

MT - 3000



- Prueba de inyectores CRDi BOSCH, DELPHI (Denso, Bosch Siemens, piezoel ctricos).
- Max. 800 bar, 990 tiempos repetidos para ensayo de niebla.
- Tiempo de pulverizaci n ajustable de 250us ~ 2000us.
- Patrn spray variables.
- Modo de control manual para el personal de servicio especializado.
- Modo autom tico de la presi n.
- Aspiraci n de aire en la boquilla.
- Interruptor autom tico de baja presi n a alta presi n.

Aplicaciones

- Diagnstico de bobina dacada del inyector.
- Comprueba la diferencia de spray de combustible entre los inyectores.
- Limpieza de inyector.
- Configuraci n de spray y funcion de pruebas del inyector en inyecci n CRDi.
- Arranque de pruebas de inyecci n.
- Prueba de la inyecci n principal.
- Prueba de maxima inyecci n.
- Prueba piloto de inyecci n
- Limpieza de inyecci n.

CRDi Injector Cleaner

I-CLEAN (MT-3000)



Specifications

Product	I-CLEAN
Model	MT-3000
Control Type	Air regulator + Digital
CPU	8bit RISC, 10bit A/D, 18.4MHz clock speed
Display	2 X3FND, 9 LED,
Input	AC 110~220, MAX 300W
Output	2Ch, DC 0~12V, MAX 200W
Operation Current	Typical 13A / MAX 30A per channel For multi channel operation : MAX 25A
Electrical Characteristics	Standby current $280 \pm 2\text{mA}$ Initial current $540 \pm 5\text{mA}$
Max. Pressure	8bar for input, 7.5bar for pumping
Max. Output Pressure	1000bar(with test oil)
Operating Temperature	5~40°C
Weight(kg)	20
Dimension(mm)	700 x 500 x 900
Accessories	Bosch connector, Delphi connector, AC cable, Air hose

Special Features

- * Support Bosch, Delphi CRDi injectors
- * Maximum 1000bar, 990 times repeated spray test
- * Adjustable spray time by 50us up to 2000us
- * Embedded variable spray pattern
- * Manual control mode for expert service personnel
- * Automatic pressure mode
- * Air suction at the spray nozzle
- * Spray counter
- * Automatic waste oil discharge after spray test
- * Short circuit protection
- * Over-current protection

Applications

- * Diagnosis of damaged coil in injector
- * Check difference fuel spray between injectors
- * Injector cleaning
- * Spray configuration and injector function test of CRDi injector
- * Cranking test : Checking error in engine start
- * Normal spray test : Checking engine miss while driving or abnormal fuel efficiency
- * Full-load spray test : Checking deficiency while accelerating
- * Injector rebuilding or change should be needed if no improvement is found after cleaning.