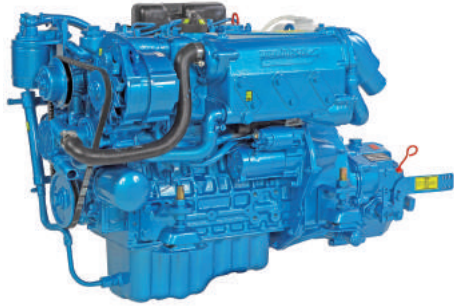


N4.38

SPECIFICATIONS



Power at crankshaft	27.6 kW [37.5 hp]
Displacement	1.498 l [91 in ³]
Configuration	4 cylinders in line
Operation type	4 strokes Diesel
Bore & Stroke	78 x 78.4 mm [3.07 x 3.09 in]
Compression ratio	23 : 1
Rated speed	3000 rpm
Idling speed	850 rpm
Peak torque	94.8 Nm
Peak torque speed	2200 rpm

Engine base	Kubota
Fuel system	Mechanical Indirect injection
Air intake	Natural
Cooling	Closed cooling with heat exchanger
Max mounting angle	15° Front down 15° Front up
Alternator	12 Volt 120 Amp
Rating	M4
Emission compliance	RCD 2013/53/EU EPA marine Tier 3 BSO 2
Dry weight	
with TMC60	153 kg [337 lbs]
with Sail Drive SP60	184 kg [405 lbs]

N4.38

27.6 kW [37.5 hp] at 3000 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 4 Cylinders in line
- Gear-driven valve train
- Water cooled exhaust manifold

FUEL SYSTEM

- Mechanical governor
- Cam driven in-line injection pump
- Fuel feed pump with hand primer
- Fuel filter

LUBRICATION SYSTEM

- Replaceable full-flow oil filter
- Oil dipstick
- Oil cooler

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V Electrical system
- 12 V / 120 A alternator
- Electric starter motor
- Electric stop function
- Instrumentation panel, including Start/ Stop, tachometer & alarms
- Extension cable harness with plug-and-play

AIR INTAKE

- Mounted air cleaner

OTHER FEATURES

- Flexible engine mounting
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Polyester frame (Sail Drive version)
- Engine mounting adaptation
- Two pole electrical system
- Water boiler systems
- Stuffing box connections
- Complete fuel systems
- Complete exhaust systems
- SOLAS approved version

RATINGS

- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

SHAFT LINE

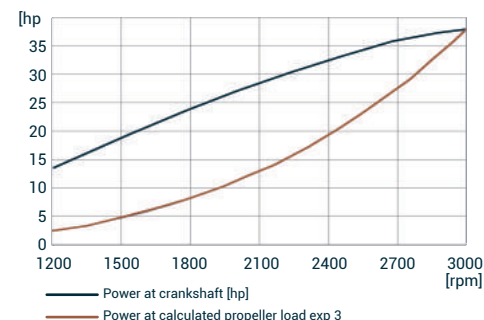
- TMC40
- TTMC35A - TTMC35P
- ZF12 - ZF12M
- ZF25A

SAIL DRIVE

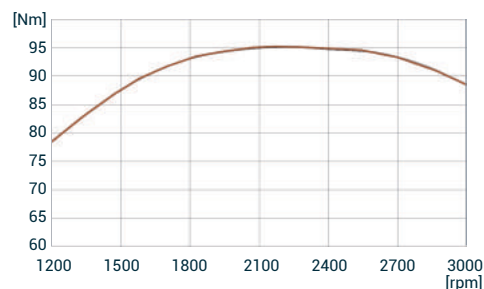
- Sail Drive SP60
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

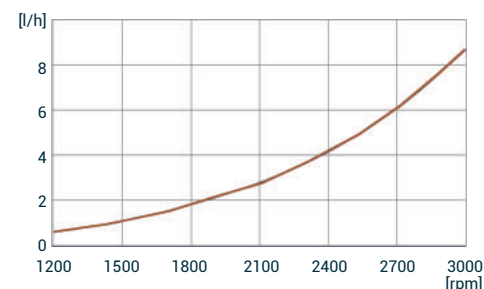
POWER AT CRANKSHAFT



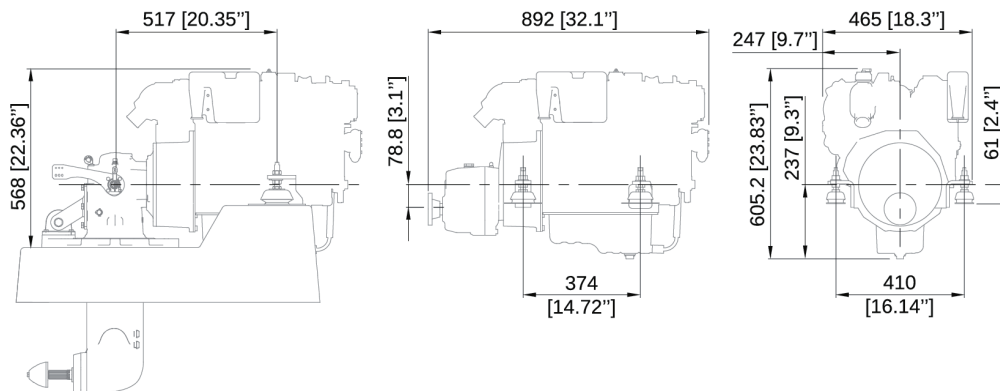
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH SP60 / TMC60



NANNI INDUSTRIES S.A.S.

