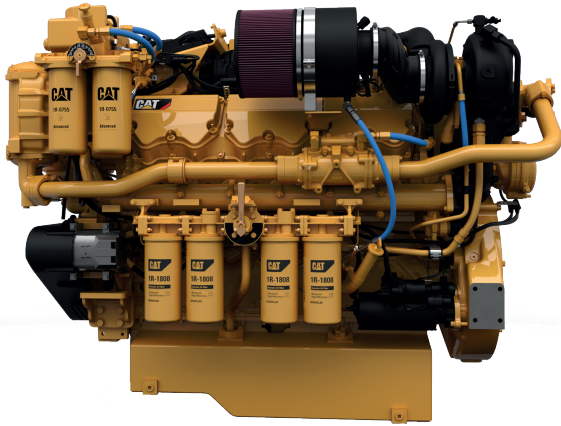


# C32

## MARINE PROPULSION ENGINE (IMO II)

492 bkW (660 bhp) @ 1800 rpm / 559 bkW (750 bhp) @ 1800 rpm / 634 bkW (850 bhp) @ 1800 rpm / 746 bkW (1000 bhp) @ 1800 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

IMO II  
emissions certified

#### Rated Engine Speed

1600 - 1800 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

1000 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### A RATING (UNRESTRICTED CONTINUOUS) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 100% of the time without interruption or cyclical load (80% to 100% load factor). Typical operation ranges from 5000 to 8000 hours per year

# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

Brake Specific Fuel Consumption				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	660	0.336	492	204.4
1600	463	0.343	346	207.6
1400	310	0.348	231	212.0
1200	195	0.366	146	222.1
1000	113	0.371	84	226.2
800	58	0.415	43	249.5

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Brake Specific Fuel Consumption				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	850	0.331	634	201.5
1600	597	0.341	445	206.9
1400	400	0.343	298	209.0
1200	252	0.354	188	216.2
1000	146	0.372	109	226.5
800	75	0.405	56	245.3

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Brake Specific Fuel Consumption				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	1000	0.342	746	208.1
1600	703	0.364	524	221.2
1400	471	0.338	351	206.1
1200	296	0.357	221	217.4
1000	172	0.361	128	219.3

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Brake Specific Fuel Consumption				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	750	0.332	559	201.8
1600	526	0.340	393	205.8
1400	353	0.341	263	207.5
1200	222	0.353	166	214.2
1000	129	0.367	96	224.0
800	66	0.397	49	241.4

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Brake Specific Fuel Consumption				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	1000	0.330	746	201.0
1600	703	0.335	524	203.9
1400	471	0.343	351	208.9
1200	296	0.343	221	208.5
1000	172	0.347	128	211.5
800	88	0.368	66	222.4

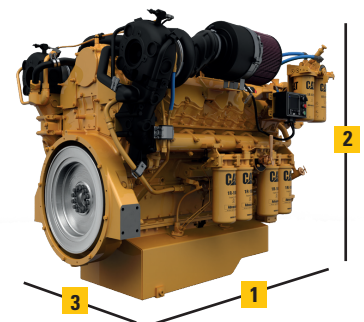
- ISO 3046/1 fluid consumption tolerance of -0/+5%

Note:  
Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership)  
analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.



CAT, CATERPILLAR, their respective logos, "Caterpillar Yellow" and the "Power Edge" trade dress, as well as corporate and product identity used herein, are trademarks of Caterpillar and may not be used without permission. U.S. Sourced

LEHM0270-01

To find your nearest dealer, please visit: [www.cat.com/marine](http://www.cat.com/marine)

©2018 Caterpillar  
All rights reserved.

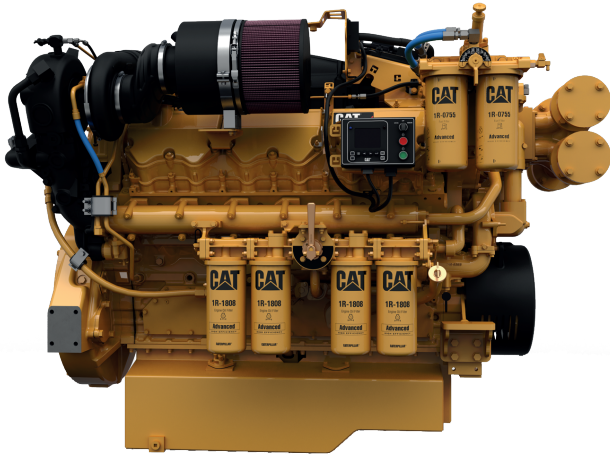
Materials and specifications are subject to change without notice.  
The International System of Units (SI) is used in this publication.

