



N2.10 Engine

7.36 kW (10 hp) at 3000 rpm

Kubota base engine

Nanni Diesel has forged a strong partnership with Kubota. Kubota engines are known for their robust design, great reliability and excellent longevity. Advanced technologies used by Kubota on their latest generation engines are also employed by our N2.10.

Environmental - Tri Vortex Combustion System (E-TVCS)

The N2.10 is equipped with the E-TVCS combustion and injection system which considerably reduces particulate emission and smoke while dramatically improving fuel efficiency.

Comfort

The N2.10 is a 2 cylinder engine with low speed of 3000 rpm and optimised flywheel ensuring excellent comfort concerning sound and vibration levels.

The engine produces significant power and high torque at low rpm for worry free port manoeuvring. An optional boiler can easily be connected to the heat exchanger.

Saving space and weight

Saving space, the dimensions of the N2.10 are almost identical to 1 cylinder engines of the competition without a heat-exchanger. Its low weight allows it to be easily installed in small motor boats and small racing sailing boats or cruising boats. Also the design of the motor mounts and the exhaust system facilitate easy repowering of your boat.

Protecting the environment

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

Main characteristics

- Kubota base engine
- E-TVCS injection system
- Low rpm
- Space saving
- Light weight

Available transmissions

- TMC40 (mechanical)
- Sail Drive SP60 ratio. 2.38:1

Applications

- Sailing boat
- Displacement hulls

Technical specifications

Engine base	Kubota
Rated power (kW/hp)*	7.36 / 10
Rated rpm (rpm)*	3000
Displacement (cm ³ /in ³)	479 / 29.23
Number of cylinders	2 in line
Bore and stroke (mm/in)	67 x 68 / 2,64 x 2.68
Compression ratio	23:1
Combustion system	Indirect (E-TVCS)
Intake	Naturally aspirated
Cooling	Closed cooling with heat exchanger
El. equipment / Alternator	12V / 40A
Instrument panel	Eco4
Transmission	Gearbox TMC40 Sail Drive SP60 ratio. 2.38:1
Engine Max. Install. Angle	15° (dynamic)
Certifications	EPA, BSO, SAV, EU-RCD
Dry weight with TMC 40 (kg/lb)	87 / 191.4
Dry weight with Sail Drive (kg/lb)	123 / 271.2
Connections diameter	
Exhaust (mm/in)	40 / 1.57
Fuel (mm/in)	8 / 0.31
Sea Water (mm/in)	20 / 0.79

* At engine flywheel, according to ISO 8665-1



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Standard equipment

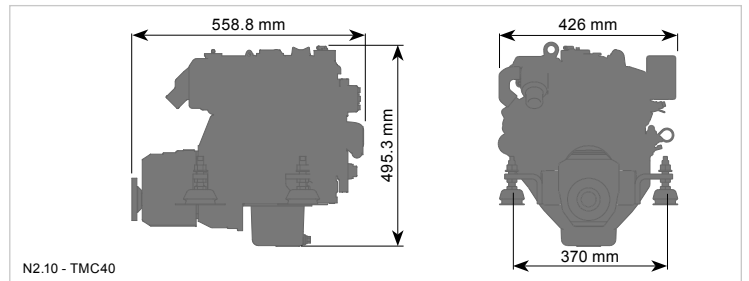
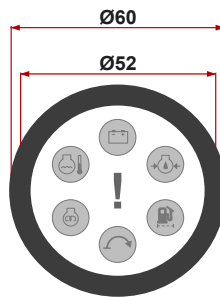
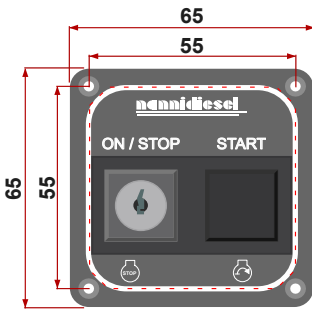
- Polyester frame (for Sail Drive version)
- Exhaust elbow
- Closed cooling with heat exchanger
- 2 meter electrical harness
- Fuel filter
- Oil filter
- Mechanic gearbox TMC 40 or Sail Drive SP60
- Sea water pump
- Coolant circulating pump
- In line injection pump
- Fuel feed pump
- Control cables mounting points
- Flexible engine mounts
- Electrical system 12V
- Thermostat
- Owner's manual
- Warranty certificate

Optional equipment

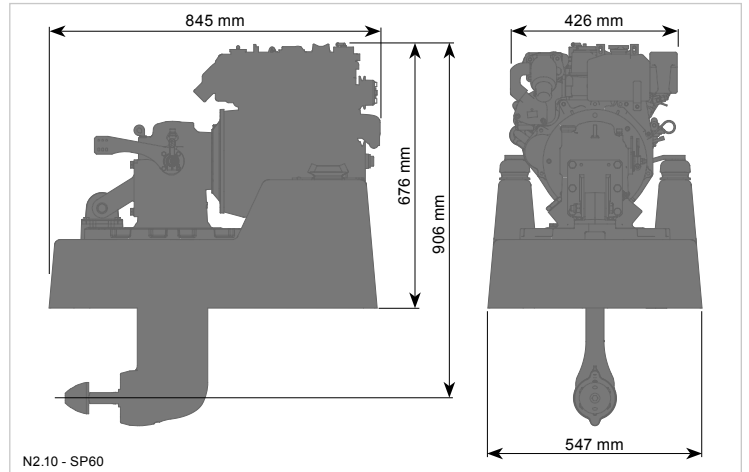
- Keel Cooling
- Two pole electrical system
- Mechanical stop
- Remote control
- Sea water hoses
- Fuel hoses
- Sea water filter

Eco4 panel

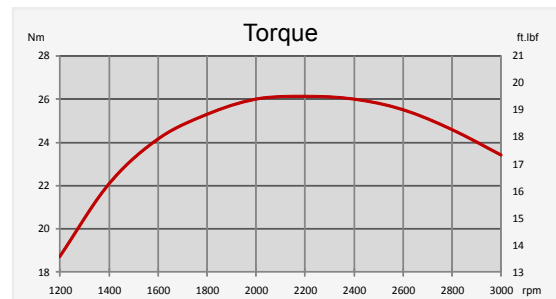
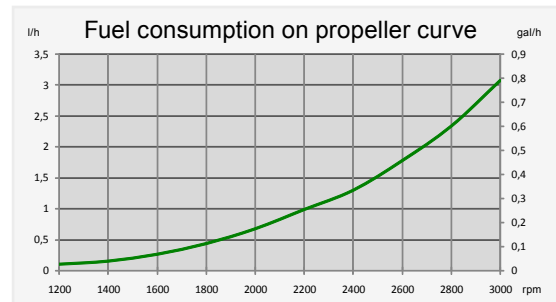
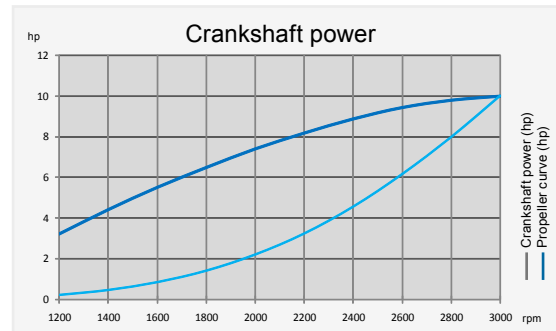
- Ignition key / Start button
- Battery charge warning light
- Engine oil pressure warning light
- Water in fuel filter warning light
- Coolant temperature warning light
- Preheating warning light



N2.10 - TMC40



N2.10 - SP60



Your dealer

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