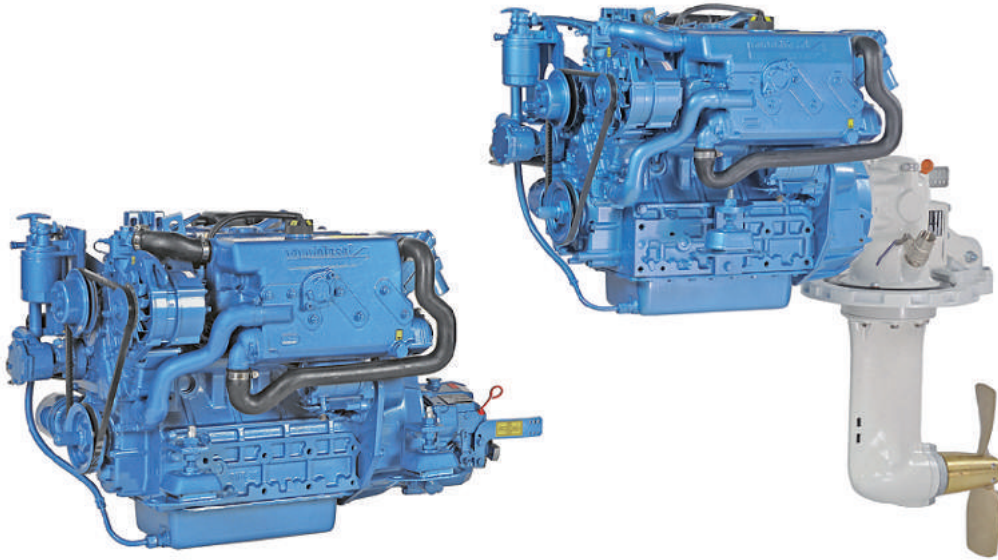
11, Avenue Mariotte - Zone Industrielle
33260 La Teste - France
Tel: +33 (0)5 56 22 30 60
Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01005

N4.40

SPECIFICATIONS



Power at crankshaft	29.4 kW [40 hp]	Engine base	Kubota
Displacement	1.999 l [122 in³]	Fuel system	Mechanical Indirect injection
Configuration	4 cylinders in line	Air intake	Natural
Operation type	4 strokes Diesel	Cooling	Closed cooling with heat exchanger
Bore & Stroke	83 x 92.4 mm [3.27 x 3.64 in]	Max mounting angle	15° Front down 15° Front up
Compression ratio	22.8 : 1	Alternator	12 Volt 120 Amp
Rated speed	2800 rpm	Rating	M4
Idling speed	850 rpm	Emission compliance	RCD 2013/53/EU EPA marine Tier 3
Peak torque	110 Nm	Dry weight	
Peak torque speed	2000 rpm	with TTMC35A	227 kg [500 lbs]
		with Sail Drive SP60	259 kg [570 lbs]

N4.40

29.4 kW [40 hp] at 2800 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 4 Cylinders in line
- Gear-driven valve train
- Water cooled exhaust manifold

FUEL SYSTEM

- Mechanical governor
- Cam driven in-line injection pump
- Fuel feed pump with hand primer
- Fuel filter

LUBRICATION SYSTEM

- Replaceable full-flow oil filter
- Oil dipstick
- Oil cooler

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V Electrical system
- 12 V / 120 A alternator
- Electric starter motor
- Electric stop function
- Instrumentation panel, including Start/ Stop, tachometer & alarms
- Extension cable harness with plug-and-play

AIR INTAKE

- Mounted air cleaner

OTHER FEATURES

- Flexible engine mounting
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Polyester frame (Sail Drive version)
- Engine mounting adaptation
- Two pole electrical system
- Water boiler systems
- Stuffing box connections
- Complete fuel systems
- Complete exhaust systems
- SOLAS approved version

RATINGS

- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

SHAFT LINE

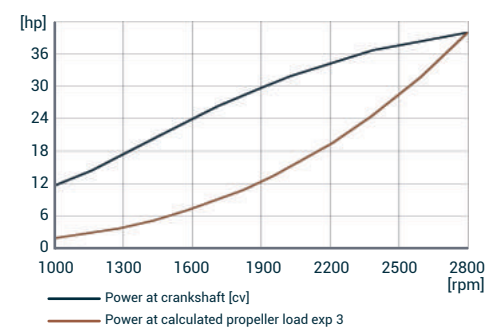
- TM345A - TM345H
- TMC260
- TMC60
- TTMC35A - TTMC35P
- ZF25

SAIL DRIVE

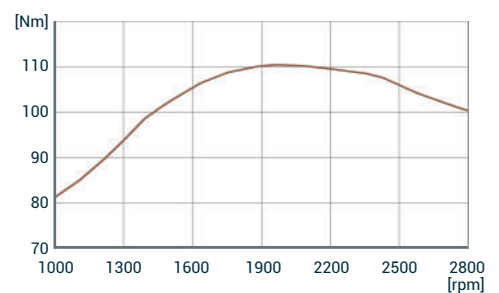
- Sail Drive SP60
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

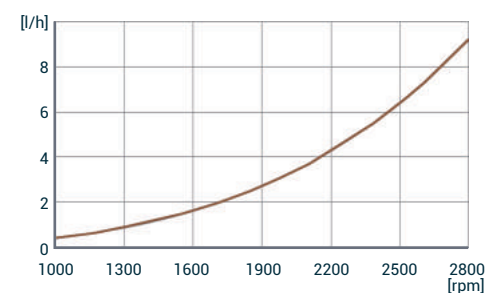
POWER AT CRANKSHAFT



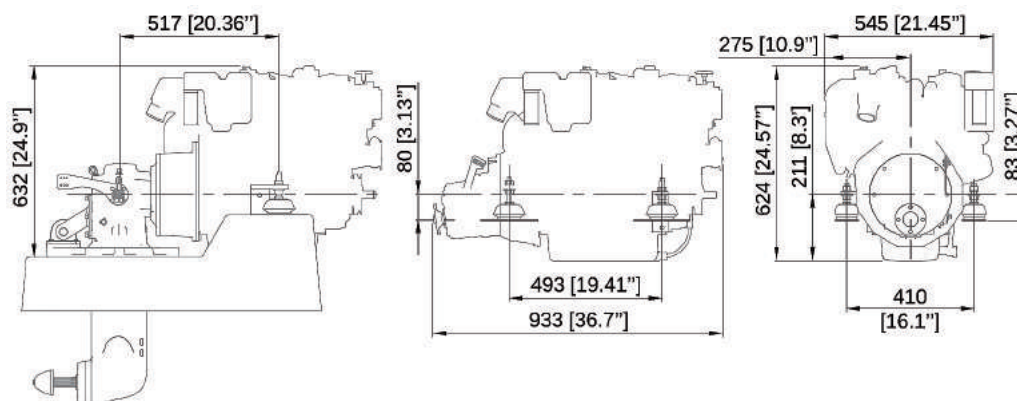
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS AVEC SP60 / TTMC35A



NANNI INDUSTRIES S.A.S.

