

N2.14

SPECIFICATIONS



Power at crankshaft	10.3 kW [14 hp]
Displacement	0.479 l [29 in³]
Configuration	2 cylinders in line
Operation type	4 strokes Diesel
Bore & Stroke	67 x 68 mm [2.64 x 2.68 in]
Compression ratio	23.5 : 1
Rated speed	3600 rpm
Idling speed	1050 rpm
Peak torque	29.7 Nm
Peak torque speed	2600 rpm

Engine base	Kubota
Fuel system	Mechanical Indirect injection
Air intake	Natural
Cooling	Closed cooling with heat exchanger
Max mounting angle	15° Front down 15° Front up
Alternator	12 Volt 70 Amp
Rating	M5
Emission compliance	EPA marine Tier 3 RCD 2013/53/EU BSO2
Dry weight	
with TMC40	92 kg [202 lbs]
with Sail Drive SP60	128 kg [282 lbs]

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10.3 kW [14 hp] at 3600 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 2 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 / 70 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

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

SHAFT LINE

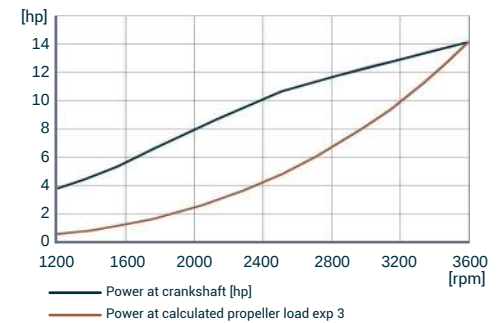
- TMC40

SAIL DRIVE

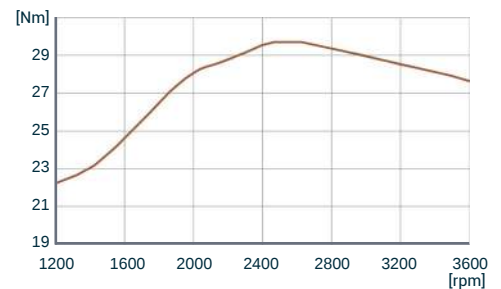
- Sail Drive SP60
- Contact your Nanni representative for more details and availability about transmissions types and models range

PERFORMANCE CURVES

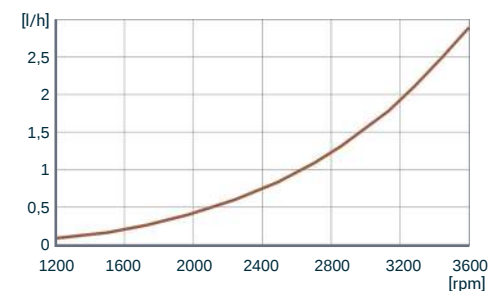
POWER AT CRANKSHAFT



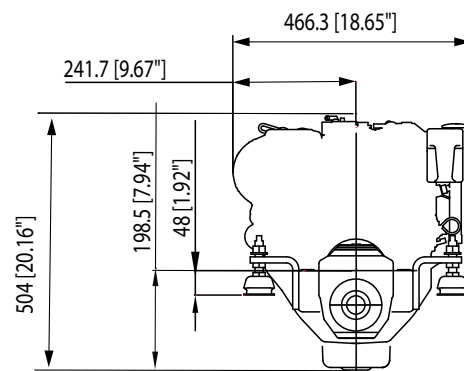
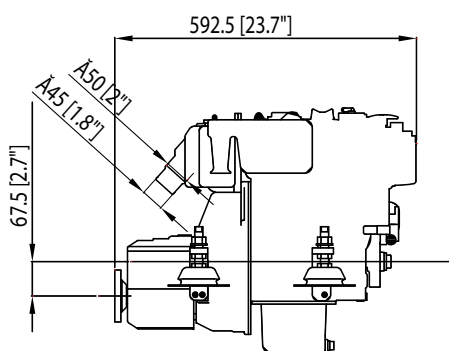
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH TMC40



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