

Marine Propulsion Engines



CATERPILLAR[®]

C32 ACERT

THE POWER FROM WITHIN

Designed for durability and reliability utilizing ACERT® Technology

The robust C32 ACERT block is designed to provide optimum power for your application without compromising the long, durable life you have come to expect from a Caterpillar® heavy-duty marine engine. The performance iron has gone through thousands of hours of validation testing to ensure your engine power will be there when you need it.

Environmentally friendly

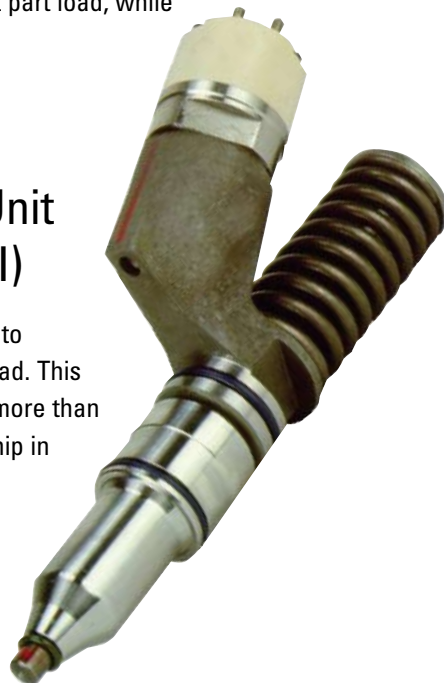
Meets current EPA Tier 2, EU Stage III, and IMO emissions regulations. Provides a solid building block to tackle future emissions challenges.

Improved fuel efficiency

Industry-leading Caterpillar fuel system expertise provides lower specific fuel consumption, particularly at part load, while reducing smoke and emissions.

Mechanically actuated Electronically controlled Unit Injector fuel system (MEUI)

Provides variable injection timing and duration to optimize combustion at any given speed and load. This proven fuel system technology is the result of more than 20 years of Caterpillar experience and leadership in revolutionary fuel system design.



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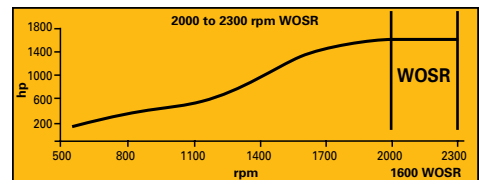
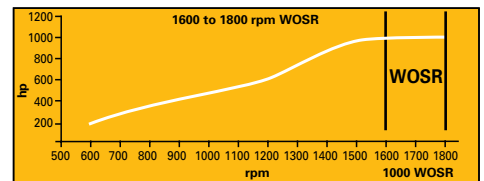
| Rating | bhp Rating |
|--------|----------------------|
| A | 660 @ 1800 rpm WOSR |
| A | 750 @ 1800 rpm WOSR |
| A | 850 @ 1800 rpm WOSR |
| A | 950 @ 1600 rpm* |
| A | 1000 @ 1800 rpm WOSR |
| B | 1300 @ 2100 rpm |
| C | 1300 @ 1800 rpm |
| C | 1450 @ 2300 rpm WOSR |
| D | 1600 @ 2300 rpm WOSR |

*This rating is also certified to U.S. EPA C1 cycle as variable speed auxiliary



Wide Operating Speed Range (WOSR)

- Full power over a wide speed range
- Excellent reserve power for acceleration



- Ideal for applications requiring the engine to operate normally at more than one speed or load
 - Ferries
 - Tugboats
 - Towboats
 - Work boats
 - Dredge
 - Water jet propulsion
- Provides an alternative to
 - Torque converters
 - Multi-speed transmissions
 - Controllable Pitch Propeller (CPP)





Cat® C32 ACERT Engine- Mounted Instrument Panel

Advantages:

- Integrated marine power display for engine monitoring, quick response, and effective local control
 - Optional marine analog power display
- Optional local speed control
- Local E-stop, warning indicators, horn
- Local keyswitch for power on/off and engine start/stop functionality
- 24-pin customer connector for use with remote panel
- Internal override and control switches
 - Local/remote throttle
 - Pre-lube override
 - Torque limit override
 - Crank override
 - Protection override
- Compatible with J1939 data link
- Back-up Electronic Control Unit (ECU) "ready" and "active" lights
- RH and LH mounting
- Momentary start/stop logic
 - ECU controlled engine pre-lube and cranking
 - ECU controlled engine cool-down

Images may not reflect actual engine.
For most current information, please refer to TMI web.

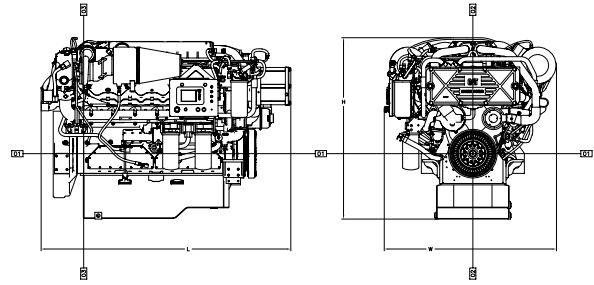
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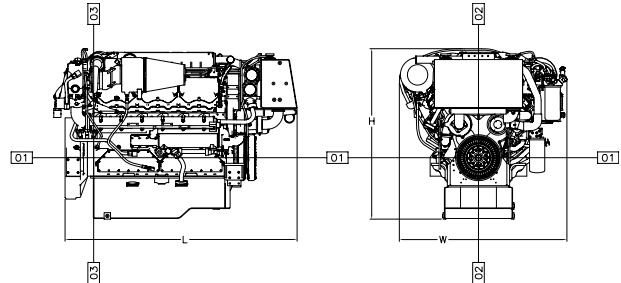
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Engine Dimensions

Heat Exchanger-Cooled



Keel-Cooled



Overall Length to Flywheel Housing — mm (in)

Heat Exchanger-Cooled..... 1992.0 (78.4)

Keel-Cooled..... 2072.6 (81.6)*

Overall Width — mm (in)..... 1442.7 (56.8)

Overall Height — mm (in)..... 1521.5 (59.9)

Approximate Weight — kg (lb)

Heat Exchanger Cooled (dry without gear)..... 3230 (7106)

Keel Cooled (dry without gear)..... 3340 (7348)

Standard Rotation..... Counterclockwise

Cooling System Refill Capacities — L (gal)

Heat Exchanger Cooled (Engine and Heat Exchanger) .. 80 (21.1)

Keel Cooled

JW Circuit (Engine and Expansion Tank)..... 120 (31.7)

Aftercooler Circuit (Engine and Expansion Tank) .. 40 (10.5)

Lube Oil System — Refill Capacities — L (gal)..... 138 (36.5)

Oil Change Interval..... 500 Hours

Major Overhaul Interval..... 2,000,000 L of Fuel

* Keel cooling not available on D rating

A4 Electronic Control Unit (ECU)

Advantages:

- Waterproof connectors
- Maintenance-free
- Backup ECU for redundant governing
- Caterpillar designed for optimal engine control



CATERPILLAR®
TODAY'S WORK. TOMORROW'S WORLD.™