# N4.40 Specifications

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Value</th>
<th>Engine base</th>
<th>Kubota</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power at crankshaft</td>
<td>29.4 kW [40 hp]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Displacement</td>
<td>1.999 l [122 in³]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Configuration</td>
<td>4 cylinders in line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation type</td>
<td>4 strokes Diesel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bore &amp; Stroke</td>
<td>83 x 92.4 mm [3.27 x 3.64 in]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compression ratio</td>
<td>22.8 : 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rated speed</td>
<td>2800 rpm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idling speed</td>
<td>850 rpm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak torque</td>
<td>110 Nm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak torque speed</td>
<td>2000 rpm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel system</td>
<td>Mechanical Indirect injection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air intake</td>
<td>Natural</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooling</td>
<td>Closed cooling with heat exchanger</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max mounting angle</td>
<td>15° Front down</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternator</td>
<td>12 Volt 120 Amp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rating</td>
<td>M4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emission compliance</td>
<td>RCD 2013/53/EU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EPA marine Tier 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry weight</td>
<td>227 kg [500 lbs]</td>
<td>259 kg [570 lbs]</td>
<td></td>
</tr>
<tr>
<td>with TTMC35A</td>
<td></td>
<td></td>
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<tr>
<td>with Sail Drive SP60</td>
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</tbody>
</table>
TECHNICAL DESCRIPTION

ENGINE BLOCK
- 4 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
- Polyester 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 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of each 12 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

SHAFT LINE
- TM345A - TM345H
- TMC260
- TMC60
- TTMC35A - TTMC35P
- ZF25

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

TORQUE AT CRANKSHAFT

FUEL CONSUMPTION

DIMENSIONS AVEC SP60 / TTMC35A

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