

N16.900 CR3

SPECIFICATIONS



Power at crankshaft	662 kW [900 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 up 12° Front down
Compression ratio	15.7 : 1	Alternator	24 Volt 100 Amp
Rated speed	2300 rpm	Rating	M1.S
Idling speed	600 rpm	Emission compliance	IMO Tier II NRMM 97/68/EC
Peak torque	3299 Nm	Dry weight	1660 kg [3659.7 lbs]
Peak torque speed	1600 rpm		

N16.900 CR3

662 KW [900 HP] AT 2300 RPM

TECHNICAL DESCRIPTION

PERFORMANCE CURVES

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

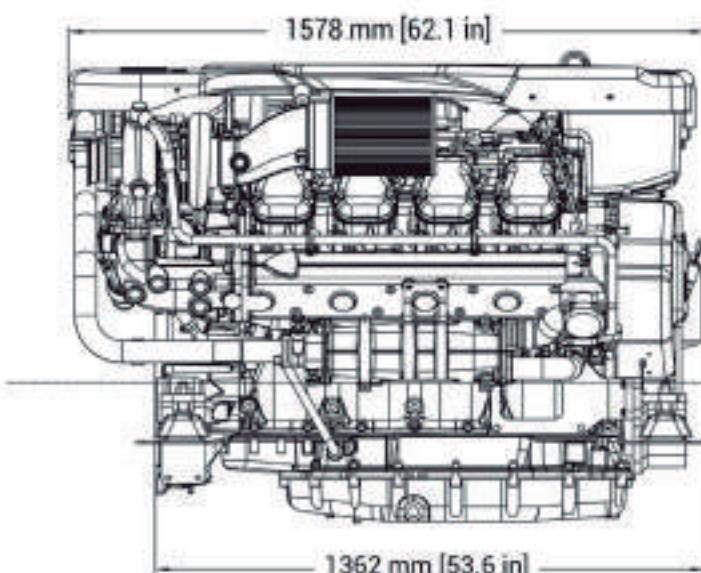
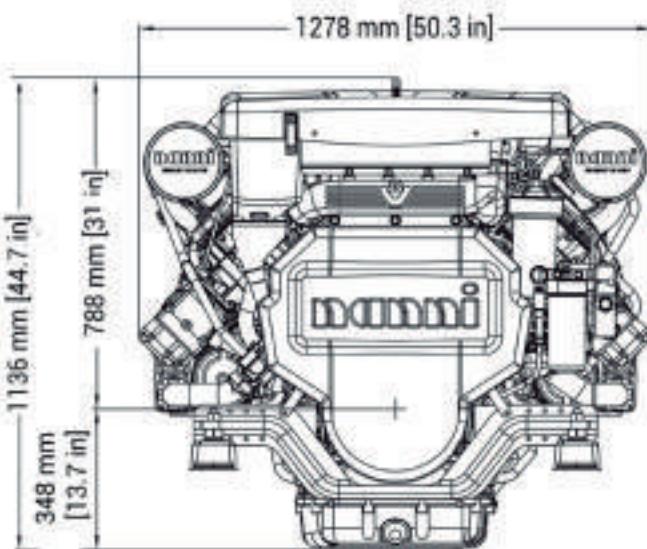
ELECTRICAL SYSTEM & INSTRUMENTATION

- 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

DIMENSIONS



OPTIONAL SYSTEMS & ACCESSORIES

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

RATINGS

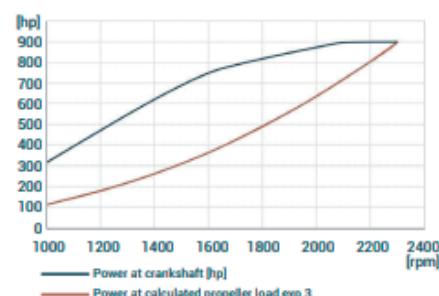
M1.S

- Unlimited
- Load factor up to 80%
- Full power for no more than 1 hour out of each 3 hours of operation.