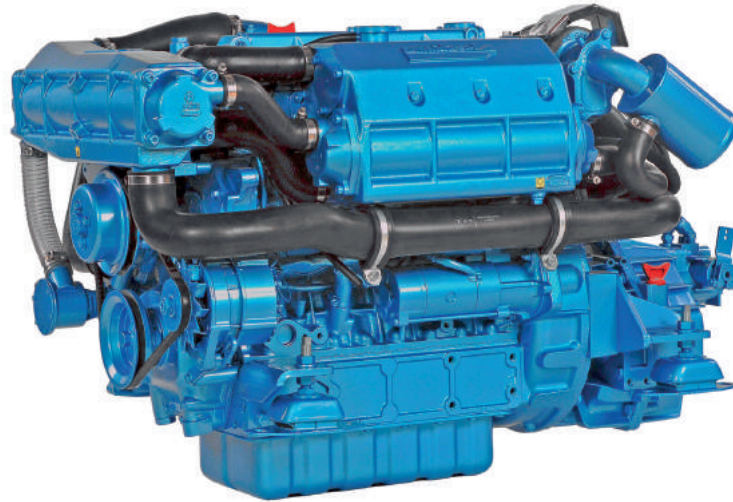
11, Avenue Mariotte - Zone Industrielle
33260 La Teste - France
Tel: +33 (0)5 56 22 30 60
Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01006

N4.115

SPECIFICATIONS



Power at crankshaft	84.6 kW [115 hp]	Engine base	Kubota
Displacement	3.769 l [230 in ³]	Fuel system	Mechanical Direct injection
Configuration	4 cylinders in line	Air intake	Turbocharged with intercooler
Operation type	4 strokes Diesel	Cooling	Closed cooling with heat exchanger
Bore & Stroke	100 x 120 mm [3.94 x 4.72 in]	Max mounting angle	7° Front down 7° Front up
Compression ratio	19.1 : 1	Alternator	12 Volt 120 Amp
Rated speed	2600 rpm	Rating	M4
Idling speed	825 rpm	Emission compliance	RCD 2013/53/EU EPA marine Tier 3 BSO 2
Peak torque	387 Nm	Dry weight with TM345A	378 kg [833 lbs]
Peak torque speed	1600 rpm		

N4.115

84.6 kW [115 hp] at 2600 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 4 Cylinders in line
- 4 Valves per cylinder
- Gear driven valve train
- Watercooled exhaust manifold

FUEL SYSTEM

- Mechanical governor
- Cam driven in-line injection pump
- Fuel feed pump
- Fuel filter with hand primer

LUBRICATION SYSTEM

- Replaceable full-flow oil filter
- Oil dipstick
- Oil drain pump

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V Electrical system
- 12 V / 120 A alternator
- Electric starter motor
- Electric stop function
- Instrumentation panel, including Start/ Stop, tachometer, coolant temperature & oil pressure indicators, alarms
- Extension cable harness with plug-and-play

AIR INTAKE

- Turbocharged with intercooler
- Mounted air cleaner

OTHER FEATURES

- Flexible engine mounting
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Alternator 24 V - 55 A
- 24 V Electrical system
- Engine mounting adaptation
- Two pole electrical system
- Complete exhaust systems
- Trolling valve

RATINGS

- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

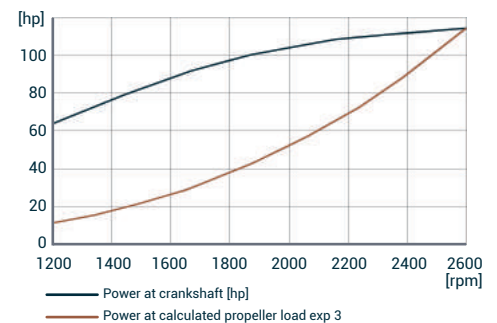
TRANSMISSIONS

SHAFT LINE

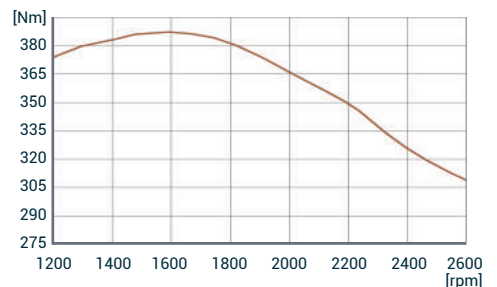
- TM345 - TM345A
- TTM40A
- TTMC5A
- ZF25 - ZF25A26
- ZF45A
- Contact your local Nanni dealer for more details and availability for transmission model and type.

