Product Specifications for 2406J-E13TA

Power Rating

Maximum Power	430 kW
Maximum Torque	2634 Nm @ 1400 rpm
Rated Speed	1800-2100 rpm
Minimum Power	340 kW

Emission Standards

Emissions	EU Stage V, U.S. EPA Tier 4 Final, Japan 2014, Korea Stage V

General

Number of Cylinders	In-line 6
Cycle	4 stroke
Bore	130 mm
Stroke	157 mm
Displacement	12.5 l
Compression Ratio	15.8:1
Aspiration	Turbocharged aftercooled
Combustion System	Direct injection
Rotation from Flywheel End	Anti-clockwise
Aftertreatment	DOC+DPF+SCR
Cooling System	Liquid

Engine Dimensions*

Length	2002 mm
Width	1160 mm
Height	1801 mm
Dry Weight	1785 kg

2406J-E13TA Standard Equipment

Aftertreatment Equipment

SCR Auxiliaries - A range of tanks and heated lines are available

Air System

Turbocharged aftercooled

Electrical and Electronics

All connectors and wiring looms waterproof and designed to withstand harsh off-highway environments
Flexible and configurable software features and well supported SAE J1939 CAN bus enables highly integrated machines
Full electronic control system with all system functions controlled from a single, engine-mounted electronic control module

Cooling System

Detailed guidance on cooling system design and validation available to ensure machine reliability
Vertical outlet thermostat housing, centifugal water pump

Flywheel and Flywheel Housing

Wide choice of drivetrain interfaces, SAE1 configurations

Fuel System

Mechanical Unit Injector fuel system, controlled electronically
Industrial technology requires Ultra Low Sulphur Diesel fuel (ULSD, 15 ppm sulphur), in addition to ultra low sulphur diesel oils, for use in Tier 4 Final/Stage V engines. These cleaner fuels and oils will help reduce ash and maintain service intervals. In addition, B20 biodiesel capability adds even greater sustainability where desired or required

Oil System

Choice of sumps for different applications
Oil cooler, oil filler, oil filter, oil dipstick, oil pump (gear-driven)

Open crankcase ventilation system with fumes disposal (OCV filter option required for EU Stage V certification engines)

Power Take-Off (PTO)

Engine power can also be taken from the front of the engine on some applications
SAE1 power take-off available with optional SAE B and SAE C power take-off drives (dual rear)