



The C4.4 IPU engine is a common rail direct injection engine with either a single turbo or twin turbo chargecooled air system. It meets U.S. EPA Tier 4 Final, EU Stage V and Japan 2014 (Tier 4 Final) emission standards. For ease of installation, the IPU provides full aftertreatment mounting, an integrated cooling system and inlet air filter mounted to the IPU.

Specifications

Power Rating		
Maximum Power	140 kW	188 HP
Maximum Torque	825 Nm @ 1400 rpm	609 lb-ft @ 1400 rpm
Rated Speed	2200 rpm	
Minimum Power	102 kW	137 HP

Emission Standards	
Emissions	EU Stage V, U.S. EPA Tier 4 Final

General		
Engine Configuration	Inline 4, 4-Stroke-Cycle Diesel	
Bore	105 mm	4.1 in
Stroke	127 mm	5 in
Displacement	4.4 l	268.5 in ³
Compression Ratio	16.0:2	
Aspiration	Turbocharged Aftercooled (TA) or Twin Turbocharged Aftercooled (TTA)	
Rotation from Flywheel End	Counterclockwise	
Aftertreatment	DOC+DPF+SCR	

Power Unit Dimensions		
Length	1532 mm	60.3 in
Width	869 mm	34.2 in
Height	1364 mm	53.7 in
Weight	707 kg	1559 lb

Benefits and Features

Reliable, Quiet and Durable Power

Global manufacturing capability and processes coupled with proven core engine designs assure reliability, quiet operation, and many hours of productive life.

Exhaust System

Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF), and Selective Catalytic Reduction (SCR) system supplied installed on engine. Zero downtime due to regeneration.

World-class Product Support Offered Through Global Cat Dealer Network

Superior dealer service network, Customer Support Agreements (CSA) and Cat® Extended Service Coverage (ESC).

Low-Cost Maintenance

Worldwide service delivers ease of maintenance and simplifies the servicing routine. Hydraulic tappets, multi-vee belts, service free DPF and 500-hour oil change intervals enable low-cost maintenance.

Standard Equipment

Air Inlet System

- Standard air cleaners

Control System

- Full electronic control system, all connectors and wiring looms waterproof and designed to withstand harsh off-highway environments
- Flexible and configurable software features and well-supported SAE J1939 CAN bus enables highly integrated machines

Cooling System

- Top tank temperature 108° C (226° F) as standard to minimize cooling pack size
- 50:50 water glycol mix
- Guidance on cooling system design available through your dealer to ensure equipment reliability

Flywheels and Flywheel Housing

- Wide choice of drivetrain interfaces, including SAE No. 2 and SAE No. 3 configurations

Fuel System

- Electronic high pressure common rail
- Innovative filter design to ensure maximum protection of the engine

Lube System

- Wide choice of sumps for different applications

Power Take Off

- SAE A and SAE B flanges on left-hand side. Additional SAE A flange available on left-hand side. Engine power can also be taken from the front of the engine on some applications. Factory fitted compressors are also available.

General

- Available with or without a balancer
- Paint: Caterpillar yellow, with optional colors available at request

U.S. EPA TIER 4 FINAL, EU STAGE V AFTERTREATMENT / CLEAN EMISSIONS CONTROL EQUIPMENT

- Diesel Oxidation Catalyst (DOC) / Diesel Particulate Filter (DPF) / Selective Catalytic Reduction (SCR)
- No ash service requirement

- Passive regeneration

The International System of Units (SI) is used in this publication. CAT, CATERPILLAR, their respective logos, ADEM, EUI, S•O•S, "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.