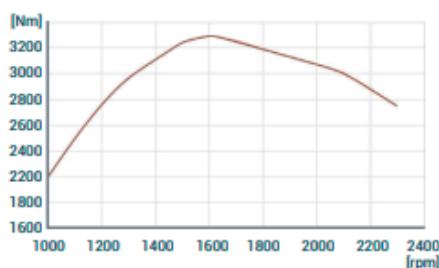
TRANSMISSIONS

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

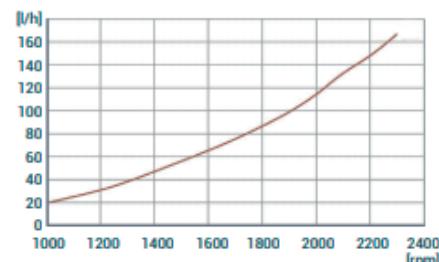
POWER AT CRANKSHAFT



TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



N16.1000 CR3

SPECIFICATIONS



Power at crankshaft	736 kW [1000 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 after cooler
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 up 12° Front down
Compression ratio	15.7 : 1	Alternator	24 Volt 100 Amp
Rated speed	2300 rpm	Rating	M5.L M6.S
Idling speed	600 rpm	Emission compliance	US Tier III RCD2
Peak torque	3665 Nm	Dry weight	1660 kg [3659.7 lbs]
Peak torque speed	1600 rpm		

N16.1000 CR3 736 KW [1000 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

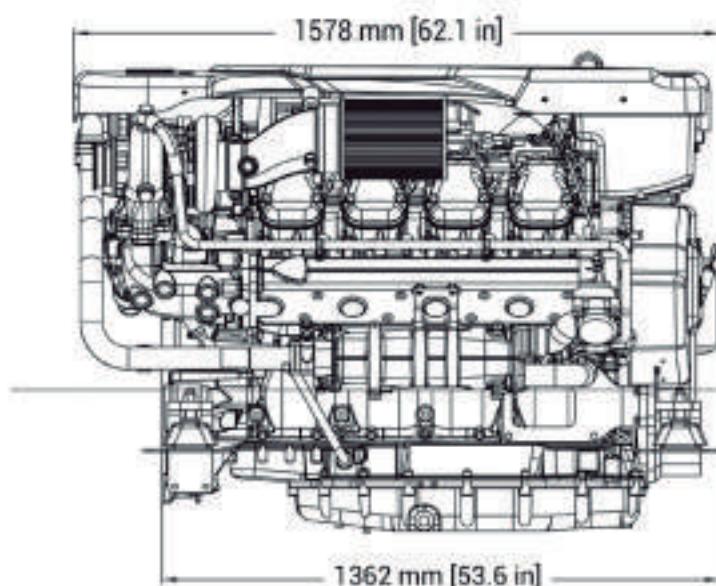
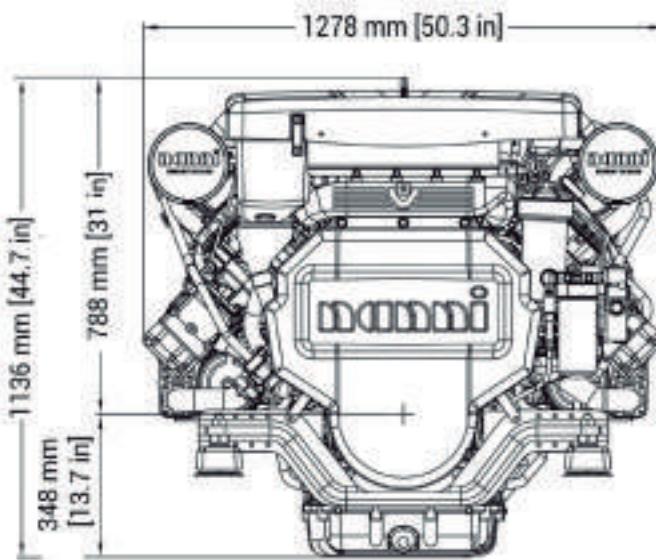
ELECTRICAL SYSTEM & INSTRUMENTATION

- 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

DIMENSIONS



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.L

- Up to 2000 hours per year
- Load factor up to 77%
- Full power for no more than 1 hour out of each 6 hours of operation.

