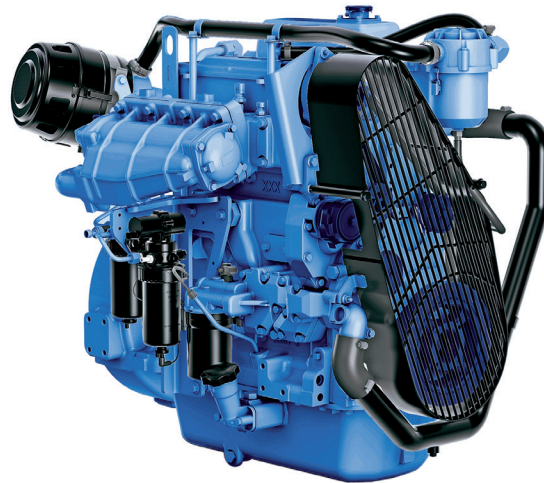


# N5.230 CR2

## SPECIFICATIONS



Power at crankshaft	168 kW [228 cv]	Engine base	John Deere
Displacement	4.5 l [275 in <sup>3</sup> ]	Fuel system	Direct injection Mechanical governor electronically controlled
Configuration	4 cylinders in line	Air intake	Turbocharged Air-to-seawater aftercooler
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 12° Front up
Compression ratio	16.7 : 1	Alternator	24 Volt 50 Amp
Rated speed	2600 rpm	Rating	M4
Idling speed	600 rpm	Emission compliance	IMO Annex VI compliant EPA marine Tier 3 NRMM 97/68/EC RCD 2013/53/EU
Peak torque	640 Nm	Dry weight	578 kg [1274 lbs]
Peak torque speed	2000 rpm		

# N5.230 CR2

168 kW [228 cv] at 2600 rpm

## TECHNICAL DESCRIPTION

### ENGINE BLOCK

- Replaceable wet-type cylinder liners
- 4 valves per cylinder
- Watercooled exhaust manifold

### FUEL SYSTEM

- Common Rail fuel injection system
- Fuel heater
- Primary & secondary 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

- 24V / 50A alternator
- 24V starter motor
- Complete instrumentation including key switch and alarms
- Extension cable harness with plug-and-play

### AIR INTAKE

- Turbocharged
- Air-to-seawater aftercooler

### OTHER FEATURES

- Flywheel SAE 3
- Flexible engine mounting
- Internal balancers

### 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

### RATINGS

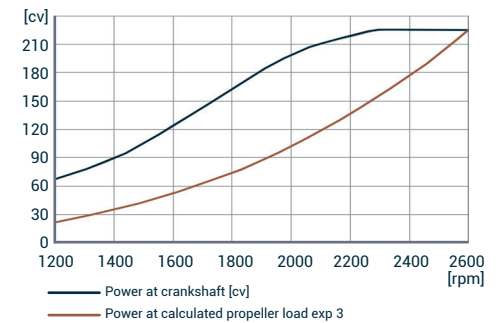
- Up to 3000 annual operating hours
- Load factor up to 40%
- Full power for no more than 1 hour out of 12 hours of operation. The remaining operation time must be at or below cruising speed

### TRANSMISSIONS

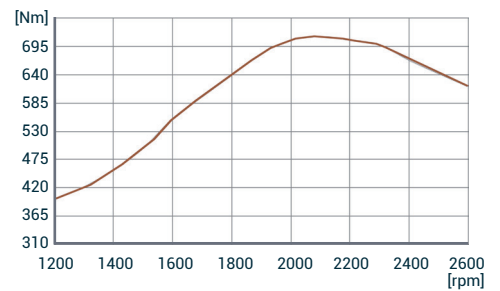
- Contact your Nanni representative for more details and availability about transmissions types and models range.

## PERFORMANCE CURVES

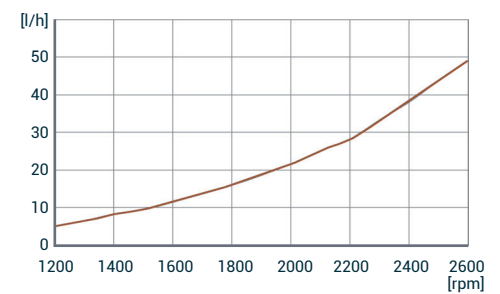
### POWER AT CRANKSHAFT



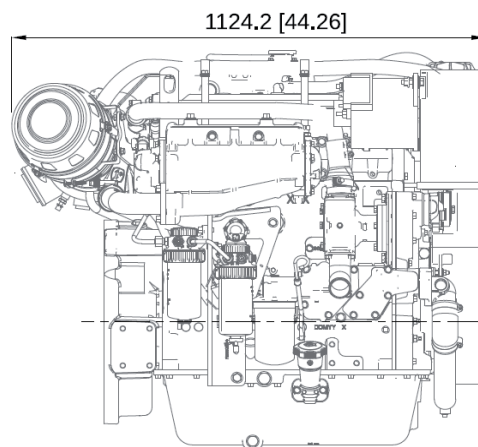
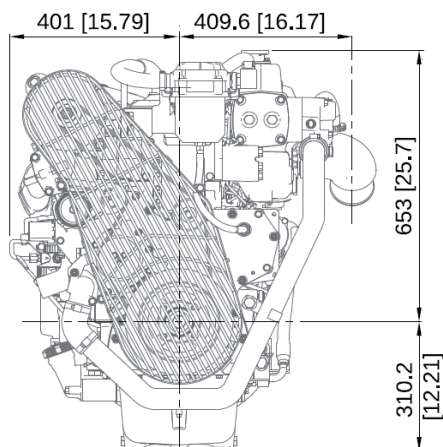
### TORQUE AT CRANKSHAFT



### FUEL CONSUMPTION



## DIMENSIONS



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