

DESCRIPTION

The HV-950-B6.7 diesel engine bench includes a new and fully operational Cummins B6.7 diesel engine, EPA 2021.

FEATURES

- Single camshaft
- High Pressure Common Rail (HPCR) fuel system
- ECM 2350 (this control module incorporates DEF dosing control)
- Variable Geometry Turbocharger (VGT)
- Exhaust Gas Recirculation system (EGR)
- Steel tubing engine stand with four removable casters, two locking
- Fuel tank
- Radiator
- Charge-air cooler
- Air filter
- Instrument panel with:
 - Ignition key and testing points
 - Indicator lamps and switches
 - Breakout box
 - LOFA CANplus 600 control panel for J1939 parameters
 - J1939 Data Link Connector
- Accelerator pedal
- Emergency stop switches (2)
- Batteries (2) with master disconnect switch and smart battery charger
- Safety guards on all rotating or high temperature components
- Electronic programmable fault box
- Aftertreatment system:
 - Single Module DPF and SCR



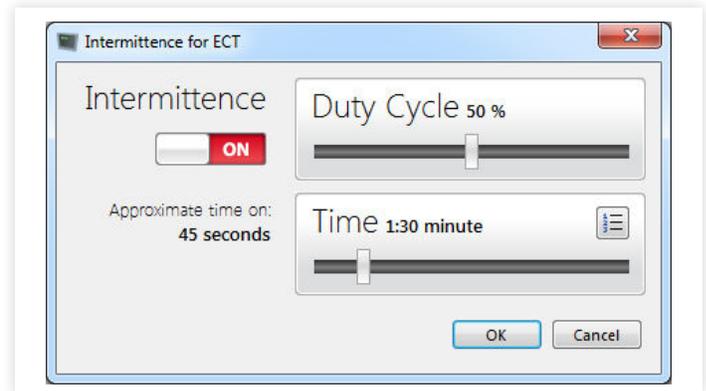
**Photos for illustrative purposes only*



EDUCATIONAL ADVANTAGES

- Demonstration of major engine systems to groups of students without the access limitations of a complete vehicle
- Engine systems respond to inserted faults with real world symptoms, OEM DTC's and check engine light operation
- Functional DLC using SAE J1939 protocols
- Demonstration of exhaust after treatment emission system operation.
- **Student Assignments**

EM-250-2 ELECTRONIC PROGRAMMABLE FAULT BOX



REMOTE CONTROL SOFTWARE

Educational Advantages:

- Allows insertion of faults for the diesel engine systems with real problems, codes and other indicators.

Features:

- Signals generated from most sensors that reproduce actual running conditions in the system.
- Remote control using a dedicated software interface connected to a PC running Windows™ through USB port.
- Fault selection, signal variation (if available), and set intermittence parameters either directly or by remote hook up.
- LED indicators allow identification of inserted faults.

Example Faults

ECT (Engine Coolant Temperature)

The engine coolant temperature sensor signal can be varied from minimum to maximum values. Multiple driveability symptoms can be created (hard start, no start, running rich or lean).

INJ (Fuel Injector)

One fuel injector control circuit can be opened, creating an engine misfire.

Note: Faults can be changed accordingly to engine model.

- Easy to install Windows®-based software allows you to control the fault box remotely via a USB cable (included with software) to your Windows® computer.
- Allows you to program intermittent faults. Engine systems respond to created conditions and inserted faults with real world symptoms, OEM DTC's and check engine light operation.
- Allows insertion of single or multiple faults in the engine.
- Major engine sensor signals can be adjusted to produce a variety of engine operating conditions.