PERFORMANCE CURVES

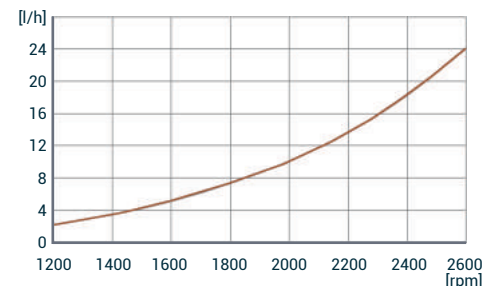
POWER AT CRANKSHAFT



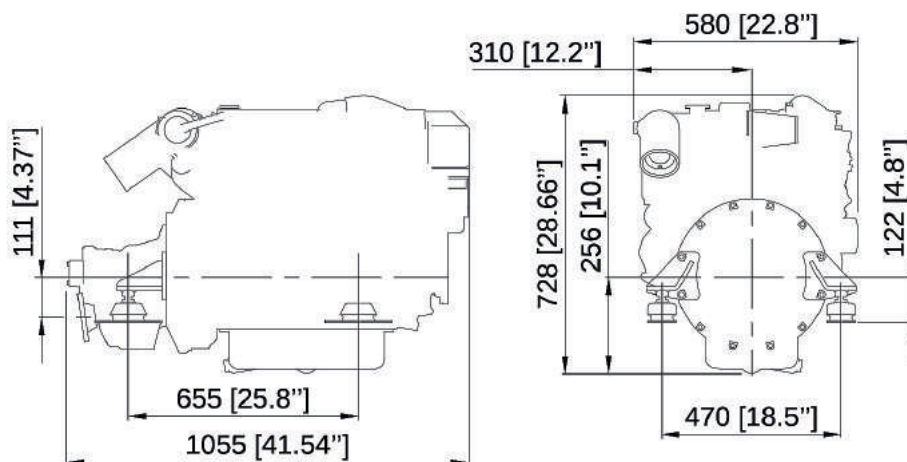
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH TM345A



NANNI INDUSTRIES S.A.S.

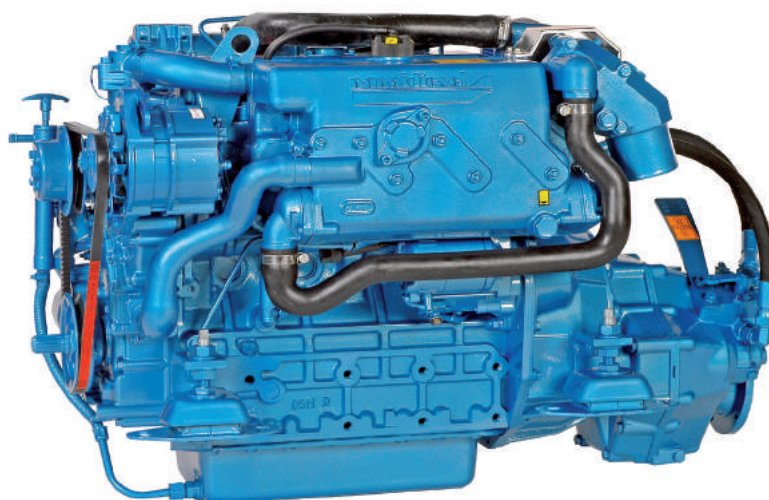
11, Avenue Mariotte - Zone Industrielle
33260 La Teste - France
Tel: +33 (0)5 56 22 30 60
Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01010

N4.65

SPECIFICATIONS



Power at crankshaft	43.4 kW [59 hp]	Engine base	Kubota
Displacement	2.434 l [148.5 in ³]	Fuel system	Mechanical Indirect injection
Configuration	4 cylinders in line	Air intake	Turbocharged
Operation type	4 strokes Diesel	Cooling	Closed cooling with heat exchanger
Bore & Stroke	87 x 102.4 mm [3.43 x 4.03 in]	Max mounting angle	15° Front down 15° Front up
Compression ratio	23 : 1	Alternator	12 Volt 120 Amp
Rated speed	2700 rpm	Rating	M4
Idling speed	850 rpm	Emission compliance	IMO Annex VI Compliant RCD2013/53/EU BSO2
Peak torque	168 Nm	Dry weight with TM345A	248 kg [546.75 lbs]
Peak torque speed	1800 rpm		

N4.65

43.4 kW [59 hp] at 2700 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 4 Cylinders in line
- 2 Valves per cylinder
- Gear driven valve train
- Watercooled exhaust manifold

FUEL SYSTEM

- Indirect E-TVCS injection system
- Fuel filter

LUBRICATION SYSTEM

- Replaceable full-flow oil filter
- Oil dipstick

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12V / 120A alternator
- 12V electrical system
- Complete instrumentation including key switch and alarms
- Extension cable harness with plug-and-play

AIR INTAKE

- Turbocharged

OTHER FEATURES

- Flexible engine mounts
- Internal balancers
- Single side serviceability

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Dry exhaust elbow
- Complete marine propulsion systems
- Marine transmission adaptation kits
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Rigid engine mounting
- Power take off

RATINGS

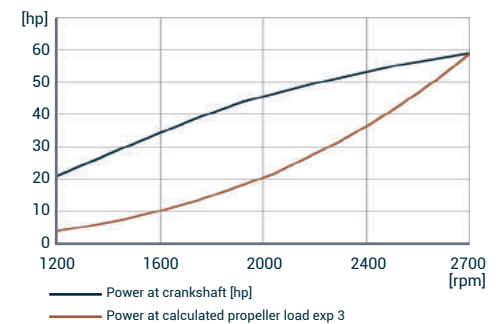
- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

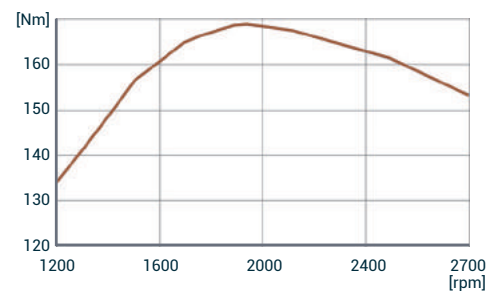
- Shaft line
- Sail Drive
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

