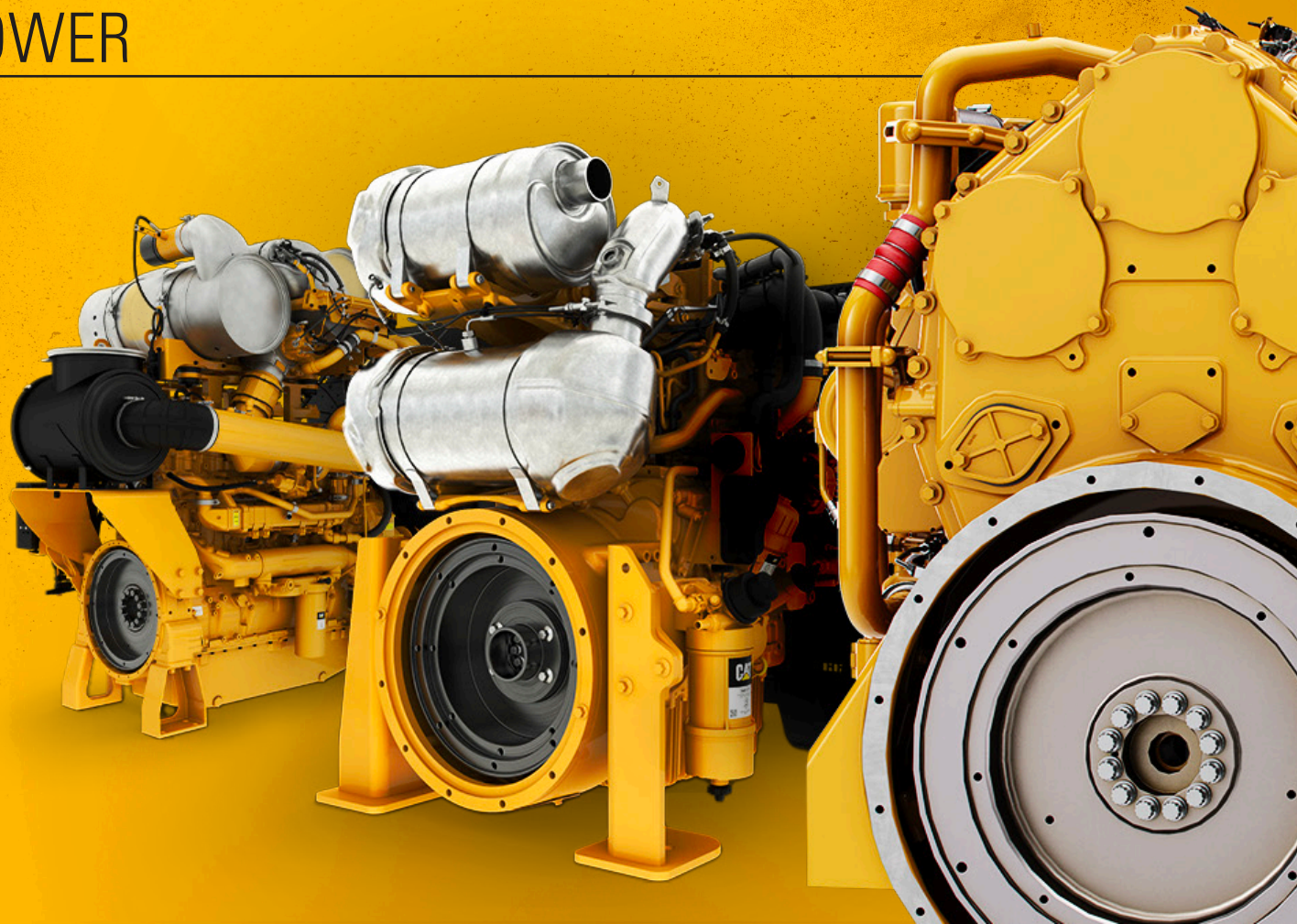


efficient engines for every application

CAT[®] INDUSTRIAL POWER



UPGRADE YOUR ENGINE. THESE ENGINES PACK A BITE. DOWNSIZE YOUR BUDGET.

Cat® industrial engines are built to tackle every job with speed and stealth. The full engine lineup packs the perfect balance of compact size, reliability and performance. They can tackle nearly every industry and application, including material processing, agriculture and industrial. Explore a range of engine options, from the C0.5 to the C32, and get ready to dump downtime and shift to reliable power.



