



N4.50 Engine

36.8 kW (50 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.

E-TVCS Combustion System

The N4.50 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 N4.50 ample power for all navigation conditions.

A special coating of the pistons with molybdenum lowers friction and reduces engine vibrations resulting in supplementary comfort concerning the sound levels. The large choice of straight or angle down gearboxes, either mechanical or hydraulic, as well as a Sail Drive transmission allows you to fully utilize the significant torque of this engine by perfectly adapting it to your specific vessel.

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)
- ZF15MIV (mechanical) 15° angle
- ZF25M (mechanical)
- ZF25 (hydraulic)
- ZF25A (hydraulic) 8° angle
- TM345H (hydraulic)
- TM345A (hydraulic) 8° angle

Applications

- Sailing boat
- Displacement hulls
- Semi-planning hulls

Technical specifications

Engine base	Kubota
Rated power (kW/hp)*	36.8 / 50
Rated rpm (rpm)*	2800
Displacement (cm ³ /in ³)	2197 / 137.07
Number of cylinders	4 in line
Bore and stroke (mm/in)	87 x 92.4 / 3.42 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	B3
Transmission	Mechanical or hydraulic gearbox Sail Drive SD10 ratio. 2.16:1
Engine Max install. Angle	15° (dynamic)
Certifications	EPA, EU-RCD, BSO, SAV, SOLAS
Dry weight with TMC 60 (kg/lb)	235 / 518
Dry weight with Sail Drive (kg/lb)	263 / 579.82
Connections diameter	
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

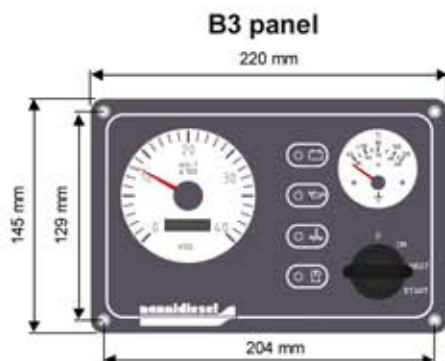
- B3 instrument panel
 - Tachometer / Hour meter
 - Oil pressure warning light and acoustical alarm
 - Water temperature warning light and acoustical alarm
 - Alternator warning light
 - Glow plug pilot light
 - Coolant temperature indicator
 - Ignition start key
- Warranty certificate
- Fresh Water Cooled Exhaust Manifold
- Exhaust elbow
- Closed cooling with heat exchanger
- 4 meters electrical harness
- Fuel filter
- Oil filter
- Mechanical or hydraulic 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
- Electrical stop
- Engine flexible mounts
- Electrical system 12 V
- Thermostat

Optional accessories

- Additional alternators
- Keel Cooling
- Two pole electrical system
- PTO Pulley
- C3 instrument panel
- Angled or V transmission, mechanic or hydraulic

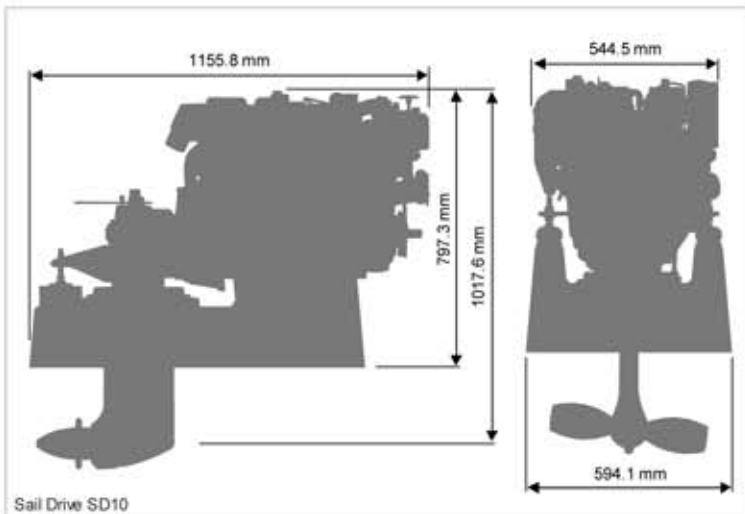
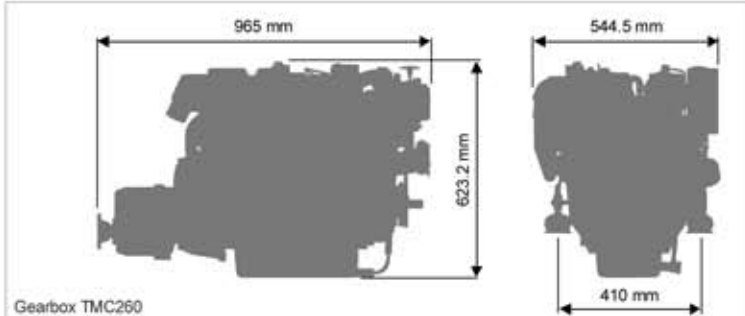
Optional equipment

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

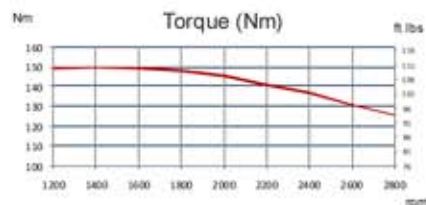
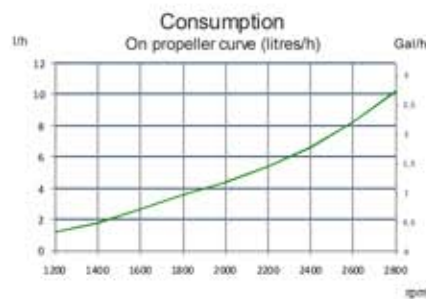
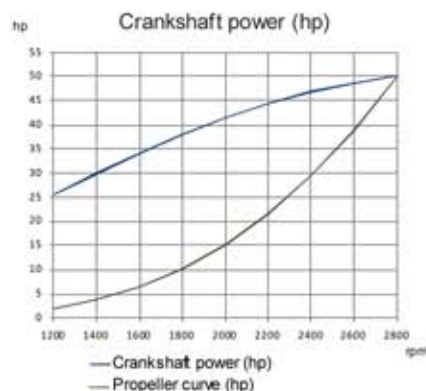


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energy in blue

Nanni Industries S.A.S. France
11, Avenue Mariotte-Zone Industrielle
BP 107- 33260 La Teste France
Tel : + 33 (0)5 56 22 30 60
Fax : +33 (0)5 56 22 30 79
www.nannidiesel.com



The shown models are not necessarily identical to current production



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