



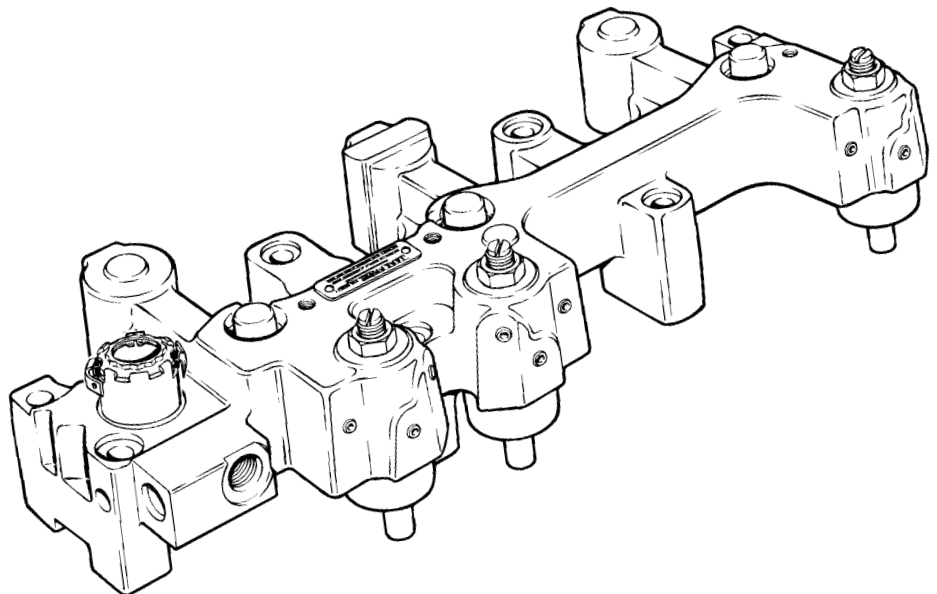
Jacobs Vehicle Systems™

JAKE BRAKE® 411 SERIES

For Cummins M11 and ISM Engines

Features and Benefits

- Available for All Cummins M11, ISM Engines
- Fully Integrated with Cummins Engine Controls
- Proven Jake Brake® Technology
- Common Components with Other Jake Brake Models Providing for Easy Serviceability and Part Availability
- Joint Design and Development Between Cummins and Jacobs®
- Stronger Housing for Increased Durability
- Improved Design for Easier Serviceability of Engine
- Significant Retarding Horsepower
- Two-Year/250,000-Mile Standard Warranty
- Backed by the Cummins Worldwide Network of Distributors and Dealers



Jacobs Vehicle Systems™

ENGINEERED
FOR THE **ROAD AHEAD**



Technical Specifications

| | | |
|---------------------|---------|--------|
| Height | 3.5" | 90 mm |
| Length | 17.7" | 450 mm |
| Width | 7.1" | 181 mm |
| Kit Added Weight | 79 lbs. | 36 kg. |
| Housings Per Engine | 2 | |

Application Information

For the most accurate application information, refer to the Cummins Application Guide (Jacobs P/N 20994 Bulletin 3401804), available from your Cummins Distributor or online at www.jakebrake.com.

How The Jake Brake®

Cummins Application Guide

| RPM | 1995 | 1998 | 2002 | 2004-2006 | | 2007 |
|------|------|------|------|----------------|----------------|------|
| | 411 | 411C | 411D | 340 HP 411D | 410 HP 411D | 411E |
| 1100 | 100 | 100 | 105 | 125 | 100 | 115 |
| 1300 | 125 | 130 | 155 | 170 | 135 | 170 |
| 1500 | 165 | 175 | 215 | 230 | 200 | 230 |
| 1700 | 230 | 245 | 250 | 280 | 260 | 280 |
| 1900 | 295 | 315 | 280 | 315 | 305 | 310 |
| 2100 | 350 | 365 | 335 | 340 | 340 | 340 |

Important Note: Horsepower values in table are raw horsepower numbers.

Others may claim higher retarding performance. Only the Jacobs Engine Brake® is designed and tested in cooperation with Cummins to provide the highest performance available while maintaining or improving engine brake system reliability and durability.

411 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

