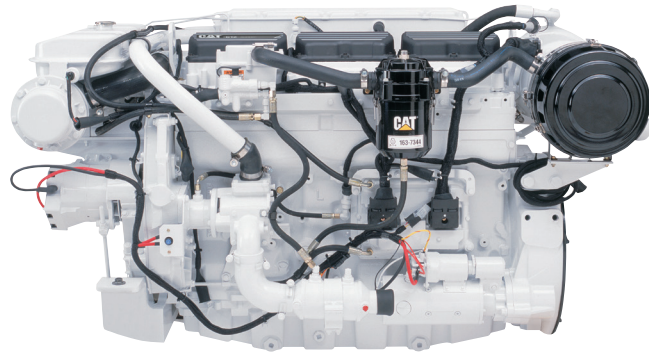
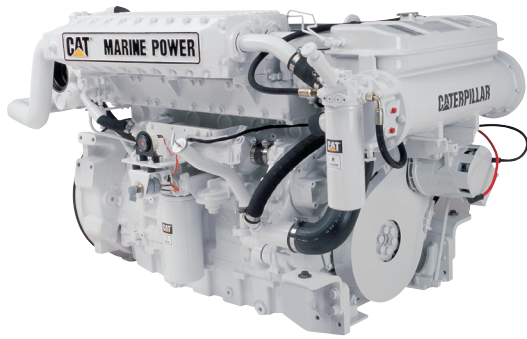


C12

Marine Propulsion Engine Commercial Applications



ENGINE SPECIFICATIONS

CONFIGURATION	Inline 6, 4-Stroke Diesel	BORE X STROKE	130 mm x 150 mm / 5.1 in x 5.9 in
EMISSIONS	IMO II	REFILL CAPACITY LUBE OIL SYSTEM W/ OIL FILTER CHANGE	28 L (7.5 g)
RATED ENGINE SPEED	1800 / 2100 / 2300 rpm	OIL CHANGE INTERVAL	250 hours
DISPLACEMENT	12 L (732 in ³)	ROTATION (FROM FLYWHEEL END)	Counterclockwise
ASPIRATION	Turbocharged - Aftercooled	COOLING	Heat Exchanger and Combined
GOVERNOR	Electronic		
FLYWHEEL HOUSING	SAE No. 1 (113 teeth)		

KEY FEATURES & BENEFITS

- Advanced electronically controlled unit injection fuel system, resulting in an engine with outstanding performance and fuel economy
- Ease of serviceability and maintenance
- Redesigned exhaust manifold provides a smoother passage for improved exhaust gas flow to the turbocharger which leads to more usable energy and lower exhaust temperatures.
- Global dealer network for unparalleled support
- Wide range of optional equipment to meet your commercial or pleasure craft needs.
- Easy upgrade from the 3196 engines with the same footprint, physical size and connection points

STANDARD EQUIPMENT

- Water-cooled turbocharger and exhaust manifold
- Electronic diagnostics and fault logging
- Gear-driven sea water pump (self-priming)
- Corrosion-resistant sea water aftercooler
- 12V or 24V electrical system
- Engine oil cooler
- Primary fuel filters
- Combined circuit keel cooling or integrated heat exchanger
- RH and LH locations service options for fuel and oil filters, as well as dipstick location for easily accessible service
- Compatible with Cat® displays
- Electronic control system has additional capacity for extra capabilities

OPTIONAL ATTACHMENTS

- Alternators – 24V / 60 or 105 amp, 12V / 105 amp
- Transmission gear oil cooler (engine mounted for HEX)
- Additional engine and transmission sensor packages
- “Plug and play” instrument panels and monitoring for engine operating parameters
- Electric starting motors – 12V or 24V
- Air starting motor
- Jacket water heater
- Fuel cooler
- PTO Drives – V-belt pulley stack, stub shaft

RATINGS & FUEL CONSUMPTION

IMO II

Rating	mhp	bhp	bkW	RPM	U.S. g/h	g/bkW-h	IMO	U.S. EPA	EU	CHINA
A	345	340	253.5	1800	16.1	204.4	II	NC	NC	NC
B	390	385	287	1800	18.0	201.9	II	NC	NC	NC
C	460	454	338.5	2100	21.3	202.2	II	NC	NC	NC
C	498	491	366	2300	23.3	205.0	NC	NC	NC	NC
D	578	570	425	2300	27.0	204.9	NC	NC	NC	NC
E	608	600	447.5	2300	28.4	204.0	NC	NC	NC	NC
E	669	660	492	2300	33.0	215.6	II	NC	NC	NC
E	715	705	526	2300	35.0	214.0	II	T3C/R	NC	NC

Rating Definitions:

A Rating (Unrestricted Continuous): Typical Applications: For Vessels operating at rated load and rated speed up to 100% of the time without interruption or load cycling (80% to 100% load factor).

Typical operation ranges from 5000 to 8000 hours per year.

B Rating (Heavy Duty): Typical applications: For vessels operating at rated load and rated speed up to 80% of the time with some load cycling (40% to 80% load factor).

Typical operation ranges from 3000 to 5000 hours per year.

C Rating (Maximum Continuous): Typical applications: For vessels operating at rated load and rated speed up to 50% of the time with cyclical load and speed (20% to 80% load factor).

Typical operation ranges from 2000 to 4000 hours per year.

D Rating (Intermittent Duty): Typical applications: For vessels operating at rated load and rated speed up to 16% of the time (up to 50% load factor). Typical operating ranges from 1000 to 3000 hours per year.

E Rating (High Performance): Typical applications: For vessels operating at rated load and rated speed up to 8% of the time (up to 30% load factor). Typical operation ranges from 250 to 1000 hours per year.

ENGINE DIMENSIONS & WEIGHT

LENGTH (APPROX.) 62 in / 1574 mm

HEIGHT (APPROX.) 39.5 in / 1005 mm

WIDTH (APPROX.) 38.1 in / 969 mm

DRY WEIGHT (APPROX.) 2588 lb / 1174 kg

