

N4.60 Engine

44.2 kW (60 hp) at 2800 rpm

Kubota engine base

Originating from the latest generation diesel engines developed by Kubota, the N4.60 marine engine is regarded as an ideal solution for sailing yachts as well as sport fishing boats.

It benefits from the experience of the Nanni Diesel engineering team in terms of marinization as well as the robustness of the Kubota industrial engine base.

Performance

Powerful, robust and comfortable, the N4.60 perfectly captures these essential qualities in its engine category. Its low rpm and significant torque allows you to reach cruising speeds at lower rpm levels, considerably improving the sound comfort and onboard vibrations.

These qualities allow it if necessary to drive a propeller with a sizable diameter, which is more efficient in turbulent seas and more practical while manoeuvring in port.

Saving space and adaptable

The dimensions and the weight of a N4.60 have been optimised to obtain a good power to weight ratio.

This very compact engine eases installation. The design of the engine mounts, as well as a large choice of gearboxes simplifies repowering of your boat.

Protecting the environment

The N4.60 complies with the most stringent emission regulations in the world: EU-RCD, US-EPA and BSO. Its SOLAS certification reflects quality and reliability.



Main characteristics

- Kubota base engine
- High torque
- E-TVCS injection system
- Low rpm

Available transmissions

- ZF 25M (mechanical)
- ZF 25MA (mechanical) 8°angle
- ZF 25 (hydraulic)
- ZF 25A (hydraulic) 8°angle
- TMC260 (mechanical)
- TM345H (hydraulic)
- TM345A (hydraulic) 8°angle

Applications

- Sailing boat
- Displacement hulls
- Semi-planning hulls

Technical specifications

Engine base	Kubota
Rated power (kW/hp)*	44.2 / 60
Rated rpm (rpm)*	2800
Displacement (cm ³ /in ³)	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	Turbo
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 TM345A (kg/lb)	248 / 546.75
Dry weight with Sail Drive (kg/lb)	276 / 608.48
Connections diameter	
Exhaust (mm/in)	76 / 3.07
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

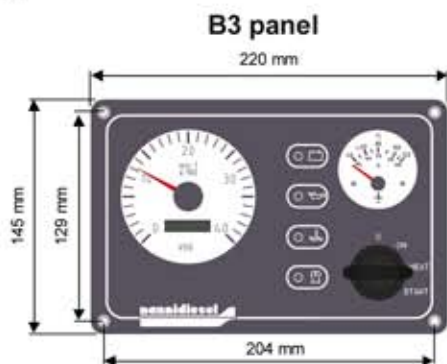
- B3 instrument panel
 - Tachometer / Hour meter
 - Oil pressure warning light and acoustical alarm
 - Water temperature warning light and acoustical alarm
 - Alternator warning light
 - Glow plug pilot light
 - Coolant temperature indicator
 - Ignition start key
- Warranty certificate
- Fresh Water 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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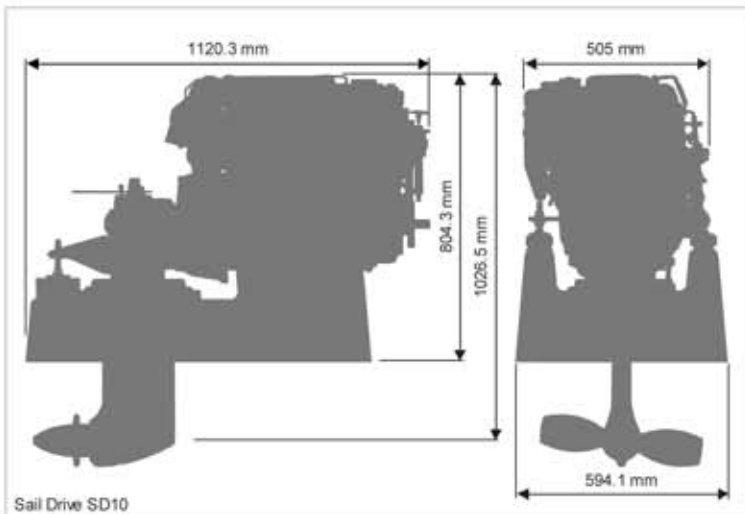
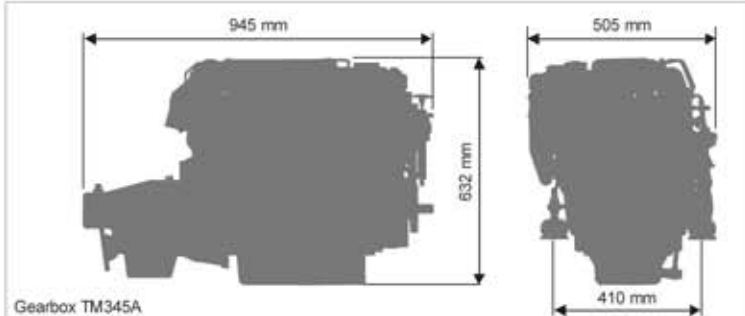
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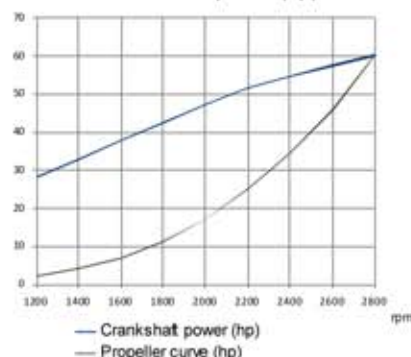
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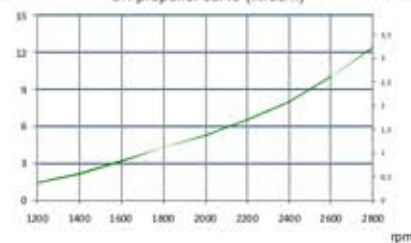


The shown models are not necessarily identical to current production

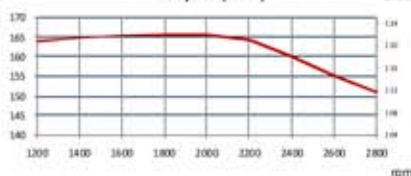
ch Crankshaft power (hp)



lh Consumption On propeller curve (litres/h) Gal/h



Nm Torque (Nm) ft.lbs



Your dealer

Certified ISO
9001 : 2000

