nanni

# PRODUCT GUIDE

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Despite all the care taken in publishing this brochure, Nanni Industries cannot be held responsible for any error introduced in the content.

In the interest of progress, please kindly note that model designations, ratings and specifications are subject to change without prior notice.

# NANNI AT A GLANCE

Nanni is an independent international company founded in 1952 and is now France's leading marine engine manufacturer.

The company designs, develops, manufactures and markets engines and generator sets designed specifically for the challenge of marine applications. Nanni also provides all related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems. With its comprehensive product range, Nanni offers content in all power and application categories, and is able to provide a full range of solutions, from bobtail engines to complete power systems.

Headquartered in France, the production unit and the design office are certified as compliant with ISO 9001 standards.

Learn more about Nanni on nannienergy.com

## Worldwide customer support network

Nanni products are supported at every major port thanks to a worldwide network of independent distributor facilities and dealer locations, delivering the expertise and parts needed to keep customer's products running smoothly.

In choosing a Nanni product, you gain an extensive worldwide sales and service network to help you achieve maximum engine life and sustained reliability.

# SAIL WITH CONFIDENCE

Nanni has been a global marine engine manufacturer for over 60 years, offering customers industry-leading durability and reliability. As a result, many of Nanni's legacy engines are still powering boats around the globe.

Known for their reliability, its products are the driving force behind many power systems worldwide. The long and successful partnership with customers including major shipyards and governmental agencies provides further evidence that you can rely on a solid partner.

Robust, efficient & built to last. These are the qualities that have made Nanni's reputation. We design simple, yet effective and reliable products able to withstand the toughest conditions, year after year.

And when it comes to fuel consumption and maintenance costs, Nanni is also an attractive choice. Not only because of products quality, but also thanks to an established know-how in marine power systems and full engineering team support throughout project realization. From the first stage, through the sales process and commissioning, to parts supply, maintenance, repair and upgrade, Nanni offers a full range of services.

Nanni, your single source for complete power systems.

# USING THIS GUIDE

## PROPULSION ENGINES

For propulsion engines, the application ratings reflect various boat operation needs. Knowledge of the engine's operating requirements is therefore essential to establish a proper match of engine rating to boat operating requirements.

Consider the expected annual operating hours based on the annual 12-month period. Also consider the duty cycle, which refer to the amount of time the engine is required to be operated at rated rpm during a period of time. Then review the presented application ratings and decide which rating best defines the application. Also foresee the regulations that the engine will have to meet. Once you have decided which rating and emission level fit your needs, refer to the specification tables beginning on page 6 and on page 10 for ratings and regulations availability by engine model.

Finally, use the engine model pages for additional information to help you decide which Nanni engine best fits your operating needs. The type of transmissions that are available for each engine are indicated.

More information is provided on specific product brochures available for each engine on www.nannienergy.com.

## GENERATOR SETS

For generator sets, first refer to the overview on page 40 and determine the series that best suits your application. Proceed to the sizing step by making an inventory of on-board electrical appliances. Add their rated power together and foresee which appliances will operate simultaneously. Also establish important project parameters such as load capacity, voltage, single or three-phase, maximum allowable voltage and frequency drop, etc.

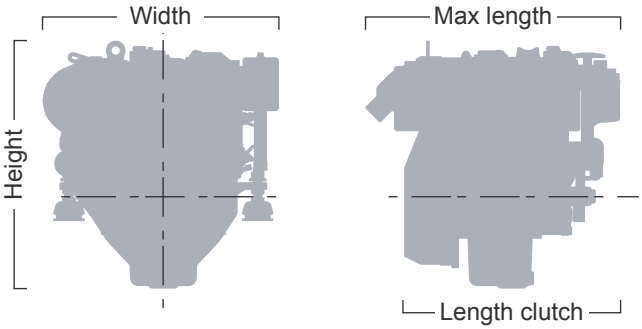
As always, refer to www.nannienergy.com or consult your Nanni representative for assistance and for the most up-to-date information.

# DIMENSIONS & WEIGHT

Dimensions and weight may vary according to the configuration selected. More detailed information is included within the specific installation schematic for each product.

Stated weight values are based on dry engines including standard equipment without coolant, oil and transmission.

Sizing is defined according to the following schematic diagram:




For propulsion engines, performance data are provided in accordance with ISO 8665-1, as follows:

- kW: Rated engine power in kilowatts
- hp: Rated engine power in metric horsepower
- rpm: Rated engine speed in revolutions per minute
- l/h: Max fuel consumption at rated engine speed in litres per hour. Fuel consumption has a tolerance of +/- 5%

For generator sets, power rating are given according ISO 8528-1. Dimensions are given as the maximum overall length, width and height. Weights are based on dry engines, without coolant and oil.

# RATINGS OUTLINE

To precisely identify the appropriate engine rating required, please contact your nearest local Nanni representative.

## M1.L rating

| | |
|---|---|
| **Operating hours** | Unlimited |
| **Load factor [1]** | Up to 100% |
| **Duty cycle [2]** | Uninterrupted full power |
| **Application example** | ICFN (continuous) |

## M1.S rating

| | |
|---|---|
| **Operating hours** | Unlimited |
| **Load factor [1]** | Up to 80% |
| **Duty cycle [2]** | Full power for no more than 1 hour out of each 3 hours of operation |
| **Application example** | IFN (intermittent) |

## M1 rating

| | |
|---|---|
| **Operating hours** | 24 hours per day |
| **Load factor [1]** | Over 65% |
| **Duty cycle [2]** | Uninterrupted full power |
| **Application example** | Line hauls tugs and towboats, trawlers/ draggers, displacement hull fishing boats |

## M2 rating

| | |
|---|---|
| **Operating hours** | Up to 5000 hours per year |
| **Load factor [1]** | Up to 65% |
| **Duty cycle [2]** | Full power for no more than 16 hours out of each 24 hours of operation |
| **Application example** | Short-range tugs and towboats long-range ferryboats, large passenger vessels and offshore displacement hull fishing boats |

## M3 rating

| | |
|---|---|
| **Operating hours** | Up to 4000 hours per year |
| **Load factor** [1] | Up to 50% |
| **Duty cycle** [2] | Full power for no more than 4 hours out of each 12 hours of operation |
| **Application example** | Coastal fishing boats offshore crew boats, research boats. Short range ferryboats and dinner cruise boats |

## M4 rating

| | |
|---|---|
| **Operating hours** | Up to 3000 hours per year |
| **Load factor** [1] | Up to 40% |
| **Duty cycle** [2] | Full power for no more than 1 hour out of each 12 hours of operation |
| **Application example** | Inshore crew boats, charter fishing boats, pilot boats, dive boats, and planning hull commercial fishing boats |

## M5.L rating

| | |
|---|---|
| **Operating hours** | Up to 2000 hours per year |
| **Load factor** [1] | Up to 77% |
| **Duty cycle** [2] | Full power for no more than 1 hour out of each 6 hours of operation |
| **Application example** | Patrol craft long |

## M5.S rating

| | |
|---|---|
| **Operating hours** | Up to 1200 hours per year |
| **Load factor** [1] | Up to 77% |
| **Duty cycle** [2] | Full power for no more than 1 hour out of each 12 hours of operation |
| **Application example** | Patrol craft short |

## M5 rating

| | |
|---|---|
| **Operating hours** | Up to 1000 hours per year |
| **Load factor [1]** | Up to 35% |
| **Duty cycle [2]** | Full power for no more than 30 minutes out of each 8 hours of operation |
| **Application example** | Recreational boats, tactical military vessels and rescue boats |

## M6.S rating

| | |
|---|---|
| **Operating hours** | Up to 500 hours per year |
| **Load factor [1]** | Up to 50% |
| **Duty cycle [2]** | Full power for no more than 1 hour out of each 20 hours of operation |
| **Application example** | Pleasure craft |

## M6 rating

| | |
|---|---|
| **Operating hours** | Up to 500 hours per year |
| **Load factor [1]** | Up to 35% |
| **Duty cycle [2]** | Full power for no more than 30 minutes out of each 8 hours of operation |
| **Application example** | Recreational boats |

[1] Load factor : fuel burned over a period of time divided by the full-power fuel consumption over the same period.

[2] Duty cycle : the remaining operation time must be at or below cruising speeds. Cruising speed is at least 200 rpm below the rated engine speed. No wide-open throttle below rated engine speed.

# REGULATIONS

## EXHAUST EMISSIONS

### IMO-MARPOL Annex VI

Main international convention concerning the prevention of marine environment pollution by shipping. Only applies to diesel engines above 130 kW.

### EU-Directive 2013/53/EU (RCD 2)

European Union design regulations for recreational craft up to a hull length of 24 m.

### EU-Regulation 2016/1628 NRMM Stage IV

The Nonroad Mobile Machinery Directive regulates exhaust emissions from marine propulsion and auxiliary engines used aboard inland waterway vessels operating in the European Community.

### EPA marine Tier 3

Managed by the Environmental Protection Agency of the U.S.A, the EPA certification regulates exhaust emissions from diesel engines installed on U.S. registered marine vessels.

### BSO 2

The BSO standard applies to recreational marine engines operating on lake Constance.

### On-demand certifications

Some regions in the world have local regulations for a specific area or water (ie., NKK, RMRS, CCR, etc.). Contact your Nanni representative for details and availability of further engine certification in these cases.

Certain products may not be available for sale in all areas due to emissions compliance.

## CLASSIFICATION SOCIETY

Nanni works with various marine classification societies to allow the use of our engines in vessels designed and built to a society's particular requirements. For more information, please contact your local Nanni representative.

## SOLAS

The SOLAS (Safety Of Life At Sea) is an international treaty that prescribes several rules regarding the safety of ships. Our SOLAS approved engines are designed and manufactured to meet these regulations for use in life, rescue and crew tender boats. Special features do include:

- Immediate starting in very low temperatures (down to –15°C, and –25°C with additional heater).
- Operation at an angle up to 30° in intermittent operation and 20° in continuous operation.
- All SOLAS approved engines have been engineered to be installed in free fall life boats and are able to withstand a drop from a height of more than 30 meters.