# C32

## MARINE PROPULSION ENGINE (U.S. EPA Tier 3 / IMO II)

559 bkW (750 bhp) @ 1800 rpm

596 bkW (800 bhp) @ 1800 rpm



C32 Marine Propulsion Engine  
U.S. EPA Tier 3 / IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

U.S. EPA Tier 3 / IMO II  
emissions certified

#### Rated Engine Speed

1600 - 1800 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

1000 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### A RATING (UNRESTRICTED CONTINUOUS) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 100% of the time without interruption or cyclical load (80% to 100% load factor). Typical operation ranges from 5000 to 8000 hours per year

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (U.S. EPA Tier 3 / IMO II)

### PROP DEMAND FUEL CONSUMPTION

Brake Specific Fuel Consumption 559 bkW (750 bhp) @ 1800 rpm				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	750	0.344	559	209.1
1600	526	0.361	393	219.4
1400	353	0.347	263	211.3
1200	222	0.360	166	219.0
1000	129	0.371	96	225.9
800	66	0.397	49	241.7

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Brake Specific Fuel Consumption 596 bkW (800 bhp) @ 1800 rpm				
rpm	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	800	0.346	596	210.7
1600	562	0.336	419	204.5
1400	376	0.349	281	211.7
1200	237	0.362	177	220.4
1000	137	0.381	102	231.6
800	70	0.411	52	251.3

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Note:

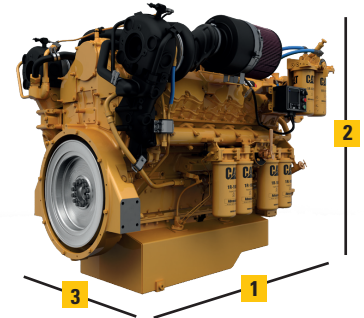
Please reference TMI Web for most current information (Cat dealers only)

Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

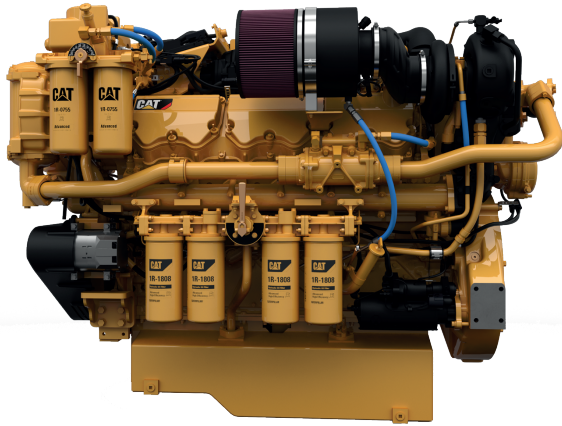
Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.



# C32

## MARINE PROPULSION ENGINE (IMO II)

708 bkW (950 bhp) @ 1600 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

IMO II  
emissions certified

#### Rated Engine Speed

1600 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

1000 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### A RATING (UNRESTRICTED CONTINUOUS) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 100% of the time without interruption or cyclical load (80% to 100% load factor). Typical operation ranges from 5000 to 8000 hours per year

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

rpm	Brake Specific Fuel Consumption 559 bkW (750 bhp) @ 1800 rpm			
	bhp	lb/bhp-hr	bkW	g/bkW-hr
1600	950	0.327	708	199.0
1400	637	0.330	475	200.8
1200	401	0.341	299	207.8
1000	232	0.340	173	207.4
800	119	0.346	89	210.8
600	50	0.398	37	237.6

- ISO 3046/1 fluid consumption tolerance of -0/+5%

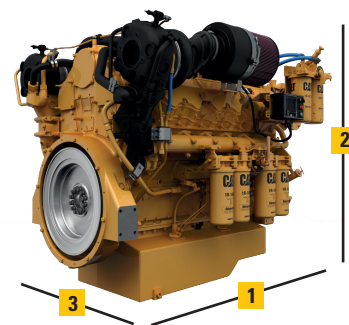
Note:

Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

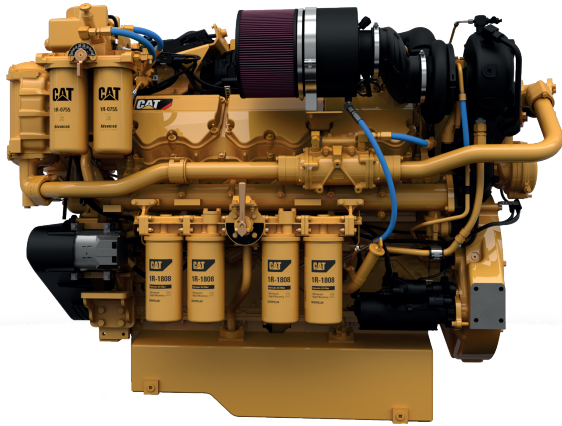
Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.



