCP rated ekW with 10% overload capability for emergency use for a maximum of 1 hour in 12. Overload operation cannot exceed 25 hours per year.

Applicable Codes and Standards

AS 1359, ULC 2200 3rd edition, UL 489, UL 869A, IBC, IEC 60034-1, ISO 3046, ISO 8528, NEMA MG1-22, NEMA MG1-33, 2014/35/EU, 2006/42/EC, 2014/30/EU and facilitates compliance to NFPA 37, NFPA 70, NFPA 99, NFPA 110.

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

Data Center Applications

- ISO 8528-1 Data Center Power (DCP) compliant per Cat diesel generator set prime-DCP rating.
- All ratings Tier III/Tier IV compliant per Uptime Institute requirements.
- All ratings ANSI/TIA-942 compliant for Rated-1 through Rated-4 data centers.

Fuel Rates

Fuel consumption reported in accordance with ISO 3046-1, 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 15°C (59°F) and weighing 850 g/liter (7.0936 lbs/U.S. gal.) All fuel consumption values refer to rated engine power.

www.cat.com/electricpower

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Materials and specifications are subject to change without notice. The International System of Units (SI) is used in this publication.