### MARINE ENGINE

<table>
<thead>
<tr>
<th></th>
<th>BHP</th>
<th>HP (metric)</th>
<th>Turbocharged</th>
<th>Water to A/C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum (Flywheel)</td>
<td>550</td>
<td>558</td>
<td>395</td>
<td>401</td>
</tr>
<tr>
<td>@ 2000 RPM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermittent (Flywheel)</td>
<td>460</td>
<td>466</td>
<td>315</td>
<td>319</td>
</tr>
<tr>
<td>@ 2000 RPM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous (Flywheel)</td>
<td>365</td>
<td>370</td>
<td>245</td>
<td>248</td>
</tr>
<tr>
<td>@ 1800 RPM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous (Shaft)</td>
<td>354</td>
<td>359</td>
<td>238</td>
<td>241</td>
</tr>
<tr>
<td>@ 1800 RPM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approx. Fuel Consumption</td>
<td>19.3</td>
<td>73.2</td>
<td>13.8</td>
<td>52.1</td>
</tr>
<tr>
<td>@ Fuel Cont. Shaft HP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*For Maximum & Intermittent Applications, consult Factory

### DESCRIPTION

Four stroke cycle, Diesel
Number of cylinders ........ In-Line 6
Bore and stroke: inches .......... 5.4 x 6.5
                                  millimeters .......... 137 x 165
Displacement: cu. in. .......... 893
                                  liters .......... 14.6
Low idle speed ............. 550 RPM
Engine Rotation ................ SAE Standard
Approximate dry weight ....... lb kg lb* kg*
Engine (TA)(T*) ............... 4935 2230 4885 2210
Marine gear (MG514) .......... 1105 503 1105 503
Total .......................... 6040 2733 5990 2713
STANDARD EQUIPMENT INCLUDES:

- Air Cleaner, Single-Stage, dry
- Breather, Crankcase
- Cooler, Lubricating Oil
- Filters, Fuel, Lubricating Oil
- Flywheel and Flywheel Housing SAE No. 0
- Gauge, Fuel Pressure
- Governor, Hydra-mechanical
- Lifting Eyes
- Paint, Caterpillar yellow
- Pumps, Fuel Priming, Fuel Transfer
- Pumps, Water
- Auxiliary, Sea Water, Gear-Driven, Rotary, Self-Priming (not included with keel cooling arrangement)
- Auxiliary, Fresh Water, Gear-Driven, Centrifugal, Non-Self-Priming (separate circuited engine only)
- Jacket Water, Gear-Driven, Centrifugal
- SAE Standard Rotation
- Service Meter
- Supports, Front
- Thermostats and Housing
- Variable Timing, Automatic
- Vibration Damper
- Cooler, Marine Gear Oil
- Drive, Tachometer, SAE Standard
- Fuel Ratio Control
- Gear, Reverse and Reduction: Twin Disc MG514, includes propeller shaft flange
- Heat Exchanger, installed (not included for keel cooling)
- Manifold, Watercooled Exhaust
- Pump, Lubricating Oil, Sump, Manual
- Shield, Turbocharger, watercooled
- Tank, Expansion (3-inch pipe size recommended for external cooling system)
- Pan, oil, deep

*Option of Engine only can be specified.

ATTACHMENTS

- Air Cleaners, dry, large capacity, single stage, precleaner, rain cap, service indicator
- Engine mounted controls, positive locking, either side, vernier option.
- Remote controls, single and double lever pilot house controls and related cable and fittings, air actuated, remote instrument panels.
- Exhaust fittings, elbows, mufflers and pipe.
- Primary fuel filter and flexible fuel lines.
- Tachometers for single and dual installations, mechanical and electrical, hour meter.
- Engine mounted instrument panels for electrical or mechanical connections.
- Auxiliary drives, includes pulleys.
- Front mounted enclosed clutches, front end stub shaft.
- Alarm switch for oil pressure and water temperature.
- Starting systems, air, electric and hydraulic, air accessories.
- Charging generator and alternators, battery chargers.
- Glow plugs for cold weather starting.
- Bilge pump drive, bilge and deck washing pump, tool group.
STANDARDS:

GENERAL: All BHP ratings are at SAE J816 Standard conditions — 29.38 in Hg (746 mm) and 85°F (30°C). All HP (Metric) ratings are at DIN 5270 Standard conditions — 736 mm (28.97 in Hg) and 20°C (68°F).

Shaft ratings are net output ratings; i.e., the capabilities of the engine equipped with air cleaners, fuel, lube oil, jacket water pumps and marine gear.

INTERMITTENT is the horsepower and speed capability in applications having variable speed and/or load requirements.

CONTINUOUS is the horsepower and speed capability that can be utilized without interruption or load cycling.

OTHER RATINGS: Published intermittent and continuous ratings are a general guide for worldwide use over a broad application range. Other ratings, yielding higher performance and economic return, are available to meet the requirements of particular application.

FUEL FACTS: Fuel consumption applies to standard marine engine based on fuel oil having a gross heat value of 19,500 BTU per pound (10,830Kcal/Kg) and weighing 7.12 pounds per U.S. gallon (855 gm/ltr).

MARINE GEAR SPECIFICATIONS . . .

TWIN-DISC MG514

☐ Adjustment-free oil-bathed multiple-disc sintered metal clutches . . . hydraulically controlled . . . separate clutch pack for forward and reverse

☐ Gears in constant mesh, full power for both forward and reverse duty . . . twinning flexibility

☐ Lubricant filtered twice and cooled before entering pressurized system.

☐ Hardened, ground and honed helical-tooth gears.

☐ Come-Home lock-up feature.

☐ Warranted by Caterpillar.

☐ Certification by major marine classification societies is available.

☐ Auxiliary-power engine configurations can be specified. Consult your application specialist.

Materials and specifications are subject to change without notice.