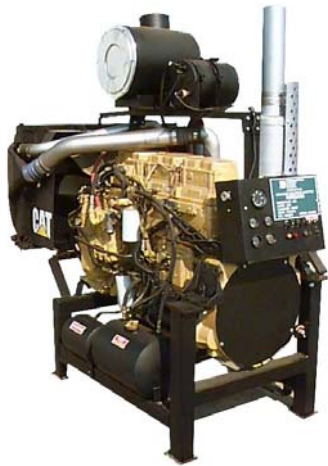


DIESEL ENGINE TRAINING BENCH WITH CATERPILLAR C-15 ACERT



MAIN FEATURES

- Heavy duty diesel engine with accessories mounted on a training bench
- OEM C15 power range engine used in a broad range of construction equipment and off-road applications
- Compliant with Caterpillar's ACERT Technology to meet emission standards
- Dashboard and DLC included
- Optional fault simulation
- Safe and easy to operate

GENERAL DESCRIPTION

This full operational training bench includes:

- OEM diesel engine
- Engine braking
- Compressor
- Mounting frame
- Radiator
- Air-to-air system
- Noiseless and flexible exhaust gas system
- Tube/bend intake system and filters
- Tube/hose cooling system
- Hose fuel supply
- Thermostatic clutch with sensor
- Spreader
- Engine harness
- Dashboard harness
- Gas pedal
- Fault box
- Tubing
- Wiring
- OEM Computer
- Filters
- DLC
- Stand
- Fuel tank
- Air chamber
- Air filter
- Dashboard
- Batteries

OPTIONAL EQUIPMENT

- Fault simulator
- Transmission



CATERPILLAR ENGINE BENCH WITH TRANSMISSION

DIESEL ENGINE TRAINING BENCH WITH CATERPILLAR C-15 ACERT

CATERPILLAR® ENGINE SPECIFICATIONS

C15 ACERT

328-444 bkW/

440-595 bhp 1800-2100 rpm

Type :	I-6, 4-Stroke-Cycle Diesel
Bore (mm, in) :	137 mm, 5.39 in.
Stroke (mm, in) :	171 mm, 6.73 in.
Displacement :	15.2 liters, 923 cu.in.
Aspiration :	Turbocharged/ATAAC
Compression Ratio :	18:1
Rotation (from flywheel end) :	Counterclockwise
Weight, Net Dry :	1332 kg, 2937 lb.(the engine only)



C15 ACERT

FAULT SIMULATOR



The simulated faults are the following:

- Injection Common Cylinders 1 & 2
- Speed Timing Bottom
- IAP Control Valve
- Turbo Waste Gate
- Injection Actuator Pressure
- Engine Oil Pressure

DESCRIPTION

The EM 250 Fault Simulator can be used in the Consulab diesel engine bench for intercepting data link communication between the computer and various engine operating parts. The signals transmitted by the sensors and the actuators to the computer are processed by the fault simulator only when the simulation switches are enabled. If disabled, the signals are not acknowledged by the fault simulator and normally received by the engine bench computer. For disabling the fault simulator, both double cable connectors must be unplugged from the simulator and linked together for ensuring engine bench normal operating.

The CL EM-250D includes:

- Twelve (12) faults with warning lamps, on-off switches, test points and signal adjusting potentiometers.
- Two (2) 15-pin connectors – one (1) male and one female – for connection to any diesel engine bench that has been pre-wired by Consulab.
- One (1) lockable metal case with two keys.

- Boost Pressure, 0-1 VDC
- Atmospheric Pressure, 0-1 VDC
- Pressure Sensor (+ 5 V)
- Engine Coolant Temperature, (0-100 Ω)
- Intake Manifold Air Temperature
- Etc.