RELIABILITY AND DURABILITY

When there's work to be done, there's no time to waste. Caterpillar takes reliability to the next level with highly integrated engines that save your engineers time. They're designed to withstand harsh environments, weathering extreme temperatures, altitudes or any challenge a jobsite throws at them. These Cat engines are built to be a solid, steady source of power.



FUEL AND FLUID EFFICIENCY

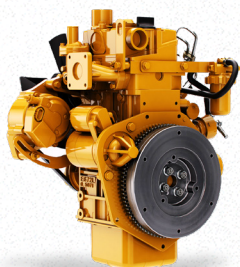
With your bottom line in mind, our engineers sought to develop engines that minimize fuel consumption, without sacrificing performance or productivity. These engines deliver exactly that, with technologies that decrease your burn—and your operating cost. Now, you'll get unprecedented engine performance with upgraded fuel efficiency in one complete, compact package.



LOWER COST OF OWNERSHIP

The latest engines are designed for ease of maintenance and extended intervals between service and overhauls. Genuine Cat Parts, Cat Digital Services and Customer Value Agreements (CVAs) help further protect your investment.

[a range of solutions



C0.5

MAXIMUM POWER:

11.8 hp (8.8 kW)

@ SPEED:

3,000 rpm

@ TORQUE:

22 lb-ft (29.7 Nm) @ 2,100 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Naturally Aspirated (NA)

CONTROL SYSTEM: 12V starter motor, mechanically controlled, standard throttle lever

FLYWHEEL & HOUSING: SAE 6.5 flywheel, SAE 5 flywheel housing, PTO ready from timing case

FUEL SYSTEM: Mechanical, indirect injection with standard filtration

AFTERTREATMENT: Not required

SCAN AND SEE



C0.7

MAXIMUM POWER:

17.8 hp (13.3 kW)

@ SPEED:

3,600 rpm

@ TORQUE:

32 lb-ft (43.9 Nm) @ 2,400 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Naturally Aspirated (NA)

CONTROL SYSTEM: 12V starter motor, mechanically controlled, standard throttle lever

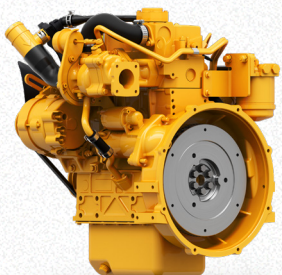
FLYWHEEL & HOUSING: SAE 6.5 flywheel, SAE 5 flywheel housing, PTO ready from timing case

FUEL SYSTEM: Mechanical, indirect injection with standard filtration

AFTERTREATMENT: Not required

SCAN AND SEE





C1.1

MAXIMUM POWER:

24 hp (18.4 kW)

@ SPEED:

2,400 – 2,800 rpm

@ TORQUE:

49 lb-ft (66.9 Nm) @ 2,100 rpm (NA)

63 lb-ft (86 Nm) @ 1,600 rpm (T)

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Naturally Aspirated (NA) or Turbocharged

CONTROL SYSTEM: 12V starter motor, mechanically controlled, standard throttle lever

FLYWHEEL & HOUSING: SAE 6.5 flywheel, SAE 5 flywheel housing, PTO ready from timing case

FUEL SYSTEM: Mechanical indirect injection with standard filtration

AFTERTREATMENT: Not required

SCAN AND SEE



C1.7<25hp

MAXIMUM POWER:

24 hp (18.4 kW)

@ SPEED:

2,200 – 2,800 rpm

@ TORQUE:

68 lb-ft (92 Nm) @ 1,600 rpm (NA)

69 lb-ft (93.6 Nm) @ 1,700 rpm (T)

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Naturally Aspirated (NA) or Turbocharged

CONTROL SYSTEM: 12V starter motor, mechanically controlled, standard throttle lever, optional electronic governor

FLYWHEEL & HOUSING: SAE 7.5 flywheel, SAE 4 flywheel housing, PTO ready from timing case

FUEL SYSTEM: Mechanical, indirect injection with standard filtration

AFTERTREATMENT: Not required

SCAN AND SEE





C1.7^{>25hp}

MAXIMUM POWER:

48 hp (36 kW)

@ SPEED:

2,800 rpm

@ TORQUE:

123 lb-ft (166.5 Nm) @ 1,600 rpm

EMISSIONS:

