



Image may not reflect
actual engine

SPECIFICATIONS

I-6, 4-Stroke-Cycle-Diesel

Bore	100 mm (3.94 in.)
Stroke	127 mm (5.0 in.)
Displacement	6 L (365 cu. in.)
Aspiration	DITA
Rotation (from flywheel end) ..	Counterclockwise
Compression Ratio	16.5:1
Capacity for Liquids	
Cooling System	25.3 L (6.5 gal)
Lube Oil System (refill)	15 L (3.9 gal)
Oil Change Interval	400 hr
API CF-4, 15W40, 10W30	
Engine Weight (approx)	595 kg (1,312 lb)

STANDARD ENGINE EQUIPMENT

Air Inlet System

Air cleaner with closed system fumes disposal, thermostart air inlet heater

Charging System

Charging alternator (12-volt, 70 ampere or 24-volt, 40 ampere)

Control System

Mechanical governor

Cooling System

Gear-driven centrifugal jacket water pump and self-priming sea water pump, heat exchanger with cupro-nickel tube bundle or keel cooling connections, de-aeration expansion tank, integral plate-type engine oil cooler, sea water strainer, thermostat and housing

Exhaust System

Watercooled exhaust manifold

Flywheel and Flywheel Housing

SAE No. 3 (126 teeth)

Fuel System

Twin fuel filter

Lube System

Crankcase breather (closed system), twin oil filter, engine-mounted oil sump drain pump, RH service oil level gauge

Mounting System

Adjustable mounts

Protection System

Shutoff solenoid (ETS), alarm switches (high jacket water temperature, low oil pressure)

Starting System

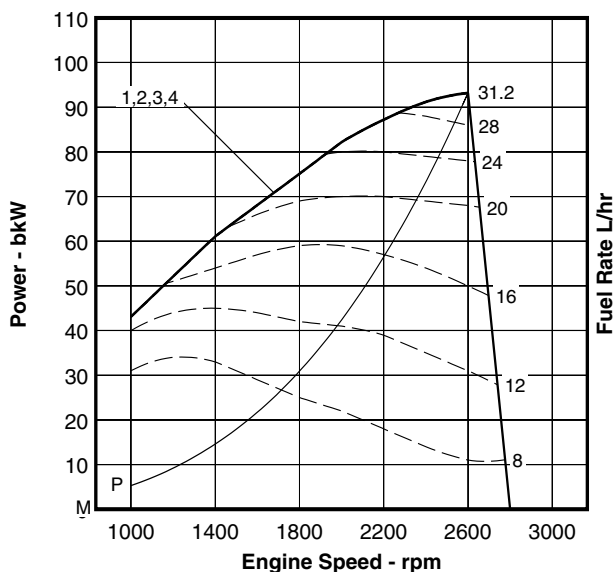
Electric starting motor (12-volt and 24-volt)

