# PROPULSION ENGINE

## N3.30 SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power at crankshaft</td>
<td>21.3 kW [29 hp]</td>
</tr>
<tr>
<td>Displacement</td>
<td>1.123 l [69 in³]</td>
</tr>
<tr>
<td>Configuration</td>
<td>3 cylinders in line</td>
</tr>
<tr>
<td>Operation type</td>
<td>4 strokes Diesel</td>
</tr>
<tr>
<td>Bore &amp; Stroke</td>
<td>78 x 78.4 mm [3.07 x 3.09 in]</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>24 : 1</td>
</tr>
<tr>
<td>Rated speed</td>
<td>3600 rpm</td>
</tr>
<tr>
<td>Idling speed</td>
<td>930 rpm</td>
</tr>
<tr>
<td>Peak torque</td>
<td>64 Nm</td>
</tr>
<tr>
<td>Peak torque speed</td>
<td>2600 rpm</td>
</tr>
<tr>
<td>Engine base</td>
<td>Kubota</td>
</tr>
<tr>
<td>Fuel system</td>
<td>Mechanical Indirect injection</td>
</tr>
<tr>
<td>Air intake</td>
<td>Natural</td>
</tr>
<tr>
<td>Cooling</td>
<td>Closed cooling with heat exchanger</td>
</tr>
<tr>
<td>Max mounting angle</td>
<td>15° Front down 15° Front up</td>
</tr>
<tr>
<td>Alternator</td>
<td>12 Volt 120 Amp</td>
</tr>
<tr>
<td>Rating</td>
<td>M5</td>
</tr>
<tr>
<td>Emission compliance</td>
<td>RCD 2013/53/EU EPA marine Tier 3 BSO 2</td>
</tr>
<tr>
<td>Dry weight</td>
<td>145 kg [319 lbs] 181 kg [399 lbs]</td>
</tr>
</tbody>
</table>

*Images of the N3.30 engine.*

**Nanni**

*Energy in Blue*
N3.30
21.3 kW [29 hp] at 3600 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK
- 3 Cylinders in line
- Gear-driven valve train
- Water cooled exhaust manifold

FUEL SYSTEM
- Mechanical governor
- Cam driven in-line injection pump
- Fuel feed pump with hand primer
- 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
- 12 V Electrical system
- 12 V / 120 A alternator
- Electric starter motor
- Electric stop function
- Instrumentation panel, including Start/Stop, tachometer & alarms
- Extension cable harness with plug-and-play

AIR INTAKE
- Mounted air cleaner

OTHER FEATURES
- Flexible engine mounting
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES
- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Polymer frame (Sail Drive version)
- Engine mounting adaptation
- Two pole electrical system
- Water boiler systems
- Stuffing box connections
- Complete fuel systems
- Complete exhaust systems
- SOLAS approved version

RATINGS
- Up to 1000 annual operating hours
- Load factor up to 35%
- Full power for no more than 30 minutes out of each 8 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

SHAFT LINE
- TMC40
- TTMC35A - TTMC35P
- ZF10M

SAIL DRIVE
- Sail Drive SP60
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

POWER AT CRANKSHAFT

<table>
<thead>
<tr>
<th>Power at crankshaft [hp]</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
</tr>
</tbody>
</table>

TOURNE AT CRANKSHAFT

<table>
<thead>
<tr>
<th>Torque at crankshaft [Nm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>250</td>
</tr>
</tbody>
</table>

FUEL CONSUMPTION

<table>
<thead>
<tr>
<th>Fuel consumption [l/h]</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5</td>
</tr>
</tbody>
</table>

DIMENSIONS WITH SP60 / TMC40

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