U.S. EPA Tier 4 Final,
EU Stage V, Japan 2014

AIR SYSTEM: Turbocharged

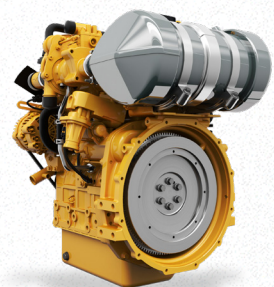
CONTROL SYSTEM: 12V electronic control module, wiring harness and diagnostics, data interface via CANbus J1939, telematics ready via Cat product link

FLYWHEEL & HOUSING: SAE 7.5 flywheel, SAE 4 flywheel housing, PTO ready from timing case

FUEL SYSTEM: Electronic, high-pressure common rail direct injection, standard filtration and water in fuel detection

AFTERTREATMENT: Engine-mounted DOC+DPF

SCAN AND SEE



C2.2

MAXIMUM POWER:

74 hp (55 kW)

@ SPEED:

2,800 rpm

@ TORQUE:

199 lb-ft (270 NM) @ 1,600 rpm

EMISSIONS:

U.S. EPA Tier 4 Final,
EU-V, Japan 2014

AIR SYSTEM: Turbocharged or Turbocharged-Aftercooled

CONTROL SYSTEM: 12V electronic control module, wiring harness and diagnostics, data interface via CANbus J1939, telematics ready via Cat product link

FLYWHEEL & HOUSING: SAE 7.5 flywheel, SAE 4 flywheel housing, PTO ready from timing case

FUEL SYSTEM: Electronic, high-pressure common rail direct injection, standard filtration and water in fuel detection

AFTERTREATMENT: Engine-mounted DOC+DPF

SCAN AND SEE





C2.8

MAXIMUM POWER:

74 hp (55 kW)

@ SPEED:

2,400 rpm

@ TORQUE:

280 lb-ft (380 Nm) @ 1,360 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Induction and exhaust manifolds, Turbocharged and Turbocharged-Aftercooled

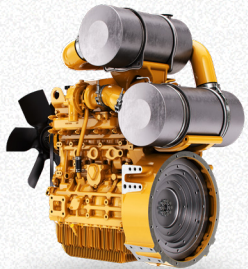
CONTROL SYSTEM: 12V starter motor and alternator, chassis-mounted Electric Control Unit (ECU), engine control sensors and robust wiring harness, data interface via CANbus J1939

FLYWHEEL & HOUSING: SAE No. 3 or SAE No. 4, side PTO with SAE A or SAE B interface

FUEL SYSTEM: Pre-connected but chassis-mounted, water sensor

AFTERTREATMENT: Engine-mounted DOC+DPF

SCAN AND SEE



C3.6

MAXIMUM POWER:

134 hp (100 kW)

@ SPEED:

2,000 – 2,400 rpm

@ TORQUE:

406 lb-ft (550 Nm) @ 1,500 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Turbocharged Aftercooled

CONTROL SYSTEM: 12V or 24V starter motor and alternator, chassis-mounted Electric Control Unit (ECU), engine control sensors and robust wiring harness, data interface via CANbus J1939

FLYWHEEL & HOUSING: SAE No. 3 or SAE No. 4, side PTO with SAE A or SAE B interface, choice of flywheel to match industry-common hydraulic pumps and transmissions

FUEL SYSTEM: Pre-connected but chassis-mounted, water sensor

AFTERTREATMENT: DOC+DPF or DOC+DPF+SCR

SCAN AND SEE





C4.4

MAXIMUM POWER:

200 hp (150 kW)

@ SPEED:

2,200 rpm

@ TORQUE:

609 lb-ft (825 Nm) @ 1,400 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Standard air cleaners, Turbocharged-Aftercooled or Series Turbocharged-Aftercooled

CONTROL SYSTEM: Full electronic control system; waterproof connectors and wiring looms, designed to withstand harsh off-highway environments; flexible and configurable software features; data interface via CANbus J1939

FLYWHEEL & HOUSING: Fitted with SAE No. 3 configuration as standard

FUEL SYSTEM: Electronic, high-pressure common rail, innovative filter design to ensure maximum protection of the engine

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE



C7.1

MAXIMUM POWER:

320 hp (240 kW)

@ SPEED:

1,800 rpm

@ TORQUE:

935 lb-ft (1,268 Nm) @ 1,400 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Standard air cleaners, Turbocharged-Aftercooled or Series Turbocharged-Aftercooled