M6.S

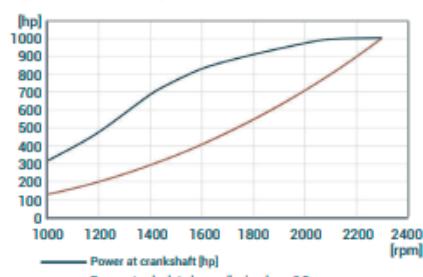
- Up to 500 hours per year
- Load factor up to 50%
- Full power for no more than 1 hour out of each 12 hours of operation.

TRANSMISSIONS

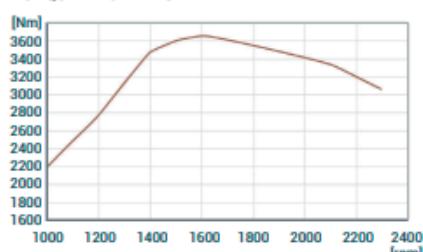
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PERFORMANCE CURVES

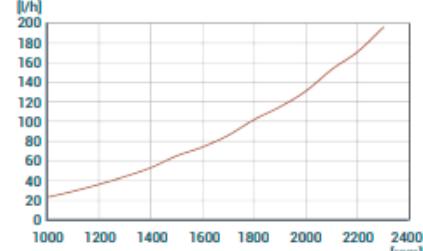
POWER AT CRANKSHAFT



TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



N16.1100 CR3

SPECIFICATIONS



Power at crankshaft	809 kW [1100 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 after cooler
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 up 12° Front down
Compression ratio	15.7 : 1	Alternator	24 Volt 100 Amp
Rated speed	2300 rpm	Rating	M5.L M6.S
Idling speed	600 rpm	Emission compliance	US Tier III RCD2
Peak torque	4027 Nm	Dry weight	1660 kg [3659.7 lbs]
Peak torque speed	1600 rpm		

N16.1100 CR3 809 KW [1100 HP] AT 2300 RPM

TECHNICAL DESCRIPTION

PERFORMANCE CURVES

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.L

- Up to 2000 hours per year
- Load factor up to 77%
- Full power for no more than 1 hour out of each 6 hours of operation.

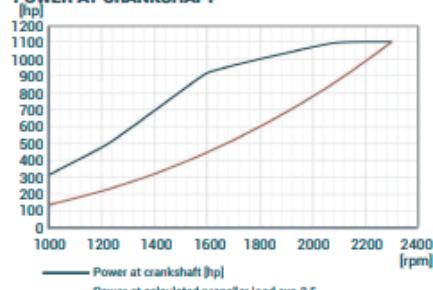
M6.S

- Up to 500 hours per year
- Load factor up to 50%
- Full power for no more than 1 hour out of each 12 hours of operation.

