Cat® C175-16

Diesel Generator Sets





Bore – mm (in)	175 (6.89)
Stroke – mm (in)	220 (8.66)
Displacement – L (in³)	84.7 (5167)
Compression Ratio	16.7:1
Aspiration	TA
Fuel System	Common Rail
Governor Type	ADEM™ A4

Image shown may not reflect actual configuration

Prime-DCP 60 Hz ekW (kVA)	Emissions Performance
2825 (3531)	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

Cat Energy Control System (ECS)

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

Warranty

- 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

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Engine	Power Termination	Vibration Isolators	
Air Cleaner □ Single element □ Dual element	Type □ Bus bar □ Circuit breaker □ 4000A □ 5000A	□ Rubber □ Spring □ Seismic rated	
Muffler	□ UL □ IEC	Cat Connect	
☐ Industrial grade (15 dB)☐ Residential grade (25 dB)☐ Critical grade (34 dB)	☐ 3-pole ☐ Electrically operated	Connectivity ☐ Ethernet	
Starting	Trip Unit □ LSI □ LSI-G	☐ Cellular	
☐ Standard batteries ☐ Oversized batteries	LSIG-P	Extended Service Options	
☐ Standard electric starter(s) ☐ Dual electric starter(s)	Control System	Terms ☐ 2 year (prime)	
☐ Air starter(s) ☐ Jacket water heater	Controller □ Cat ECS 100 □ Cat ECS 200	☐ 3 year ☐ 5 year ☐ 10 year	
Alternator	□ EMCP 4.4	Coverage	
Output voltage □ 480V □ 6900V □ 600V □ 12470V □ 4160V □ 13200V □ 6300V □ 13800V	Attachments □ Local annunciator module □ Remote annunciator module □ Expansion I/O module □ Remote monitoring software	☐ Silver ☐ Gold ☐ Platinum ☐ Platinum Plus	
□ 6600V	Chamina	Ancillary Equipment	
Temperature Rise	Charging	☐ Automatic transfer switch	
(over 40°C ambient) □ 150°C □ 125°C/130°C □ 105°C	□ Battery charger – 20A□ Battery charger – 35A□ Battery charger – 50A	(ATS) □ Paralleling switchgear □ Paralleling controls	
□ 80°C		Certifications	
Winding type ☐ Form wound		□ ULC 2200 Listed □ IBC seismic certification	
Excitation		☐ OSHPD pre-approval	
☐ Permanent magnet (PM)			
Attachments			

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

Anti-condensation heater
 Stator and bearing temperature monitoring and protection

