



Servicio de servicio

efr

UW-06 / Baú automático

Beitragungsautomatik

ZF AS Tronic

12 AS 2302

16 AS 2602

12 AS 2530 SO

12 AS 2531 SO



LIEBHERR

Traducción de los contenidos

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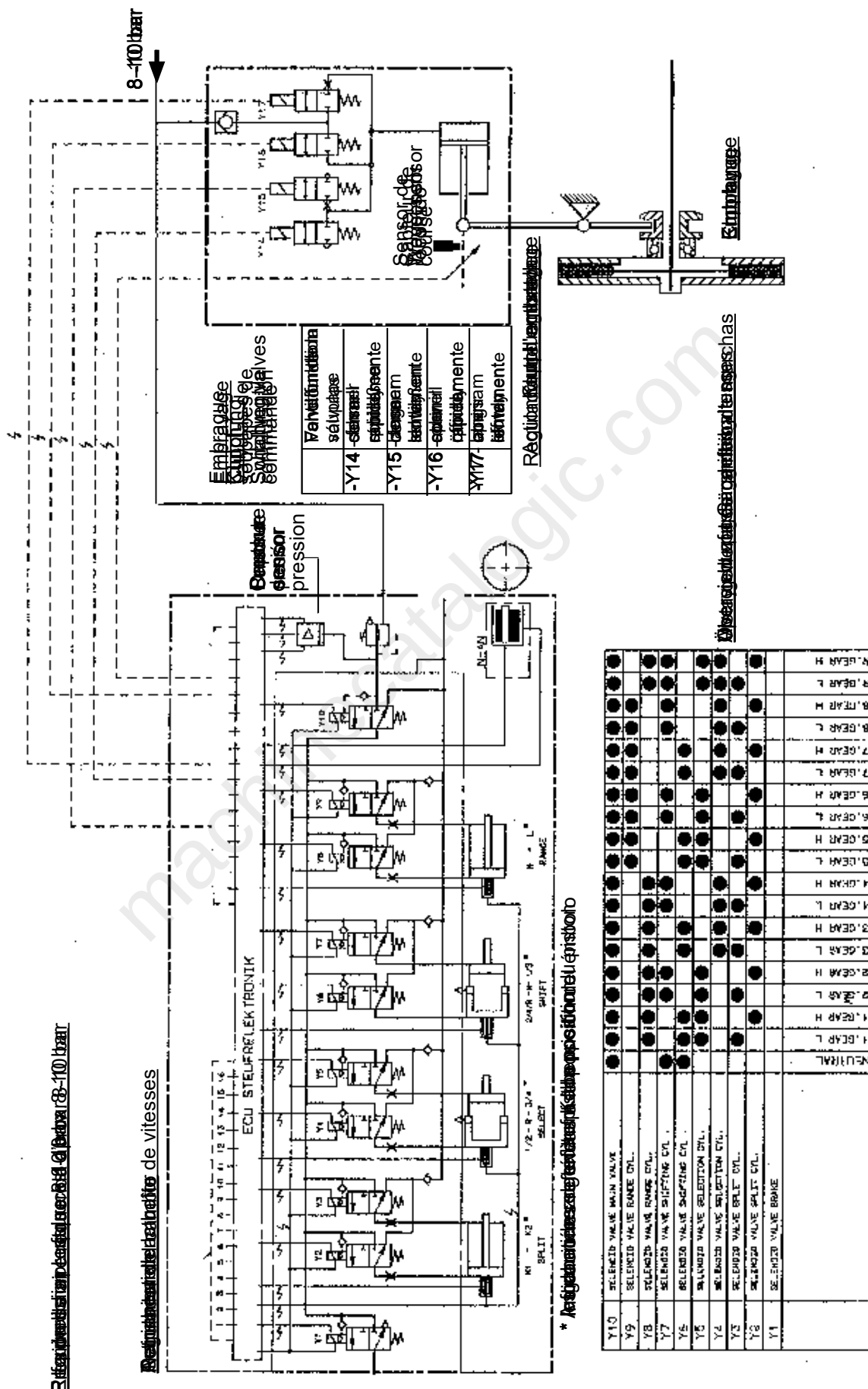
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C. CAN bus

C. Bus CAN

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2.6 Beispiel des Hydrauliksystems 12 AS 2302

