




# USER MANUAL

ADBLUE EMULATOR FOR CUMMINS

**EURO 5**



 [www.canbusemulator.com/en](http://www.canbusemulator.com/en)

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# Installation Emulator For Cummins Euro 5



Pinout of the emulator outputs:

GND - black

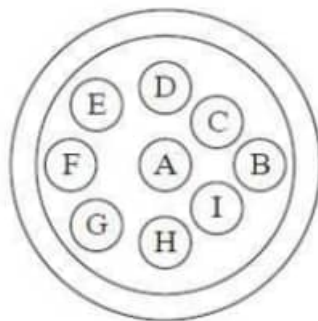
plus (15 terminal voltage appears when the ignition is switched on) – red

CAN H White

CAN L Brown

It is necessary to connect the emulator to the J1939 data bus on the diagnostic socket:

- CAN Low to Pin D
- CAN High to Pin C



## Nine-Pin Diagnostic

*A - Ground*

*B - Power*

*C - J1939 Data Link +*

*D - J1939 Data Link -*

*E - J1939 Common*

*F - Data Link +*

*G - Data Link -*

Locate the 15 terminal and 31 terminals (ground) and connect the power of the emulator.

It is necessary to de-energize the SCR system and NOx sensor on the car, i.e. disconnect terminal 15 and terminal 30 from them. This can be done by removing the appropriate fuses (if known in advance). If the fuses are not known, then the tester needs to monitor the power supply to the dosing module and the NOx sensor while removing the fuses.

You can also bite off the supply wires on the pump module and the NOx sensor. And if you do not want to bite the wires, you can remove the connector (4 pins - Can L, Can H, weight and power) from the NOx sensor processing board, as well as remove the connector from the pump module. The connectors must be covered with a thick layer of sticky band and insulated.

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After that, check the resistance of the CAN line, should be 60 Ohm + - 10 Ohm, in case the resistance is higher. Some elements of the SCR system are connected directly to the engine control unit:

- temperature sensor before and after the catalyst
- temperature and level sensor ADBLue in the tank
- ADBLue tank heating valve

In the event of malfunctions of these elements, errors will occur that can lead to a limitation of engine power.

It is desirable to replace the temperature and level sensor ADBLue with resistors (4 k $\Omega$  and 10 k $\Omega$ ), which corresponds to 20 degrees and 95% of the level

If there are errors in the system with clogged pipelines and pipelines, you should run tests of the neutralization system in the corresponding menu.

After this, the errors must go away.

Errors on emissions are deleted when driving independently, or you can delete by running the procedure for removing the code associated with exceeding the emissions.