# PROPULSION ENGINES

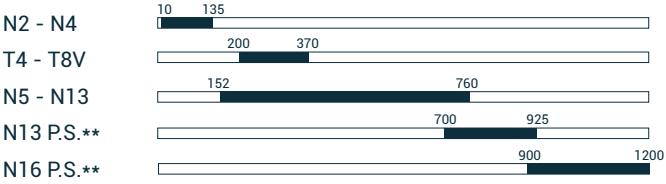
The references indicated hereafter identify the regulations each propulsion engine will be certified to:

1. IMO MARPOL Annex VI compliant
2. RCD2 2013/53/EU
3. EU Regulation 2016/1628 NRMM Stage IV
4. EPA Marine Tier 3
5. BSO 2
6. IMO II

| Engine | Rated Power | Rating | Emissions | Page |
|---|---|---|---|---|
| **Model** | **[hp]** | **M** | **level** | **P** |
| **N2.10** | 10 | 5 | 2, 4, 5 | 18 |
| **N2.14** | 14 | 5 | 2, 4, 5 | 19 |
| **N3.21** | 19.6 | 5 | 2, 4, 5 | 20 |
| **N3.30** | 29 | 5 | 2, 4, 5 | 21 |
| **N4.38** | 37.5 | 4 | 2, 4, 5 | 22 |
| **N4.40** | 40 | 4 | 2, 4 | 23 |
| **N4.50** | 47.5 | 4 | 2, 4, 5 | 24 |
| **N4.65** | 59 | 4 | 2, 4 | 25 |
| **N4.80** | 79 | 5 | 2, 4, 5 | 26 |
| **N4.115** | 115 | 4 | 2, 4, 5 | 27 |
| **N4.115 E** | 115 | 4 | 2, 4, 5 | 28 |
| **N4.140** | 135 | 5 | 2, 4, 5 | 27 |
| **N4.140 E** | 135 | 5 | 2, 4, 5 | 28 |
| **T4.205** | 200 | 6 | 1, 2, 4, 5 | 32 |
| **T4.230** | 230 | 6 | 1, 2, 4, 5 | 32 |
| **T4.270** | 265 | 6 | 1, 2, 4, 5 | 32 |
| **6.420 TDI** | 320 | 6 | 5 | 34 |
| **T8V.320** | 320 | 6 | 1, 2, 4 | 35 |
| **T8V.350** | 350 | 6 | 1, 2, 4 | 35 |
| **T8V.370** | 370 | 6 | 1, 2, 4 | 35 |
| **N5.150** | 152 | 4 | n/a | 36 |
| **N5.160 CR2** | 162 | 1 | 1, 4 | 36 |
| **N5.180 CR2** | 182 | 2 | 1, 4 | 36 |
| **N5.200 CR2** | 202 | 3 | 1, 4 | 36 |
| **N5.230 CR2** | 228 | 4 | 1, 4 | 36 |
| **N6.160** | 156 | 1 | n/a | 38 |
| **N6.180** | 177 | 2 | n/a | 38 |
| **N6.200** | 202 | 3 | n/a | 38 |

| Engine | Rated Power | Rating | Emissions | Page |
|---|---|---|---|---|
| **Model** | **[hp]** | **M** | **level** | **P** |
| **N6.230** | 228 | 4 | n/a | 38 |
| **N6.250 CR2** | 250 | 1 | 1, 4 | 38 |
| **N6.325 CR2** | 284 | 2 | 1, 4 | 38 |
| **N6.360 CR2** | 325 | 3 | 1, 4 | 38 |
| **N6.405 CR2** | 360 | 4 | 1, 4 | 38 |
| **N9.330 CR2** | 405 | 5 | 1, 4 | 39 |
| **N9.380 CR2** | 329 | 1 | 1, 4 | 39 |
| **N9.430 CR2** | 380 | 2 | 1, 2, 4 | 39 |
| **N9.510 CR2** | 431 | 3 | 1, 2, 4 | 39 |
| **N9.600 CR2** | 507 | 4 | 1, 2, 4 | 39 |
| **N13.430 CR2** | 557 | 5 | 1, 2, 4 | 41 |
| **N13.510 CR2** | 431 | 1 | 1, 2, 4 | 41 |
| **N13.580 CR2** | 507 | 2 | 1, 2, 4 | 41 |
| **N13.660 CR2** | 583 | 3 | 1, 2, 4 | 41 |
| **N13.800 CR2** | 659 | 4 | 1, 2, 4 | 41 |
| **N13.700 CR3** | 760 | 5 | 1, 2, 4 | 32 |
| **N13.800 CR3** | 700 | 6.S | 1, 2, 4 | 43 |
| **N13.800 CR3** | 800 | M5.L, M6 | 1, 2, 4 | 43 |
| **N13.900 CR3** | 900 | M6 | 1, 2, 4 | 43 |
| **N16.900 CR3** | 900 | M1.S | 1, 2, 4 | 44 |
| **N16.1000 CR3** | 1000 | M6.S | 1, 2, 4 | 44 |
| **N16.1100 CR3** | 1100 | M6.S | 1, 2, 4 | 44 |
| **N16.1150 CR3** | 1150 | M6.S | 1, 2, 4 | 44 |
| **N16.1200 CR3** | 1200 | M6.S | 1, 2, 4 | 44 |

## NANNI RANGE (hp)




***P.S. : PLATINUM SERIES*

# SAIL DRIVE PROPULSION SYSTEM

Sail Drive propulsion systems are available for engines up to 135 hp. The Sail Drive transmission system provides to both the OEM manufacturer and boat owners a unique, still proven design.

It offers quiet and virtually vibration free operation, with very low water resistance under sail, plus increased propulsion efficiency due to the thrust direction being parallel to the boat's waterline.

## FEATURES & BENEFITS

- Installation and service made easy in comparison to conventional inboard shaft drive installations,
- Forced lubrication system, integrated oil cooling system,
- Structure made of high strength aluminium alloy with corrosion resistant protection, electrically isolated from the engine,
- Can be matched with a variety of fixed or foldable propeller configurations.

## SP60 for N2.10 to N4.38

## SD12 for N4.50 to N4.80

Lagoon 55 - Photothèque Lagoon - Photo Nicolas Claris

## TECHNICAL CHARACTERISTICS

| | SP60 | |
|---|---|---|
| **Reduction ratio** | **2.15 : 1** | **2.38 : 1** |
| **Max input power** | 66.6 hp [49 kW] @ 3000 rpm | 59.8 hp [44 kW] @ 3600 rpm |
| **Dry weight [kg]** | | 35 |
| **Oil capacity [litre]** | | 3 |
| **Oil type** | | ATF |
| **Propeller shaft** | | 17 standard spline |
| **Propeller diameter** | | From 13″ to 18″ maxi |

## SD15 for N4.115 & N4.140

- SD 15 Sail Drive offers boatbuilders increased design flexibility, allowing the engine to be positioned facing the bow or facing the stern with respect to the transmission. The system considerably reduces vibration and other related propulsion system noise on board, compared to a traditional shaft line system. The most important feature is the ease of installation, as no particular settings or alignments are necessary.

## SPP option (Steerable Pod Propulsion)

- The pivoting leg, operated by a robust industrial electric motor with special marine protection, gives always the requested power in the right direction.
- Joystick maneuvering is comfortable, easy, intuitive and reliable. You can exploit your engine full power when maneuvering with just two fingers !
- **S**teerable **P**od **P**ropulsion comes with latest electronic technology, plug & play components and electric pre-wired parts. System status can be easily read in every moment through the LEDs lighting on the joystick.

### TECHNICAL CHARACTERISTICS

| | SD12 | SD15 |
|---|---|---|
| **Reduction ratio** | **2.31 : 1** | **2.49 : 1** |
| **Max input power** | 72 hp [53 kW] @ 2700 rpm | 135 hp [44 kW] @ 3600 rpm |
| **Dry weight [kg]** | 45 | 100 |
| **Oil capacity [litre]** | 2.8 | 6 |
| **Oil type** | SAE 15W40 | ATF |
| **Propeller shaft** | 16/32 standard spline | DIN 5480 W33x1.25x30x25.9d |
| **Propeller diameter** | 21" maxi | 23" maxi |

# N2.10

## PROPULSION

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N2.10 | 7.36 | 10 | 3000 | 2.4 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 2 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 0.479 l [29.2 $in^3$] |
| **Bore & Stroke** | 67 x 68 mm [2.64 x 2.68 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 476 mm [18.7 in] |
| **Length clutch** | 399 mm [15.7 in] |
| **Width** | 428 mm [16.9 in] |
| **Height** | 495 mm [19.5 in] |
| **Dry weight** | 78 kg [172 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Low rated rpm
- Low fuel consumption
- Gear driven valve train
- Easy routine servicing
- Class-leading package size & Weight
- Installation flexibility
- Repowering made easy
- Low installation costs

# N2.14

## PROPULSION

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N2.14 | 10.3 | 14 | 3600 | 3.6 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 2 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 0.479 l [29.2 $in^3$] |
| **Bore & Stroke** | 67 x 68 mm [2.64 x 2.68 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 510 mm [20.1 in] |
| **Length clutch** | 433 mm [17.1 in] |
| **Width** | 463 mm [18.2 in] |
| **Height** | 506 mm [19.9 in] |
| **Dry weight** | 83 kg [183 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Robust design
- Low fuel consumption
- Excellent power to weight ratio
- Gear driven valve train
- Extensive range of options
- Repowering made easy
- Low installation costs
- Installation flexibility
- Easy routine servicing

# N3.21

## PROPULSION

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N3.21 | 14.6 | 19.6 | 3600 | 6 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 3 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 0.719 l [43.9 $in^3$] |
| **Bore & Stroke** | 67 x 68 mm [2.64 x 2.68 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 578 mm [22.8 in] |
| **Length clutch** | 500 mm [19.7 in] |
| **Width** | 473 mm [18.6 in] |
| **Height** | 506 mm [19.9 in] |
| **Dry weight** | 97 kg [214 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Low fuel consumption
- Installation flexibility
- Low installation costs
- Gear driven valve train
- Excellent power to weight ratio
- Extensive range of options
- Repowering kits
- Easy routine servicing

*Contact your Nanni representative for more details.