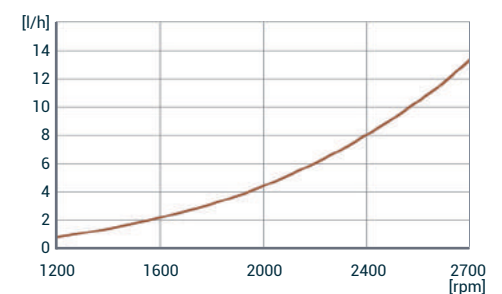
POWER AT CRANKSHAFT



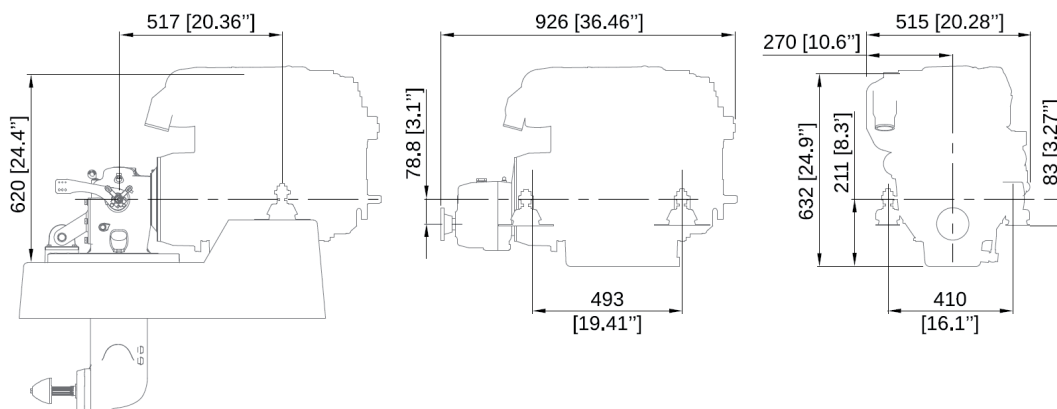
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH TM345A



NANNI INDUSTRIES S.A.S.

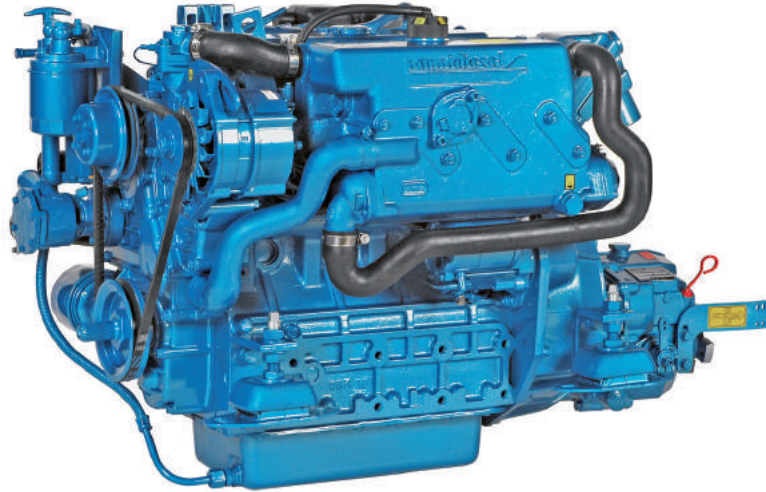
11, Avenue Mariotte - Zone Industrielle
33260 La Teste - France
Tel: +33 (0)5 56 22 30 60
Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01008

N4.50

SPECIFICATIONS



Power at crankshaft	35.42 kW [47.5 hp]	Engine base	Kubota
Displacement	2.197 l [134 in ³]	Fuel system	Mechanical Indirect injection
Configuration	4 cylinders in line	Air intake	Natural
Operation type	4 strokes Diesel	Cooling	Closed cooling with heat exchanger
Bore & Stroke	83 x 92.4 mm [3.27 x 3.64 in]	Max mounting angle	15° Front down 15° Front up
Compression ratio	22 : 1	Alternator	12 Volt 120 Amp
Rated speed	2800 rpm	Rating	M4
Idling speed	840 rpm	Emission compliance	RCD 2013/53/EU EPA marine Tier 3 BSO2
Peak torque	146 Nm	Dry weight with TTMC35A	229 kg [504 lbs]
Peak torque speed	1800 rpm		

N4.50

35.42 kW [47.5 hp] at 2800 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 4 Cylinders in line
- Gear-driven valve train
- Water cooled exhaust manifold

FUEL SYSTEM

- Mechanical governor
- Cam driven in-line injection pump
- Fuel feed pump with hand primer
- Fuel filter

LUBRICATION SYSTEM

- Replaceable full-flow oil filter
- Oil dipstick
- Oil cooler

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V Electrical system
- 12 V / 120 A alternator
- Electric starter motor
- Electric stop function
- Instrumentation panel, including Start/ Stop, tachometer & alarms
- Extension cable harness with plug-and-play

AIR INTAKE

- Mounted air cleaner

OTHER FEATURES

- Flexible engine mounting
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Polyester frame (Sail Drive version)
- Engine mounting adaptation
- Two pole electrical system
- Water boiler systems
- Stuffing box connections
- Complete fuel systems
- Complete exhaust systems
- SOLAS approved version

RATINGS

- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

SHAFT LINE

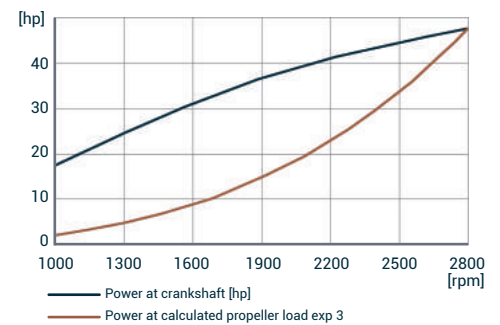
- TTM345A - TM345H
- TMC260
- TMC60
- TTMC35A - TTMC35P
- ZF25 - ZF25M