General

Vibration damper, Caterpillar yellow paint, lifting eyes

PERFORMANCE CURVES

C Rating — DM6307-00



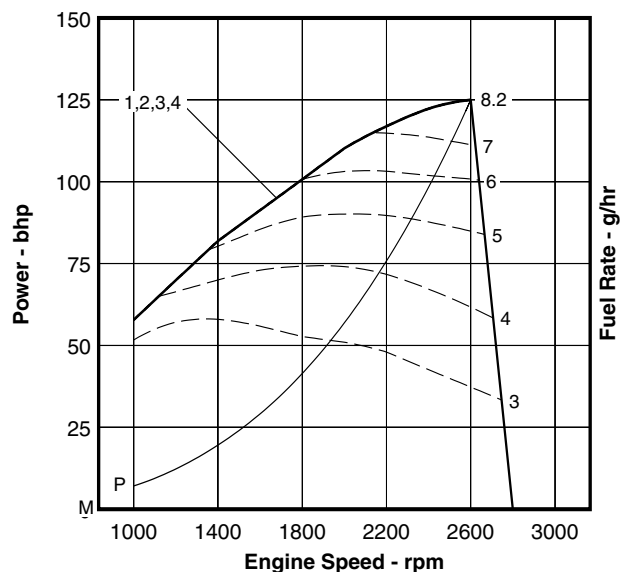
93 kW

SI Metric

Performance Data

	Engine Speed rpm	Engine Power kW	BSFC g/kW-h	Fuel Rate L/h	Boost Press kPa Gauge	Intake Air Flow m³/min	Exh Manif Temp °C	Exh Gas Flow m³/min
Zone Limit	2600	93.2	281	31.2		6.6	565	19.5
Curve: 1	2400	91.2	271	29.5		6.3	565	18.5
	2000	82.2	255	25.0		5.3	554	15.3
	1600	68.1	259	21.0		4.2	531	11.8
	1200	52.1	267	16.6		3.1	503	8.6
	1000	43.1	261	13.4		2.6	466	6.7
Zone Limit	2600	93.2	281	31.2		6.6	565	19.5
Curve: 2	2400	91.2	271	29.5		6.3	565	18.5
	2000	82.2	255	25.0		5.3	554	15.3
	1600	68.1	259	21.0		4.2	531	11.8
	1200	52.1	267	16.6		3.1	503	8.6
	1000	43.1	261	13.4		2.6	466	6.7
Zone Limit	2600	93.2	281	31.2		6.6	565	19.5
Curve: 3	2400	91.2	271	29.5		6.3	565	18.5
	2000	82.2	255	25.0		5.3	554	15.3
	1600	68.1	259	21.0		4.2	531	11.8
	1200	52.1	267	16.6		3.1	503	8.6
	1000	43.1	261	13.4		2.6	466	6.7
Zone Limit	2600	93.2	281	31.2		6.6	565	19.5
Curve: 4	2400	91.2	271	29.5		6.3	565	18.5
	2000	82.2	255	25.0		5.3	554	15.3
	1600	68.1	259	21.0		4.2	531	11.8
	1200	52.1	267	16.6		3.1	503	8.6
	1000	43.1	261	13.4		2.6	466	6.7
Prop Demand	2600	93.2	281	31.2		6.6	565	19.5
Curve: P	2400	73.3	247	21.6		5.0	453	12.9
	2000	42.4	247	12.5		2.7	316	5.6
	1600	21.7	279	7.2		1.3	235	2.3
	1200	9.2	398	4.3		0.8	204	1.4
	1000	5.3	481	3.0		0.3	148	0.5