# N3.30

## PROPULSION

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N3.30 | 21.3 | 29 | 3600 | 7.4 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 3 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 1.123 l [68.5 $in^3$] |
| **Bore & Stroke** | 78 x 78.4 mm [3.07 x 3.09 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 667 mm [26.2 in] |
| **Length clutch** | 570 mm [22.4 in] |
| **Width** | 467 mm [18.39 in] |
| **Height** | 589 mm [23.2 in] |
| **Dry weight** | 136 kg [300 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Low fuel consumption
- Gear driven valve train
- Easy routine servicing
- Repowering made easy
- Installation flexibility
- Extensive range of options
- Low installation costs
- Class-leading package size
- SOLAS approved version available

# N4.38
## Propulsion

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.38 | 27.6 | 37.5 | 3000 | 8.7 | M4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 1.498 l [91.4 $in^3$] |
| **Bore & Stroke** | 78 x 78.4 mm [3.07 x 3.08 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 749 mm [29.5 in] |
| **Length clutch** | 655 mm [25.8 in] |
| **Width** | 465 mm [18.3 in] |
| **Height** | 605 mm [23.8 in] |
| **Dry weight** | 139 kg [306 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Robust design
- Low fuel consumption
- Low rated rpm
- High power density
- Installation flexibility
- Extensive range of options
- Low installation costs
- Easy routine servicing
- Gear driven valve train
- SOLAS approved version available

# N4.40
## Propulsion

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.40 | 29.4 | 40 | 2800 | 9.3 | M4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 1.999 l [122 $in^3$] |
| **Bore & Stroke** | 83 x 92.4 mm [3.26 x 3.63 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 763 mm [30 in] |
| **Length clutch** | 719 mm [28.3 in] |
| **Width** | 544 mm [21.4 in] |
| **Height** | 623 mm [24.5 in] |
| **Dry weight** | 214 kg [472 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Low rated rpm
- Extensive range of options
- Low fuel consumption
- Gear driven valve train
- Installation flexibility
- Repowering made easy
- Low installation costs
- Easy routine servicing

# N4.50
## Propulsion

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.50 | 35.4 | 47.5 | 2800 | 11.7 | M4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 2.197 l [134.1 $in^3$] |
| **Bore & Stroke** | 87 x 92.4 mm [3.43 x 3.63 in] |
| **Intake** | Naturally aspirated |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 763 mm [30 in] |
| **Length clutch** | 719 mm [28.3 in] |
| **Width** | 544 mm [21.4 in] |
| **Height** | 623 mm [24.5 in] |
| **Dry weight** | 216 kg [476.2 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Robust design
- Low fuel consumption
- Low rated rpm
- High power density
- Installation flexibility
- Extensive range of options
- Low installation costs
- Easy routine servicing
- Gear driven valve train
- SOLAS approved version available

# N4.65

## Propulsion

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.65 | 43.4 | 59 | 2700 | 13.5 | M4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 2.434 l [148.5 $in^3$] |
| **Bore & Stroke** | 87 x 102.4 mm [3.43 x 4.03 in] |
| **Intake** | Turbocharged |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emission** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 732 mm [28.8 in] |
| **Length clutch** | 697 mm [27.4 in] |
| **Width** | 505 mm [19.9 in] |
| **Height** | 632 mm [24.9 in] |
| **Dry weight** | 248 kg [546.75 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Class-leading package size
- High power density
- Extensive range of options
- Low fuel consumption
- Repowering made easy
- Low installation costs
- Gear driven valve train
- Easy routine servicing
- SOLAS approved version available
- Installation flexibility

# N4.80

## Propulsion

Shaft Line

Sail Drive

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.80 | 57.4 | 79 | 2700 | 15.6 | M5 |
| N4.80 SD | 52.9 | 72 | 2700 | 14.4 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Indirect (E-TVCS) |
| **Displacement** | 2.434 l [148.5 $in^3$] |
| **Bore & Stroke** | 87 x 102.4 mm [3.43 x 4.03 in] |
| **Intake** | Turbocharged & Intercooler |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail Drive |
| **Emission** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

*Compliancies underway*

| | |
|---|---|
| **Max length** | 898 mm [35.35 in] |
| **Width** | 545 mm [21.45 in] |
| **Height** | 664 mm [26.14 in] |
| **Dry weight** | 258 kg [568.8 lbs] |

### FEATURES & BENEFITS

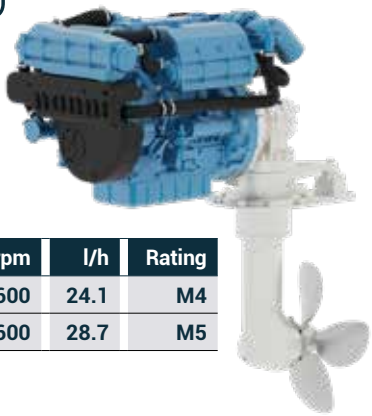
- Kubota engine base
- Class-leading package size
- High power density
- Extensive range of options
- Low fuel consumption
- Repowering made easy
- Low installation costs
- Gear driven valve train
- Easy routine servicing
- SOLAS approved version available
- Installation flexibility

# N4.115/140

## Propulsion

Shaft Line

Sail Drive*



### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.115 | 84.6 | 115 | 2600 | 24.1 | M4 |
| N4.140 | 99.4 | 135 | 2600 | 28.7 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Direct (E-CDIS) |
| **Displacement** | 3.769 l [230 $in^3$] |
| **Bore & Stroke** | 100 x 120 mm [3.93 x 4.72 in] |
| **Intake** | Turbocharged & Intercooler |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 960 mm [37.8 in] |
| **Length clutch** | 796 mm [31.3 in] |
| **Width** | 580 mm [22.8 in] |
| **Height** | 728 mm [28.7 in] |
| **Dry weight** | 350 kg [772 lbs] |

### FEATURES & BENEFITS

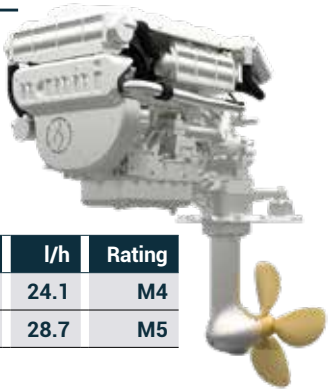
- Kubota engine base
- Low rated rpm
- Installation flexibility
- Low installation costs
- Easy routine servicing
- Gear driven valve train
- Extensive range of options

# N4.115E/140E

## Propulsion

Shaft Line

Sail Drive



### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| N4.115 E | 84.6 | 115 | 2600 | 24.1 | M4 |
| N4.140 E | 99.4 | 135 | 2600 | 28.7 | M5 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Direct (E-CDIS) with electronic speed governor |
| **Displacement** | 3.769 l [230 $in^3$] |
| **Bore & Stroke** | 100 x 120 mm [3.93 x 4.72 in] |
| **Intake** | Turbocharged & Intercooler |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** | Shaft line or Sail drive |
| **Emissions** | RCD2 2013/53/EU, EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 960 mm [37.8 in] |
| **Length clutch** | 796 mm [31.3 in] |
| **Width** | 580 mm [22.8 in] |
| **Height** | 728 mm [28.7 in] |
| **Dry weight** | 350 kg [772 lbs] |

### FEATURES & BENEFITS

- Kubota engine base
- Low rated rpm
- Installation flexibility
- Low installation costs
- Easy routine servicing
- Gear driven valve train
- Extensive range of options
- Optimum fuel consumption

# STERN DRIVE PROPULSION SYSTEM

One of the most efficient propulsion systems designed for pleasure planing boat. Combining the best of both worlds, the Stern Drive propulsion system brings inboard reliability together with outboard convenience and space saving.

This system offers boat builders increased design flexibility, more versatility in engine placement and a smaller footprint.

For boat owners, it results in more efficient thrust under power, thanks to the propeller shaft being parallel to the boat's waterline.

As a marine propulsion specialist, Nanni provides an optimal package combining our engines renowned reliability along with **Bravo X One**, **Bravo X Two** or **Bravo X Three** Stern-Drives.

## FEATURES & BENEFITS

- Ease of installation
- Integrated exhaust system
- Power trim and Power Steering
- Clutch assembly for effortless gear shifting
- Excellent manoeuvrability
- Outperforming a shaft line engine at equal power level
- Mercathode system for protection against galvanic corrosion
- Counter-rotating propeller on twin engine installation
- Aluminium or stainless steel propeller

## BRAVO MODEL SELECTION

Each drive has its own characteristics and has been designed for a specific application.

**Bravo X One**

- Designed for high speed boats
- Small gearcase for high hydrodynamic performance
- Maximum propeller diameter 16"

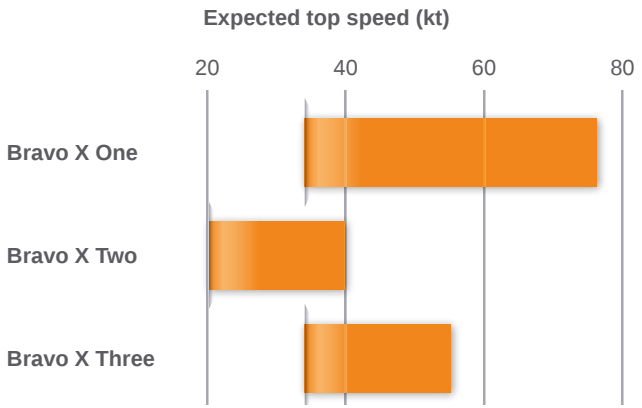
**Bravo X Two**

- Intended for heavier & slower applications
- Larger gearcase for use of a 20" diameter propeller
- Heavy duty gearcase shafts, bearings and gears

**Bravo X Three**

- Counter-rotating propellers, designed for outstanding acceleration

Boat top speed is a critical parameter when choosing an appropriate Bravo model. As a reference, refer to the graph below when selecting a Bravo model.




As for any propulsion system, contact Nanni for further assistance when selecting a Stern Drive model and its reduction ratio.

# T4 SERIES

## Propulsion

Shaft Line | Stern Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| T4.205 | 147.2 | 200 | 3600 | 40.7 | M6 |
| T4.230 | 169.1 | 230 | 3600 | 46.7 | M6 |
| T4.270 | 194.9 | 265 | 3600 | 53.6 | M6 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Common Rail Direct injection |
| **Displacement** | 2.982 l [182 $in^3$] |
| **Bore & Stroke** | 96 x 103 mm [3.78 x 4.06 in] |
| **Intake** | Turbocharged & Intercooler |
| **Cooling** | Closed cooling with heat exchanger |
| **Transmission** | Shaft line, Stern Drive or Water jet |
| **Emissions** | IMO Annex VI compliant, RCD2 2013/53/EU,<br>EPA marine Tier 3, BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 1042 mm [41 in] |
| **Length clutch** | 800 mm [31.5 in] |
| **Width** | 702 mm [27.6 in] |
| **Height** | 738 mm [29 in] |
| **Dry weight** | 350 kg [771.6 lbs] |

### FEATURES & BENEFITS

- Toyota engine base
- Robust design
- Compact package
- High power density
- Easy routine servicing
- Installation flexiblity
- 4 valves per cylinder
- 2 balancing shafts

# 6.420 TDI

## Propulsion

Shaft Line | Stern Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| 6.420 TDI | 235.5 | 320 | 3600 | 65.7 | M6 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 6 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Mechanical Direct injection |
| **Displacement** | 4.2 l [254 $in^3$] |
| **Bore & Stroke** | 94 x 100 mm [3.7 x 3.94 in] |
| **Intake** | Turbocharged & Intercooler |
| **Cooling** | Closed cooling with heat exchanger |
| **Transmission** | Shaft line, Stern Drive or Water jet |
| **Emissions** | BSO 2 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 1242 mm [48.9 in] |
| **Length clutch** | 989 mm [38.9 in] |
| **Width** | 669 mm [26.3 in] |
| **Height** | 756 mm [29.8 in] |
| **Dry weight** | 426 kg [940 lbs] |

