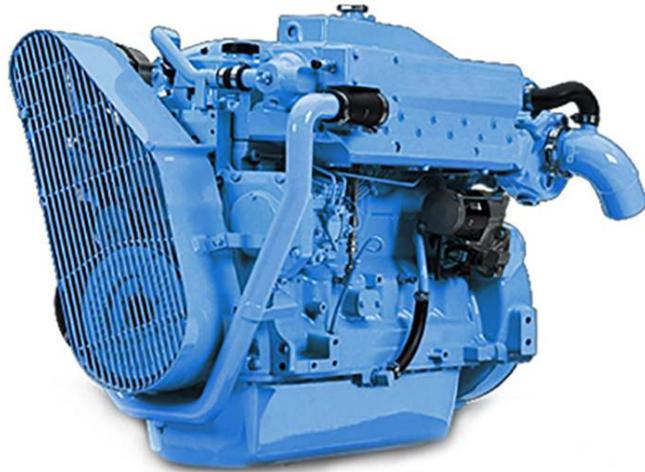


N6.160

SPECIFICATIONS



| | | | |
|---------------------|------------------------------|--------------------|---|
| Power at crankshaft | 115 kW [154 hp] | Engine base | John Deere |
| Displacement | 6.8 l [415 in ³] | Fuel system | Direct injection Mechanical governor |
| Configuration | 6 cylinders in line | Air intake | Turbocharged |
| Operation type | 4 strokes Diesel | Cooling | Closed cooling with heat exchanger |
| Bore & Stroke | 106.4 x 127 mm [4.19 x 5 in] | Max mounting angle | 0° Front down 9° Front up |
| Compression ratio | 17 : 1 | Alternator | 24 Volt 50 Amp |
| Rated speed | 2300 rpm | Rating | M1 |
| Idling speed | 650 rpm | Dry weight | 578 kg [1274 lbs] |
| Peak torque | 435 Nm | Peak storque speed | 1800 rpm |

N6.160

115 kW [154 hp] at 2300 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

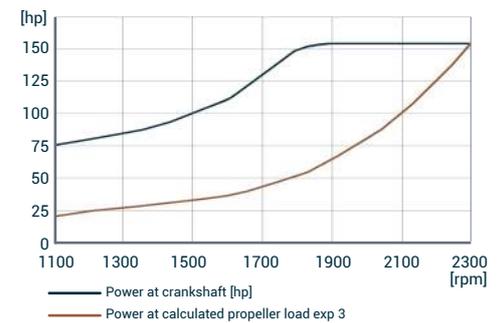
- 24 daily operating hours
- Load factor up to 65%
- Uninterrupted full power

TRANSMISSIONS

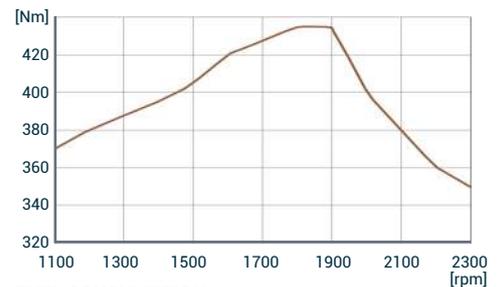
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

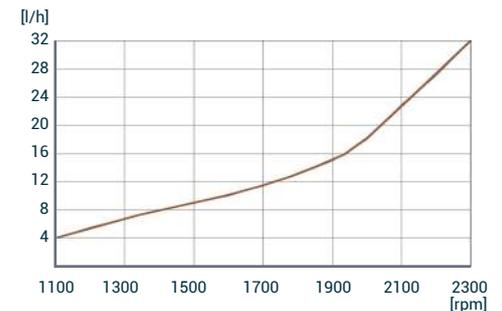
POWER AT CRANKSHAFT



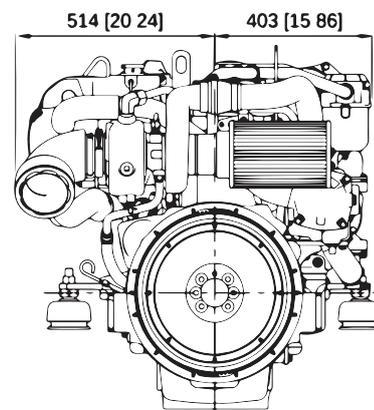
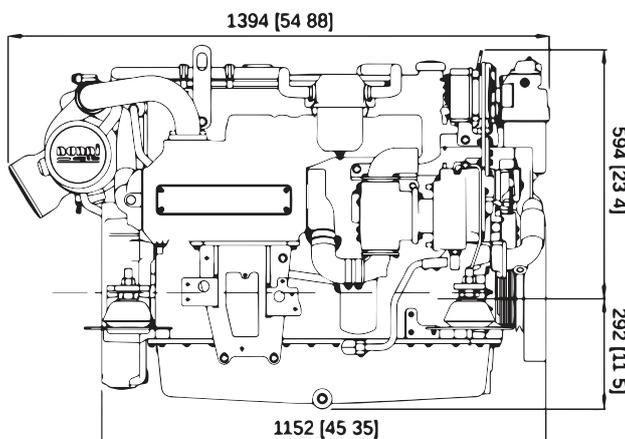
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS



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