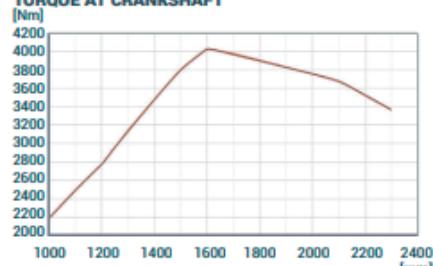
TRANSMISSIONS

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

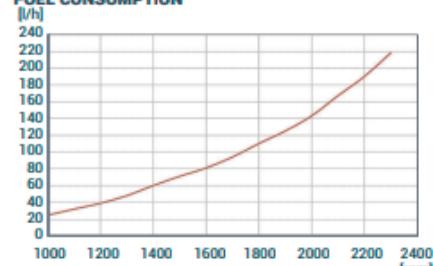
POWER AT CRANKSHAFT



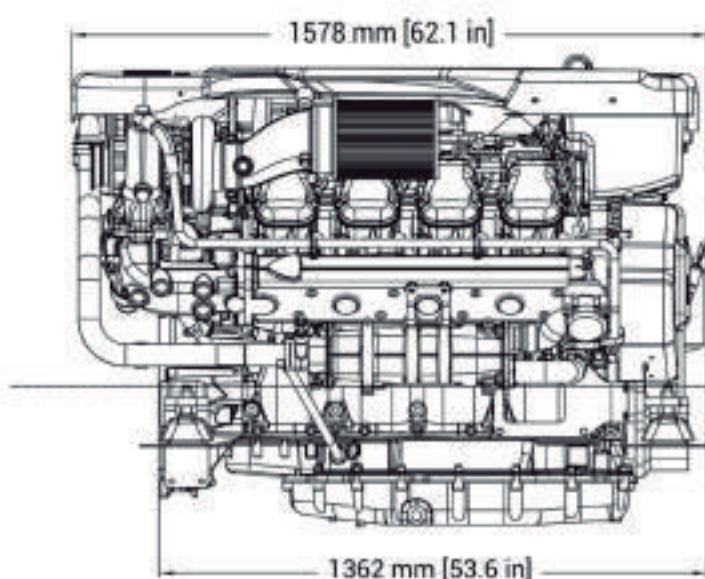
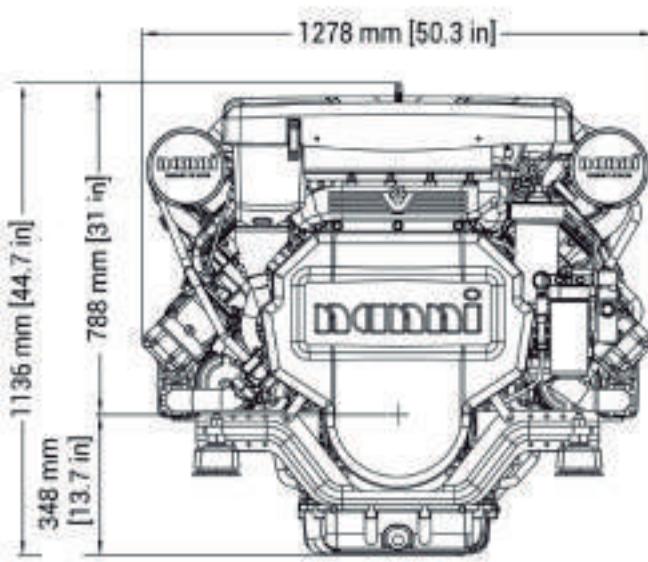
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS



N16.1150 CR3

SPECIFICATIONS



Power at crankshaft	846 kW [1150 hp]
Displacement	16.4 l [1000.8 in ³]
Configuration	8 cylinders in V
Operation type	4 stroke Diesel
Bore & Stroke	130 x 154 mm [5.1 x 6.1 in]
Compression ratio	15.7 : 1
Rated speed	2300 rpm
Idling speed	600 rpm
Peak torque	4098 Nm
Peak torque speed	1700 rpm

Engine base	Scania
Fuel system	Extra High Pressure Injection (XPI)
Air intake	Twin turbocharged with air-to-seawater aftercooler
Cooling	Closed cooling with heat exchanger and aftercooler
Max mounting angle	12° Front down 12° Front up
Alternator	24 Volt 100 Amp
Rating	M5.S
Emission compliance	US Tier III RCD2
Dry weight	1660 kg [3659.7 lbs]

N16.1150 CR3

846 KW [1150 HP] AT 2300 RPM

TECHNICAL DESCRIPTION

PERFORMANCE CURVES

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

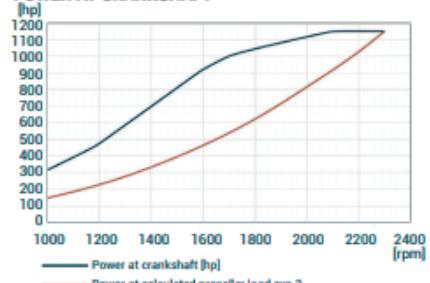
M5.S

- 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.