SAIL DRIVE

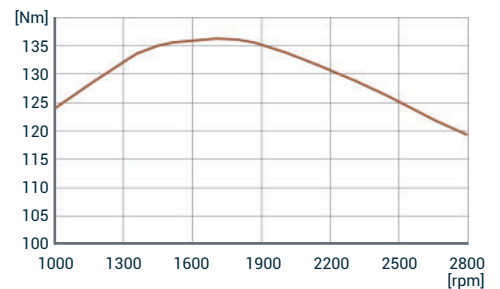
- Sail Drive
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

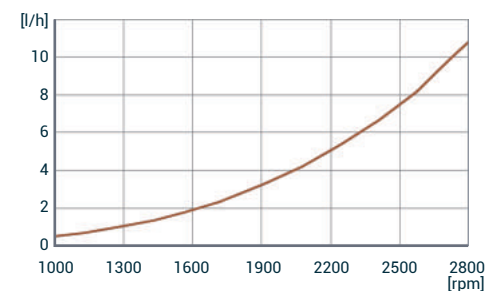
POWER AT CRANKSHAFT



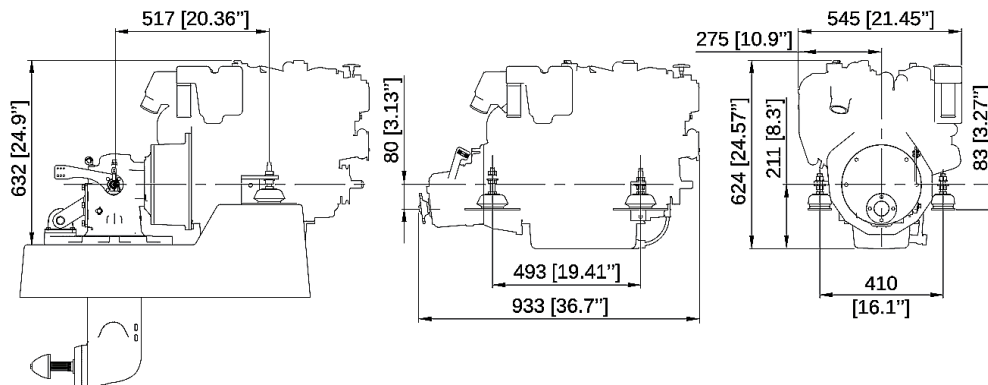
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH TTMC35A



NANNI INDUSTRIES S.A.S.

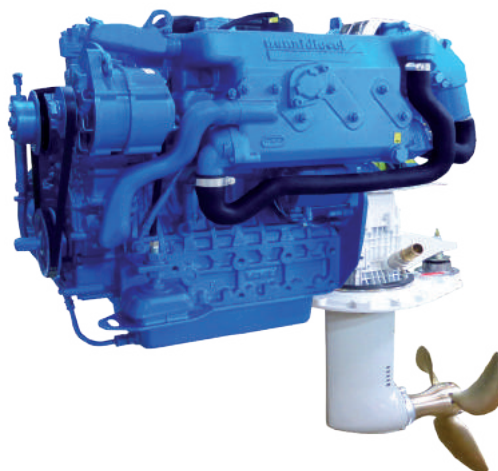
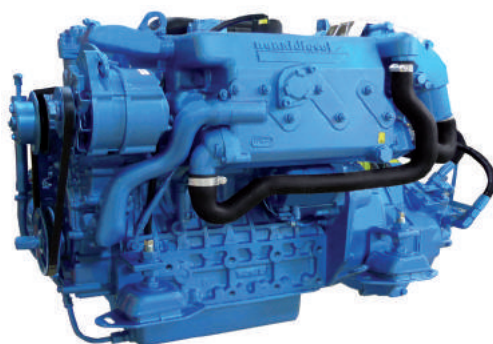
11, Avenue Mariotte - Zone Industrielle
 33260 La Teste - France
 Tel: +33 (0)5 56 22 30 60
 Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01007

N4.80

SPECIFICATIONS



Power at crankshaft shaft line sail drive	57.4 kW [79 hp] 52.9 kW [72 hp]
Displacement	2.434 l [148.5 in ³]
Configuration	4 cylinders in line
Operation type	4 strokes Diesel
Bore & Stroke	87 x 102.4 mm [3.43 x 4.03 in]
Compression ratio	23 : 1
Rated speed	2700 rpm
Idling speed	850 rpm
Peak torque	220 Nm
Peak torque speed	1800 rpm

Engine base	Kubota
Fuel system	Indirect E-TVCS (Three Vortex Combustion System)
Air intake	Turbocharger & Intercooler
Cooling	Closed cooling with heat exchanger Air cooler
Max mounting angle shaft line sail drive	7° Front down / 7° Front up 15° Front down / 15° Front up
Alternator	12 Volt 120 Amp
Rating	M5
Emission compliance	EPA marine Tier 3 RCD2013/53/EU BSO2
Dry weight with TM345A with SD12	275 kg [606.3 lbs] 296 kg [652.6 lbs]

N4.80

TECHNICAL DESCRIPTION

ENGINE BLOCK AND HEAD

- 4 Cylinders in line
- 2 Valves per cylinder
- Gear driven valve train
- Watercooled exhaust manifold
- Cylinder block and cylinder head manufactured from high grade cast iron. Crankcase features a rigid tunnel block design.
- Chrome molybdenum forged crankshaft, statically and dynamically balanced with integral counterweights. Pistons are cast from high silicon aluminum, are heat treated and fitted with two cast iron, chromium faced compression rings and a single oil ring
- Replaceable, hardened valve seats
- Elastic coupling on flywheel
- Engine mounting tuned front and rear cushion-type rubber mounts. Adjustable.

