



N9 series

9.0l Common Rail marine engines
From 290 to 560 hp

General data

Engine base..... John Deere
Displacement [l-cu in]9.0 - 549
Compression ratio16.0:1
Bore [mm-in] 118.4 - 4.66
Stroke [mm-in]136 - 5.35
InjectionHPCR
Governor Type..... Electronic
Electrical system.....24V

Applications

- Recreational yachts, cruisers sport fishing boats.
- Crew boats, dive boats
- Light-duty commercial
- Fishing boats
- Rescue boats

Engine overview

Engine type	4 cycle Diesel, Direct Injection
Number of valves	4 valves cylinder head
Cylinders	6 cylinders in line
Fuel system	High Pressure Common Rail Electronically controlled
Air Intake	Turbocharged with air-to-seawater or air-to-coolant
Engine cooling	Heat exchanger or Keel Cooled

Features and benefits

Watercooled Turbocharger and Exhaust Manifold

- Marine wet turbocharger and wet exhaust manifold lowering surface and engine room temperatures.
- Integrated components reduce external connections, hose and fitting that can leak or break.

Replaceable Wet-type Cylinder Liners

- Hardened and precision machined for long life.
- Excellent heat dissipation.
- Rebuild to original specifications.

High Power Density

- High power density offers more power in a smaller package.

High Pressure Common Rail Fuel System

- High pressure common rail fuel system provides high performance, excellent fuel economy, and low emissions.
- Variable injection pressure and timing control.

Heat Exchanger

- High-capacity heat exchanger designed for reliable operation in adverse conditions.

Corrosion Resistant Components

- Provides engine protection from the effects of seawater

N9 series

Performance & ratings

	Ratings	Fuel Injection System	Rated Power [kW]	Rated Power [hp]	Rated Speed [rpm]	Peak Torque [Nm]	Peak Torque Speed [rpm]	Fuel consumption [l/h]	Emissions
N9.290 CR1	M1	HPCR	213	289	2100	1271	1600	56	1, 2
N9.380 CR1	M2	HPCR	280	380	2200	1573	1700	64	1, 2
N9.430 CR1	M3	HPCR	317	430	2300	1718	1700	74	1, 2
N9.510 CR1	M4	HPCR	373	510	2400	1755	1800	88	1, 2
N9.560 CR1	M5	HPCR	410	560	2500	1832	1900	108	1, 2
N9.380 CR2	M2	HPCR	280	380	2200	1573	1700	78	1, 3, 4
N9.430 CR2	M3	HPCR	317	430	2300	1730	1700	87	1, 3, 4
N9.510 CR2	M4	HPCR	373	510	2400	1869	1900	107	1, 3, 4
N9.560 CR2	M5	HPCR	410	560	2500	1966	1900	116	1, 3, 4

Emission: [1.Marpol Annex IV compliant], [1A.Marpol Annex IV exempt], [2.EPA Marine Tier 2], [3.EPA Marine Tier 3], [4.NRMM 97/68/EC as amended],

Ratings definition

The rating definitions are provided as a guide to help in the selection of the engine that best fits the application requirements. Consult your Nanni representative to verify the optimal rating for your specific application.

Rating	Operating hours	Load factor ¹	Duty cycle ²
M1	24 hours per day	Over 65%	Uninterrupted full power
M2	3000 to 5000 per year	Up to 65%	Full power for no more than 16 hours out of each 24 hours of operation
M3	2000 to 4000 per year	Up to 50%	Full power for no more than 4 hours out of each 12 hours of operation
M4	1000 to 3000 per year	Up to 40%	Full power for no more than 1 hour out of each 12 hours of operation
M5	300 to 1000 per year	Up to 35%	Full power for no more than 30 minutes out of each 8 hours of operation

¹ Load factor: Fuel burned over a period of time divided by the full-power fuel consumption for the same period of time.

² The remaining time of operation must be at or below cruising speeds.

Contact your local Nanni dealer for more information regarding Nanni engines and optional equipment & accessories.

Specifications are subject to change without notice. All combination of optional equipment are not available. Photographs and illustrations may show non-standard equipments.
04022014-ENG

Nanni Industries S.A.S. France

11, Avenue Mariotte - Zone Industrielle
33260 La Teste France
Tel: +33 (0)5 56 22 30 60
Fax: +33 (0)5 56 22 30 79

www.nannidiesel.com

Nanni is certified ISO 9001 by



Distributed by