Cat® 3516C

Diesel Generator Sets





Bore – mm (in)	170 (6.69)		
Stroke – mm (in)	215 (8.46)		
Displacement – L (in³)	78 (4764.73)		
Compression Ratio	14.0:1		
Aspiration	TA		
Fuel System	EUI		
Governor Type	ADEM™ A3		

Image shown may not reflect actual configuration

Standby	Mission Critical	Prime	Emissions Performance
50 Hz kVA (ekW)	50 Hz kVA (ekW)	50 Hz kVA (ekW)	
2750 (2200)	2750 (2200)	2750 (2200)	Optimized for Low Fuel Consumption

Standard Features

Cat® Diesel Engine

- Designed and optimized for low fuel consumption
- Reliable performance proven in thousands of applications worldwide

Generator Set Package

- Accepts 100% block load in one step and meets NFPA 110 loading requirements
- Conforms to ISO 8528-5 G3 load acceptance requirements
- Reliability verified through torsional vibration, fuel consumption, oil consumption, transient performance, and endurance testing

Alternators

- Superior motor starting capability minimizes need for oversizing generator
- Designed to match performance and output characteristics of Cat diesel engines

EMCP 4 Control Panels

- · User-friendly interface and navigation
- Scalable system to meet a wide range of installation requirements
- Expansion modules and site specific programming for specific customer requirements

Warranty

- 24 months/1000-hour warranty for standby and mission critical ratings
- 12 months/unlimited hour warranty for prime and continuous ratings
- Extended service protection is available to provide extended coverage options

Worldwide Product Support

- Cat dealers have over 1,800 dealer branch stores operating in 200 countries
- Your local Cat dealer provides extensive post-sale support, including maintenance and repair agreements

Financing

- Caterpillar offers an array of financial products to help you succeed through financial service excellence
- Options include loans, finance lease, operating lease, working capital, and revolving line of credit
- Contact your local Cat dealer for availability in your region

LEHE1721-02 Page 1 of 4



Optional Equipment

Engine	Power Termination	Vibration Isolators		
Air Cleaner ☐ Single element ☐ Dual element	Type □ Bus bar □ Circuit breaker	□ Rubber □ Spring □ Seismic rated Cat Connect Connectivity □ Ethernet □ Cellular □ Satellite		
Muffler	□ 5000A □ IEC			
☐ Industrial grade (15 dB) Starting ☐ Standard batteries ☐ Oversized batteries ☐ Standard electric starter(s)	☐ 3-pole ☐ Manually operated ☐ Electrically operated Trip Unit			
☐ Heavy duty electric starter(s)	□ LSI □ LSI-G □ LSIG-P	Extended Service Options		
□ Air starter(s)□ Jacket water heater		Terms		
A14 4	Control System	□ 2 year (prime)□ 3 year□ 5 year□ 10 year		
Alternator Output voltage	Controller ☐ EMCP 4.2B ☐ EMCP 4.3			
□ 380V □ 6900V □ 400V □ 10000V	□ EMCP 4.4	Coverage		
☐ 415V ☐ 10500V ☐ 6300V ☐ 11000V ☐ 6600V ☐ Temperature Rise	Attachments ☐ Local annunciator module ☐ Remote annunciator module ☐ Expansion I/O module	□ Silver□ Gold□ Platinum□ Platinum Plus		
(over 40°C ambient)	☐ Remote monitoring software	Ancillary Equipment		
□ 150°C □ 125°C/130°C	Charging	☐ Automatic transfer switch		
☐ 105°C Winding type ☐ Random wound	□ Battery charger – 10A□ Battery charger – 20A□ Battery charger – 35A	(ATS)Uninterruptible power supply (UPS)□ Paralleling switchgear□ Paralleling controls		
□ Form wound		Certifications		
Excitation ☐ Permanent magnet (PM)				
Attachments□ Anti-condensation heater□ Stator and bearing temperature monitoring and protection		□ Ò WÓ Ò ^ & ææ a		

Note: Some options may not be available on all models. Certifications may not be available with all model configurations. Consult factory for availability.

