N9.600 CR2
SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power at crankshaft</td>
<td>410 kW [557 hp]</td>
</tr>
<tr>
<td>Displacement</td>
<td>9 l [549 in³]</td>
</tr>
<tr>
<td>Configuration</td>
<td>6 cylinders in line</td>
</tr>
<tr>
<td>Operation type</td>
<td>4 strokes Diesel</td>
</tr>
<tr>
<td>Bore &amp; Stroke</td>
<td>118.4 x 136 mm [4.66 x 5.35 in]</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>16.3 : 1</td>
</tr>
<tr>
<td>Rated speed</td>
<td>2500 rpm</td>
</tr>
<tr>
<td>Idling speed</td>
<td>650 rpm</td>
</tr>
<tr>
<td>Max mounting angle</td>
<td>0° Front down 12° Front up</td>
</tr>
<tr>
<td>Alternator</td>
<td>24 Volt 100 Amp</td>
</tr>
<tr>
<td>Rating</td>
<td>M5</td>
</tr>
<tr>
<td>Emission compliance</td>
<td>IMO Marpol Annex VI NRMM (97/68/EC) Tier 3</td>
</tr>
<tr>
<td></td>
<td>EPA marine Tier 3</td>
</tr>
<tr>
<td></td>
<td>RCD2 2013/53/EU</td>
</tr>
<tr>
<td>Peak torque</td>
<td>1966 Nm</td>
</tr>
<tr>
<td>Peak torque speed</td>
<td>1900 rpm</td>
</tr>
<tr>
<td>Engine base</td>
<td>John Deere</td>
</tr>
<tr>
<td>Fuel system</td>
<td>Direct injection High pressure Common Rail</td>
</tr>
<tr>
<td></td>
<td>Electronically controlled</td>
</tr>
<tr>
<td>Air intake</td>
<td>Turbocharged Air-to-Coolant aftercooler</td>
</tr>
<tr>
<td>Cooling</td>
<td>Closed cooling with heat exchanger</td>
</tr>
<tr>
<td>Dry weight</td>
<td>948 kg [2089 lbs]</td>
</tr>
</tbody>
</table>
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N9.600 CR2
410 kW [557 hp] at 2500 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK
- Replaceable wet-type cylinder liners
- 4 Valves per cylinder
- Watercooled exhaust manifold

FUEL SYSTEM
- Primary & secondary fuel filter
- Fuel heater
- Common Rail fuel injection system

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
- Turbocharged
- 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
- Flywheel SAE 2

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 operation time must be at or below cruising speed

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

PERFORMANCE CURVES

POWERS AT CRANKSHAFT

TORQUE AT CRANKSHAFT

FUEL CONSUMPTION

DIMENSIONS

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