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Product Name :

Engine management system (MPI)

Product Code :

SLE/ATE/28



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Description :

The Engine management system (MPI) is a mobile training stand built around apetrol multipoint injection system, with 15 plug-out faults and a 16-pin diagnosticsocket. Students vary engine speed and intake air flow, watch the fuel distributionand spark plugs at work, and measure every component through connectors on abuilt-in circuit diagram.

MPI engine management stand specifications

Parameter	Detail
System	Gasoline injector engine management system with multipoint petrol injection, a production unit installed in the upper part of the stand
Stand	Mobile, on four wheels; closed structure with internal wiring not visible
Size	1860 × 1450 × 700 mm
Power	Network power supply (220/12V) and a 12V battery
Fuel, air and mixture	Injected fuel amount, fuel supply and fuel pump pressure monitored; visible fuel flow distribution; adjustable crankshaft speed and intake air flow; air/fuel mixture altered with an O2 sensor signal simulator
Ignition	Spark plugs mounted for visual monitoring; high voltage circuit measurements; flame intensity checked by adjusting the ignition gap; injector and spark checks in the sequence 1, 3, 4, 2
Electrical measurement	Built-in voltmeter; principal MPI circuit diagram with built-in measurement connectors; waveforms checked against RPM
Faults and diagnostics	15 system errors set by disconnecting plugs; 16-pin diagnostic socket for reading and deleting errors, parameter control and control unit coding
Included with the stand	Exam/practical work simulation terminal (not less than 10 system errors), automobile oscilloscope, diagnostics equipment
Product code	SLE/ATE/28
Minimum order	10 units
Dispatch	Usually within 7 to 10 working days
Manufacturer	ScienceLab (Jain Scientific Equipments Pvt Ltd), Ambala, India

Petrol injection practicals on the MPI stand

Normal-running baseline. Begin with no faults set. Students raise and lower crankshaft speed and intake air flow, note fuel pump pressure and the amount injected, and capture injector and ignition waveforms on the oscilloscope at several speeds. These traces become the reference for every later fault.

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