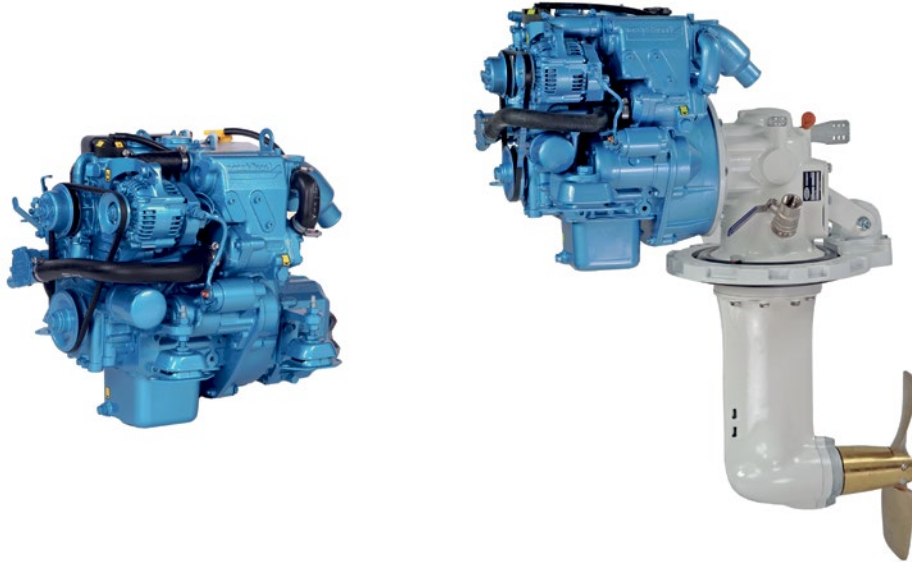


PROPULSION ENGINE

N2.10

SPECIFICATIONS



Power at crankshaft	7.36 kW [10 hp]
Displacement	0.479 l [29 in ³]
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	3000 rpm
Idling speed	1050 rpm
Peak torque	24.4 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 40 Amp
Rating	M5
Emission compliance	EPA marine Tier 3 RCD 2013/53/EU BSO2
Dry weight	87 kg [191 lbs]
with TMC40	
with Sail Drive SP60	123 kg [271 lbs]



GENERAL
Marine
SERVICES

156 Beaumont Street · Westhaven · Auckland · New Zealand
Sales Ph +64 9 309 0048 · sales@generalmarine.co.nz
Service Ph +64 9 368 0938 · service@generalmarine.co.nz

www.generalmarine.co.nz

N2.10

7.36 kW [10 hp] at 3000 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- 2 Cylinders in line
- Gear driven valve train
- Watercooled 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

COOLING SYSTEM

- Water cooled exhaust elbow
- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump

ELECTRICAL SYSTEM & INSTRUMENTATION

- 12 V Electrical system
- 12 V / 40 A alternator
- Electric starter motor
- Instrumentation (Start/stop panel & alarms)

AIR INTAKE

- Mounted air cleaner

OTHER FEATURES

- Flexible engine mounting
- Mechanical stop function
- Bracket for control cables

OPTIONAL EQUIPMENTS & ACCESSORIES

- Keel cooling adaptation
- Complete marine propulsion systems
- Throttle and shift controls
- Oil drain pump
- Polyester frame (for Sail Drive version)
- Engine mounting adaptation
- Water boiler systems
- Stuffing box connections
- Complete fuel systems
- Complete exhaust systems

RATINGS

- Up to 1000 hours per year
- Load factor up to 35%
- Full power for no more than 30 minutes out of each 8 hours of operation. The remaining time must be at, or below cruising speed

TRANSMISSIONS

SHAFT LINE

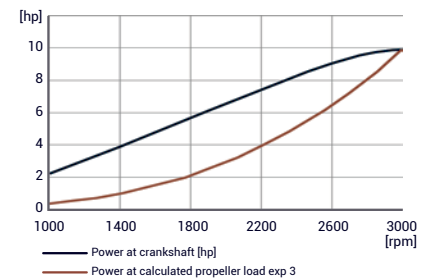
- TMC40

SAIL DRIVE

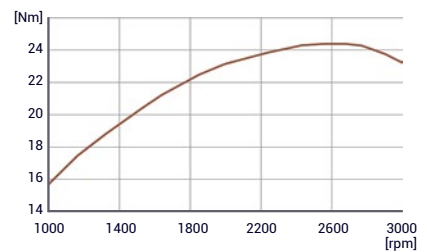
- Sail Drive SP60
- Contact your Nanni representative for more details and availability about transmissions types and models range

PERFORMANCE CURVES

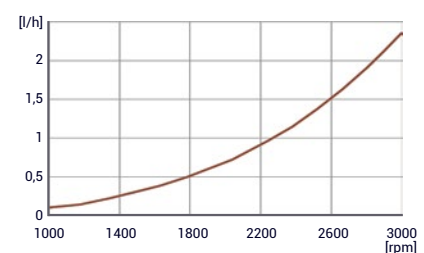
POWER AT CRANKSHAFT



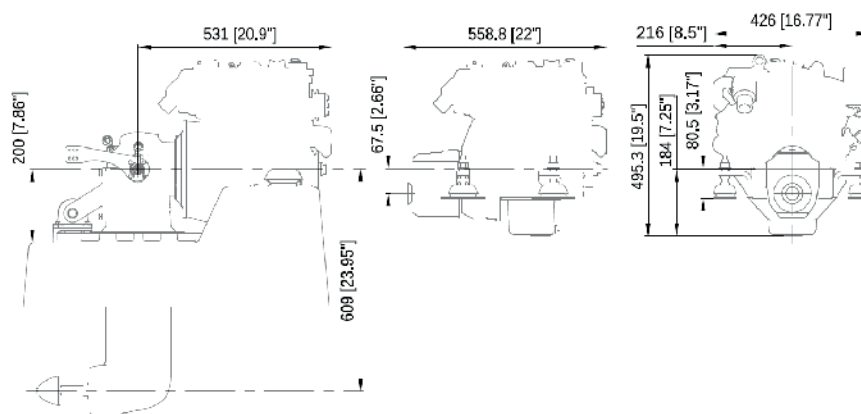
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS WITH SP60 / TMC40



NANNI INDUSTRIES S.A.S.

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

Technical data according to ISO 8665. This document is not contractual. Nanni reserves the right to modify any of the characteristics stated in this document without notice, in a constant effort to improve the quality of its products. Images and illustrations may show non standard equipments. All combination of equipment & accessory are not available.
DGBXXC01001



GENERAL
Marine
SERVICES

156 Beaumont Street · Westhaven · Auckland · New Zealand
Sales Ph +64 9 309 0048 · sales@generalmarine.co.nz
Service Ph +64 9 368 0938 · service@generalmarine.co.nz

www.generalmarine.co.nz