# PROPULSION ENGINE

## N6.200

### SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Power at crankshaft</strong></td>
<td>149 kW [203 hp]</td>
</tr>
<tr>
<td><strong>Displacement</strong></td>
<td>6.8 l [415 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>106.4 x 127 mm [4.19 x 5 in]</td>
</tr>
<tr>
<td><strong>Compression ratio</strong></td>
<td>17 : 1</td>
</tr>
<tr>
<td><strong>Rated speed</strong></td>
<td>2500 rpm</td>
</tr>
<tr>
<td><strong>Idling speed</strong></td>
<td>650 rpm</td>
</tr>
<tr>
<td><strong>Peak torque</strong></td>
<td>695 Nm</td>
</tr>
<tr>
<td><strong>Engine base</strong></td>
<td>John Deere</td>
</tr>
<tr>
<td><strong>Fuel system</strong></td>
<td>Direct injection</td>
</tr>
<tr>
<td></td>
<td>Mechanical governor</td>
</tr>
<tr>
<td><strong>Air intake</strong></td>
<td>Turbocharged</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</td>
</tr>
<tr>
<td></td>
<td>9° Front up</td>
</tr>
<tr>
<td><strong>Alternator</strong></td>
<td>24 Volt</td>
</tr>
<tr>
<td></td>
<td>50 Amp</td>
</tr>
<tr>
<td><strong>Rating</strong></td>
<td>M3</td>
</tr>
<tr>
<td><strong>Dry weight</strong></td>
<td>735 kg [1620 lbs]</td>
</tr>
<tr>
<td><strong>Peak storque speed</strong></td>
<td>1800 rpm</td>
</tr>
</tbody>
</table>
N6.200
149 kW [203 hp] at 2500 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK
- Replaceable wet-type cylinder liners
- Watercooled exhaust manifold

FUEL SYSTEM
- Fuel filter
- Direct injection, mechanical governor

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 / 50A alternator
- 24V starter motor
- Complete instrumentation including key switch and alarms
- Extension cable harness with plug-and-play

AIR INTAKE
- Turbocharged

OTHER FEATURES
- Flywheel SAE 3
- 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
- Up to 4000 annual operating hours
- Load factor up to 50%
- Full power for no ore than 4 hours out of 12 hours of operation. The remaining operation time must be at or below cruising speed

TRANSMISIONS
- 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

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