FUEL SYSTEM

- Indirect E-TVCS injection system
- Fuel filter
- Feed pump with hand primer
- Spin-on type fine fuel filter
- Auxiliary stop lever on engine

LUBRICATION SYSTEM

- Spin-on full-flow oil filter
- Oil dipstick
- Closed circuit crankcase ventilation
- One top oil filling position

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Freshwater cooled exhaust manifold and water cooled exhaust elbow
- Freshwater cooling system governed by thermostat
- Tubular heat exchanger with integral expansion tank
- Easily accessible sea water pump and impeller

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V electrical system
- 120 A marine alternator
- Complete instrumentation including key switch and alarms
- Extension cable harness with plug-and-play
- Charging regulator with electronic sensor for voltage drop compensation
- Electric starter motor (2.0 kW output)
- Electrical stop

AIR INTAKE

- Turbocharged with intercooler

OTHER FEATURES

- Single side serviceability
- ### OPTIONAL EQUIPMENTS & ACCESSORIES
- 24V alternator as option
 - Dry exhaust elbow
 - Complete marine propulsion systems
 - Marine transmission adaptation kits
 - Throttle and shift controls
 - Additional instrumentation, Flying bridge extension harness
 - Rigid engine mounting
 - Power take off
 - Separate instruments for fuel level, temperature and voltage
 - Option *Sl4* : NMEA interactive control displays, intuitive, interactive and the most tiny of all controllers (170x104mm)



RATINGS

- Up to 1000 annual operating hours
- Load factor up to 35%
- Full power for no more than 30 minutes out of each 8 hours of operation. The remaining time must be at, or below cruising speed
- Recreational boats, tactical military vessels and rescue boats

TRANSMISSIONS

SHAFT LINE

- TM345A

SAIL DRIVE

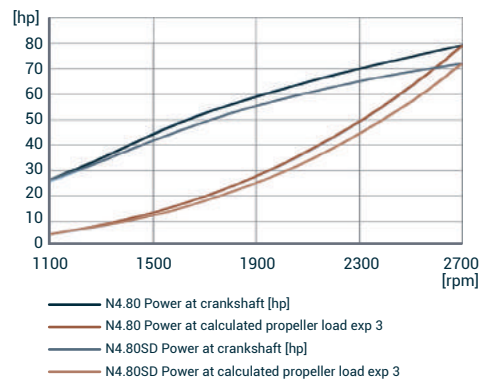
- SD12
- Option *SPP12*: pivoting leg, joystick maneuvering, plug and play components and electric pre-wired parts



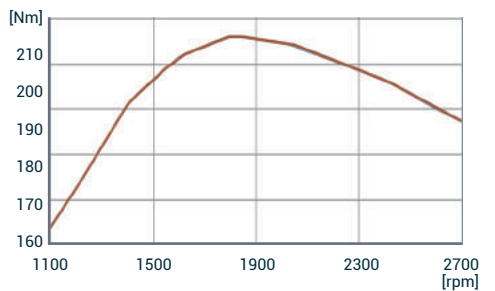
- Contact your Nanni representative for more details and availability about transmissions types and model range.

PERFORMANCE CURVES

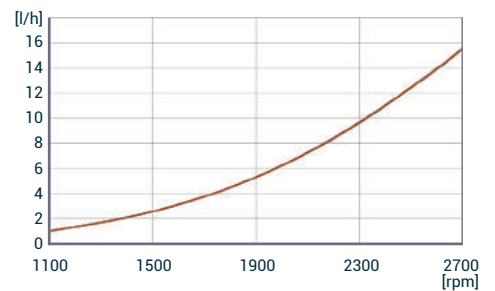
POWER AT CRANKSHAFT



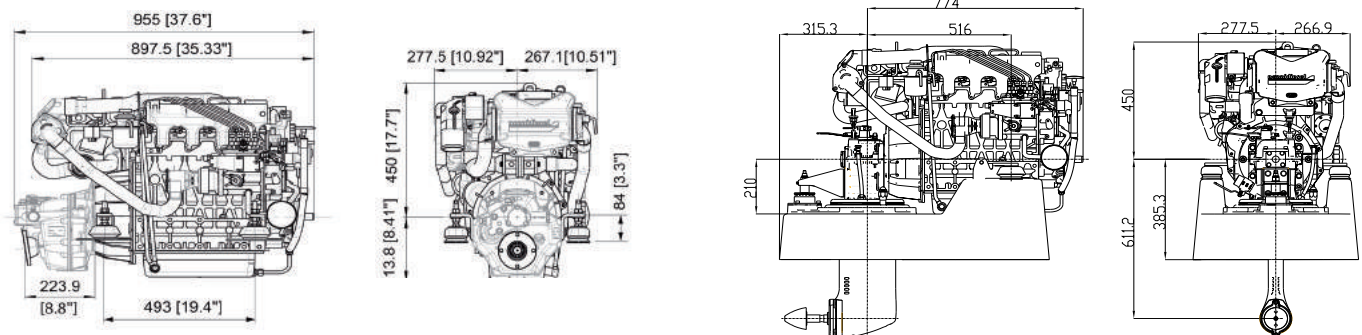
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS SHAFT LINE & SAIL DRIVE



NANNI INDUSTRIES S.A.S.