LEHE1721-02 Page 2 of 4



Package Performance

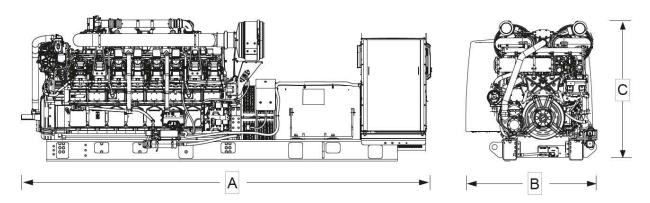
Exhaust system backpressure (maximum allowable) 6.7 (27.0) 6.7 (27.0) 6.7 (27.0) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 757 (43050) 757 (43050) 721 (41002)	Performance	Sta	andby	Missio	n Critical	Pr	ime
Sen set power rating with fan @ 0.8 power factor 2750 kVA 2750 kVA 2500 kVA Emissions Low Fuel	Frequency	50) Hz			50) Hz
Emissions	Gen set power rating with fan	2200 ekW		2200 ekW		2000 ekW	
Performance number	Gen set power rating with fan @ 0.8 power factor	2750 kVA		2750 kVA		2500 kVA	
Name	Emissions	Low Fuel		Low Fuel		Low Fuel	
100% load with fan - L/hr (gal/hr)	Performance number	EM2	880-00	EM2881-00		DM8445-01	
75% load with fan - L/hr (gal/hr)	Fuel Consumption						
50% load with fan - L/hr (gal/hr) 300.8 (79.5) 300.8 (79.5) 279.2 (73.8) 25% load with fan - L/hr (gal/hr) 181.6 (48.0) 181.6 (48.0) 171.4 (45.3) 25% load with fan - L/hr (gal/hr) 181.6 (48.0) 181.6 (48.0) 171.4 (45.3) 25% load with fan - L/hr (gal/hr) 181.6 (48.0) 181.6 (48.0) 171.4 (45.3) 25% load with fan - L/hr (gal/hr) 283.2 (61.6) 233.	100% load with fan – L/hr (gal/hr)	572.5	(151.2)	572.5	(151.2)	521.8	(137.8)
25% load with fan — L/hr (gal/hr) 181.6	75% load with fan – L/hr (gal/hr)	437.6	(115.6)	437.6	(115.6)	397.1	(105.1)
Radiator air flow restriction (system)* – kPa (in. water) Radiator air flow restriction (system)* – kPa (in. water) Radiator air flow* – m³/min (cfm) Radiator air flow* – m³/min (cfm) Radiator coolant capacity* – L (gal) Radiator coolant capacity* – Radiator	50% load with fan – L/hr (gal/hr)	300.8	(79.5)	300.8	(79.5)	279.2	(73.8)
Radiator air flow restriction (system)* – kPa (in. water) Radiator air flow* – m³/min (cfm) Radiator air flow* – m³/min (cfm) Radiator coolant capacity – L (gal) Radiator coolant capacity* – Radiator	25% load with fan – L/hr (gal/hr)	181.6	(48.0)	181.6	(48.0)	171.4	(45.3)
Radiator air flow* — m³/min (cfm) Engine coolant capacity — L (gal) Radiator coolant capacity* — L (gal) Total coolant capacity* — L (gal) Inlet Air Combustion air inlet flow rate — m³/min (cfm) Exhaust stack gas temperature — °C (°F) Exhaust gas flow rate — m³/min (cfm) Exhaust system Exhaust system backpressure (maximum allowable) — kPa (in. water) Heat rejection to aftercooler – kW (Btu/min) Heat rejection to atmosphere from engine — kW (Btu/min) Heat rejection from alternator – kW (Btu/min) Bys. (5.25) Eyrs. (5.25) E	Cooling System						
Engine coolant capacity — L (gal) Radiator coolant capacity* — L (gal) Total coolant capacity* — L (gal) Inlet Air Combustion air inlet flow rate — m³/min (cfm) Exhaust System Exhaust stack gas temperature — °C (°F) Exhaust gas flow rate — m³/min (cfm) Heat rejection to jacket water — kW (Btu/min) Heat rejection to aftercooler — kW (Btu/min) Heat rejection to atmosphere from engine — kW (Btu/min) Heat rejection from alternator — kW (Btu/min) Heat rejection from alternator — kW (Btu/min) Pear is pection from alternator — kW (Btu/min) NOx mg/Nm³ (g/hp-h) NOx mg/Nm³ (g/hp-h) NOx mg/Nm³ (g/hp-h) NOx mg/Nm³ (g/hp-h) Radiator coolant capacity* — L (gal) 183.7 (61.6) 233.2 (61.6) 248.2 (17097.8) 183.7 (6486.7) 171.2 (6045.2) 477.8 (892.0) 465.8 (870.4) 484.2 (17097.8) 484.2 (17097.8) 444.2 (17697.8) 484.2 (17097.8) 484.2 (17097.8) 444.2 (17698.5) 6.7 (27.0) 6.7 (27.0) 6.7 (27	Radiator air flow restriction (system)* – kPa (in. water)						