# C32

## MARINE PROPULSION ENGINE (IMO II)

895 bkW (1200 bhp) @ 2000 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

IMO II  
emissions certified

#### Rated Engine Speed

1800 - 2000 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

750 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### B RATING (HEAVY DUTY) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 80% of the time with some load cycling (40% to 80% load factor). Typical operation ranges from 3000 to 5000 hours per year

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

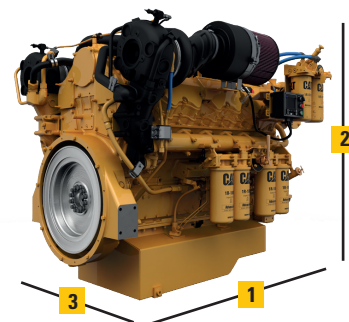
rpm	Brake Specific Fuel Consumption			
	bhp	lb/bhp-hr	bkW	g/bkW-hr
2000	1200	0.339	895	206.5
1800	875	0.336	652	204.3
1600	615	0.347	458	211.5
1400	412	0.362	307	220.1
1200	259	0.366	193	222.6
1000	150	0.366	112	224.1
800	77	0.394	57	239.8
<ul style="list-style-type: none"> <li>ISO 3046/1 fluid consumption tolerance of -0/+5%</li> </ul>				

Note:

Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
<b>min.</b>	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
<b>max.</b>	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg
<p>Note: Do not use these dimensions for installation design. See general dimension drawings for detail.</p>				

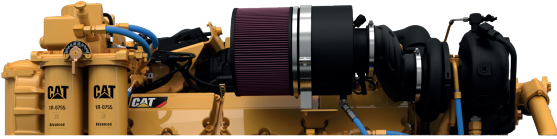




# C32

## MARINE PROPULSION ENGINE (IMO II)

969 bkW (1299 bhp) @ 1800-2100 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

**Configuration**

Vee 12, 4-stroke-cycle diesel

**Emissions**

IMO II  
emissions certified

**Rated Engine Speed**

1800 - 2100 rpm

**Bore x Stroke**

145 mm x 162 mm  
5.71 in x 6.38 in

**Displacement**

32.1 Liter  
1959 cu in

**Aspiration**

Turbocharged-aftercooled  
aspiration

**Governor**

Electronic (A4 ECM)

**Refill Capacity**

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

**Oil Change Interval**

500 hrs

**Cooling**

Heat exchanger or keel cooled

**Flywheel Housing**

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

**Rotation**

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### C RATING (MAXIMUM CONTINUOUS) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 50% of the time with cyclical load and speed (20% to 80% load factor). Typical operation ranges from 2000 to 4000 hours per year.

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

rpm	Brake Specific Fuel Consumption			
	bhp	lb/bhp-hr	bkW	g/bkW-hr
2100	1299	0.359	969	218.4
1900	962	0.379	718	230.5
1700	689	0.357	514	216.8
1500	474	0.354	353	214.9
1300	308	0.363	230	220.4
1100	187	0.375	139	227.9
900	102	0.384	76	234.0

- ISO 3046/1 fluid consumption tolerance of -0/+5%

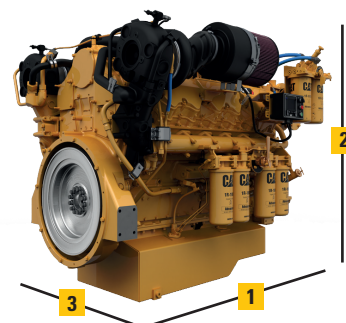
Note:

Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

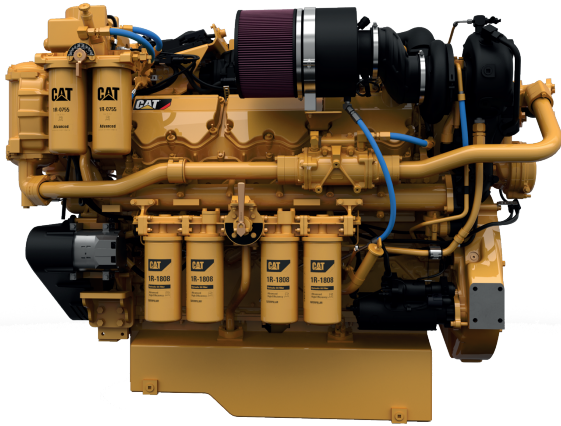
Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.



