Cylinders: In-line 6

Bore/Stroke: 5.4 x 6.75 (137 mm x 171 mm)

Displacement: 15.2 L (928 cu in)

Weight: 3090 lb (1402 kg)

Truck and Bus Ratings:
435-625 hp @ 2100 rpm

RV and Fire Truck Ratings:
600-625 hp @ 2100 rpm

Torque:
1550-2050 lb-ft @ 1200 rpm

King of the Hill Horsepower:
600-625 @ 2100 rpm

King of the Hill Torque:
1850-2050 lb-ft @ 1200 rpm

Reliability
Dealer Repair Frequency statistics show Caterpillar® heavy duty engines offer outstanding reliability based on initial quality and customer surveys.

Durability
Laboratory tests and engine disassembly analyses indicate Cat® C15 engines are expected to have a B50 life of one million miles with Cat's recommended maintenance.

Fuel Economy
2007 compliant Cat® C15 engines are engineered to offer the same fuel economy as EPA 2004 compliant engines.

Total Owning/Operating Costs
2007 compliant Cat engines are engineered to offer the same reliability, durability, fuel economy and maintenance costs as EPA 2004 compliant engines for outstanding overall value.

Cat vs. The Competition
In fact, published industry reports and dealer surveys on prevention maintenance costs show that Cat engines may save you up to 54% over the competition during the first half-million miles of operation. From less expensive oil and fuel filters to a diesel particulate filter that can be serviced on the vehicle to reduce labor costs, Cat engines are designed to deliver lower total owning and operating costs.

Dealer Support
Caterpillar sets the industry standard for support with 2,500 authorized North American service locations and a 24/7 call center.
The Cat® C15 continues to be the heavy duty engine of choice for fleets and owner-operators alike. That’s because it delivers a winning combination of rugged reliability, million-mile durability, low operating costs and excellent fuel economy.

**ADEM™ A4 enhanced electronics** — Three times the memory, five times the processing speed of ADEM 2000 technology

**One-piece steel piston four-bolt connecting rod and high efficiency water pump** — Heavy duty components deliver the reliability, durability and resale value you expect from Caterpillar

**Industry-leading up-rate ability** — After initial purchase, the C15 is easily up-rate to higher horsepower for additional value at resale

**Multi-torque option** — Maximizes fuel economy, performance and driver comfort

**Larger displacement** — Allows more cool, clean air into the combustion chamber to reduce emissions and enables “Gear Fast, Run Slow” driving techniques to optimize fuel economy

**“Leak-free” technology** — Significantly reduces leaks to cut downtime and improve reliability

**Cat compressor brake** — 600 retarding horsepower now available on the C15
More Cool, Clean Air. More Proven Value.
The systems solution of ACERT Technology, a proven success, won’t change for 2007. Its four basic systems of Air Management, Precision Combustion, Advanced Electronics and Effective Aftertreatment are still the building blocks for reduced emissions, powerful performance and outstanding fuel economy.

But 2007 emissions regulations require diesel engines to emit lower levels of oxides of nitrogen (NOx) and particulates. That’s why Caterpillar has added two new enhancements: Clean Gas Induction (CGI) and a Cat Diesel Particulate Filter (DPF) featuring its own Cat Regeneration System (CRS).

The CGI process filters and cools exhaust before re-routing it to the engine.

The CGI advantage is clear. It recycles cool, clean air which is key to good fuel economy, reliability and durability. The Cat Regeneration System activates automatically when DPF soot builds up, with no driver action required. It works under any operating condition, using only the precise amount of fuel necessary to oxidize soot. Ash that collects in the Cat DPF can be cleared with a special removal tool.

For Bottom-Line Value Today

ACERT Technology Systems Solution

Air Management
- Variable Valve Actuation
- Series Turbocharging

Advanced Electronics
- Electronic Control Module
- System Integration

Precision Combustion
- Cat-Designed Injection Technology
- Clean Gas Induction

Effective Aftertreatment
- Diesel Particulate Filter
- Cat Regeneration System

The CGI process through the DPF:
- PM, NOx, CO2, HC
- NOx, H2O, CO2 back to engine
- Diesel Particulate Filter / Muffler
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Gearing Considerations

The C15 engine offers a wide operating range and high torque rise for compatibility with a wide range of transmissions. For best performance, tractors should be geared to achieve the appropriate balance between startability and desired road speed, and drivers should follow "Gear Fast, Run Super Slow" techniques.

For the best balance of performance and economy, spec axle ratios and tire sizes according to the following:

- **80,000 lb GCW or less**
  - Less than 1750 lb-ft: 1400 rpm @ 65 mph (105 km/h)
  - 1750 lb-ft and above: 1325 rpm @ 65 mph (105 km/h)

- **90,000 lb GCW or more**
  - 1500-1650 rpm @ cruise speed

- **Multi-torque**
  - 435-hp, 1550/1750 lb-ft: 1325 rpm @ 65 mph (105 km/h)
  - 475-hp, 1650/1850 lb-ft: 1325 rpm @ 65 mph (105 km/h)

Maximum recommended engine speed at cruise is 1500 rpm for most applications.