Radiator coolant capacity* – L (gal) Total coolant capacity* – L (gal) Inlet Air Combustion air inlet flow rate – m³/min (cfm) 183.7 (6486.7) 183.7 (6486.7) 171.2 (6045.2) Exhaust System Exhaust stack gas temperature – °C (°F) 477.8 (892.0) 477.8 (892.0) 465.8 (870.4) Exhaust gas flow rate – m³/min (cfm) 484.2 (17097.8) 484.2 (17097.8) 444.2 (15685.0) Exhaust system backpressure (maximum allowable) – kPa (in. water) Heat Rejection Heat rejection to jacket water – kW (Btu/min) 757 (43050) 757 (43050) 721 (41002) Heat rejection to exhaust (total) – kW (Btu/min) 594 (33781) 594 (33781) 514 (29230) Heat rejection to aftercooler – kW (Btu/min) 106 (6034) 106 (6034) 94 (5357) Emissions** (Nominal) NOx mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 19.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 309.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 11.8 (0.02) 14.8 (0.03)	Radiator air flow* – m³/min (cfm)						
Total coolant capacity* - L (gal) Inlet Air	Engine coolant capacity – L (gal)	233.2	(61.6)	233.2	(61.6)	233.2	(61.6)
Inlet Air Combustion air inlet flow rate — m³/min (cfm) 183.7 (6486.7) 183.7 (6486.7) 171.2 (6045.2)	Radiator coolant capacity* – L (gal)						
Exhaust System	Total coolant capacity* - L (gal)						
Exhaust stack gas temperature – °C (°F)	Inlet Air						
Exhaust stack gas temperature - °C (°F) 477.8 (892.0) 477.8 (892.0) 465.8 (870.4) Exhaust gas flow rate - m³/min (cfm) 484.2 (17097.8) 484.2 (17097.8) 444.2 (15685.0) Exhaust system backpressure (maximum allowable) - kPa (in. water) 6.7 (27.0) 6.7 (27.0) 6.7 (27.0) 6.7 (27.0) Heat Rejection Heat rejection to jacket water - kW (Btu/min) 757 (43050) 757 (43050) 721 (41002) Heat rejection to exhaust (total) - kW (Btu/min) 2168 (123295) 2168 (123295) 1964 (111690) Heat rejection to aftercooler - kW (Btu/min) 594 (33781) 594 (33781) 514 (29230) Heat rejection to atmosphere from engine - kW (Btu/min) 106 (6034) 106 (6034) 94 (5357) Emissions** (Nominal) NOx mg/Nm³ (g/hp-h) 2575.8 (5.25) 2575.8 (5.25) 2437.8 (4.97) CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	Combustion air inlet flow rate – m³/min (cfm)	183.7	(6486.7)	183.7	(6486.7)	171.2	(6045.2)
Exhaust gas flow rate — m³/min (cfm)	Exhaust System						
Exhaust system backpressure (maximum allowable)	Exhaust stack gas temperature – °C (°F)	477.8	(892.0)	477.8	(892.0)	465.8	(870.4)
Heat Rejection Heat rejection to jacket water – kW (Btu/min) T57 (43050) T57 (43050) T21 (41002) Heat rejection to exhaust (total) – kW (Btu/min) T57 (43050) T57 (43050) T21 (41002) Heat rejection to exhaust (total) – kW (Btu/min) T58 (123295) T58 (123	Exhaust gas flow rate – m³/min (cfm)	484.2	(17097.8)	484.2	(17097.8)	444.2	(15685.0)
Heat rejection to jacket water – kW (Btu/min) 757 (43050) 757 (43050) 721 (41002)		6.7	(27.0)	6.7	(27.0)	6.7	(27.0)
