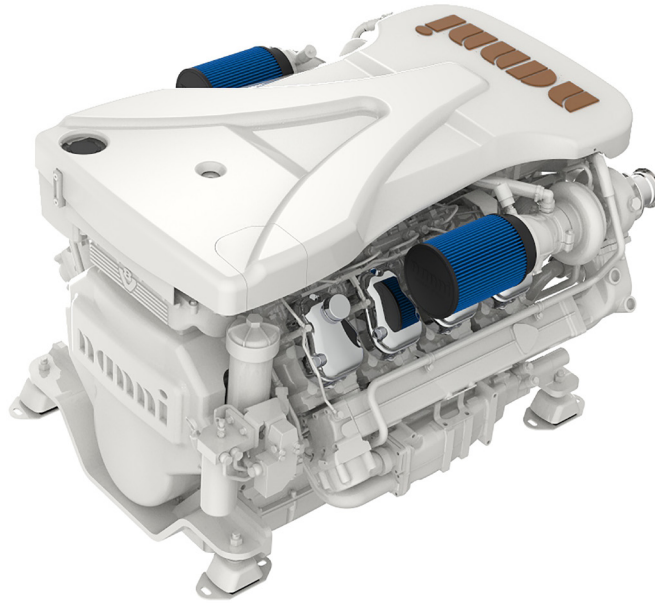


N16.1150 CR3

SPECIFICATIONS



Power at crankshaft	846 kW [1150 hp]	Engine base	Scania
Displacement	16.4 l [1000.8 in ³]	Fuel system	Extra High Pressure Injection (XPI)
Configuration	8 cylinders in V	Air intake	Twin turbocharged with air-to-seawater aftercooler
Operation type	4 stroke Diesel	Cooling	Closed cooling with heat exchanger and aftercooler
Bore & Stroke	130 x 154 mm [5.1 x 6.1 in]	Max mounting angle	12° Front down 12° Front up
Compression ratio	15.7 : 1	Alternator	24 Volt 100 Amp
Rated speed	2300 rpm	Rating	M6.S
Idling speed	600 rpm	Emission compliance	US Tier III RCD2
Peak torque	4098 Nm	Dry weight	1660 kg [3659.7 lbs]
Peak torque speed	1700 rpm		

N16.1150 CR3

846 kW [1150 hp] at 2300 rpm

TECHNICAL DESCRIPTION

ENGINE BLOCK

- Extra high pressure fuel injection system, XPI
- Twin Turbochargers
- Protection covers

FUEL SYSTEM

- Scania Engine Management System, EMS
- Fuel pre-filter with water separator
- Fuel filter

LUBRICATION SYSTEM

- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil draining with plug
- Shallow oil sump
- Oil dipstick

COOLING SYSTEM

- Sea water pump

ELECTRICAL SYSTEM & INSTRUMENTATION

- Starter, 2-pole 7.0 kW
- Alternator, 2-pole 24V / 100A

OTHER FEATURES

- Flywheel SAE 14"
- Silumin flywheel housing, SAE 1 flange
- Front-and-rear mounted engine brackets
- Closed crankcase ventilation
- Air cleaners
- Flexible engine mounts
- Damper

OPTIONAL SYSTEMS & ACCESSORIES

- Predisposition for SAE B hydraulic pump
- Axial front PTO
- Exhaust connections
- Cabin heater
- Rigid mounts
- Oil draining pump
- Oil level sensor
- Bilge pump

RATINGS

M5.S

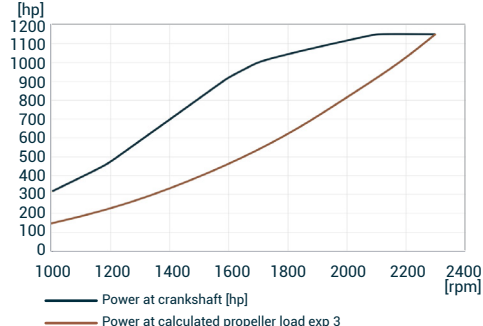
- Up to 1200 hours per year
- Load factor up to 77%
- Full power for no more than 1 hour out of each 12 hours of operation.

TRANSMISSIONS

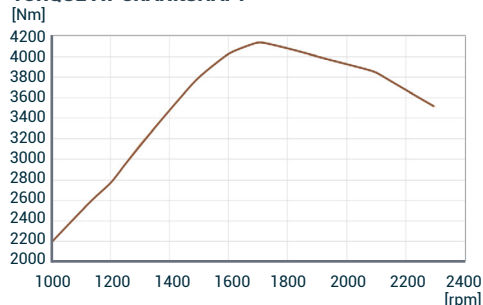
- Contact your Nanni representative for more details and availability about transmissions types and models range.

PERFORMANCE CURVES

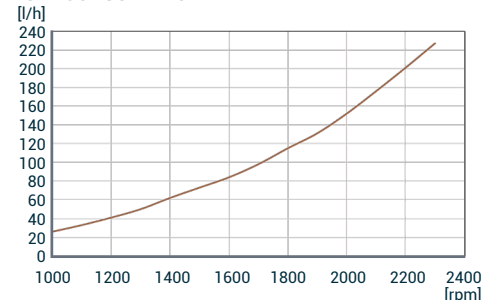
POWER AT CRANKSHAFT



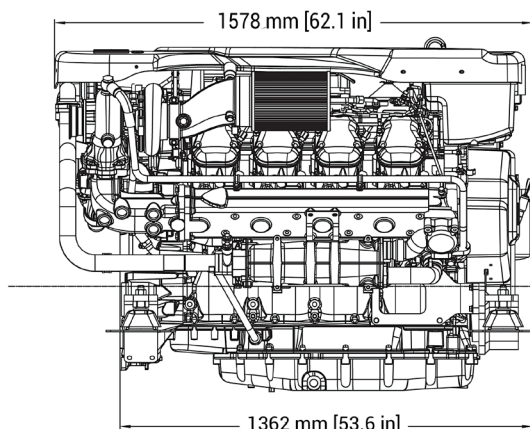
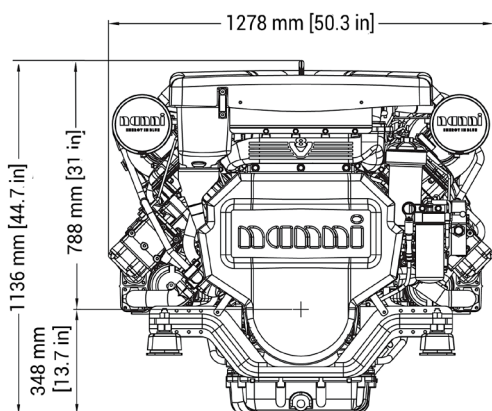
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS



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