

N4.40 engine

29.4 kW (40 hp) at 2800 rpm

Kubota engine base

This Nanni 4 cylinder marine engine which incorporates the latest Kubota innovations, is particularly well suited for displacement vessels and sailing yachts.

Robust

Nanni has forged a strong partnership with Kubota. Kubota engines are known for their robust design and ensure great reliability and excellent longevity.

Experience and know-how of the Nanni engineers resulted in the latest marinization developments which benefit the N4.40. The heat exchanger ensures an ideal temperature management of the engine even during heavy duty operation.

Reliability and low maintenance cost are warranted by the timing gear and other solid designs of the robust Kubota engine base.

Environmental-Tri Vortex Combustion System (E-TVCS)

The N4.40 is equipped with the E-TVCS combustion and injection system which considerably reduces particulate emission and smoke while dramatically improving fuel efficiency.

Comfort of use

Its low rated speed of 2800 rpm coupled with powerful cylinder capacity gives the N4.40 ample power for all navigation conditions.

Protecting the environment

The N4.50 complies with the most stringent emission regulations in the world: EU-RCD, US-EPA and BSO.

Main characteristics

- Kubota base engine
- Optimized cooling system
- E-TVCS combustion system
- Low rpm
- Big displacement

Available transmissions

- TMC60 (mechanical)
- TMC260 (mechanical)
- TTMC35A (mechanical) 7° angle
- TTMC35P (mechanical)
- ZF25 (hydraulic)
- TM345H (hydraulic)
- TM345A (hydraulic) 8° angle

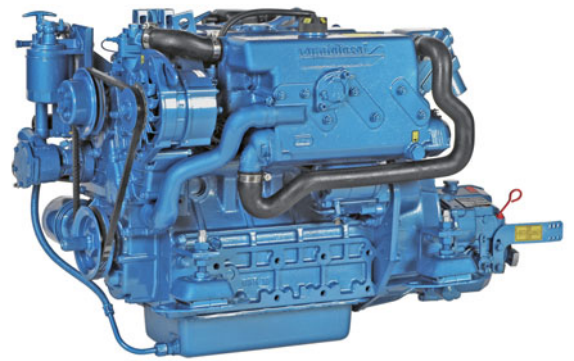
Applications

- Sailing boat
- Displacement hulls

Technical specifications

Engine base	Kubota
Rated power (kW/hp)*	29,4 / 40
Rated rpm (rpm)*	2800
Displacement (cm ³ /in ³)	1999 / 121.99
Number of cylinders	4 in line
Bore and stroke (mm/in)	83 x 92.4 / 3.26 x 3.63
Compression ratio	23:1
Combustion system	Indirect (E-TVCS)
Intake	Naturally aspirated
Cooling	Closed cooling with heat exchanger
El. equipment / Alternator	12V / 100A
Instrument panel	A4
Transmission	Mechanical or hydraulic gearbox Sail Drive SP60 ratio. 2.15:1
Engine Max Install. Angle	15° (dynamic)
Certifications	EPA, EU-RCD
Dry weight with TMC60 (kg/lb)	228 / 503
Dry weight with Sail Drive (kg/lb)	250 / 551
Connections diameter	
Exhaust (mm/in)	60 / 2.36
Fuel (mm/in)	8 / 0.31
Sea Water (mm/in)	32 / 1.26