Heat rejection to exhaust (total) – kW (Btu/min) Heat rejection to aftercooler – kW (Btu/min) Heat rejection to aftercooler – kW (Btu/min) Heat rejection to atmosphere from engine – kW (Btu/min) Heat rejection to atmosphere from engine – kW (Btu/min) Heat rejection from alternator – kW (Btu/min) Nox mg/Nm³ (g/hp-h) CO mg/Nm³ (g/hp-h) Hough (5357) Emissions** (Nominal) Hough (5357) Emissions** (Nominal) Hough (5357) Emissions** (Nominal) Hough (5357) Bala (5.25) Bala (6.38) Bala (Heat Rejection						
Heat rejection to aftercooler – kW (Btu/min) 594 (33781) 594 (33781) 514 (29230) Heat rejection to atmosphere from engine – kW (Btu/min) 147 (8360) 147 (8360) 142 (8075) Heat rejection from alternator – kW (Btu/min) 106 (6034) 106 (6034) 94 (5357) Emissions** (Nominal) 2575.8 (5.25) 2575.8 (5.25) 2437.8 (4.97) CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03) <	Heat rejection to jacket water – kW (Btu/min)	757	(43050)	757	(43050)	721	(41002)
Heat rejection to atmosphere from engine – kW (Btu/min) 147 (8360) 147 (8360) 142 (8075) Heat rejection from alternator – kW (Btu/min) 106 (6034) 106 (6034) 94 (5357) Emissions** (Nominal) NOx mg/Nm³ (g/hp-h) 2575.8 (5.25) 2575.8 (5.25) 2437.8 (4.97) CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	Heat rejection to exhaust (total) – kW (Btu/min)	2168	(123295)	2168	(123295)	1964	(111690)
kW (Btu/min) 147 (6360) 147 (8360) 142 (8073) Heat rejection from alternator – kW (Btu/min) 106 (6034) 106 (6034) 94 (5357) Emissions** (Nominal) NOx mg/Nm³ (g/hp-h) 2575.8 (5.25) 2575.8 (5.25) 2437.8 (4.97) CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	Heat rejection to aftercooler – kW (Btu/min)	594	(33781)	594	(33781)	514	(29230)
Emissions** (Nominal) NOx mg/Nm³ (g/hp-h) 2575.8 (5.25) 2575.8 (5.25) 2437.8 (4.97) CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)		147	(8360)	147	(8360)	142	(8075)
NOx mg/Nm³ (g/hp-h) 2575.8 (5.25) 2575.8 (5.25) 2437.8 (4.97) CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	Heat rejection from alternator – kW (Btu/min)	106	(6034)	106	(6034)	94	(5357)
CO mg/Nm³ (g/hp-h) 185.6 (0.38) 185.6 (0.38) 202.5 (0.41) HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	Emissions** (Nominal)						
HC mg/Nm³ (g/hp-h) 8.1 (0.02) 8.1 (0.02) 11.1 (0.02) PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	NOx mg/Nm³ (g/hp-h)	2575.8	(5.25)	2575.8	(5.25)	2437.8	(4.97)
PM mg/Nm³ (g/hp-h) 9.5 (0.02) 9.5 (0.02) 6.5 (0.01) Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	CO mg/Nm³ (g/hp-h)	185.6	(0.38)	185.6	(0.38)	202.5	(0.41)
Emissions** (Potential Site Variation) NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	HC mg/Nm³ (g/hp-h)	8.1	(0.02)	8.1	(0.02)	11.1	(0.02)
NOx mg/Nm³ (g/hp-h) 3090.9 (6.31) 3090.9 (6.31) 2925.4 (5.96) CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	PM mg/Nm³ (g/hp-h)	9.5	(0.02)	9.5	(0.02)	6.5	(0.01)
CO mg/Nm³ (g/hp-h) 334.1 (0.68) 334.1 (0.68) 364.5 (0.74) HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	Emissions** (Potential Site Variation)						
HC mg/Nm³ (g/hp-h) 10.8 (0.02) 10.8 (0.02) 14.8 (0.03)	NOx mg/Nm³ (g/hp-h)	3090.9	(6.31)	3090.9	(6.31)	2925.4	(5.96)
	CO mg/Nm³ (g/hp-h)	334.1	(0.68)	334.1	(0.68)	364.5	(0.74)
PM mg/Nm³ (g/hp-h) 13.3 (0.03) 13.3 (0.03) 9.1 (0.02)	HC mg/Nm³ (g/hp-h)	10.8	(0.02)	10.8	(0.02)	14.8	(0.03)
	PM mg/Nm³ (g/hp-h)	13.3	(0.03)	13.3	(0.03)	9.1	(0.02)