### FEATURES & BENEFITS

- Toyota engine base
- Robust design
- Compact package
- High power density
- Easy routine servicing
- Installation flexiblity
- 4 valves per cylinder
- Balancing shafts

# T8V SERIES

## Propulsion

Shaft Line

Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | l/h | Rating |
|---|---|---|---|---|---|
| T8V.320 | 235 | 320 | 3800 | 40.7 | M6 |
| T8V.350 | 257 | 350 | 3800 | 46.7 | M6 |
| T8V.370 | 272 | 370 | 3800 | 53.6 | M6 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 8 cylinders V design 90°<br>4 stroke Diesel |
| **Fuel system** | Common Rail Direct injection |
| **Displacement** | 4.5 l [275 $in^3$] |
| **Bore & Stroke** | 86 x 96 mm [3.39 x 3.78 in] |
| **Intake** | Twin turbocharger & Intercooler |
| **Cooling** | Closed cooling with heat exchanger |
| **Transmission** | Shaft line or Water jet |
| **Emissions** | IMO Annex VI compliant, RCD2 2013/53/EU, EPA marine Tier 3 |

### DIMENSIONS & WEIGHT

| | |
|---|---|
| **Max length** | 1389 mm [54.6 in] |
| **Length clutch** | 1032 mm [40.6 in] |
| **Width** | 841 mm [33.1 in] |
| **Height** | 756 mm [29 in] |
| **Dry weight** | 435 kg [959 lbs] |

### FEATURES & BENEFITS

- Toyota engine base
- Robust design
- Compact package
- High power density
- Easy routine servicing
- Installation flexiblity
- 4 valves per cylinder
- Internal balancers

# N5 SERIES
## Propulsion

Shaft Line

Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | Rating | Emisions |
|---|---|---|---|---|---|
| **N5.150** | **112** | **152** | **2600** | **M4** | **n/a** |
| **N5.160 CR2** | **119** | **162** | **2300** | **M1** | **1, 4** |
| **N5.180 CR2** | **134** | **182** | **2400** | **M2** | **1, 4** |
| **N5.200 CR2** | **149** | **202** | **2500** | **M3** | **1, 4** |
| **N5.230 CR2** | **168** | **228** | **2600** | **M4** | **1, 4** |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 4 cylinders in line<br>4 stroke Diesel |
| **Fuel system** * | Mechanical direct injection<br>Common Rail Direct injection (*CR models)* |
| **Displacement** | 4.5 l [276 $in^3$] |
| **Bore & Stroke** | 106 x 127 mm [4.17 x 5.00 in] |
| **Intake** * | Turbocharged<br>Turbo with air-to-coolant aftercooling |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** * | Shaft line or Water jet |
| **Emissions** *<br>*(CR models)* | IMO MARPOL Annex VI compliant, EPA Marine Tier 3 |

### FEATURES & BENEFITS

- John Deere engine base
- Robust design
- High power density
- Internal balancers
- Easy routine servicing
- Installation flexiblity
- Replaceable wet-type cylinder liners

* Depending version. Refer to specific leaflet for more informations.

Lagoon SEVENTY 7 - Photo Nicolas Claris

# N6 SILVER SERIES

## Propulsion

Shaft Line | Surface Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | Rating | Emisions |
|---|---|---|---|---|---|
| N6.160 | 115 | 156 | 2300 | M1 | n/a |
| N6.180 | 131 | 177 | 2400 | M2 | n/a |
| N6.200 | 149 | 202 | 2500 | M3 | n/a |
| N6.230 | 168 | 228 | 2600 | M4 | n/a |
| N6.250 CR2 | 186 | 250 | 2400 | M1 | 1, 4 |
| N6.285 CR2 | 209 | 284 | 2500 | M2 | 1, 4 |
| N6.325 CR2 | 239 | 325 | 2600 | M3 | 1, 4 |
| N6.360 CR2 | 265 | 360 | 2700 | M4 | 1, 4 |
| N6.405 CR2 | 298 | 405 | 2800 | M5 | 1, 4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 6 cylinders in line<br>4 stroke Diesel |
| **Fuel system** * | Mechanical direct injection<br>Common Rail Direct injection (*CR models*) |
| **Displacement** | 6.8 l [415 $in^3$] |
| **Bore & Stroke** | 106 x 127 mm [4.17 x 5.00 in] |
| **Intake** * | Turbocharged<br>Turbocharged with air-to-coolant aftercooling |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** * | Shaft line, Water jet, Surface drive |
| **Emissions** *<br>*(CR models)* | IMO MARPOL Annex VI compliant, EPA Marine Tier 3 |

### FEATURES & BENEFITS

- John Deere engine base
- High power density
- Robust design
- Replaceable wet-type cylinder liners
- Installation flexiblity

* Depending version. Refer to specific leaflet for more informations.

# N9 SILVER SERIES

## Propulsion

Shaft Line | Surface Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | Rating | Emisions |
|---|---|---|---|---|---|
| N9.330 CR2 | 242 | 329 | 2100 | M1 | 1, 4 |
| N9.380 CR2 | 280 | 380 | 2200 | M2 | 1, 4 |
| N9.430 CR2 | 317 | 431 | 2300 | M3 | 1, 2, 4 |
| N9.510 CR2 | 373 | 507 | 2400 | M4 | 1, 2, 4 |
| N9.600 CR2 | 410 | 557 | 2500 | M5 | 1, 2, 4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 6 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Common Rail Direct injection |
| **Displacement** | 9.0 l [549 $in^3$] |
| **Bore & Stroke** | 118.4 x 136 mm [4.66 x 5.35 in] |
| **Intake** | Turbocharged with air-to-seawater aftercooling |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** * | Shaft line, Water jet, Surface drive |
| **Emissions** * | IMO MARPOL Annex VI compliant, EPA Marine Tier 3 |

### FEATURES & BENEFITS

- John Deere engine base
- Robust design
- High power density
- 4 valves per cylinder
- Easy routine servicing
- Installation flexiblity
- Replaceable wet-type cylinder liners

* Depending version. Refer to specific leaflet for more informations.

Lagoon Seventy 8 - photo Nicolas Claris

# N13 SILVER SERIES

## Propulsion

Shaft Line | Surface Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | Rating | Emisions |
|---|---|---|---|---|---|
| N13.430 CR2 | 317 | 431 | 1800 | M1 | 1, 2, 4 |
| N13.510 CR2 | 373 | 507 | 1900 | M2 | 1, 2, 4 |
| N13.580 CR2 | 429 | 583 | 2000 | M3 | 1, 2, 4 |
| N13.660 CR2 | 485 | 659 | 2100 | M4 | 1, 2, 4 |
| N13.800 CR2 | 559 | 760 | 2200 | M5 | 1, 2, 4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 6 cylinders in line<br>4 stroke Diesel |
| **Fuel system** | Electronically controlled unit injectors |
| **Displacement** | 13.5 l [824 $in^3$] |
| **Bore & Stroke** | 132 x 165 mm [5.20 x 6.50 in] |
| **Intake** | Turbocharged with air-to-seawater aftercooling |
| **Cooling** | Closed cooling with heat exchanger<br>Keel Cooling (optional) |
| **Transmission** * | Shaft line, Water jet, Surface drive |
| **Emissions** * | IMO MARPOL Annex VI compliant, EPA Marine Tier 3 |

### FEATURES & BENEFITS

- John Deere engine base
- Robust design
- High power density
- 4 valves per cylinder
- Installation flexiblity
- Replaceable wet-type cylinder liners

* Depending version. Refer to specific leaflet for more informations.

# N13 PLATINUM SERIES

## Propulsion

Shaft Line | Surface Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | Rating | Emisions |
|---|---|---|---|---|---|
| N13.700 CR3 | 515 | 700 | 2300 | M6.S | 1, 2, 4 |
| N13.800 CR3 | 588 | 800 | 2300 | M5L-M6 | 1, 2, 4 |
| N13.900 CR3 | 662 | 900 | 2300 | M6 | 1, 2, 4 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 6 cylinders in cylinders<br>4 stroke Diesel |
| **Fuel system** | Common Rail Direct Injection Extra High Pressure (XPI) |
| **Displacement** | 12.7 l [775 $in^3$] |
| **Bore & Stroke** | 130 x 160 mm [5.1 x 6.3 in] |
| **Intake** | Turbocharged with after cooler |
| **Cooling** | Closed cooling with heat exchanger and charge air cooler<br>Keel Cooling (optional) |
| **Transmission** * | Shaft line, Water jet, Surface drive |
| **Emissions** * | US Tier III, IMO Tier II, RCD2, ok for RCD2 2013/53/EU and CCNR2 |

### FEATURES & BENEFITS

- Scania engine base
- High power density
- Robust design
- High torque at low RPM
- Optimized fuel consumption at maximum torque
- Replaceable wet-type cylinder liners
- Installation flexiblity
- Best in class on power to weight Ratio

* Depending version. Refer to specific leaflet for more informations.

# N16 PLATINUM SERIES

## Propulsion

Shaft Line | Surface Drive | Water Jet

### PERFORMANCE DATA

| Model | kW | hp | rpm | Rating | Emisions |
|---|---|---|---|---|---|
| N16.900 CR3 | 662 | 900 | 2300 | M1.S | 1, 2, 3, 4 |
| N16.1000 CR3 | 736 | 1000 | 2300 | M6.S | 1, 2, 3, 4 |
| N16.1100 CR3 | 809 | 1100 | 2300 | M6.S | 1, 2, 3, 4 |
| N16.1150 CR3 | 846 | 1150 | 2300 | M6.S | 1, 2, 3, 4 |
| N16.1200 CR3 | 882 | 1200 | 2300 | M6.S | 6 |

### ENGINE OVERVIEW

| | |
|---|---|
| **Configuration** | 8 cylinders in V<br>4 stroke Diesel |
| **Fuel system** | Common Rail Direct Injection Extra High Pressure (XPI) |
| **Displacement** | 16.4 l [1000.5 $in^3$] |
| **Bore & Stroke** | 130 x 154 mm [5.1 x 6.1 in] |
| **Intake** | Turbocharged with after cooler |
| **Cooling** | Closed cooling with heat exchanger and charge air cooler<br>Keel Cooling (optional) |
| **Transmission** * | Shaft line, Water jet, Surface drive |
| **Emissions** * | US Tier III, IMO Tier II, ok for RCD2 2013/53/EU and CCNR2 |

### FEATURES & BENEFITS

- Scania engine base
- High power density
- Robust design
- High torque at low RPM
- Optimized fuel consumption at maximum torque
- Replaceable wet-type cylinder liners
- Installation flexiblity
- Best in class on power to weight Ratio

* Depending upon version. Refer to specific leaflet for more informations.

