

## N4.40 Engine

29.4 kW (40 hp) at 2800 rpm

### Kubota engine base

This Nanni Diesel 4 cylinder marine engine which incorporates the latest Kubota innovations, is particularly well suited for displacement vessels and sailing yachts.

### Robust

Nanni Diesel has forged a strong partnership with Kubota. Kubota engines are known for their robust design and ensure great reliability and excellent longevity.

Experience and know-how of the Nanni Diesel engineers resulted in the latest marinization developments which benefit the N4.40. The heat exchanger ensures an ideal temperature management of the engine even during heavy duty operation.

Reliability and low maintenance cost are warranted by the timing gear and other

solid designs of the robust Kubota engine base.

### Environmental-Tri Vortex Combustion System (E-TVCS)

The N4.40 is equipped with the E-TVCS combustion and injection system which considerably reduces particulate emission and smoke while dramatically improving fuel efficiency.

### Comfort of use

Its low rated speed of 2800 rpm coupled with powerful cylinder capacity gives the N4.40 ample power for all navigation conditions.

### Protecting the environment

The N4.50 complies with the most stringent emission regulations in the world: EU-RCD, US-EPA and BSO.

### Main characteristics

- Kubota base engine
- Optimized cooling system
- E-TVCS injection system
- Low rpm
- Big displacement

### Available transmissions

- TMC60 (mechanical)
- TMC260 (mechanical)
- TTMC35A (mechanical) 7° angle
- TTMC35P (mechanical)
- ZF25 (hydraulic)
- TM345H (hydraulic)
- TM345A (hydraulic) 8° angle

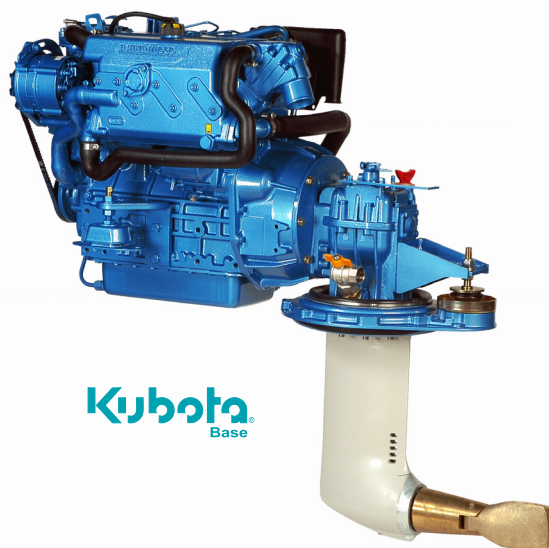
### Applications

- Sailing boat
- Displacement hulls

### Technical specifications

Engine base	Kubota
Rated power (kW/hp)*	29,4 / 40
Rated rpm (rpm)*	2800
Displacement (cm <sup>3</sup> /in <sup>3</sup> )	1999 / 121.99
Number of cylinders	4 in line
Bore and stroke (mm/in)	83 x 92.4 / 3.26 x 3.63
Compression ratio	23:1
Combustion system	Indirect (E-TVCS)
Intake	Naturally aspirated
Cooling	Closed cooling with heat exchanger
El. equipment / Alternator	12V / 100A
Instrument panel	A3
Transmission	Mechanical or hydraulic gearbox Sail Drive SD10 ratio. 2.16:1
Engine Max Install. Angle	15°(dynamic)
Certifications	EPA, EU-RCD
Dry weight with TMC 60 (kg/lb)	228 / 502.65
Dry weight with Sail Drive (kg/lb)	256 / 564.38
<b>Connections diameter</b>	
Exhaust (mm/in)	60 / 2.36
Fuel (mm/in)	8 / 0.31
Sea Water (mm/in)	32 / 1.26

