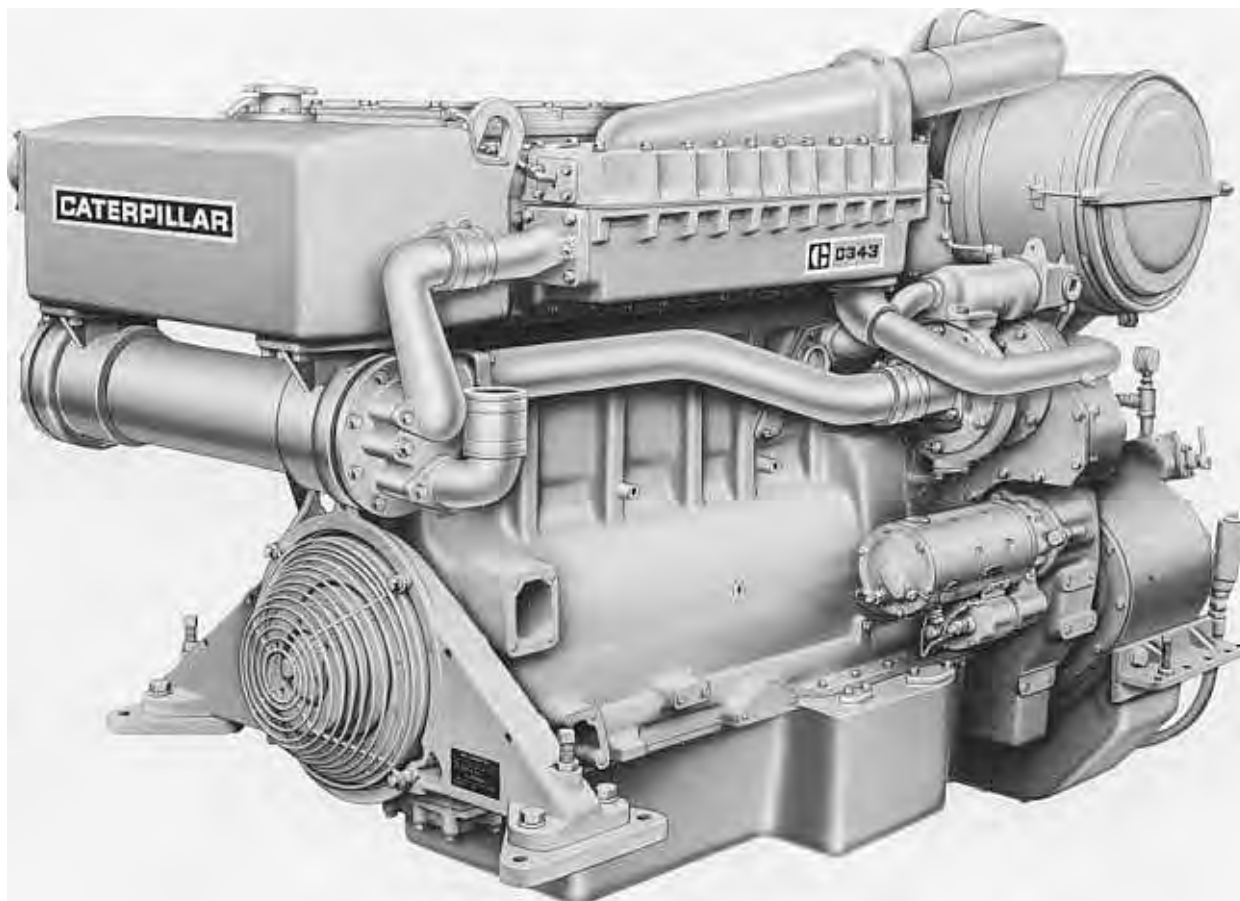




CATERPILLAR

D343 MARINE ENGINE



MARINE ENGINE

		TA-85°F (30°C) Water to A/C	Turbocharged Model
Maximum (Flywheel) @ 2000 RPM	BHP	550	395
	HP (metric)	558	401
Intermittent (Flywheel) @ 2000 RPM	BHP	460	315
	HP (metric)	466	319
Continuous (Flywheel) @ 1800 RPM	BHP	365	245
	HP (metric)	370	248
Continuous (Shaft) @ 1800 RPM	BHP	354	238
	HP (metric)	359	241
Approx. Fuel Consumption @ Fuel Cont. Shaft HP	Gal/Hr	19,3	13,8
	Lit/Hr	73,2	52,1