## Dimensions & Weight for N5 / N6 / N9 / N13 / N16 series

| Engine | Length mm [in] | Width mm [in] | Height mm [in] | Weight kg [lbs] |
|---|---|---|---|---|
| N5.150 | 885 [34.8] | 712 [28.0] | 912 [35.9] | 462 [1017] |
| N5.160 CR2 | 885 [34.8] | 770 [30.3] | 964 [37.9] | 578 [1274] |
| N5.180 CR2 | 885 [34.8] | 770 [30.3] | 964 [37.9] | 770 [30.3] |
| N5.200 CR2 | 885 [34.8] | 770 [30.3] | 964 [37.9] | 770 [30.3] |
| N5.230 CR2 | 885 [34.8] | 770 [30.3] | 964 [37.9] | 770 [30.3] |
| N6.160 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.180 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.200 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.230 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.250 CR2 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.285 CR2 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.325 CR2 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.360 CR2 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N6.405 CR2 | 1152 [45.3] | 883 [34.8] | 884 [34.8] | 735 [1620] |
| N9.330 CR2 | 1228 [48.3] | 840 [33] | 951 [37.4] | 948 [2090] |
| N9.380 CR2 | 1228 [48.3] | 840 [33] | 951 [37.4] | 948 [2090] |
| N9.430 CR2 | 1228 [48.3] | 840 [33] | 951 [37.4] | 948 [2090] |
| N9.510 CR2 | 1228 [48.3] | 840 [33] | 951 [37.4] | 948 [2090] |
| N9.600 CR2 | 1228 [48.3] | 840 [33] | 951 [37.4] | 948 [2090] |
| N13.430 CR2 | 1426 [56.1] | 1032 [40.6] | 1143 [45] | 1380 [3042] |
| N13.510 CR2 | 1426 [56.1] | 1032 [40.6] | 1143 [45] | 1380 [3042] |
| N13.580 CR2 | 1426 [56.1] | 1032 [40.6] | 1143 [45] | 1380 [3042] |
| N13.660 CR2 | 1426 [56.1] | 1032 [40.6] | 1143 [45] | 1380 [3042] |
| N13.800 CR2 | 1426 [56.1] | 1032 [40.6] | 1143 [45] | 1380 [3042] |
| N13.700 CR3 | 1389 [54.7] | 1073 [42.2] | 1115 [43.9] | 1285 [2833] |
| N13.800 CR3 | 1389 [54.7] | 1073 [42.2] | 1115 [43.9] | 1285 [2833] |
| N13.900 CR3 | 1389 [54.7] | 1073 [42.2] | 1115 [43.9] | 1285 [2833] |
| N6.900 CR3 | 1362 [53.6] | 1278 [50.3] | 1136 [44.7] | 1660 [3659] |
| N6.1000 CR3 | 1362 [53.6] | 1278 [50.3] | 1136 [44.7] | 1660 [3659] |
| N6.1150 CR3 | 1362 [53.6] | 1278 [50.3] | 1136 [44.7] | 1660 [3659] |
| N6.1200 CR3 | 1362 [53.6] | 1278 [50.3] | 1136 [44.7] | 1660 [3659] |

* From front end to edge of flywheel housing mm [in]

# MAREX CONTROL & MONITORING SYSTEMS

## FULL CONTROL FOR ANY TYPE OF VESSEL. UNRIVALLED MODULARITY LEVEL

As an experienced marine equipment manufacturer, we offer solutions and products such as remote controls, joysticks, ship monitoring and alarm systems. You can take advantage of configuration, parameterization, delivery and commissioning from a single source.

Installation are made easy thanks to the systems modular architecture. We can rapidly determine the required functions and adapt each system to the vessel specific requirements. Both, basic components as well as operating and control modules are quickly coordinated and programmed.

### CONTROL SYSTEMS

The remote control systems are perfectly tailored to diverse requirements for virtually every type of propulsion and ship, including work vessels with classification, passenger liners and yachts. Whether electronic or electro-mechanical control, the modular system design allows a flexible configuration while easing installation and configuration.

### ALARM & MONITORING SYSTEMS

Ship alarm and monitoring systems provide structured and clear access to the vast information and functions provided by the different systems on board.

This powerful marine instrument features a clearly arranged, user-friendly design. This permits prompt signaling of safety-related operational data such as overspeed and loss of oil pressure. You can also monitor all operating conditions and operate many systems centrally or automate their control.

# MAREX OS III

## DESIGNED TO KEEP THE COURSE

The Marex OS III ensures effective control and can be installed in ships with classic reversing gears, jet propulsions and controllable propellers.

The hardware of the Marex OS III consists of only a few modular units that are extremely powerful thanks to their bus connection.

All components are ready to connect, which simplifies the installation in new buildings and retrofits.

All components correspond to the highest demands of safety and fulfill the requirements of the most important classification societies.

### KEY FEATURES & ADVANTAGES

- Multi-engine systems
- Engine control, speed curves and engine stall protection
- Gear operation, reversing maneuver curves
- Bridge components can also be used in the outside area
- Various control head designs
- Dynamic, asymmetric levers
- Integrated keypad
- Easy installation thanks to pre-assembly
- Approval of drawing and FAT upon request

# MAREX ECS

## THE EASY CONTROL SYSTEM

The Marex ECS (Easy Control System) is designed for both recreational and work boats.

Easy to operate, unique design, universal possibilities. The Marex ECS meets the highest production and quality standards, with endurance testing of one million lever actuations.

Its hardware comes from proven automotive applications with reliable CAN bus technology, and a self-diagnosis system that sends any alarm to the system. It also provide easy handling resulting in reduced installation and commissioning efforts and uncomplicated operation features.

The enhanced version features a separate backup Hall sensor which makes it even more reliable and safe. The control of the boat will be maintained, even if CAN communication is interrupted.

### KEY FEATURES & ADVANTAGES

- Exclusive chrome surfaces, contrasted with black
- Language-independent icons
- Subtle backlight illumination
- Dynamic, asymmetric levers
- ABYC compliant system
- Plug-and-play connections for ease of installation
- Auto-configuration

# JOYSTICK MANOEUVRING SYSTEM

## MANOEUVRING WITH EASE

The Joystick Manoeuvring system provides the helmsman with simple and intuitive boat control. The operator moves the joystick and the ship mirrors the movement exactly. The controller automatically compensates for external influences, such as wind or current.

Functional and room-saving, both the joystick and its operating module provides essential functions to operate. The joystick can be used as a separate control element (stand-alone solution) or combined with a control head at a station (pairing). Further functions, such as direct thruster actuation in thruster mode, provide operating comfort and reliability.

### KEY FEATURES & ADVANTAGES

- Modern, ergonomic design
- Intuitive operation
- Direction compensation
- Flexible interface
- Plus-and-play installation
- Configuration, parameterization, delivery, and commissioning from a single source

# INTERACTIVE CONTROL DISPLAYS

## UNPRECEDENTED COMFORT

**SI.4**

New innovative dependable Nanni interactive control displays are the ultimate solution for all marine situations.

While being the most tiny of all controllers (170 x 104 mm), the SI.4 will replace a dozen of analog gauges.

Powerful, intuitive, interactive and reliable, these new monitoring and control systems are included in the accessory range of Nanni to provide all over the world, a complete engine package of high quality for professional applications and for pleasure.

## INTUITIVE AND POWERFUL

**SI.7 & SI.9**

SI.7 and SI.9 – the powerful new multifunction navigation systems from Nanni. With available built-in RealVision 3D™ sonar, the all new LightHouse 3 operating system, and blazing fast quad core performance, SI.7 and SI.9 will transform your time on the water.

SI.7 and SI.9 are expandable so their capabilities can grow as needed.

## ACCESSORIES OPTIONS

- Chart application
- Weather mode
- CHIRP Sonar (Realvision 3D)
- Radar application
- Dashboard application
- Camera application
- Audio application
- Mobile application

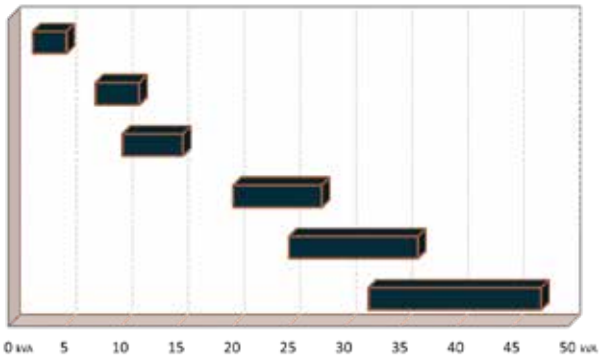
**SI.19**
**Ultra Wide display**

## KEY FEATURES & ADVANTAGES

- Survey of all engine parameters - multi alarms systems
- Ultimate engine control, speed curves and engine protection
- Available for engines from 21 to 2000 hp
- Hassle free installation thanks to harness pre-assembly

# GENERATOR SET RANGE SOUNDPROOF

| SERIE | MODEL | FREQUENCY | | POWER | | OUTPUT | Page |
|---|---|---|---|---|---|---|---|
| Type | Ref | 50 Hz | 60Hz | KW | KVA | VOLTS | |
| Q500 | 5CM50 | O | | 5 | | 230 | |
| Q1100 | 8CM50 | O | | 7.6 | | 230 | |
| | 10CT50 | O | | | 9.6 | 230/400 | |
| | 9CM60 | | O | 9.3 | | 2x120 | |
| | 11CT60 | | O | | 11.0 | 208 | |
| Q1500 | 10CM50 | O | | 10.0 | | 230 | |
| | 13CT50 | O | | | 12.6 | 230/400 | |
| | 12CM60 | | O | 12.3 | | 2x120 | |
| | 15CT60 | | O | | 15.4 | 208 | |
| Q2400 | 18CM50 | O | | 18.0 | | 230 | |
| | 20CM50 | O | | 19.9 | | 230 | |
| | 24CT50 | O | | | 24.1 | 230/400 | |
| | 20CM60 | | O | 19.6 | | 2x120 | |
| | 23CM60 | | O | 22.9 | | 2x120 | |
| | 28CT60 | | O | | 27.8 | 208 | |
| Q3300 | 25CM50 | O | | 24.9 | | 230 | |
| | 30CT50 | O | | | 30.0 | 230/400 | |
| | 31CM60 | | O | 30.5 | | 2x120 | |
| | 36CT60 | | O | | 36.4 | 208 | |



# Q500 SERIES SOUNDPROOF

## GENERATOR

| MODEL | 5CM50 |
|---|---|
| Mecc Alte Generator | 1 Phase<br>50 Hz<br>1PF<br>3000 rpm |
| Power LTP** | 5 KW |
| Power PRP* | 4.6 KW |
| Load Volts | 230 |
| Load Amps PRP* | 21.7 l/h |
| Fuel Cons | 2.2 l/h |

## ENGINE

| | |
|---|---|
| Base | Kubota |
| Configuration | 2 cylinders in line- 4 stroke Diesel |
| Regulation | Mechanical |
| Displacement | 0.479 l [29.2 $in^3$] |

## DIMENSIONS & WEIGHT

| Q500 Soundproof | 5CM50 |
|---|---|
| Length mm [in] | 650 [25.6] |
| Width mm [in] | 480 [18.9] |
| Height mm [in] | 530 [20.9] |
| Weight Kg [lbs] | 128 [282] |

* PRP = Prime Running Power.
** LTP = Limited Time Power.
Note : Non-binding pictures.