\* At engine flywheel, according to ISO 8665-1



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## Standard equipment

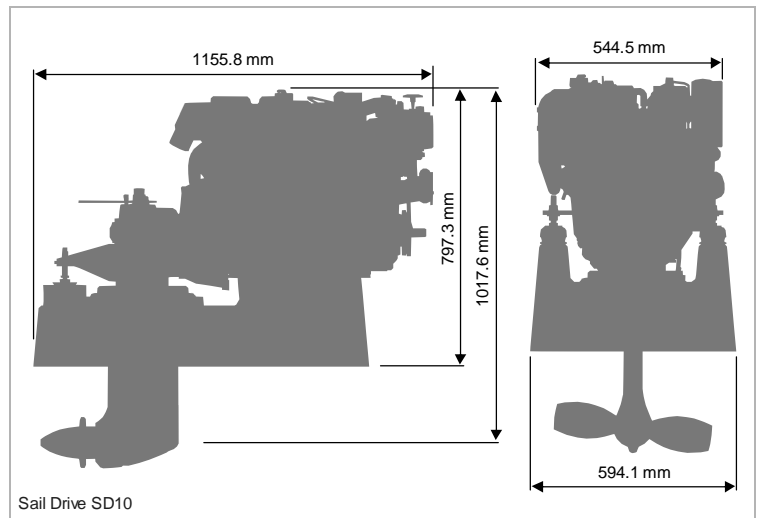
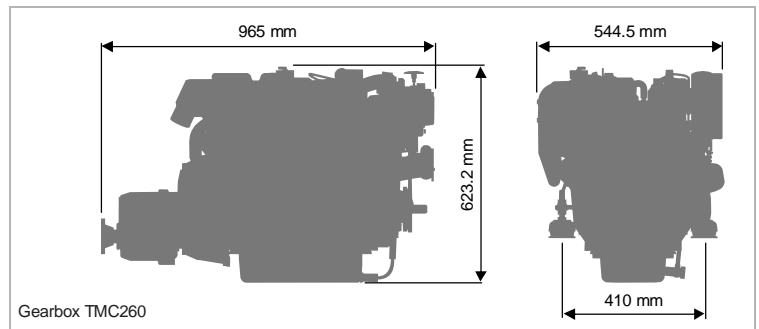
- A3 Instrument panel
  - Tachometer / Hour meter
  - Oil pressure warning light and acoustical alarm
  - Water temperature warning light and acoustical alarm
  - Alternator warning light
  - Glow plug pilot light
  - Ignition start key
- Warranty certificate
- Fresh Water Cooled Exhaust Manifold
- Exhaust elbow
- Closed cooling with heat exchanger
- 4 meters electrical harness
- Fuel filter
- Oil filter
- Mechanic gearbox or Sail Drive
- Owner's manual
- Sea water pump
- Coolant circulating pump
- In line injection pump
- Fuel feed pump
- Oil extraction pump
- Control cables mounting points
- Engine flexible mounts
- Electrical system 12 V
- Thermostat

## Optional accessories

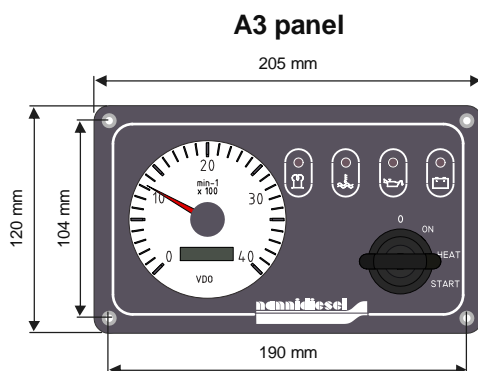
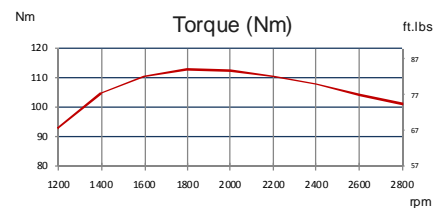
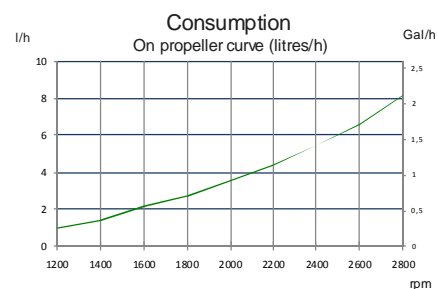
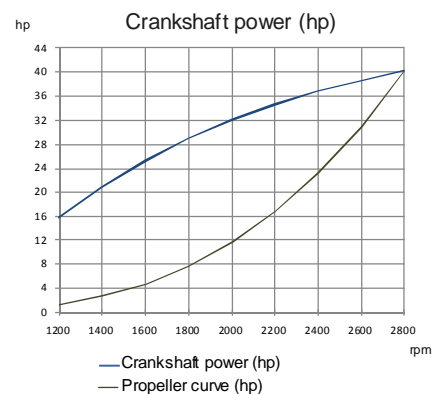
- Additional alternators
- Keel Cooling
- Two pole electrical system
- PTO Pulley
- B3 or C3 Instrument panel

## Optional equipment

- Remote control
- Sea water hoses
- Fuel hoses
- Sea water filter
- Flexible coupling
- Exhaust system



The shown models are not necessarily identical to current production



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