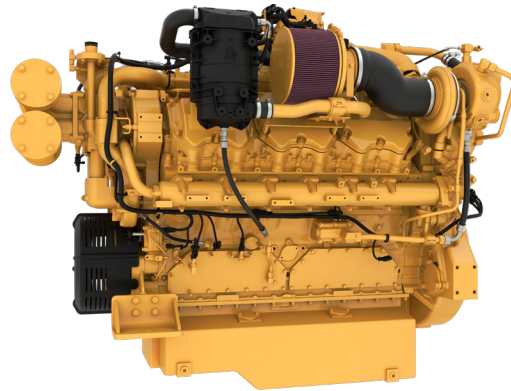
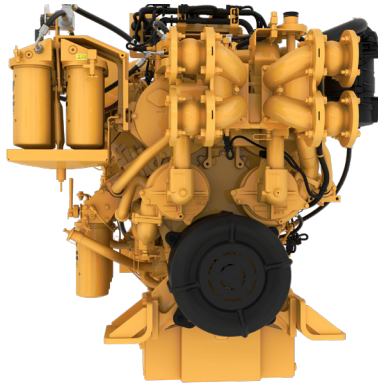


C32B Marine Propulsion Engines

Commercial Applications



ENGINE SPECIFICATIONS

CONFIGURATION	V 12, 4-Stroke Cycle Diesel	BORE X STROKE	145 mm x 162 mm / 5.7 in x 6.38 in
EMISSIONS	IMO II, IMO II / III, U.S. EPA Tier 4	REFILL CAPACITY LUBE OIL SYSTEM W/OIL FILTER CHANGE	146 L (38.5 gal) – Deep Sump
RATED ENGINE SPEED	1600 - 2100	OIL CHANGE INTERVAL	1000 hour A rating / 750 hour B rating
DISPLACEMENT	32.1 L (1959 in ³)	ROTATION (FROM FLYWHEEL END)	Counterclockwise
ASPIRATION	Twin Turbocharged – Aftercooled	COOLING	Heat Exchanger or Keel Cooled
GOVERNOR	Electronic (ADEM VI)		
FLYWHEEL HOUSING	SAE No. 0		

KEY FEATURES & BENEFITS

- Optimized engine design to enable increased power density
- Improved engine durability lowering total cost of ownership compared to previous models. Airless aftertreatment injection system
- Factory certified IMOII / IMO III / U.S. EPA Tier 4 systems
- IMO III system can be switched to IMO II mode in approved areas
- Updated engine electronic control module (ADEM VI)
- Updated Aftercooler design for increased cooling
- Marine alarm and protection system available
- MCS certifications available

STANDARD EQUIPMENT

- ADEM VI electronic control module
- Air Cleaner / Closed Crankcase Ventilation
- Gear-driven JW and SW pump (if equipped)
- Water-cooled exhaust manifolds and turbochargers
- MEUI-C fuel system
- 1000-hour oil pan (deep sump with A-Rating)
- RH or LH service side options
- Duplex fuel filtration

OPTIONAL ATTACHMENTS

- 120 V or 240 V jacket water heater
- SAE A or B PTO (RH rear)
- SAE A or B PTO (LH rear with Keel only)
- Front driven PTO
- 75 A, 105 A, or 175 A alternator
- Duplex lube oil
- Shallow sump oil pan
- Marine alarm & protection
- SOLAS shielding
- See Marine price list for additional attachments

RATINGS & FUEL CONSUMPTION

PROPULSION ENGINES

Rating	mhp	bhp	bkW	rpm	U.S. g/h	g/bkW-h	IMO	U.S. EPA	EU	China
A	1217	1200	895	1600-1800	58	209.4	II / III	Tier 4	NC	NC
A	1319	1300	970	1800	63	208	II / III	Tier 4	NC	NC
B	1470	1450	1081	1800-2100	73	218.2	II / III	Tier 4	NC	NC

Rating Definition:

A Rating (Unrestricted Continuous)

Typical applications: For Vessels operating at rated load and rated speed up to 100% of the time without interruption or load cycling (80% to 100% load factor).

Typical operation ranges from 5000 to 8000 hours per year.