* At engine flywheel, according to ISO 8665-1



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Standard equipment

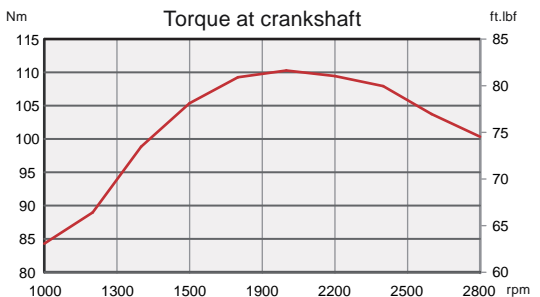
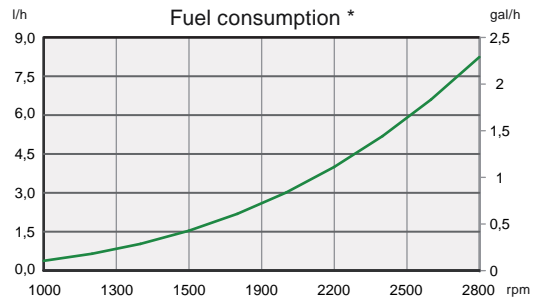
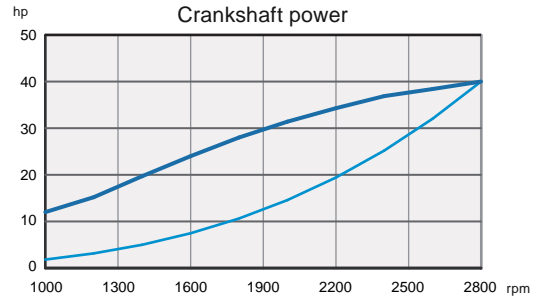
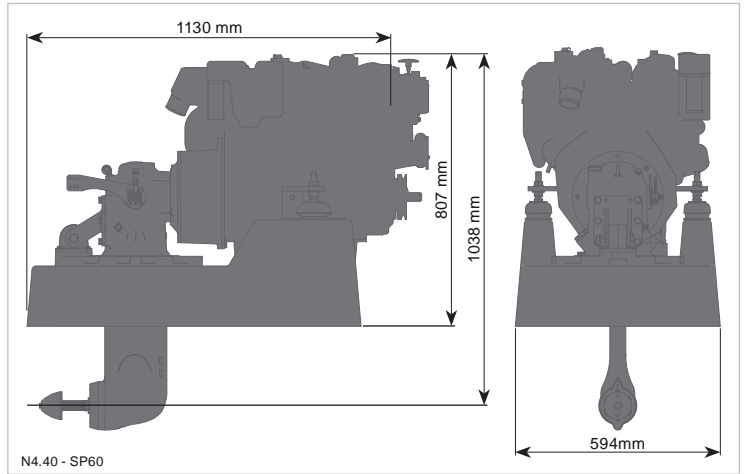
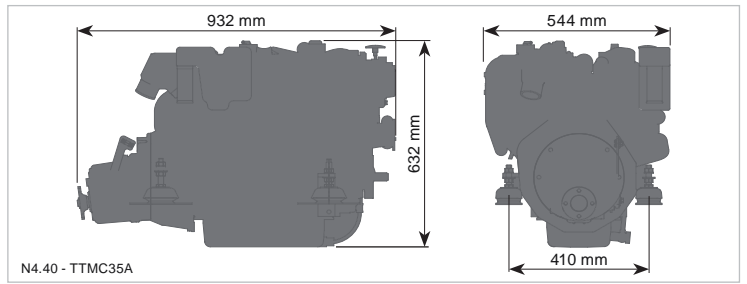
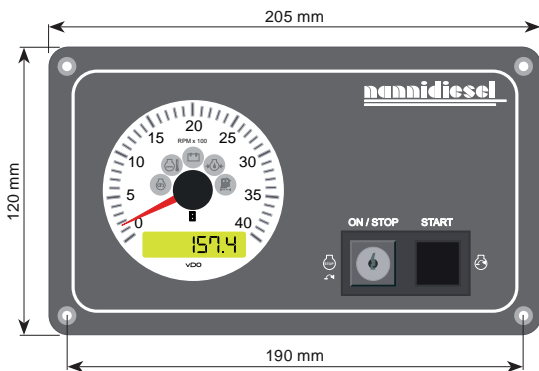
- Polyester frame (for Sail Drive version)
- Warranty certificate
- Fresh Water Cooled Exhaust Manifold
- Exhaust elbow
- Closed cooling with heat exchanger
- 4 meter electrical harness
- Fuel filter
- Oil filter
- Mechanical or hydraulic gearbox or Sail Drive
- Owner's manual
- Sea water pump
- Coolant circulating pump
- In line injection pump
- Fuel feed pump
- Oil extraction pump
- Control cables mounting points
- Electrical stop
- Flexible engine mounts
- Electrical system 12V
- B4 panel
- Thermostat

Optional equipment

- Additional alternators
- Keel Cooling
- Two pole electrical system
- PTO Pulley
- Remote control
- Sea water hoses
- Fuel hoses
- Sea water filter
- Flexible coupling
- Exhaust system

A4 panel

- Tachometer and hour meter / Voltmeter
- Ignition key / Start button
- Battery charge warning light
- Engine oil pressure warning light
- Water in fuel filter warning light
- Coolant temperature warning light
- Preheating warning light



— Crankshaft power (hp)
 - - - Power calculated at propeller exp 3
 *Fuel consumption calculated at propeller load exp 3

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