# Q1100 SERIES SOUNDPROOF

## GENERATOR

| MODEL | 8CM50 | 10CT50 | 9CM60 | 11CT60 |
|---|---|---|---|---|
| **Mecc Alte Generator** | 1 Phase, 50 Hz 1PF 1500 rpm | 3 Phases, 50 Hz 0,8PF 1500 rpm | 1 Phase, 60 Hz 1PF 1800 rpm | 3 Phases, 60 Hz 0,8PF 1800 rpm |
| **Power LTP**** | 7.6 KW | 9.6 KVA | 9.3 KW | 11.0 KVA |
| **Power PRP*** | 7.2 KW | 9.1 KVA | 8.9 KW | 10.1 KVA |
| **Load Volts** | 230 | 230/400 | 2x120 | 208 |
| **Load Amps PRP*** | 31.3 | 13.2 | 37.1 | 28.1 |
| **Fuel Cons** | 2.7 l/h | 2.7 l/h | 3.2 l/h | 3.2 l/h |

## ENGINE

| | |
|---|---|
| **Base** | Kubota |
| **Configuration** | 3 cylinders in line- 4 stroke Diesel |
| **Regulation** | Mechanical |
| **Displacement** | 1.123 l [68.5 $in^3$] |

## DIMENSIONS & WEIGHT

| Q1100 Soundproof | 8CM50 | 10CT50 | 9CM60 | 11CT60 |
|---|---|---|---|---|
| **Length mm [in]** | 923 [36.3] | 923 [36.3] | 923 [36.3] | 923 [36.3] |
| **Width mm [in]** | 580 [22.8] | 580 [22.8] | 580 [22.8] | 580 [22.8] |
| **Height mm [in]** | 637 [25.1] | 637 [25.1] | 637 [25.1] | 637 [25.1] |
| **Weight Kg [lbs]** | 271 [597] | 271 [597] | 271 [597] | 271 [597] |

* PRP = Prime Running Power.
** LTP = Limited Time Power.
Note : Non-binding pictures.

# Q1500 SERIES SOUNDPROOF

## GENERATOR

| MODEL | 10CM50 | 13CT50 | 12CM60 | 15CT60 |
|---|---|---|---|---|
| **Mecc Alte Generator** | 1 Phase, 50 Hz 1PF 1500 rpm | 3 Phases, 50 Hz 0,8PF 1500 rpm | 1 Phase, 60 Hz 1PF 1800 rpm | 3 Phases, 60 Hz 0,8PF 1800 rpm |
| **Power LTP**** | 10.0 KW | 12.6 KVA | 12.3 KW | 15.4 KVA |
| **Power PRP*** | 9.6 KW | 12.1 KVA | 11.7 KW | 14.6 KVA |
| **Load Volts** | 230 | 230/400 | 2x120 | 208 |
| **Load Amps PRP*** | 41.7 | 17.5 | 48.8 | 40.6 |
| **Fuel Cons** | 3.5 l/h | 3.5 l/h | 4.2 l/h | 4.2 l/h |

## ENGINE

| | |
|---|---|
| **Base** | Kubota |
| **Configuration** | 4 cylinders in line - 4 stroke Diesel |
| **Regulation** | Mechanical |
| **Displacement** | 1.498 l [91.4 $in^3$] |

## DIMENSIONS & WEIGHT

| Q1500 Soundproof | 10CM50 | 13CT50 | 12CM60 | 15CT60 |
|---|---|---|---|---|
| **Length mm [in]** | 1047 [41.23] | 1047 [41.23] | 1047 [41.23] | 1047 [41.23] |
| **Width mm [in]** | 580 [22.8] | 580 [22.8] | 580 [22.8] | 580 [22.8] |
| **Height mm [in]** | 637 [25.1] | 637 [25.1] | 637 [25.1] | 637 [25.1] |
| **Weight Kg [lbs]** | 291 [642] | 291 [642] | 291 [642] | 291 [642] |

* PRP = Prime Running Power.
** LTP = Limited Time Power.
Note : Non-binding pictures.

# Q2400 SERIES SOUNDPROOF

## GENERATOR

| MODEL | 18CM50 | 20CM50 | 24CT50 |
|---|---|---|---|
| **Mecc Alte Generator** | 1 Phase, 50 Hz 1PF 1500 rpm | 1 Phase, 50 Hz 1PF 1500 rpm | 3 Phases, 50 Hz 0,8PF 1500 rpm |
| **Power LTP**** | 18.0 | 19.9 | 24.1 |
| **Power PRP*** | 17.1 | 19.0 | 23.3 |
| **Load Volts** | 230 | 230 | 230/400 |
| **Load Amps PRP*** | 74.3 | 82.6 | 33.6 |
| **Fuel Cons** | 5.8 | 5.8 | 5.8 |

## ENGINE

| | |
|---|---|
| **Base** | Kubota |
| **Configuration** | 4 cylinders in line- 4 stroke Diesel |
| **Regulation** | Mechanical |
| **Displacement** | 2.434 l [148.5 $in^3$] |

## DIMENSIONS & WEIGHT

| Q2400 Soundproof | 18CM50 | 20CM50 | 24CT50 |
|---|---|---|---|
| **Length mm [in]** | 1085 [42.71] | 1300 [51.1] | 1300 [51.1] |
| **Width mm [in]** | 600 [23.6] | 600 [23.6] | 600 [23.6] |
| **Height mm [in]** | 695 [27.3] | 695 [27.3] | 695 [27.3] |
| **Weight Kg [lbs]** | 436 [961] | 436 [961] | 436 [961] |

* PRP = Prime Running Power.
** LTP = Limited Time Power.
Note : Non-binding pictures.

# Q2400 SERIES SOUNDPROOF

## GENERATOR

| MODEL | 20CM60 | 23CM60 | 28CT60 |
|---|---|---|---|
| **Mecc Alte Generator** | 1 Phase, 60 Hz 1PF 1800 rpm | 1 Phase, 60 Hz 1PF 1800 rpm | 3 Phases, 60 Hz 0,8PF 1800 rpm |
| **Power LTP**** | 19.6 | 22.9 KW | 27.8 KVA |
| **Power PRP*** | 21.3 | 21.8 KW | 26.6 KVA |
| **Load Volts** | 2x120 | 2x120 | 208 |
| **Load Amps PRP*** | 81.7 | 90.8 | 73.8 |
| **Fuel Cons** | 6.6 | 6.6 | 6.6 |

## ENGINE

| | |
|---|---|
| **Base** | Kubota |
| **Configuration** | 4 cylinders in line- 4 stroke Diesel |
| **Regulation** | Mechanical |
| **Displacement** | 2.4 l [148.5 $in^3$] |

## DIMENSIONS & WEIGHT

| Q2400 Soundproof | 20CM60 | 23CM60 | 28CT60 |
|---|---|---|---|
| **Length mm [in]** | 1085 [42.71] | 1300 [51.1] | 1300 [51.1] |
| **Width mm [in]** | 600 [23.6] | 600 [23.6] | 600 [23.6] |
| **Height mm [in]** | 695 [27.3] | 695 [27.3] | 695 [27.3] |
| **Weight Kg [lbs]** | 436 [961] | 436 [961] | 436 [961] |

* PRP = Prime Running Power.
** LTP = Limited Time Power.
Note : Non-binding pictures.

# Q3300 SERIES SOUNDPROOF

## GENERATOR

| MODEL | 25CM50 | 30CT50 | 31CM60 | 36CT60 |
|---|---|---|---|---|
| Mecc Alte Generator | 1 Phase, 50 Hz 1PF 1500 rpm | 3 Phases, 50 Hz 0,8PF 1500 rpm | 1 Phase, 60 Hz 1PF 1800 rpm | 3 Phases, 60 Hz 0,8PF 1800 rpm |
| Power LTP** | 24.9 KW | 30.4 KVA | 30.5 KW | 36.4 KVA |
| Power PRP* | 23.8 KW | 29.1 KVA | 29.1 KW | 34.6 KVA |
| Load Volts | 230 | 230/400 | 2X120 | 208 |
| Load Amps PRP* | 103.5 | 42.0 | 121.3 | 96.1 |
| Fuel Cons | 7.6 l/h | 7.6 l/h | 9.5 l/h | 9.5 l/h |

## ENGINE

| | |
|---|---|
| Base | Kubota |
| Configuration | 4 cylinders in line- 4 stroke Diesel |
| Regulation | Mechanical |
| Displacement | 3.318 l [202.5 $in^3$] |

## DIMENSIONS & WEIGHT

| Q3300 Soundproof | 25CM50 | 30CT50 | 31CM60 | 36CT60 |
|---|---|---|---|---|
| Length mm [in] | 1400 [55.1] | 1400 [55.1] | 1400 [55.1] | 1400 [55.1] |
| Width mm [in] | 660 [25.9] | 660 [25.9] | 660 [25.9] | 660 [25.9] |
| Height mm [in] | 778 [30.6] | 778 [30.6] | 778 [30.6] | 778 [30.6] |
| Weight Kg [lbs] | 550 [1212] | 550 [1212] | 550 [1212] | 550 [1212] |

* PRP = Prime Running Power.
** LTP = Limited Time Power.
Note : Non-binding pictures.

# GENERATOR SETS

The generator set range covers a power range from 6 kW to 500 kW. All generator sets are delivered assembled and ready for installation. As always, Nanni is able to provide all installation related equipment, from fuel tank to exhaust system.

## QMS series

Alternators used in the QMS range are manufactured by Mecc Alte, a world leader in the production of compact synchronous alternators. Most generator sets of the QMS series are available with an optional sound enclosure.