LEHE1721-02 Page 3 of 4

^{*}Please contact your dealer. **mg/Nm³ levels are corrected to 5% O_2 . Contact your local Cat dealer for further information.



Weights and Dimensions



Dim "A"	Dim "B"	Dim "C"	Weight without Radiator
mm (in)	mm (in)	mm (in)	kg (lb)
5800 (228.3)	1929 (75.9)	2050 (80.7)	14 698 (32,404)

Note: For reference only. Do not use for installation design. Contact your local Cat dealer for precise weights and dimensions.

Ratings Definitions

Standby

Output available with varying load for the duration of the interruption of the normal source power. Average power output is 70% of the standby power rating. Typical operation is 200 hours per year, with maximum expected usage of 500 hours per year.

Mission Critical

Output available with varying load for the duration of the interruption of the normal source power. Average power output is 85% of the mission critical power rating. Typical peak demand up to 100% of rated power for up to 5% of the operating time. Typical operation is 200 hours per year, with maximum expected usage of 500 hours per year.

Prime

Output available with varying load for an unlimited time. Average power output is 70% of the prime power rating. Typical peak demand is 100% of prime rated ekW with 10% overload capability for emergency use for a maximum of 1 hour in 12. Overload operation cannot exceed 25 hours per year.

Applicable Codes and Standards

AS 1359, CSA C22.2 No. 100-04, UL 142, UL 489, UL 869, UL 2200, NFPA 37, NFPA 70, NFPA 99, NFPA 110, IBC, IEC 60034-1, ISO 3046, ISO 8528, NEMA MG1-22, NEMA MG1-33, 2014/35/EU, 2006/42/EC, 2014/30/EU.

Note: Codes may not be available in all model configurations. Please consult your local Cat dealer for availability.

Data Center Applications

- ISO 8528-1 Data Center Power (DCP) compliant per DCP application of Cat diesel generator set prime power rating.
- All ratings Tier III/Tier IV compliant per Uptime Institute requirements.
- All ratings ANSI/TIA-942 compliant for Rated-1 through Rated-4 data centers.

Fuel Rates

Fuel rates are based on fuel oil of 35° API [16°C (60°F)] gravity having an LHV of 42,780 kJ/kg (18,390 Btu/lb) when used at 29°C (85°F) and weighing 838.9 g/liter (7.001 lbs/U.S. gal.)

www.cat.com/electricpower

©2019 Caterpillar All rights reserved.

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

CAT, CATERPILLAR, LET'S DO THE WORK, their respective logos, "Caterpillar Yellow", the "Power Edge" and Cat "Modern Hex" trade dress as well as corporate and product identity used herein, are trademarks of Caterpillar and may not be used without permission.