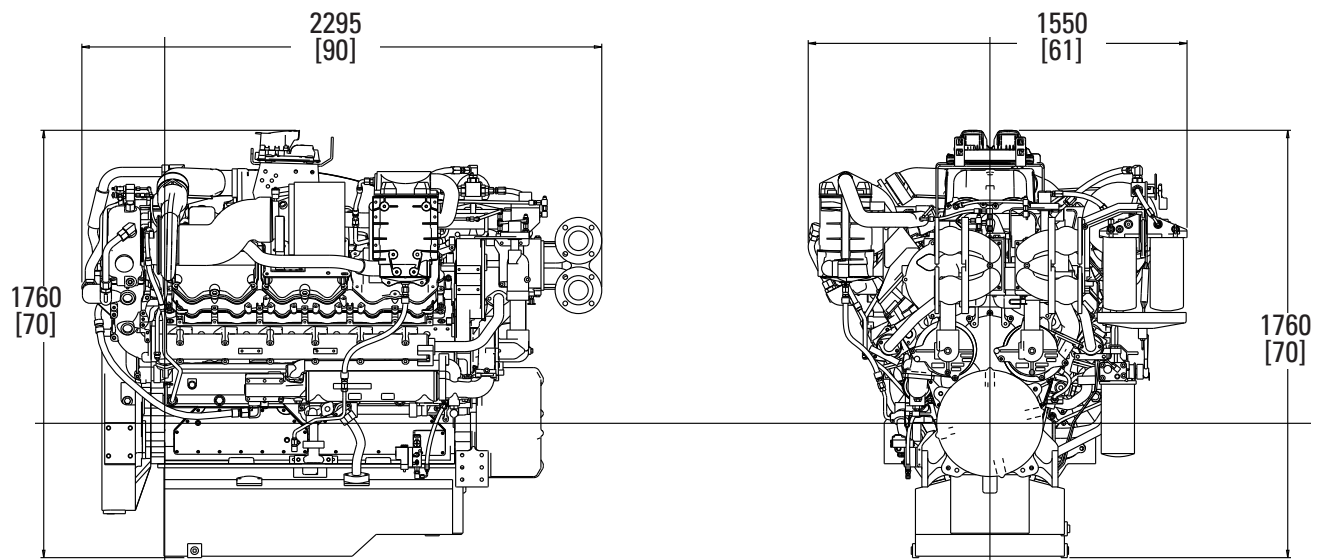
B Rating (Heavy Duty)

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.

ENGINE DIMENSIONS & WEIGHT

LENGTH	Max: 90 in. / 2295 mm Min: 84 in. / 2131 mm
HEIGHT	Max: 70 in. / 1760 mm Min: 70 in. / 1760 mm
WIDTH	Max: 61 in. / 1550 mm Min: 61 in. / 1550 mm
DRY WEIGHT	Max: 8050 lb / 3650 kg Min: 7495 lb / 3400 kg



CLEAN EMISSIONS MODULE (CEM)

Dimensions and Weight

Model	Length (1)	Height (2)	Width (3)	Weight
Z-Flow	2508 mm 98.7 in	711 mm 28 in	1606 mm 63.2 in	648 kg 1428.6 lb
U-Flow	2336 mm 92 in	711 mm 28 in	1605 mm 63.2 in	647 kg 1426.4 lb
Dosing Cabinet	794 mm 31.3 in	1453 mm 57.2 in	344 mm 13.5 in	145 kg 319.7 lb

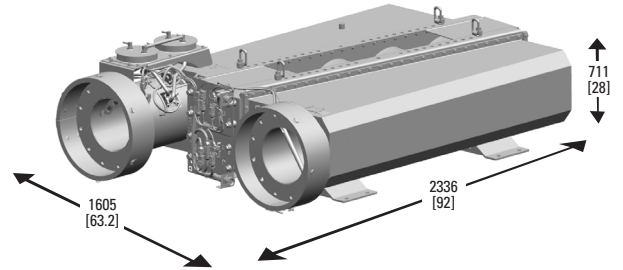
The C32B engine requires Selective Catalyst Reduction (SCR) technology.

The easy-to-install Cat® SCR System is an exhaust gas aftertreatment solution compliant with U.S. EPA Tier 4 / IMO III emission standards.

- Airless SCR technology
- IMO II-III switchable calibrations available
- Maintains engine efficiency, durability and reliability
- Easy to install with minimum impact to vessel design
- Compact package from one single source
- Available for new builds and retrofits
- Wall mounted dosing cabinet design for easier service and installation
- For detailed dimensions and installation requirements, please refer to the latest revision of the A&I guide

Clean Emissions Module (CEM)

Available in U-flow configurations (shown) and Z-flow configurations.



Dosing Cabinet

