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Product Name :

Automotive Engine Fault Diagnosis Simulator Auto Fault

Product Code :

SLE/ATE/13



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Description :

This mobile stand lets trainees diagnose faults on a running, electrically controlled gasoline engine and its automatic transmission. It carries complete fuel, ignition, cooling, intake, exhaust and electrical systems, a connector checking terminal and live pressure and voltage gauges. The stand, control box and panels are made by ScienceLab in Ambala; the engine and transmission are production units.

Gasoline engine and A/T fault simulator specifications

Parameter	Detail
Engine	Electrically controlled gasoline engine assembly (production unit)
Transmission	Automatic transmission assembly (production unit)
Electronic devices	ECM, TCM, AFS, CKP, CMP, O2 sensor, WTS, control relay andothers
Fuel and charging	Injector, fuel filter, removable fuel tank, fuel pump, DC 12V/60Avehicle battery, generator
Ignition	Ignition coil, spark plug, high voltage cables, ignition key switch
Cooling and exhaust	Radiator, overflow tank, relay, electric fan; catalytic converter,emission parts, silencer
Gauges	A/T oil pressure gauges (1.5 MPa and 2.5 MPa); vacuum gauge (0.1 MPa); fuel pressure gauge (1 MPa); battery voltage gauge (30 V)
Controls and frame	Control box and accelerator lever; stainless moulded guard, laser-cut protection panel, anti-vibration dampers, urethane wheels, one storage drawer
Weight and size	Approx. 400 kg; approx. 1,500 × 1,400 × 1,300 mm
Product code	SLE/ATE/13
Minimum order	10 units
Dispatch	Usually within 7 to 10 working days
Manufacturer	ScienceLab (Jain Scientific Equipments Pvt Ltd), Ambala, India

Diagnosis exercises on the running stand

Sensor and actuator checks. At the connector checking terminal, students measure the CKP, CMP, WTS and O2 sensor signals with a digital multimeter, then view the crank and cam signals together on an oscilloscope dual trace. The instructor sets a fault, and the group traces it to the part concerned.

A/T hydraulic check. Warm the transmission, select each range in turn and log the A/T oil pressure gauge readings. Compare them with the service data and link any low r
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