Product Specifications for 2806J-E18TA

Power Rating

Maximum Power	470 kW
Maximum Torque	2953 Nm @ 1400 rpm
Rated Speed	1800-2000 rpm
Minimum Power	429 kW

Emission Standards

Emissions	EU Stage V

General

Number of Cylinders	6 inline
Cycle	4 stroke
Bore	145 mm
Stroke	183 mm
Displacement	18.1 l
Compression Ratio	16.0:1
Aspiration	Turbocharged aftercooled
Combustion System	Direct injection
Rotation from Flywheel End	Anti-clockwise
Aftertreatment	DOC+DPF+SCR
Cooling System	Liquid

Engine Dimensions*

Length	1438 mm
Width	969 mm
Height	1248 mm
Dry Weight	1542 kg

Disclaimer

Note 1	*Final dimensions dependent on selected options

2806J-E18TA Standard Equipment

Aftertreatment Equipment

ECU - Aftertreatment Electronic Control Units
SCR Auxiliaries - A range of tanks and heated lines are available

Air System

Turbocharged aftercooled
Single or Series** configuration. ** Series turbocharger configuration only available on specific ratings.

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

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, SAE0 and SAE1 configurations

Fuel System

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 IV 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

Mechanical Unit Injector fuel system, controlled electronically

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 (optional OCV filter system)

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 A, SAE B and SAE C power take-off drives