To optimize your truck's performance characteristics, the minimum startability requirements are:
- 10% for pickup and delivery
- 14% for line haul
- 20% for on/off-highway
- 25% for off-highway

At peak torque rpm in top gear, the recommended gradeability is 1.8% (1.5% minimum). At cruise speed in top gear, 1.0% is the ideal gradeability.

A computerized spec'ing tool called Design Pro 2.0, offered by your Caterpillar® dealer or authorized truck dealer, calculates the effects that various driveline components such as transmissions, axles and tires have on engine operation. This analysis allows you to test various driveline specifications to find the one best suited for your application and fuel economy requirements.

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### Most Horsepower Ratings in its Class (80,000 lb GCW or less)

<table>
<thead>
<tr>
<th>Horsepower Rating</th>
<th>Maximum Horsepower</th>
<th>Peak Torque</th>
<th>Governor Speed RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>435</td>
<td>450</td>
<td>1550</td>
<td>2100</td>
</tr>
<tr>
<td>475</td>
<td>450</td>
<td>1650</td>
<td>2100</td>
</tr>
<tr>
<td>Multi-torque</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>435 MT</td>
<td>450</td>
<td>1550/1750</td>
<td>2100</td>
</tr>
<tr>
<td>475 MT(a)</td>
<td>450</td>
<td>1650/1850</td>
<td>2100</td>
</tr>
</tbody>
</table>

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### Multi-torque Options*

<table>
<thead>
<tr>
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<th>Maximum Horsepower</th>
<th>Peak Torque</th>
<th>Governor Speed RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>435</td>
<td>450</td>
<td>1550/1650</td>
<td>2100</td>
</tr>
<tr>
<td>475</td>
<td>490</td>
<td>1650/1850</td>
<td>2100</td>
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<tr>
<td>500</td>
<td>515</td>
<td>1850</td>
<td>2100</td>
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<tr>
<td>550</td>
<td>550</td>
<td>1850</td>
<td>2100</td>
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<tr>
<td>600</td>
<td>600</td>
<td>1850</td>
<td>2100</td>
</tr>
<tr>
<td>625</td>
<td>625</td>
<td>2050</td>
<td>2100</td>
</tr>
</tbody>
</table>

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* With its multi-torque option, the C15 delivers an additional 200 lb-ft of peak torque in the top two gears. This not only results in noticeably better engine performance but also enhances driver satisfaction by allowing the use of shifting required by the demanding driven specifications by reducing the amount of shifting required.

(a) Gear Fast, Run Super Slow Option (GFRSS) – available for use with the Eaton Fuller RT6C-16909A or RT6C-16909A-T2.

(b) Also available for RV and Fire Truck.

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### Cat C15 2007 Compliant EPA Ratings

<table>
<thead>
<tr>
<th>Horsepower Rating</th>
<th>Maximum Horsepower</th>
<th>Peak Torque lb-ft</th>
<th>Governor Speed RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>435</td>
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<td>1550</td>
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<td>490</td>
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<tr>
<td>500</td>
<td>515</td>
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<td>2100</td>
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<tr>
<td>550</td>
<td>550</td>
<td>1850</td>
<td>2100</td>
</tr>
<tr>
<td>600</td>
<td>600</td>
<td>1850</td>
<td>2100</td>
</tr>
</tbody>
</table>

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* Multi-torque 80,000 to 90,000 lb GCW or less

Maximum recommended engine speed at cruise is 1500 rpm for most applications.

To optimize your truck's performance characteristics, the minimum startability requirements are 15% for pickup and delivery, 14% for line haul, 20% for on/off-highway and 25% for off-highway.

At peak torque rpm in top gear, the recommended gradeability is 1.8% (1.5% minimum). At cruise speed in top gear, 1.0% is the ideal gradeability.

A computerized spec'ing tool called Design Pro 2.0, offered by your Caterpillar® dealer or authorized truck dealer, calculates the effects that various driveline components such as transmissions, axles and tires have on engine operation. This analysis allows you to test various driveline specifications to find the one best suited for your application and fuel economy requirements.
Pure Support
Count on the Cat® dealer and truck dealer network of more than 2,500 authorized locations for convenient access to genuine Cat parts and services across North America. Our industry-leading support even includes the Caterpillar On-Highway Engine Call Center, where technicians are available 24 hours a day, seven days a week to answer technical questions, direct you to a dealer or help arrange on-the-road assistance. Just dial 1-800-447-4986 or send an email to Call_CAT@cat.com.

Pure Confidence
The standard warranty* for Cat C15 on-highway engines is 24 months.

Extended Service Coverage (ESC)* is an optional repair cost protection plan for owners of all on-highway trucks powered by Cat truck engines, including engines with ACERT Technology. The coverage pays 100% of parts and labor charges for any covered failures caused by defects in materials or workmanship under normal use and service.

*See your dealer for full details and conditions.

Pure Satisfaction
Caterpillar has earned the J.D. Power and Associates award for "Highest in Customer Satisfaction with Vocational Heavy Duty Diesel Engines" six times. No other engine manufacturer has ever received this satisfaction award—not even once.

Caterpillar’s 2006 award is the highest ever award in the category.