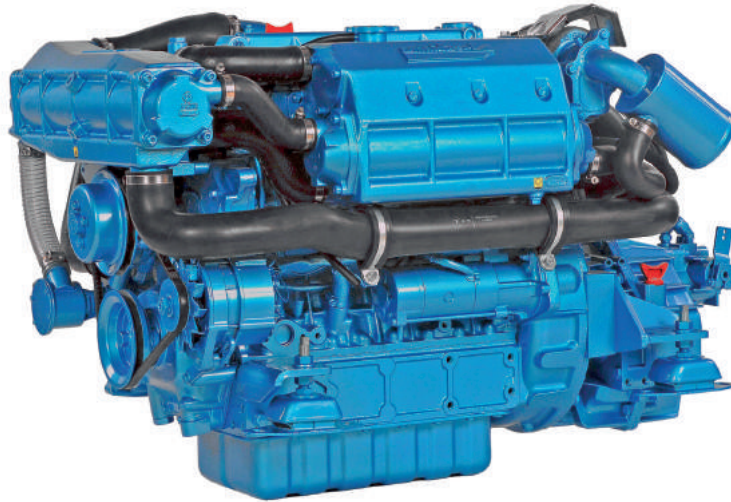
11, Avenue Mariotte - Zone Industrielle
 33260 La Teste - France
 Tel: +33 (0)5 56 22 30 60
 Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01009A

N4.140

SPECIFICATIONS



Power at crankshaft	99.4 kW [135 hp]	Engine base	Kubota
Displacement	3.769 l [230 in ³]	Fuel system	Mechanical Direct injection
Configuration	4 cylinders in line	Air intake	Turbocharged with intercooler
Operation type	4 strokes Diesel	Cooling	Closed cooling with heat exchanger
Bore & Stroke	100 x 120 mm [3.94 x 4.72 in]	Max mounting angle	7° Front down 7° Front up
Compression ratio	19.1 : 1	Alternator	12 Volt 120 Amp
Rated speed	2600 rpm	Rating	M4
Idling speed	825 rpm	Emission compliance	RCD 2013/53/EU EPA marine Tier 3 BSO 2
Peak torque	453.6 Nm	Dry weight	353 kg [778 lbs]
Peak torque speed	1600 rpm		

N4.140

99.4 kW [135 hp] at 2600 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 4 Cylinders in line
- 4 Valves per cylinder
- Gear driven valve train
- Watercooled exhaust manifold

FUEL SYSTEM

- Mechanical governor
- Cam driven in-line injection pump
- Fuel feed pump
- Fuel filter with hand primer

LUBRICATION SYSTEM

- Replaceable full-flow oil filter
- Oil dipstick
- Oil drain pump

COOLING SYSTEM

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V Electrical system
- 12 V / 120 A alternator
- Electric starter motor
- Electric stop function
- Instrumentation panel, including Start/ Stop, tachometer, coolant temperature & oil pressure indicators, alarms
- Extension cable harness with plug-and-play

AIR INTAKE

- Turbocharged with intercooler
- Mounted air cleaner

OTHER FEATURES

- Flexible engine mounting
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Alternator 24 V - 55 A
- 24 V Electrical system
- Engine mounting adaptation
- Two pole electrical system
- Complete exhaust systems
- Trolling valve

RATINGS

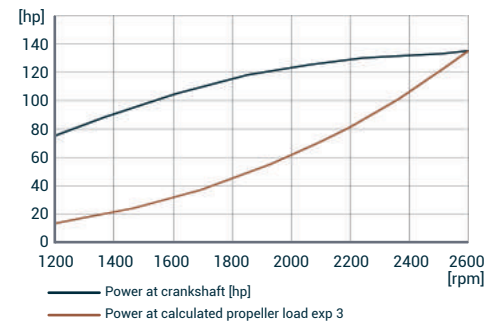
- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

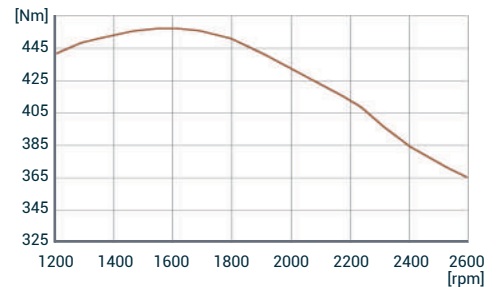
- Contact your local Nanni dealer for more details and availability for transmission model and type.

PERFORMANCE CURVES

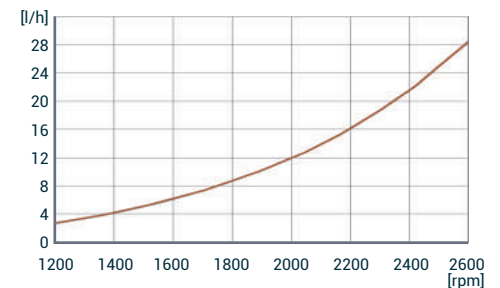
POWER AT CRANKSHAFT



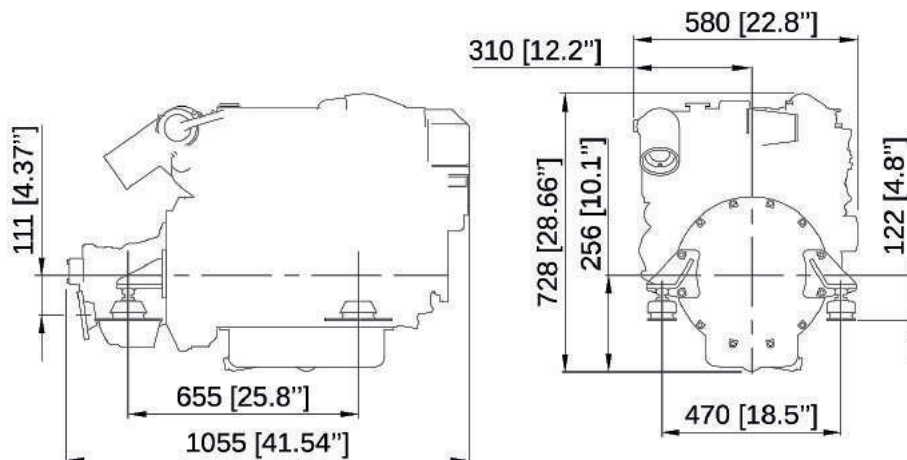
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH TM345A



NANNI INDUSTRIES S.A.S.

11, Avenue Mariotte - Zone Industrielle
33260 La Teste - France
Tel: +33 (0)5 56 22 30 60
Fax: +33 (0)5 56 22 30 79

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.

DGBXXC01011