Brake Mean Effective Pressure719 kPa



125 hp

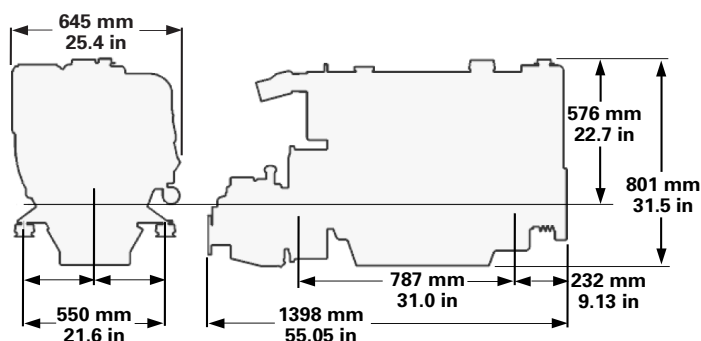
English

Performance Data

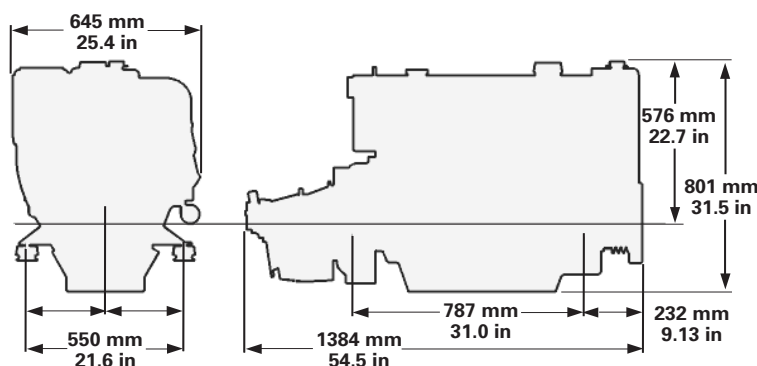
	Engine Speed rpm	Engine Power hp	BSFC lb/hp-h	Fuel Rate gph	Boost Press in.Hg. Gauge	Intake Air Flow cfm	Exh Manif Temp °F	Exh Gas Flow cfm
Zone Limit	2600	125	.461	8.2		233	1050	688
Curve: 1	2400	122	.446	7.8		222	1049	653
	2000	110	.419	6.6		187	1029	540
	1600	91	.425	5.5		148	987	416
	1200	70	.439	4.4		109	938	303
	1000	58	.429	3.5		92	871	236
Zone Limit	2600	125	.461	8.2		233	1050	688
Curve: 2	2400	122	.446	7.8		222	1049	653
	2000	110	.419	6.6		187	1029	540
	1600	91	.425	5.5		148	987	416
	1200	70	.439	4.4		109	938	303
	1000	58	.429	3.5		92	871	236
Zone Limit	2600	125	.461	8.2		233	1050	688
Curve: 3	2400	122	.446	7.8		222	1049	653
	2000	110	.419	6.6		187	1029	540
	1600	91	.425	5.5		148	987	416
	1200	70	.439	4.4		109	938	303
	1000	58	.429	3.5		92	871	236
Zone Limit	2600	125	.461	8.2		233	1050	688
Curve: 4	2400	122	.446	7.8		222	1049	653
	2000	110	.419	6.6		187	1029	540
	1600	91	.425	5.5		148	987	416
	1200	70	.439	4.4		109	938	303
	1000	58	.429	3.5		92	871	236
Prop Demand	2600	125	.461	8.2		233	1050	688
Curve: P	2400	98	.406	5.7		176	847	455
	2000	57	.407	3.3		95	600	198
	1600	29	.458	1.9		46	455	81
	1200	12	.654	1.1		28	398	49
	1000	7	.791	0.8		11	298	18

Brake Mean Effective Pressure104 psi

DIMENSIONS



with PRM 500D Gearbox



with ZF Hurth HSW 450 A Gearbox

RATING DEFINITIONS AND CONDITIONS

C RATING – Vessels such as ferries, harbor tugs, fishing boats moving at higher speeds out and back (e.g. lobster, crayfish, and tuna), offshore service boats, and also displacement hull yachts and short trip coastal freighters where engine load and speed are cyclical.

RATINGS are based on SAE J1228/ISO8665 standard conditions of 100 kPa (29.61 in. Hg), 25° C (77° F), and 30% relative humidity. These ratings also apply at ISO3046/1, DIN6271/3, and BS5514 conditions of 100 kPa (29.61 in. Hg), 27° C (81° F), and 60% relative humidity. Ratings are valid for air cleaner inlet temperatures up to and including 50° C (122° F) and for sea water temperatures up to and including 38° C (100° F) at sea level.

FUEL RATES are 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 29° C (85° F) and weighing 838.9 g/liter (7.001 lbs/U.S. gal). Fuel consumption shown with all oil, fuel, and water pumps, engine driven. For a “without pumps” condition, deduct approximately 0.5% for each pump not engine driven.

Additional ratings may be available for specific customer requirements. Consult your Caterpillar representative for additional information.



3056 MARINE PROPULSION

93 bkW (125 bhp)

Performance data is calculated in accordance with tolerances and conditions stated in this specification sheet and is only intended for purposes of comparison with other manufacturers' engines. Actual engine performance may vary according to the particular application of the engine and operating conditions beyond Caterpillar's control.

Power produced at the flywheel will be within standard tolerances up to 49°C (120°F) combustion air temperature measured at the air cleaner inlet, and fuel temperature up to 52°C (125°F) measured at the fuel filter base. Power rated in accordance with NMMA procedure as crankshaft power. Reduce crankshaft power by 3% for propeller shaft power.

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