On both the QMF and QMS range, the sound enclosure is made of insulated panels in painted marine aluminium. with multiple access ports for all necessary connections and maintenance items including lifting visual access.

## QLS series

The QLS generator range comes with Leroy Somer alternators, internationally renowned for built-in quality, reliability and versatility. As well as providing quiet, dependable power for pleasure duty applications, these generator sets are also perfectly suitable for continuous duty applications.

# GENERATOR SET RANGE

| MODEL | | kW* | | OUTPUT VOLTS | | PAGE | |
|---|---|---|---|---|---|---|---|
| 50Hz | 60Hz | 50Hz | 60Hz | 50Hz | 60Hz | 50Hz | 60Hz |
| QMS 7.5M | QMS 9M60[1] | 7.5 | 9.1 | 230 | 120 | 54 | 58 |
| QMS 10M | QMS 12M60[1] | 10 | 12 | 230 | 120-240 | 54 | 58 |
| QMS 16M | QMS 20M60 | 16.2 | 19.6 | 230 | 120-240 | 54 | 59 |
| QMS 25M | n/a | 22.9 | n/a | 230 | n/a | 54 | n/a |
| QMS 35M | n/a | 34.7 | n/a | 230 | n/a | 55 | n/a |
| QMS 10T | QMS 12T60[1] | 7.7 | 9.4 | 230-400 | 120-240 | 55 | 59 |
| QMS 13T | QMS 16T60[1] | 10.2 | 12.4 | 230-400 | 120-240 | 55 | 59 |
| QMS 21T | QMS 25T60 | 16.7 | 20.2 | 230-400 | 120-240 | 55 | 59 |
| QMS 32T | n/a | 24.3 | n/a | 230-400 | n/a | 55 | n/a |
| QMS 35M | n/a | 34.7 | n/a | 230 | n/a | 55 | n/a |
| QMS 46T | n/a | 36.7 | n/a | 230-400 | n/a | 55 | n/a |
| QLS 10T | QLS 12T60[1] | 7.9 | 9.9 | 230-400 | 120-240 | 56 | 60 |
| QLS 13T | QLS 16T60[1] | 10.7 | 13.1 | 230-400 | 120-240 | 56 | 60 |
| QLS 22T | QLS 27T60 | 17.7 | 21.4 | 230-400 | 120-240 | 56 | 61 |
| QLS 32T | n/a | 25.7 | n/a | 230-400 | n/a | 57 | n/a |
| QLS 38M | n/a | 37.5 | n/a | 230 | n/a | 57 | n/a |
| QLS 47T | n/a | 37.8 | n/a | 400 | n/a | 57 | n/a |
| QLS 65T | n/a | 53.7 | n/a | 400 | n/a | 57 | n/a |
| QLS 70T[2] | n/a | 56 | n/a | 400 | | 57 | n/a |
| QLS 102T | n/a | 84.6 | n/a | 400 | n/a | 57 | n/a |
| QLS135T[2] | n/a | 108 | n/a | 400 | | 57 | n/a |
| n/a | QLS 115T60 | n/a | 107 | n/a | 480 | n/a | 61 |

* Prim Power according to ISO 8528-1
[1] EPA Tier 3
[2] EU Regulation 2016/1628 NRMM Stage V
For gensets above QLS 102T, Please contact your nearest Nanni representative.

# QMS SERIES

## 50Hz Generator Sets

| Model | | QMS 7.5M | QMS 10M | QMS 16M | QMS 25M |
|---|---|---|---|---|---|
| **Configuration** | | 3 cylinders in line | 4 cylinders in line | 4 cylinders in line | 4 cylinders in line |
| **Engine base** | | Kubota | Kubota | Kubota | Kubota |
| **Fuel system** | | Mechanical | Mechanical | Mechanical | Mechanical |
| **Injection system** | | Indirect | Indirect | Indirect | Indirect |
| **Intake** | | Naturally aspirated | Naturally aspirated | Naturally aspirated | Naturally aspirated |
| **Displace-ment** | L [in³] | 1.1 [68.5] | 1.5 [91.4] | 2.2 [134] | 3.3 [202.5] |
| **Rated speed** | rpm | 1500 | 1500 | 1500 | 1500 |
| **Sound Shield option** | | ✓ | ✓ | ✓ | ✓ |
| **GENERATOR RATINGS** | | | | | |
| **Frequency** | Hz | 50 | 50 | 50 | 50 |
| **Cont power** | kW [kVA] | 6.6 [6.6] | 8.8 [8.8] | 13.9 [13.9] | 20.8 [20.8] |
| **Prime power** | kW [kVA] | 7.5 [7.5] | 10 [10] | 16.2 [16.2] | 22.9 [22.9] |
| **Voltage** | V | 230 | 230 | 230 | 230 |
| **Phase** | | 1 | 1 | 1 | 1 |
| **Power factor** | | 1 | 1 | 1 | 1 |
| **DIMENSIONS WITHOUT SOUND ENCLOSURE** | | | | | |
| **Length** | mm [in] | 840 [33.1] | 925 [36.4] | 1014 [39.9] | 1304 [51.3] |
| **Width** | mm [in] | 489 [19.2] | 489 [19.2] | 548 [21.6] | 636 [25] |
| **Height** | mm [in] | 620 [24.4] | 620 [24.4] | 691 [27.2] | 766 [30.1] |
| **Dry weight** | kg [lbs] | 224 [494] | 244 [538] | 328 [723] | 378 [833] |
| **DIMENSIONS WITH SOUND ENCLOSURE** | | | | | |
| **Length** | mm [in] | 950 [37.4] | 1050 [41.3] | 1130 [44.5] | 1590 [62.6] |
| **Width** | mm [in] | 540 [21.3] | 540 [21.3] | 600 [23.6] | 700 [27.5] |
| **Height** | mm [in] | 710 [28] | 710 [28] | 700 [27.6] | 900 [35.4] |
| **Dry weight** | kg [lbs] | 271 [598] | 291 [641] | 378 [833] | 550 [1213] |

| QMS 35M | QMS 10T | QMS 13T | QMS 21T | QMS 32T | QMS 46T |
|---|---|---|---|---|---|
| 4 cylinders in line | 3 cylinders in line | 4 cylinders in line | 4 cylinders in line | 4 cylinders in line | 4 cylinders in line |
| Kubota | Kubota | Kubota | Kubota | Kubota | Kubota |
| Mechanical | Mechanical | Mechanical | Mechanical | Mechanical | Mechanical |
| Indirect | Indirect | Indirect | Indirect | Indirect | Direct |
| Turbo-charged | Naturally aspirated | Naturally aspirated | Naturally aspirated | Naturally aspirated | Turbo-charged |
| 3.8 [230] | 1.1 [68.5] | 1.5 [91.4] | 2.2 [134] | 3.3 [202.5] | 3.8 [230] |
| 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | | | | | |
| 50 | 50 | 50 | 50 | 50 | 50 |
| 32 [32] | 6.8 [8.5] | 9.1 [11.4] | 14.3 [17.9] | 22.1 [27.6] | 33.7 [42.1] |
| 34.7 [34.7] | 7.7 [9.6] | 10.2 [12.8] | 16.7 [20.9] | 24.3 [30.4] | 36.7 [45.9] |
| 230 | 230-400 | 230-400 | 230-400 | 230-400 | 230-400 |
| 1 | 3 | 3 | 3 | 3 | 3 |
| 1 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 |
| | | | | | |
| 1394 [54.9] | 840 [33.1] | 925 [36.4] | 1014 [39.9] | 1304 [51.3] | 1394 [54.9] |
| 644 [25.4] | 489 [19.2] | 489 [19.2] | 548 [21.6] | 636 [25] | 644 [25.4] |
| 792 [31.2] | 620 [24.4] | 620 [24.4] | 691 [27.2] | 766 [30.1] | 792 [31.2] |
| 398 [877] | 224 [494] | 244 [538] | 328 [723] | 378 [833] | 398 [877] |
| | | | | | |
| 1590 [62.6] | 950 [37.4] | 1050 [41.3] | 1130 [44.5] | 1590 [62.6] | 1590 [62.6] |
| 700 [27.6] | 540 [21.3] | 540 [21.3] | 600 [23.6] | 700 [27.6] | 700 [27.6] |
| 900 [35.4] | 710 [28] | 710 [28] | 700 [27.6] | 900 [35.4] | 900 [35.4] |
| 570 [1257] | 271 [598] | 291 [641] | 378 [833] | 550 [1213] | 570 [1257] |

# QLS SERIES

## 50 Hz Generator Sets

| Model | | QLS 10T | QLS 13T | QLS 22T | QLS32T |
|---|---|---|---|---|---|
| **Configuration** | | 3 cylinders in line | 4 cylinders in line | 4 cylinders in line | 4 cylinders in line |
| **Engine base** | | Kubota | Kubota | Kubota | Kubota |
| **Fuel system** | | Mechanical | Mechanical | Mechanical | Mechanical |
| **Injection system** | | Indirect | Indirect | Indirect | Indirec |
| **Air intake** | | Naturally aspirated | Naturally aspirated | Naturally aspirated | Naturally aspirated |
| **Displace-ment** | L [in³] | 1.1 [68.5] | 1.5 [91.4] | 2.2 [134] | 3.3 [202.5] |
| **Rated speed** | rpm | 1500 | 1500 | 1500 | 1500 |
| **GENERATOR RATINGS** | | | | | |
| **Frequency** | Hz | 50 | 50 | 50 | 50 |
| **Cont. power** | kW [kVA] | 7 [8.8] | 9.5 [11.9] | 15.1 [18.9] | 23.4 [ 29.2] |
| **Prime power** | kW [kVA] | 7.9 [9.9] | 10.7 [13.4] | 17.7 [22.1] | 25.7 [32.1 |
| **Voltage** | V | 400 | 400 | 400 | 400 |
| **Phase** | | 3 | 3 | 3 | 3 |
| **Power factor** | | 0.8 | 0.8 | 0.8 | 0.8 |
| **DIMENSIONS** | | | | | |
| **Length** | mm [in] | 959 [37.8] | 1081 [42.5] | 1167 [46.6] | 1304 [51.3] |
| **Width** | mm [in] | 489 [19.3] | 486 [19.1] | 548 [21.6] | 636 [25] |
| **Height** | mm [in] | 624 [24.6] | 620 [24.4] | 692 27.2] | 814 [32] |
| **Dry weight** | kg [lbs] | 251 [553] | 264 [582] | 360 [794] | 550 [1213] |