# C32

## MARINE PROPULSION ENGINE (IMO II)

970 bkW (1300 bhp) @ 1800 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

IMO II  
emissions certified

#### Rated Engine Speed

1800 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

500 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### C RATING (MAXIMUM CONTINUOUS) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 50% of the time with cyclical load and speed (20% to 80% load factor).  
Typical operation ranges from 2000 to 4000 hours per year

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

rpm	Brake Specific Fuel Consumption			
	bhp	lb/bhp-hr	bkW	g/bkW-hr
1800	1300	0.330	970	200.6
1600	913	0.345	681	209.5
1400	612	0.343	456	208.8
1200	385	0.341	287	207.6
1000	223	0.348	166	212.7
800	114	0.368	85	223.4

- ISO 3046/1 fluid consumption tolerance of -0/+5%

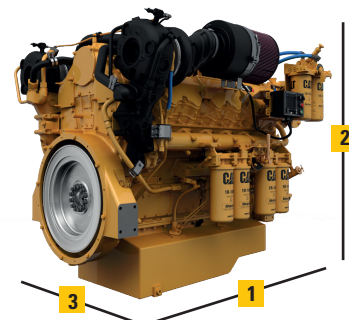
Note:

Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

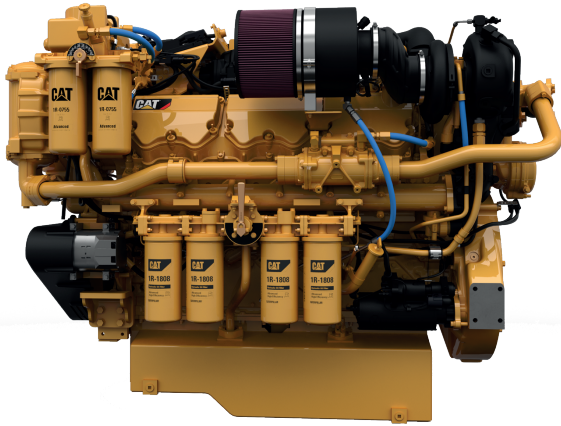
Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.



# C32

## MARINE PROPULSION ENGINE (IMO II)

970 bkW (1300 bhp) @ 2100 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

IMO II  
emissions certified

#### Rated Engine Speed

2100 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

750 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### B RATING (HEAVY DUTY) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 80% of the time with some load cycling (40% to 80% load factor). Typical operation ranges from 3000 to 5000 hours per year

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

rpm	Brake Specific Fuel Consumption			
	bhp	lb/bhp-hr	bkW	g/bkW-hr
2100	1300	0.341	970	207.1
2000	1123	0.344	837	209.5
1800	819	0.346	611	210.2
1600	575	0.349	429	212.4
1400	385	0.348	287	211.6
1200	243	0.350	181	213.2
1000	140	0.363	28	220.2
800	72	0.401	16	241.0

- ISO 3046/1 fluid consumption tolerance of -0/+5%

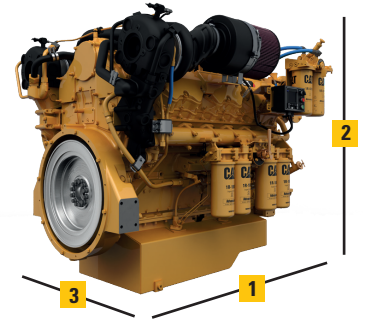
Note:

Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

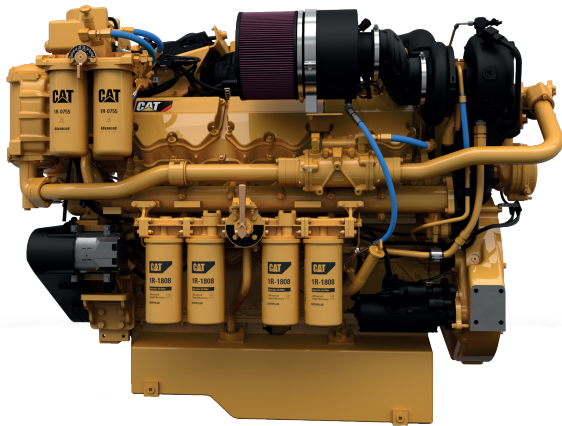
Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.