*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

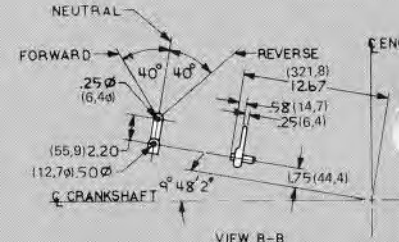
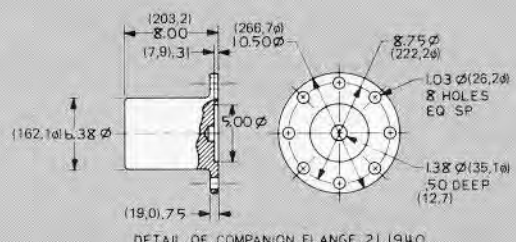
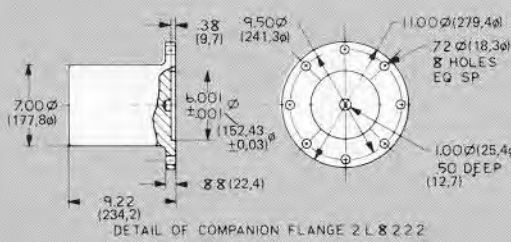
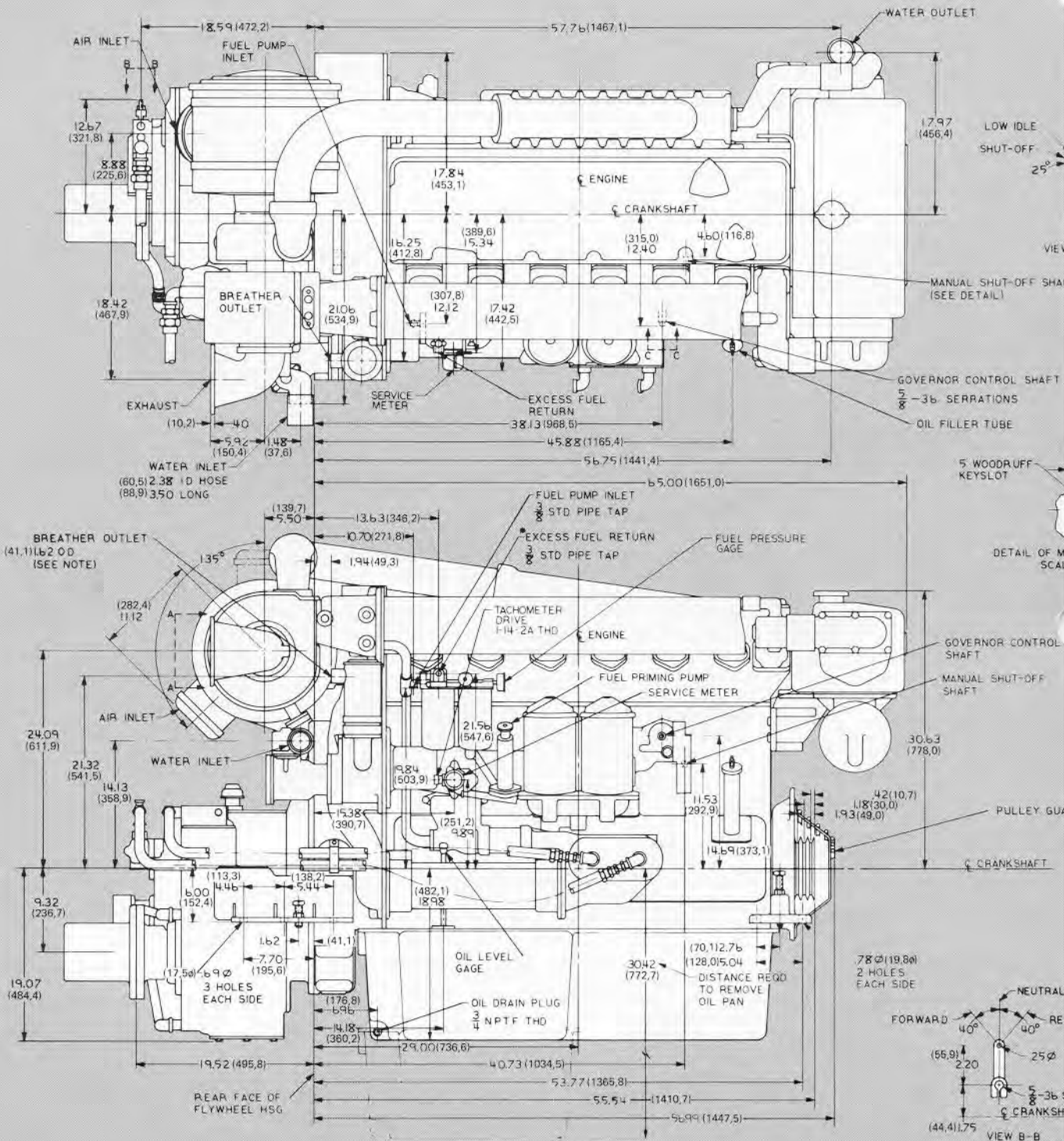
Engine Rotation SAE Standard