| QLS 38M | QLS 47T | QLS 65T | QLS70T | QLS 102T | QLS135T |
|---|---|---|---|---|---|
| 4 cylinders in line | 4 cylinders in line | 4 cylinders in line | 4 cylinders in line | 6 cylinders in line | 6 cylinders in line |
| Kubota | Kubota | John Deere | John Deere | John Deere | John Deere |
| Mechanical | Mechanical | Mechanical | CR | Mechanical | CR |
| Direct | Direct | Direct | Direct | Direct | Direct |
| Turbo | Turbo | Turbo | Turbo | Turbo | Turbo |
| 3.8 [230] | 3.8 [230] | 4.5 [276] | 4.5 [276] | 6.8 [414] | 6.8 [414] |
| 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| | | | | | |
| 50 | 50 | 50 | 50 | 50 | 50 |
| 34.5 [34.5] | 34.4 [43] | 37.5 [45.8] | 40.1 [49] | 59 [72] | 113.3 [92.7] |
| 37.5 [37.5] | 37.8 [47.2] | 53.7 [65.4 | 56 [69.9] | 84.6 [102.6] | 108 [135] |
| 230 | 400 | 400 | 400 | 400 | 400 |
| 1 | 3 | 3 | 3 | 3 | |
| 1 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 |
| | | | | | |
| 1361 [53.6] | 1331 [52.4] | 1510 [59.4] | 1547 [60.90] | 1798 [70.8] | 1914 [75.35] |
| 636 [25] | 670 [26.4] | 723 [28.5] | 848 [33.38] | 693 [27.3] | 794 [31.25] |
| 792 [31.2] | 835 [32.9] | 1050 [41.3] | 1075 [42.32] | 1097 [43.2] | 1173 [46.18] |
| 571 [1259] | 561 [1237] | 852 [1879] | 898 [1979] | 1273 [2806] | 1360 [2998] |

# QMS SERIES

## 60 Hz Generator Sets

| Model | | QMS 9M60 | QMS 12M60 |
|---|---|---|---|
| **Configuration** | | 3 cylinders in line | 4 cylinders in line |
| **Engine base** | | Kubota | Kubota |
| **Fuel system** | | Mechanical | Mechanical |
| **Injection system** | | Indirect | Indirect |
| **Intake** | | Naturally aspirated | Naturally aspirated |
| **Displacement** | L [$in^3$] | 1.1 [68.5] | 1.5 [91.4] |
| **Rated speed** | rpm | 1800 | 1800 |
| **Sound Shield option** | | ✓ | ✓ |
| **GENERATOR RATINGS** | | | |
| **Frequency** | Hz | 60 | 60 |
| **Cont. power** | kW [kVA] | 8 [8] | 10.7 [10.7] |
| **Prime power** | kW [kVA] | 9.1 [9.1] | 12 [12] |
| **Voltage** | V | 120-240 | 120-240 |
| **Phase** | | 1 | 1 |
| **Power factor** | | 1 | 1 |
| **DIMENSIONS WITHOUT SOUND ENCLOSURE** | | | |
| **Length** | mm [in] | 840 [33.1] | 925 [36.4] |
| **Width** | mm [in] | 489 [19.2] | 489 [19.2] |
| **Height** | mm [in] | 620 [24.4] | 620 [24.4] |
| **Dry weight** | kg [lbs] | 224 [494] | 244 [538] |
| **DIMENSIONS WITH SOUND ENCLOSURE** | | | |
| **Length** | mm [in] | 950 [37.4] | 1050 [41.3] |
| **Width** | mm [in] | 540 [21.3] | 540 [21.3] |
| **Height** | mm [in] | 710 [28] | 710 [28] |
| **Dry weight** | kg [lbs] | 271 [598] | 291 [641] |

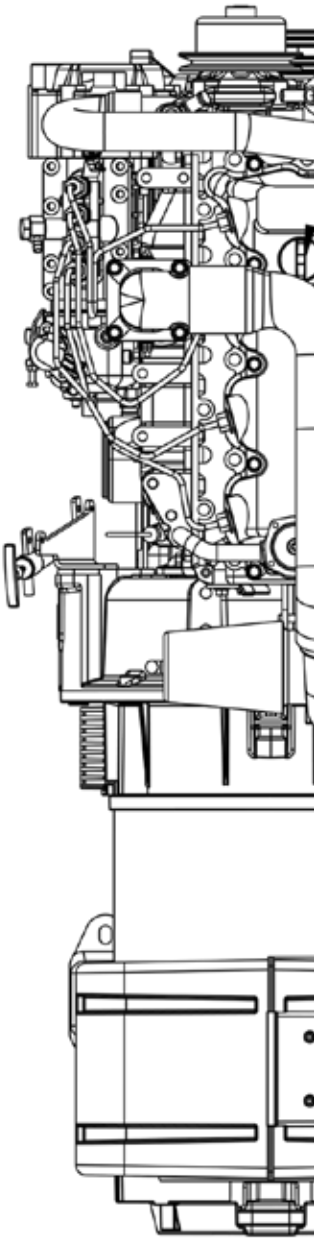
| QMS 20M60 | QMS 12T60 | QMS 16T60 | QMS 25T60 |
|---|---|---|---|
| 4 cylinders in line | 3 cylinders in line | 4 cylinders in line | 4 cylinders in line |
| Kubota | Kubota | Kubota | Kubota |
| Mechanical | Mechanical | Mechanical | Mechanical |
| Indirect | Indirect | Indirect | Indirect |
| Naturally aspirated | Naturally aspirated | Naturally aspirated | Naturally aspirated |
| 2.2 [134] | 1.1 [68.5] | 1.5 [91.4] | 2.2 [134] |
| 1800 | 1800 | 1800 | 1800 |
| ✓ | ✓ | ✓ | ✓ |
| | | | |
| 60 | 60 | 60 | 60 |
| 16.4 [16.4] | 8.3 [10.4] | 11.0 [13.8] | 16.8 [21.0] |
| 19.6 [19.6] | 9.4 [11.8] | 12.4 [15.5] | 20.2 [25.3] |
| 120-240 | 120-240 | 120-240 | 120-240 |
| 1 | 3 | 3 | 3 |
| 1 | 0.8 | 0.8 | 0.8 |
| | | | |
| 1014 [39.9] | 840 [33.1] | 925 [36.4] | 1014 [39.9] |
| 548 [21.6] | 489 [19.2] | 489 [19.2] | 548 [21.6] |
| 691 [27.2] | 620 [24.4] | 620 [24.4] | 691 [27.2] |
| 328 [723] | 224 [494] | 244 [538] | 328 [723] |
| | | | |
| 1130 [44.5] | 950 [37.4] | 1050 [41.3] | 1130 [44.5] |
| 600 [23.6] | 540 [21.3] | 540 [21.3] | 600 [23.6] |
| 700 [27.6] | 710 [28] | 710 [28] | 700 [27.6] |
| 378 [833] | 271 [598] | 291 [641] | 378 [833] |

# QLS SERIES

## 60 Hz Generator Sets

| Model | | QLS 12T60 | QLS 16T60 |
|---|---|---|---|
| **Configuration** | | 3 cylinders in line | 4 cylinders in line |
| **Engine base** | | Kubota | Kubota |
| **Fuel system** | | Mechanical | Mechanical |
| **Injection system** | | Indirect | Indirect |
| **Intake** | | Naturally Aspirated | Naturally Aspirated |
| **Displacement** | L [in$^3$] | 1.1 [68.5] | 1.5 [91.4] |
| **Rated speed** | rpm | 1800 | 1800 |
| **Sound Shield option** | | ✓ | ✓ |
| **GENERATOR RATINGS** | | | |
| **Frequency** | Hz | 60 | 60 |
| **Cont. power** | kW [kVA] | 8.7 [10.9] | 11.7 [14.6] |
| **Prime power** | kW [kVA] | 9.9 [12.4] | 13.1 [16.4] |
| **Voltage** | V | 120-240 | 120-240 |
| **Phase** | | 1 | 3 |
| **Power factor** | | 1 | 0.8 |
| **DIMENSIONS** | | | |
| **Length** | mm [in] | 959 [37.8] | 1081 [42.5] |
| **Width** | mm [in] | 489 [19.3] | 486 [19.1] |
| **Height** | mm [in] | 624 [24.6] | 620 [24.4] |
| **Dry weight** | kg [lbs] | 251 [553] | 264 [582] |

| QLS 27T60 | QLS 115T60 |
|---|---|
| 4 cylinders in line | 6 cylinders in line |
| Kubota | John Deere |
| Mechanical | Mechanical |
| Indirect | Direct |
| Naturally Aspirated | Turbo |
| 2.2 [134] | 6.8 [414] |
| 1800 | 1800 |
| ✓ | |
| | |
| 60 | 60 |
| 17.9 [22.4] | 92.1 [115.1] |
| 21.4 [26.8] | 107 [133.8] |
| 120-240 | 480 |
| 3 | 3 |
| 0.8 | 0.8 |
| | |
| 1167 [46.6] | 2202.4 [86.7] |
| 548 [21.6] | 745.5 [29.35] |
| 692 [27.2] | 1205.9 [40.4] |
| 360 [794] | 1273 [2806.5] |



# NANNI HYBRID SYSTEM

For many years, Nanni's development focus has been the environmental performance of its propulsion systems. We aim to make engines progressively cleaner and more efficient.

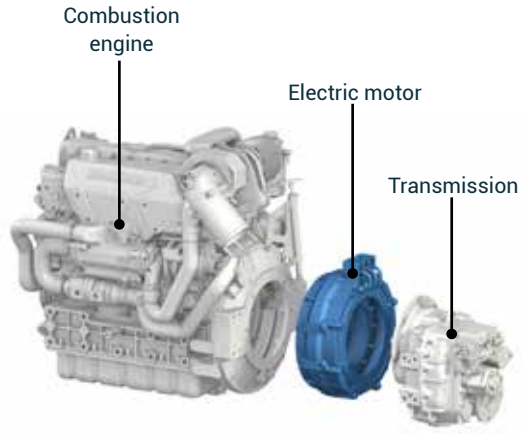
The hybrid system is the proof of Nanni's commitment to reducing exhaust emissions. It offers a clean, smooth and amazingly quiet boating experience, where mechanical and electric power work in unison.

## ECO-SENSITIVE & USER-FRIENDLY TECHNOLOGY

The hybrid system seamlessly integrates an electric motor and a diesel engine.

The electric motor is a compact yet formidable power source. In propulsion mode, it is used at low speeds, propelling the boat with no emissions, noise and vibrations. In generator mode, it produces electrical energy to recharge the batteries by converting the mechanical power supplied by the combustion engine.

The hybrid technology results in a highly reliable propulsion system, where the propeller can be driven either by the electric motor or by the combustion engine, which remains the main source for propulsion at high speed



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ENERGY IN BLUE

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