# C32

## MARINE PROPULSION ENGINE (IMO II)

1081 bkW (1450 bhp) @ 2300 rpm



C32 Marine Propulsion Engine  
IMO II

### ENGINE SPECIFICATIONS

#### Configuration

Vee 12, 4-stroke-cycle diesel

#### Emissions

IMO II  
emissions certified

#### Rated Engine Speed

2000 - 2300 rpm

#### Bore x Stroke

145 mm x 162 mm  
5.71 in x 6.38 in

#### Displacement

32.1 Liter  
1959 cu in

#### Aspiration

Turbocharged-aftercooled  
aspiration

#### Governor

Electronic (A4 ECM)

#### Refill Capacity

Lube Oil System w/Oil filter change:  
146 L (38.5 gal)

#### Oil Change Interval

500 hrs

#### Cooling

Heat exchanger or keel cooled

#### Flywheel Housing

SAE No. 0 with SAE No. 18  
flywheel (136 teeth)

#### Rotation

Counterclockwise from flywheel end

### FEATURES AND BENEFITS

- Separate-circuit aftercooling – no sea water in aftercooler
- Reliable electronic controlled unit injector fuel system
- Enhanced control of fuel injection optimized through crank timing and the A4 ECM technology
- Advanced combustion technology to optimize fuel consumption and meet emissions without aftertreatment
- Industry leading power reserve
- Wide range of available Marine Society certifications
- Industry-leading warranty coverage for factory packaged components
- Global dealer network for service in any location

### STANDARD ENGINE EQUIPMENT

- Separate circuit aftercooled (SCAC)
- Heat exchanger or Keel Cooling
- Watercooled exhaust manifold and turbocharger
- Deep or shallow sump oil pan
- Right or left hand service sides
- Oil fill, simplex filter and dipstick
- Duplex fuel filters with hybrid fuel lines
- Hard seawater lines – no flexible hoses
- Fuel transfer and priming pump
- Adjustable front support mounting system
- Customer wiring and service tool connector
- Flanges for cooling connections, ANSI or DIN
- 24V control system

### OPTIONAL ATTACHMENTS

- Starting motors – air, electric or dual
- Charging alternator
- Duplex oil filters
- MECP I control panel
- MECP II or MECP III control panel with Cat® Alarm and Protection System
- Front drives including stub shaft and pump drive
- Rear SAE A or B pump drives
- Closed crankcase fumes disposal
- Primary fuel filter with water separator, fuel cooler

### C RATING (MAXIMUM CONTINUOUS) DEFINITION

Typical applications: For vessels operating at rated load and rated speed up to 50% of the time with cyclical load and speed (20% to 80% load factor). Typical operation ranges from 2000 to 4000 hours per year

**BUILT FOR IT.™**



# TECHNICAL DATA

## C32 Marine Propulsion Engine (IMO II)

### PROP DEMAND FUEL CONSUMPTION

rpm	Brake Specific Fuel Consumption			
	bhp	lb/bhp-hr	bkW	g/bkW-hr
2300	1450	0.366	1081	222.4
2100	1103	0.349	823	212.2
2000	953	0.342	711	208.3
1800	695	0.343	518	208.9
1600	488	0.349	364	212.1
1300	262	0.357	195	217.3
1000	119	0.381	89	230.8
800	61	0.428	46	256.8

- ISO 3046/1 fluid consumption tolerance of -0/+5%

Note:

Please reference TMI Web for most current information (Cat dealers only)  
Consult your local Cat dealer to create a customized engine TCO (Total Cost of Ownership) analysis specific to your vessel.

### DIMENSIONS & WEIGHT

	Length (1)	Height (2)	Width (3)	Engine dry weight
min.	83.9 in/2130 mm	59.3 in/1507 mm	57.1 in/1451 mm	6950 lb/3152 kg
max.	89.8 in/2280 mm	63.5 in/1613 mm	57.3 in/1455 mm	7160 lb/3248 kg

Note:  
Do not use these dimensions for installation design. See general dimension drawings for detail.