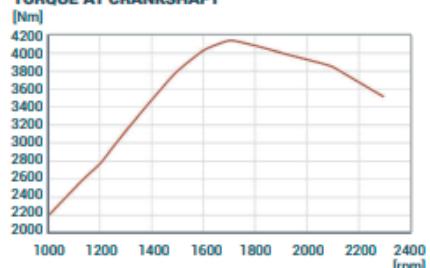
TRANSMISSIONS

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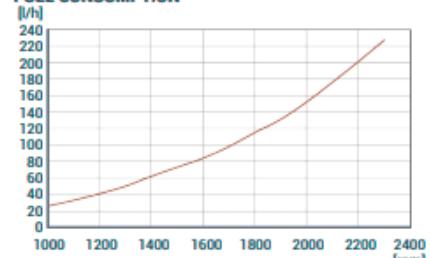
POWER AT CRANKSHAFT



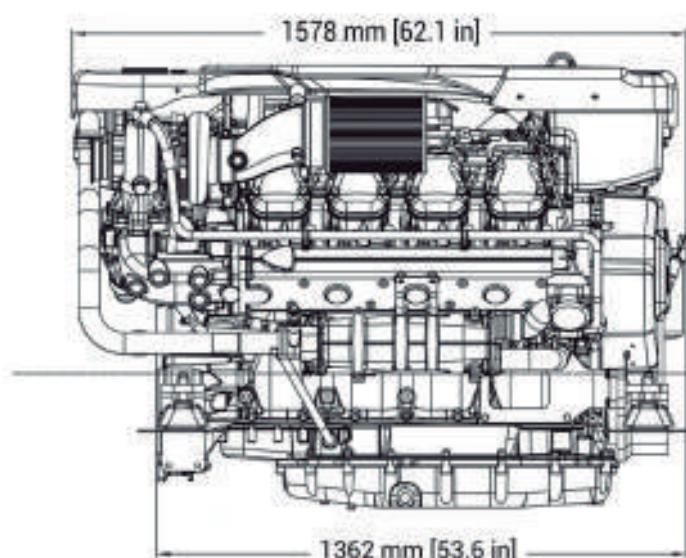
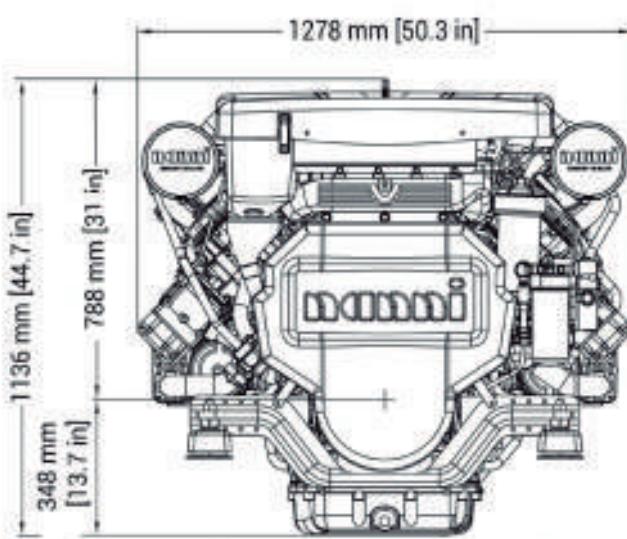
TORQUE AT CRANKSHAFT



FUEL CONSUMPTION



DIMENSIONS



N16.1200 CR3

SPECIFICATIONS



Power at crankshaft	882 kW [1200 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 up 12° Front down
Compression ratio	15.7 : 1	Alternator	24 Volt 100 Amp
Rated speed	2300 rpm	Rating	M6.S
Idling speed	600 rpm	Emission compliance	IMO Tier II NRMM 97/68/EC
Peak torque	4139 Nm	Dry weight	1660 kg [3659.7 lbs]
Peak torque speed	1700 rpm		

