

TEST DATA

INJECTOR DATA

PART No: 5WS-40156Z
 TYPE: -
 O.E.M. REF: FORD 1373550
 PSA 9659244280
 VOLVO 8603564
 ENGINE: DW10 2.0HDI 100KW (CLASS 5)

TEST CONDITIONS

TEST PUMP: SUITABLE CR PUMP
 TEST OIL: ISO 4113
 TEST OIL TEMP: 40°C
 CAPACITANCE: 3.0-4.5 Uf @ 20°C

- Remove all washers from injectors.
- Fit injectors to rack.
- Fit injector pipe.
- Attach injector cables T031-3201R.
- Close protective cover.
- Switch S3000 to Piezo.

IMPORTANT:-

IT IS ESSENTIAL THAT PIEZO INJECTORS HAVE A CAPACITANCE AND INSULATION TEST CARRIED OUT BEFORE CONNECTING TO S3000 AS SEVERE DAMAGE COULD OCCUR TO THE ELECTRONICS IF FAULTY INJECTORS ARE TRIGGERED.

Pump Speed RPM	Rail Pressure BAR	Pulse Width	Delivery cc/1000	Max Back Leak		Comments
				cc/1000	cc/min	
1000	1500	1000	-	-	-	Purge System & Check for Leaks
1000	1500	800	43-49	<50	<50.0	Max Power
1000	1150	1200	55-61	-	-	Max Torque
1000	1000	700	33-39	-	-	Emissions
1000	850	120	0.5-2.5	-	-	Pre-Injection
400	250	500	3-7	-	-	Idle

Start of Injection

Stop Test Bench. Reduce Rail Pressure on S3000 to Zero. Set to 100RPM and 700 pulse width. Remove Fuel Connection. Close Protective cover. Run Test Bench to 400RPM. Increase Rail pressure slowly until atomised fuel can just be seen emitting from nozzle holes. Rail pressure should be 150-200BAR.

Dry Seat Test

Select pump only on S3000. Remove nozzle sleeve and adaptor cable from injector. Running at 100RPM, 1000BAR and zero pulse width visually check nozzle tip for leaks.

Note:-

When calibrating more than one injector of the same number ensure that all flow rates are matched through the set.