CONTROL SYSTEM: Full electronic control system; waterproof connectors and wiring looms, designed to withstand harsh off-highway environments; flexible and configurable software features; data interface via CANbus J1939

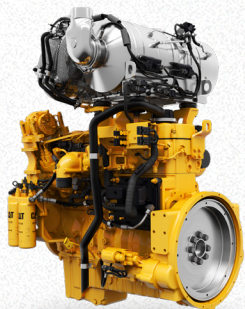
FLYWHEEL & HOUSING: Wide choice of drivetrain interfaces, including SAE No. 1, SAE No. 2 and SAE No. 3

FUEL SYSTEM: Electronic, high-pressure common rail, innovative filter design to ensure maximum protection of the engine

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE





C9.3B

MAXIMUM POWER:

456 hp (340 kW)

@ SPEED:

2,000 rpm

@ TORQUE:

1,540 lb-ft (2,088 Nm) @ 1,400 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Turbocharged or Air-to-Air-Aftercooled, mid-mount turbocharged system with front and rear exhaust configurations

CONTROL SYSTEM: Full electronic control system, over-foam wiring harness, automatic altitude compensation—power compensated for fuel temperature, flexible and configurable software features, engine monitoring system SAE J1939 broadcast and control, Integrated Electronic Control Unit (ECU) and remote fan control

FLYWHEEL & HOUSING: SAE No. 1 power take-off with optional SAE B, SAE C power take-off drives, engine power can be taken from the front with optional attachments

FUEL SYSTEM: Electronic, high-pressure common rail, primary, secondary and tertiary fuel filters, fuel transfer pump and electronic fuel priming

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE



C13B

MAXIMUM POWER:

577 hp (430 kW)

SPEED:

1,800 – 2,100 rpm

@ TORQUE:

1,943 lb-ft (2,634 Nm) @ 1,400 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Variable turbocharger, Air-to-Air-Aftercooled and front or rear exhaust configurations available

CONTROL SYSTEM: Advanced controls—electronic control system, over-foam wiring harness, automatic altitude compensation; power compensated for fuel temperature, configurable software features, engine monitoring system SAE J1939 broadcast and control, Integrated Electronic Control Unit (ECU) and remote fan control

FLYWHEEL & HOUSING: Available SAE No. 1 power take-off with optional SAE B or SAE C power take-off drives

FUEL SYSTEM: Mechanical Electronic Unit Injector (MEUI-C) fuel system, Primary, secondary and tertiary fuel filters, fuel transfer pump, electronic fuel priming

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE





C13D

MAXIMUM POWER:

690 hp (515 kW)

@ SPEED:

1,800 – 2,100 rpm

@ TORQUE:

2,360 lb-ft (3,200 Nm) @ 1,300 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V,
Korea Stage V, Japan 2014, China NRIV

AIR SYSTEM: Variable turbocharger, Air-to-Air Aftercooled and front or rear exhaust configurations available

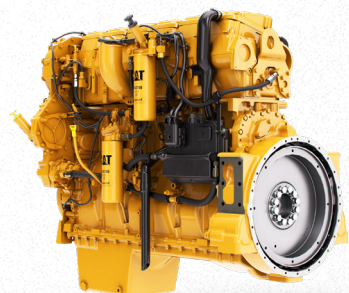
CONTROL SYSTEM: Advanced controls—electronic control system, over-foam wiring harness, automatic altitude compensation—power compensated for fuel temperature, configurable software features, engine monitoring system SAE J1939 broadcast and control, integrated Electronic Control Unit (ECU) and remote fan control

FLYWHEEL & HOUSING: Multiple flywheel housing configurations, featuring a basic, standard and heavy-duty PTO setup, standard SAE No. 1 flywheel housing with SAE No. 14 or 140 flywheels

FUEL SYSTEM: Common rail direct injection fuel system with zero-static leak injectors, fuel module—includes: primary and secondary cartridge filters, and a manual or electric priming pump; remote fuel module available; fuel manifold which allows for outboard or rearward fuel return-to-tank plumbing, as well as coolant supply; oil-lubricated, high-pressure fuel and mechanical fuel transfer pump combination

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE



C15

MAXIMUM POWER:

580 hp (433 kW)

@ SPEED:

1,800 – 2,100 rpm

@ TORQUE:

1,958 lb-ft (2,655 Nm) @ 1,400 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V, Korea Stage V,
Japan 2014, China NRIV

AIR SYSTEM: Turbocharger, Air-to-Air Aftercooled and front or rear exhaust configurations available

CONTROL SYSTEM: Electronic control system, over-foam wiring harness, automatic altitude compensation; power compensated for fuel temperature, configurable software features, engine monitoring system SAE J1939 broadcast and control, Integrated Electronic Control Unit (ECU); remote fan control

FLYWHEEL & HOUSING: Choice of SAE No. 0 or SAE No. 1 flywheel housing, available SAE No. 1 power takeoff with optional SAE A, SAE B or SAE C power takeoff drives

FUEL SYSTEM: MEUI injection, primary and secondary fuel filters, fuel transfer pump, electronic fuel priming

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE





C18TA

MAXIMUM POWER:
630 hp (470 kW)

@ SPEED:
1,800 – 2,200 rpm

@ TORQUE:
2,177 lb-ft (2,951 Nm) @ 1,300 rpm

EMISSIONS:
U.S. EPA Tier 4 Final, EU Stage4 V,
Korea Stage V, Japan 2014,
China NRIV

AIR SYSTEM: Turbocharged and Air-to-Air Aftercooled, mid-mount turbocharged system with front and rear exhaust configurations (Tier 4 Final, Stage V)

CONTROL SYSTEM: Full electronic control system, over-foam wiring harness, automatic altitude compensation; power-compensated for fuel temperature, remote fan control, integrated Electronic Control Unit (ECU), flexible and configurable software features, engine monitoring system SAE J1939 broadcast and control

FLYWHEEL & HOUSING: Choice of SAE No. 0 or SAE No. 1, available SAE No. 1 power takeoff with optional SAE A, SAE B or SAE C power takeoff drives, engine power can be taken from the front of the engine with optional attachments (Tier 4 Final, Stage V)

FUEL SYSTEM: MEUI injection, primary and secondary fuel filters, fuel transfer pump, electronic fuel priming

AFTERTREATMENT: DOC+DPF+SCR

SCAN AND SEE



C18TTA

MAXIMUM POWER:
800 hp (597 kW)

@ SPEED:
1,800 rpm

@ TORQUE:
2,736 lb-ft (3,710 Nm) @ 1,300 rpm

EMISSIONS:
U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Turbocharged and Air-to-Air Aftercooled, mid-mount turbocharged system with front and rear exhaust configurations

CONTROL SYSTEM: Full electronic control system, over-foam wiring harness, automatic altitude compensation; power-compensated for fuel temperature, remote fan control, integrated Electronic Control Unit (ECU), flexible and configurable software features, engine monitoring system SAE J1939 broadcast and control

FLYWHEEL & HOUSING: Choice of SAE No. 0 or SAE No. 1, available SAE No. 1 power takeoff with optional SAE B or SAE C power takeoff drives, engine power can be taken from the front of the engine with optional attachments (Tier 4 Final, Stage V)

FUEL SYSTEM: MEUI injection, secondary fuel filter, fuel transfer pump, electronic fuel priming

AFTERTREATMENT: DOC

SCAN AND SEE





C27

MAXIMUM POWER:

1,050 hp (783 kW)

@ SPEED:

1,800 rpm

@ TORQUE:

3,451 lb-ft (4,679) @ 1,200 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Turbocharged and Air-to-Air Aftercooled

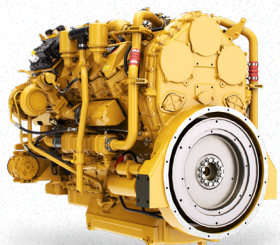
CONTROL SYSTEM: Full electronic control system, over-foam wiring harness, automatic altitude compensation; power-compensated for fuel temperature, flexible and configurable software features, engine monitoring system SAE J1939 broadcast and control

FLYWHEEL & HOUSING: Choice of SAE No. 0 or SAE No. 1 with optional SAE A, SAE B, SAE D or SAE E power takeoff drives

FUEL SYSTEM: MEUI injection, secondary fuel filter, fuel transfer pump, electronic fuel priming

AFTERTREATMENT: DOC

SCAN AND SEE



C32

MAXIMUM POWER:

1,200 hp (895 kW)

@ SPEED:

1,800 rpm

@ TORQUE:

4,323 lb-ft (5,861 Nm) @ 1,200 rpm

EMISSIONS:

U.S. EPA Tier 4 Final, EU Stage V

AIR SYSTEM: Turbocharged and Air-to-Air Aftercooled

CONTROL SYSTEM: Full electronic control system, over-foam wiring harness, automatic altitude compensation; power-compensated for fuel temperature, flexible and configurable software features, engine monitoring system SAE J1939 broadcast and control

FLYWHEEL & HOUSING: Choice of SAE No. 0 or SAE No. 1 with optional SAE A, SAE B, SAE D or SAE E power takeoff drives

FUEL SYSTEM: MEUI injection, secondary fuel filter, electronic fuel priming

AFTERTREATMENT: DOC

SCAN AND SEE



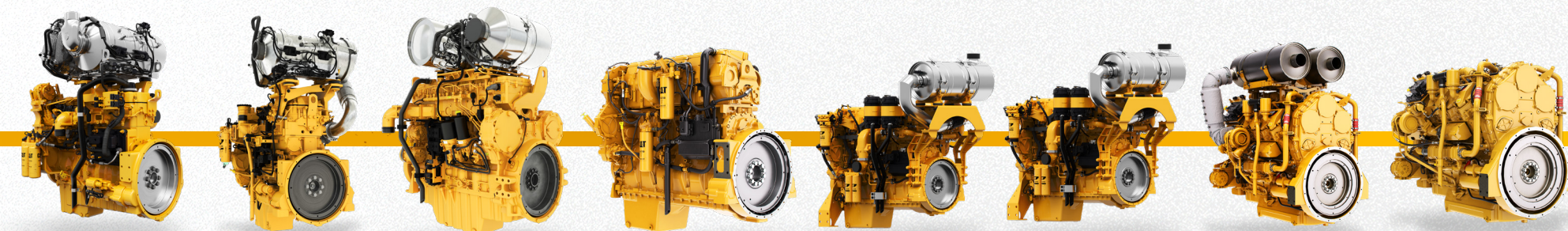
ONE POWERFUL

	MAX POWER	@ SPEED	@ TORQUE	EMISSIONS
C0.5	11.8 hp (8.8 kW)	3,000 rpm	22 lb-ft (29.7 Nm) @ 2,100 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V
C0.7	17.8 hp (13.3 kW)	3,600 rpm	32 lb-ft (43.9 Nm) @ 2,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V
C1.1	24 hp (18.4 kW)	2,400 – 2,800 rpm	49 lb-ft (66.9 Nm) @ 2,100 rpm (NA) 63 lb-ft (88 Nm) @ 1,600 rpm (T)	U.S. EPA TIER 4 FINAL, EU STAGE V
C1.7 _{<25hp}	24 hp (18.4 kW)	2,200 – 2,800 rpm	68 lb-ft (92 Nm) @ 1,600 rpm (NA) 69 lb-ft (93.6 Nm) @ 1,700 rpm (T)	U.S. EPA TIER 4 FINAL, EU STAGE V
C1.7 _{>25hp}	48 hp (36 kW)	2,800 rpm	123 lb-ft (166.5 Nm) @ 1,600 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, JAPAN 2014
C2.2	74 hp (55 kW)	2,800 rpm	199 lb-ft (270 Nm) @ 1,600 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, JAPAN 2014
C2.8	74 hp (55 kW)	2,400 rpm	280 lb-ft (380 Nm) @ 1,360 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C3.6	134 hp (100 kW)	2,000 – 2,400 rpm	406 lb-ft (550 Nm) @ 1,500 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C4.4	200 hp (150 kW)	2,200 rpm	609 lb-ft (825 Nm) @ 1,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV



ENGINE LINEUP

	MAX POWER	@ SPEED	@ TORQUE	EMISSIONS
C7.1	320 hp (240 kW)	1,800 rpm	935 lb-ft (1,268 Nm) @ 1,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C9.3B	456 hp (340 kW)	2,000 rpm	1,540 lb-ft (2,088 Nm) @ 1,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C13B	577 hp (430 kW)	1,800 – 2,100 rpm	1,943 lb-ft (2,634 Nm) @ 1,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C13D	690 hp (515 kW)	1,800 – 2,100 rpm	2,360 lb-ft (3,200 Nm) @ 1,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C15	580 hp (433 kW)	1,800 – 2,100 rpm	1,958 lb-ft (2,655 Nm) @ 1,400 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C18TA	630 hp (470 kW)	1,800 – 2,200 rpm	2,177 lb-ft (2,951 Nm) @ 1,300 rpm	U.S. EPA TIER 4 FINAL, EU STAGE4 V, KOREA STAGE V, JAPAN 2014, CHINA NRIV
C18TTA	800 hp (597 kW)	1,800 rpm	2,736 lb-ft (3,710 Nm) @ 1,300 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V
C27	1,050 hp (783 kW)	1,800 rpm	3,451 lb-ft (4,679 Nm) @ 1,200 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V
C32	1,200 hp (895 kW)	1,800 rpm	4,323 lb-ft (5,861 Nm) @ 1,200 rpm	U.S. EPA TIER 4 FINAL, EU STAGE V



IT'S THE TOTAL PACKAGE.

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Gain access to more software and hardware solutions for your industrial-powered engine to get the most out of your unit and to get that job done more efficiently.

- Access critical data, anywhere and anytime
- Easily retrofit any existing equipment
- Fully customizable interface and notification system
- Service tiers to fit specific needs
- Intelligence backed by global network of partners and equipment

PROTECT YOUR INVESTMENT

With Cat® Extended Service Coverage (ESC)

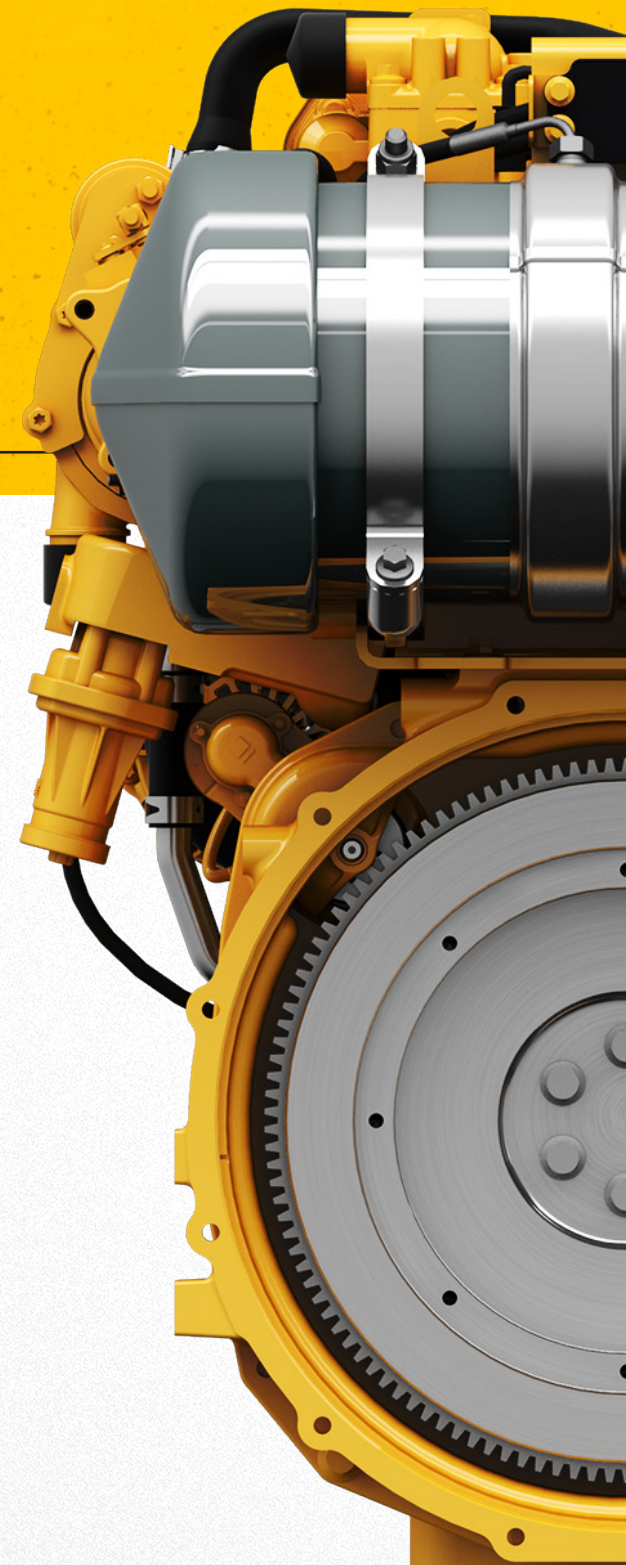
Get coverage, control costs and protect your engine with Cat ESC. It's built to help you do more and spend less. Choose from four protection levels to find the best fit for you and your engine.

