



Jacobs Vehicle Systems™

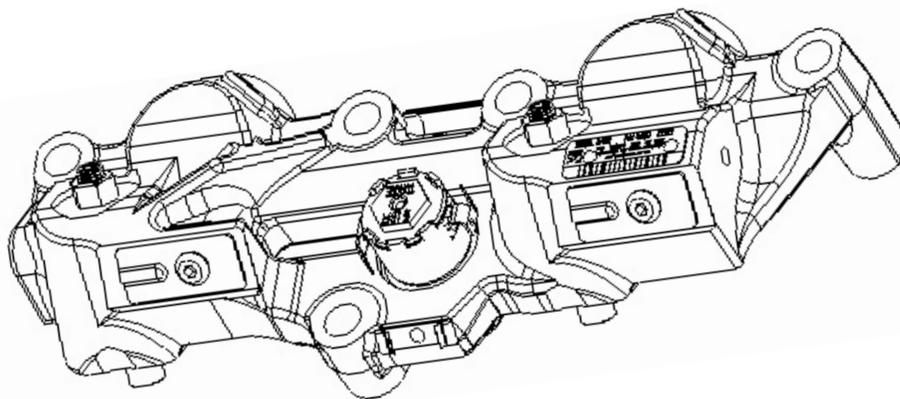
JAKE BRAKE® 340 SERIES



For Caterpillar® 340E, C15/C16 Engines

Features and Benefits

- **Easy Installation for Reduced Cost**
- **Integrated Controls Allow the Jake Brake® Engine Brake to be Controlled by the Engine...No Add-on Wiring**
- **Performance Optimized for Highest Horsepower Ever Available on Caterpillar Engines**
Up to 27% Improvement in Available Retarding Horsepower Over Previous Series
- **Lightweight Design Optimizes Retarding and Payload**
- **No Added Engine Height... Provides Installation Flexibility**
- **Backed by the Caterpillar Worldwide Network of Distributors and Dealers**
- **Available for All Ratings of the Caterpillar 3406E, C15, C16 Engines**
- **Available Directly from Caterpillar**
- **Three-year/300,000-mile Standard Warranty**



Jacobs Vehicle Systems™

ENGINEERED
FOR THE **ROAD AHEAD™**

Technical Specifications

Height	3.07"	78 mm
Length	12.09"	307 mm
Width	4.02"	102 mm
Kit Added Weight	44 lbs.	20 kg.
Housings Per Engine	3	

Application Information

For the most accurate application information, refer to the Caterpillar Application Guide (Jacobs P/N 25739 or CAT REHS 0245), available from your Caterpillar Distributor, Extranet or www.jakebrake.com.

RPM	340 Series		
	355/410	435/550	600
1100	92-123	96-138	129-140
1300	126-169	127-178	175-184
1500	177-226	182-223	234-249
1700	242-286	249-265	289-300
1900	315-356	318-348	356-365
2100	380-459	365-436	411-425

Important Note: The performance data shown is measured in accordance with SAE J1621 power measurement standard, up to engine manufacturer's rated engine speed of 2100 RPM.

Jacobs Engine Brake® is designed and tested in cooperation with Caterpillar to provide the highest performance available while maintaining or improving engine brake system reliability and durability.

How The Jake Brake® 340 Series Works:

Energizing the engine brake effectively converts a power-producing diesel engine into a power-absorbing air compressor. This is accomplished through motion transfer using a master/slave piston arrangement which opens cylinder exhaust valves near the top of the normal compression stroke, releasing the compressed cylinder charge to exhaust.

The blow down of compressed air to atmospheric pressure prevents the return of energy to the engine piston on the expansion stroke, the effect being a net energy loss since the work done in compressing the cylinder charge is not returned during the expansion process.

Retarding Performance