N16.1200 CR3

882 KW [1200 HP] AT 2300 RPM

TECHNICAL DESCRIPTION

PERFORMANCE CURVES

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

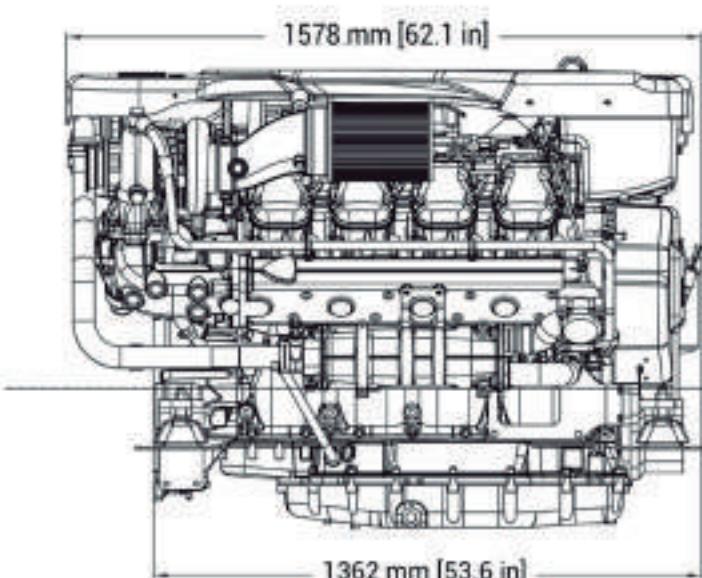
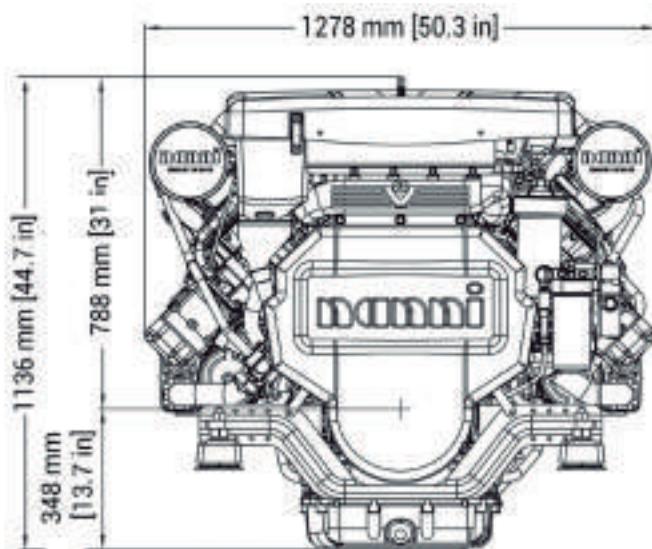
ELECTRICAL SYSTEM & INSTRUMENTATION

- 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

DIMENSIONS



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

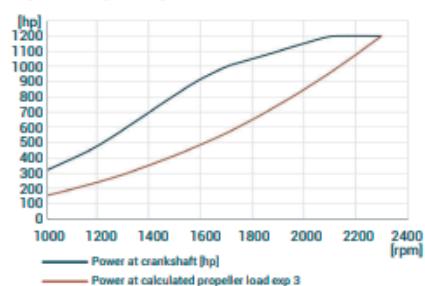
M6.S

- Up to 500 hours per year
- Load factor up to 50%
- Full power for no more than 1 hour out of each 12 hours of operation.

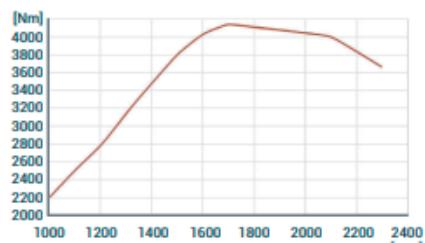
TRANSMISSIONS

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POWER AT CRANKSHAFT



TORQUE AT CRANKSHAFT



FUEL CONSUMPTION

