## N13.430 CR2
### SPECIFICATIONS

<table>
<thead>
<tr>
<th><strong>Power at crankshaft</strong></th>
<th>317 kW [431 hp]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Displacement</strong></td>
<td>13.6 l [830 in³]</td>
</tr>
<tr>
<td><strong>Configuration</strong></td>
<td>6 cylinders in line</td>
</tr>
<tr>
<td><strong>Operation type</strong></td>
<td>4 strokes Diesel</td>
</tr>
<tr>
<td><strong>Bore &amp; Stroke</strong></td>
<td>132 x 165 mm [5.2 x 6.5 in]</td>
</tr>
<tr>
<td><strong>Compression ratio</strong></td>
<td>16 : 1</td>
</tr>
<tr>
<td><strong>Rated speed</strong></td>
<td>1800 rpm</td>
</tr>
<tr>
<td><strong>Idling speed</strong></td>
<td>600 rpm</td>
</tr>
<tr>
<td><strong>Peak torque</strong></td>
<td>2328 Nm</td>
</tr>
<tr>
<td><strong>Peak torque speed</strong></td>
<td>1300 rpm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Engine base</strong></th>
<th>John Deere</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuel system</strong></td>
<td>Electronically controlled unit injectors</td>
</tr>
<tr>
<td><strong>Air intake</strong></td>
<td>Turbocharged Air-to-seawater aftercooler</td>
</tr>
<tr>
<td><strong>Cooling</strong></td>
<td>Closed cooling with heat exchanger</td>
</tr>
<tr>
<td><strong>Max mounting angle</strong></td>
<td>0° Front down 12° Front up</td>
</tr>
<tr>
<td><strong>Alternator</strong></td>
<td>24 Volt 100 Amp</td>
</tr>
<tr>
<td><strong>Rating</strong></td>
<td>M1</td>
</tr>
</tbody>
</table>
| **Emission compliance** | IMO Marpol Annex VI  
NRMM (97/68/EC) Tier 3  
EPA marine Tier 3  
RCD2 2013/53/EU |
| **Dry weight**          | 1380 kg [3042 lbs] |
N13.430 CR2
317 kW [431 hp] at 1800 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK
- Replaceable wet-type cylinder liners
- 4 Valves per cylinder
- Directed top-liner cooling
- Watercooled exhaust manifold

FUEL SYSTEM
- Electronically controlled unit injectors
- Primary & secondary fuel filter

LUBRICATION SYSTEM
- Replaceable full-flow oil filter
- Oil dipstick
- Oil cooler

COOLING SYSTEM
- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

ELECTRICAL SYSTEM & INSTRUMENTATION
- 24V / 100A alternator
- 24V starter motor
- Complete instrumentation including key switch and alarms
- Extension cable harness with plug-and-play

AIR INTAKE
- Water cooled turbocharger
- Air-to-seawater aftercooler

OTHER FEATURES
- Flywheel SAE 1
- Flexible engine mounting
- Damper pulley

OPTIONAL SYSTEMS & ACCESSORIES
- Keel cooling adaptation
- Dry exhaust elbow
- Complete marine propulsion systems
- Marine transmission adaptation kits
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Rigid engine mounting
- Power take off
- Type approval

RATINGS
- 24 daily operating hours
- Load factor over 65%
- Uninterrupted full power

TRANSMISSIONS
- Contact your Nanni representative for more details and availability about transmissions types and models range.

DIMENSIONS

PERFORMANCE CURVES

POWER AT CRANKSHAFT

TORQUE AT CRANKSHAFT

FUEL CONSUMPTION

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