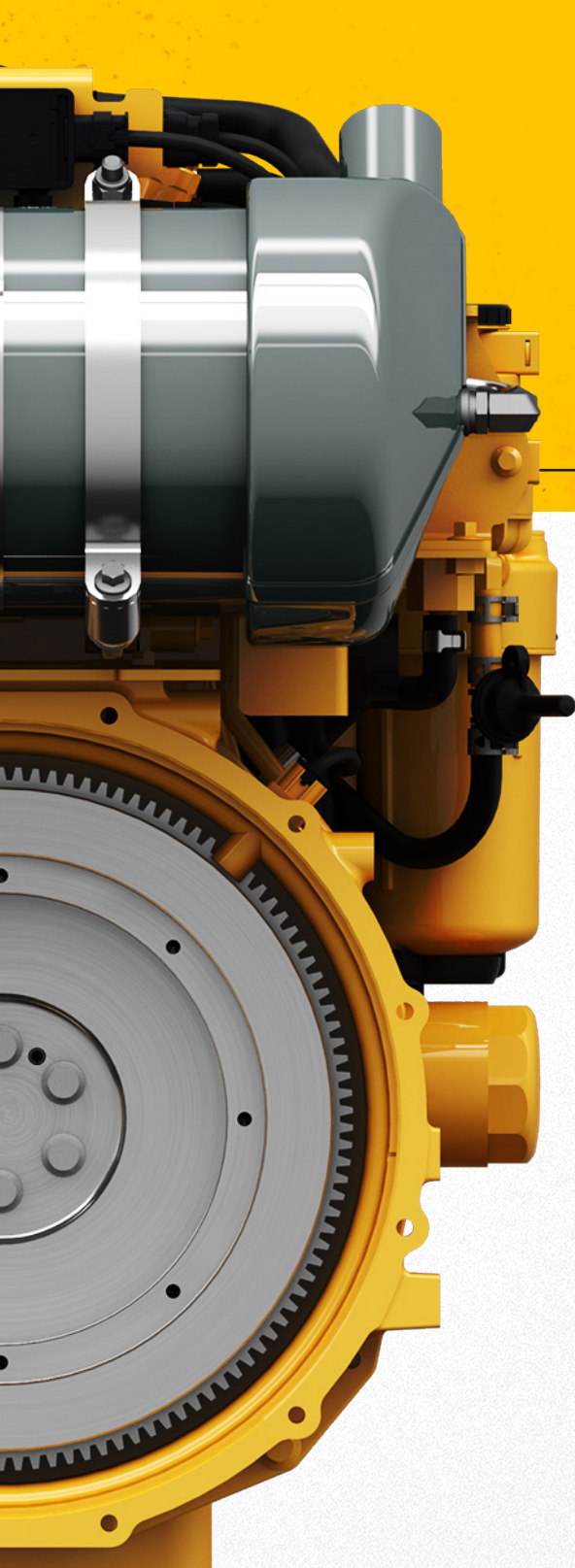
With a Cat Customer Value Agreement (CVA)

Tailored specifically to you and your engine needs, a Cat CVA protects your engine—and your peace of mind. Make a planned maintenance schedule, avoid unexpected repair bills and more.

SUPPORTING YOUR SUSTAINABILITY JOURNEY

We're ready to power your jobsite with high-efficiency U.S. EPA Tier 4 Final engines, lower-carbon intensity fuels and digital solutions. Our sustainability support goes one step further with a wide range of budget-conscious remanufacturing and rebuild options. We're relentlessly committed to performance, reliability, durability, ease of maintenance and the long-term value you've always trusted.





LET'S DO THE WORK.™

EFFICIENT SOLUTIONS FOR EVERY APPLICATION.

Learn even more about what these engines are capable of. Our full industrial ratings guide expands upon the various points of customer value and provides full definitions and abbreviations for industrial engine terms, so you can better understand and promote the engines' capability. It also gives an even more detailed breakdown of engine specs and stages, so scan below to get started.

RATING GUIDE



For a look at the full engine lineup, visit our website at [CAT.COM/INDUSTRIALENGINES-NA](https://cat.com/industrialengines-na)



PEDJ1393

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