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Package Performance

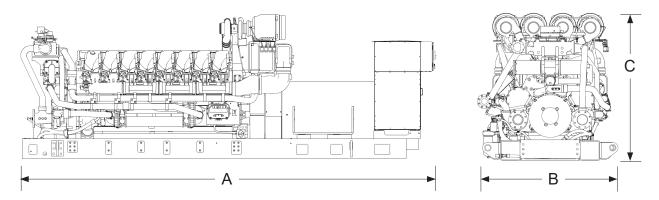
Frequency 60 Hz Gen set power rating without fan ② 0.8 power factor Emissions Low Fuel Performance number EM5875-00 Fuel Consumption 100% load without fan – L/hr (gal/hr) 500.3 (132.2) 50% load without fan – L/hr (gal/hr) 500.3 (132.2) 50% load without fan – L/hr (gal/hr) 354.5 (93.7) 25% load without fan – L/hr (gal/hr) 354.5 (93.7) 25% load without fan – L/hr (gal/hr) 205.2 (54.2) Cooling System Engine coolant capacity – L (gal) 303.5 (80.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 245.6 (8673.6) Exhaust System Exhaust stack gas temperature – °C (°F) 461.1 (862.1) Exhaust gas flow rate – m³/min (cfm) 623.7 (22023.3) Exhaust system backpressure (maximum allowable) – kPa (in. water) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 1287 (73209) Heat rejection to exhaust (total) – kW (Btu/min) 377 (21444) Heat rejection to aftercooler – kW (Btu/min) 108.5 (6170) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) Emissions* (Potential Site Variation) PM mg/Nm³ (g/hp-h) 79.8 (0.19) PM mg/Nm³ (g/hp-h) 79.8 (0.19) PM mg/Nm³ (g/hp-h) 79.8 (0.19)	Performance	Prim	e-DCP	
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Gen set power rating without fan @ 0.8 power factor 3531 kVA Emissions Low Fuel Performance number EM5875-00 Fuel Consumption 100% load without fan – L/hr (gal/hr) 500.3 (132.2) 50% load without fan – L/hr (gal/hr) 500.3 (132.2) 50% load without fan – L/hr (gal/hr) 205.2 (54.2) Cooling System Engine coolant capacity – L (gal) 303.5 (80.2) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 245.6 (8673.6) Exhaust System Exhaust sack gas temperature – °C (°F) 461.1 (862.1) Exhaust system backpressure (maximum allowable) – kPa (in. water) 6.7 (27.0) Heat rejection to jacket water – kW (Btu/min) 1287 (73209) Heat rejection to exhaust (total) – kW (Btu/min) 2657 (151112) Heat rejection to aftercooler – kW (Btu/min) 377 (21444) Heat rejection to atmosphere from engine – kW (Btu/min) 168 (9570) Emissions* (Nominal) Nox mg/Nm³ (g/hp-h) 3943.7 (6.50) Emissions* (Potential Site Variation) 4732.5 (7.80) Emissions* (Potential Site Variation) 4732.5 (7.80) Emissions* (g/hp-h) 4732.5 (7.8	1 /			
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Allowable – kPa (in. water) 6.7 (27.0)	Exhaust gas flow rate – m³/min (cfm)	623.7	(22023.3)	
Heat rejection to jacket water – kW (Btu/min) 1287 (73209) Heat rejection to exhaust (total) – kW (Btu/min) 2657 (151112) Heat rejection to aftercooler – kW (Btu/min) 377 (21444) Heat rejection to atmosphere from engine – kW (Btu/min) 168 (9570) Heat rejection from alternator – kW (Btu/min) 108.5 (6170) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)		6.7	(27.0)	
Heat rejection to exhaust (total) – kW (Btu/min) 2657 (151112) Heat rejection to aftercooler – kW (Btu/min) 377 (21444) Heat rejection to atmosphere from engine – kW (Btu/min) 168 (9570) Heat rejection from alternator – kW (Btu/min) 108.5 (6170) Emissions* (Nominal) 3943.7 (6.50) NOx mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) 4732.5 (7.80) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Heat Rejection			
Heat rejection to aftercooler – kW (Btu/min) 377 (21444) Heat rejection to atmosphere from engine – kW (Btu/min) 168 (9570) Heat rejection from alternator – kW (Btu/min) 108.5 (6170) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Heat rejection to jacket water – kW (Btu/min)	1287	(73209)	
Heat rejection to atmosphere from engine – kW (Btu/min) 168 (9570) Heat rejection from alternator – kW (Btu/min) 108.5 (6170) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Heat rejection to exhaust (total) - kW (Btu/min)	2657	(151112)	
kW (Btu/min) 168 (9570) Heat rejection from alternator – kW (Btu/min) 108.5 (6170) Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Heat rejection to aftercooler – kW (Btu/min)	377	(21444)	
Emissions* (Nominal) NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)		168	(9570)	
NOx mg/Nm³ (g/hp-h) 3943.7 (6.50) CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Heat rejection from alternator – kW (Btu/min)	108.5	(6170)	
CO mg/Nm³ (g/hp-h) 334.9 (0.70) HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Emissions* (Nominal)			
HC mg/Nm³ (g/hp-h) 60.0 (0.14) PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	NOx mg/Nm³ (g/hp-h)	3943.7	(6.50)	
PM mg/Nm³ (g/hp-h) 24.5 (0.06) Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	CO mg/Nm³ (g/hp-h)	334.9	(0.70)	
Emissions* (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	HC mg/Nm³ (g/hp-h)	60.0	(0.14)	
NOx mg/Nm³ (g/hp-h) 4732.5 (7.80) CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	PM mg/Nm³ (g/hp-h)	24.5	(0.06)	
CO mg/Nm³ (g/hp-h) 602.8 (1.26) HC mg/Nm³ (g/hp-h) 79.8 (0.19)	Emissions* (Potential Site Variation)			
HC mg/Nm³ (g/hp-h) 79.8 (0.19)	NOx mg/Nm³ (g/hp-h)	4732.5	(7.80)	
	CO mg/Nm³ (g/hp-h)	602.8	(1.26)	
PM mg/Nm³ (g/hp-h) 34.3 (0.08)	HC mg/Nm³ (g/hp-h)	79.8	(0.19)	
	PM mg/Nm³ (g/hp-h)	34.3	(80.0)	

^{*} 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)
6372 (250.9)	2101 (82.7)	2208 (86.9)	

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.