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

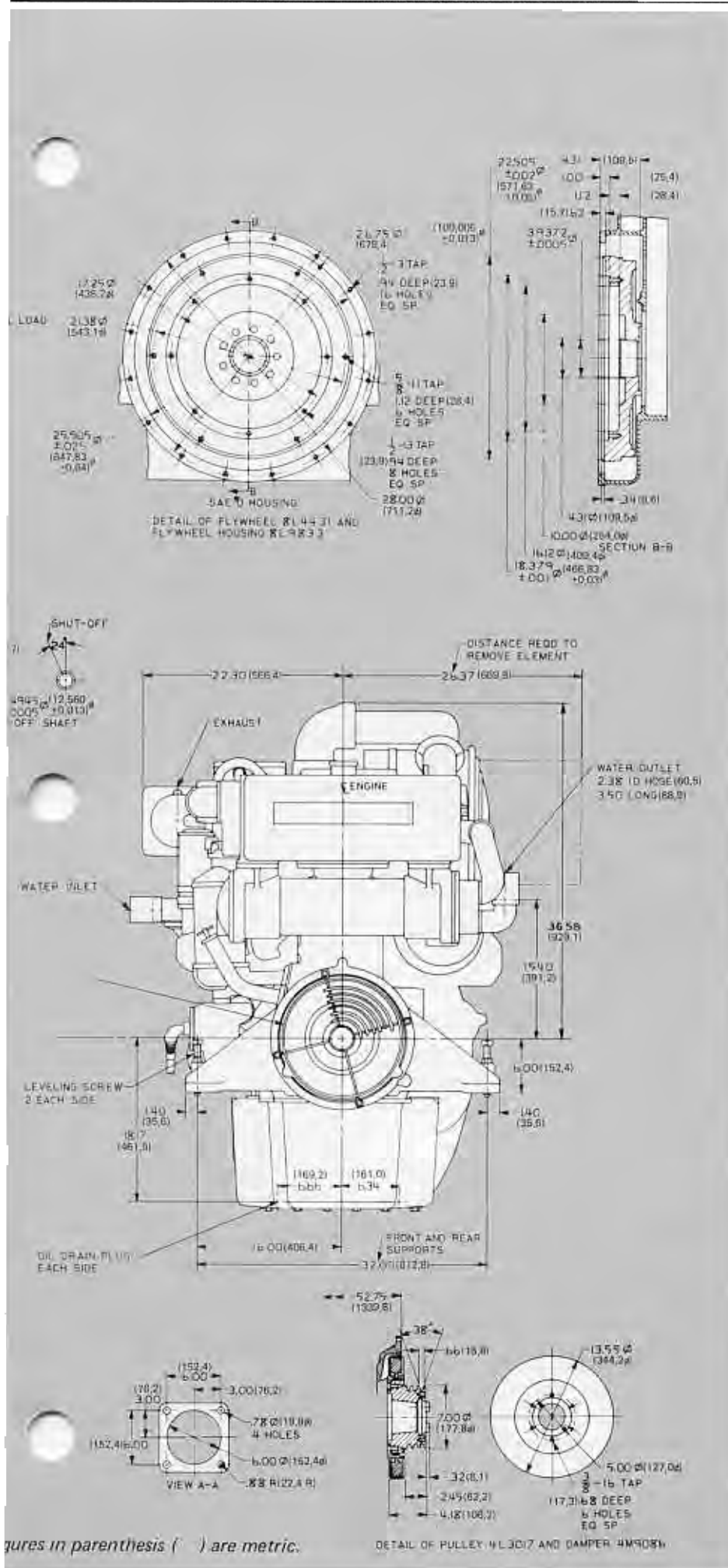


STANDARD EQUIPMENT INCLUDES*:

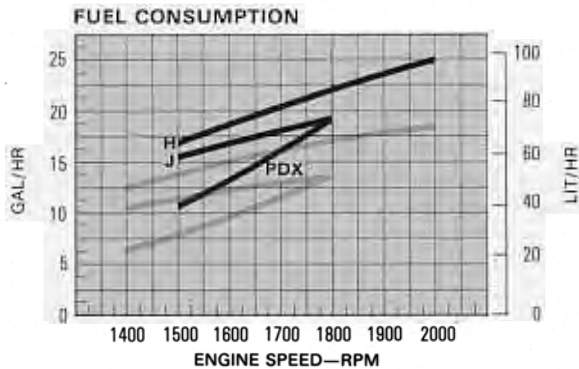
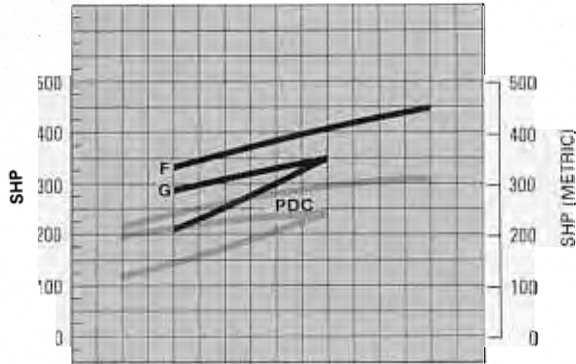
- Air Cleaner, Single-Stage, dry
 - Breather, Crankcase
 - Cooler, Lubricating Oil
 - Filters, Fuel, Lubricating Oil
 - Flywheel and Flywheel Housing SAE No. G
 - Gauge, Fuel Pressure
 - Governor, Hydra-mechanical
 - Lifting Eyes
 - Paint, Caterpillar yellow
 - Pumps, Fuel Priming, Fuel Transfer
 - Pumps, 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.



D343
RATING CURVES (SHAFT HORSEPOWER)
 TURBOCHARGED-AFTERCOOLED—(85° WATER TO AFTERCOOLER) ■
 TURBOCHARGED ■



PDC—JWAC TYPICAL PROP. DEMAND CURVE FROM 354 SHP AT 1800 RPM
 PDX—JWAC TYPICAL PROP. DEMAND FUEL CONSUMPTION CURVE FROM 354 SHP AT 1800 RPM
 PDC—T TYPICAL PROP. DEMAND CURVE FROM 238 SHP AT 1800 RPM
 PDC—T TYPICAL PROP. DEMAND FUEL CONSUMPTION CURVE FROM 238 SHP AT 1800 RPM
 F—INTERMITTENT (DIN 6270—N₆)—SHAFT HORSEPOWER
 G—CONTINUOUS (DIN 6270—N₆)—SHAFT HORSEPOWER
 H—FUEL CONSUMPTION BASED ON CURVE F
 J—FUEL CONSUMPTION BASED ON CURVE G

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 6270 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 world-wide 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 (10,830K-cal/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.

MARINE GEAR	GEAR RATIOS
Twin-Disc MG514	2:1 Forward and Reverse 3:1 Forward and Reverse 3.5:1 Forward and Reverse 4.5:1 Forward and Reverse 6:1 Forward and Reverse

- 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