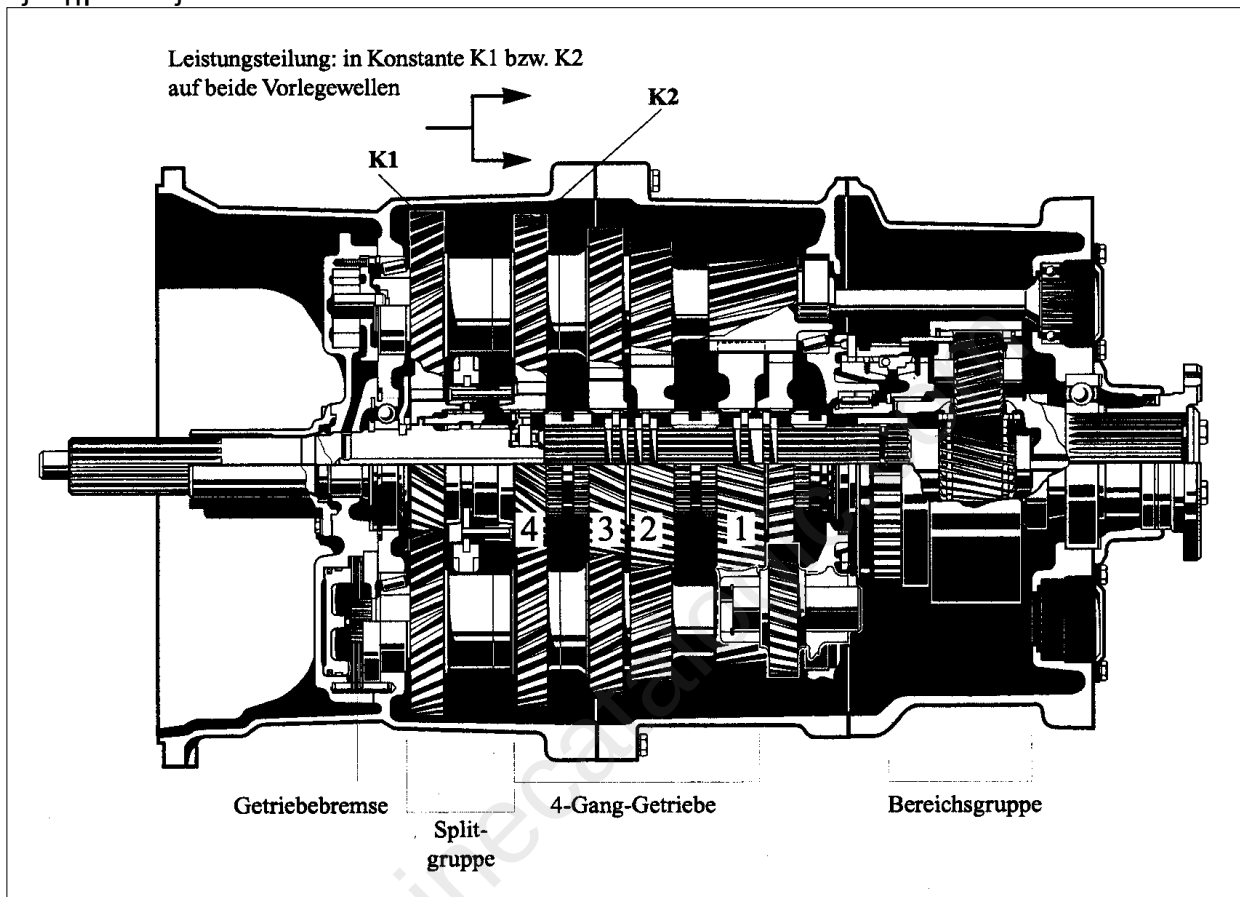
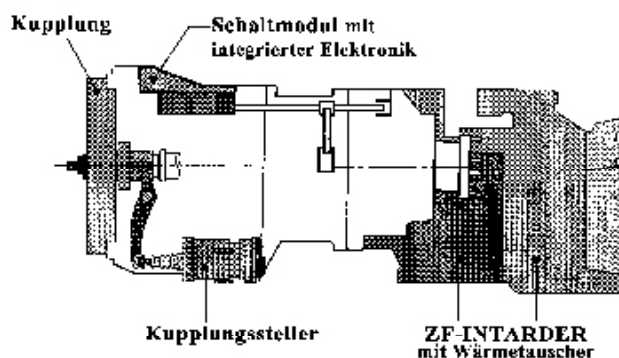


H. Información técnica

4. ~~Vista di prima mano~~ **Vista di prima mano completa**

4.1 Description of the Contributions in Individual Chapters

Exemple: Département des Services Sociaux

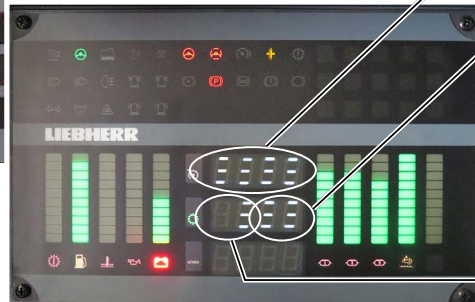
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6. Description of the CAN bus

6.1 Faults in the CAN bus

Case A :

When the CAN bus is active, the engine speed (RPM) is displayed in the center of the display. If the CAN bus is not active, the display shows "CAN Error" (p. 11) and "CAN Error" (p. 11) is displayed. The following diagram shows the CAN bus status:



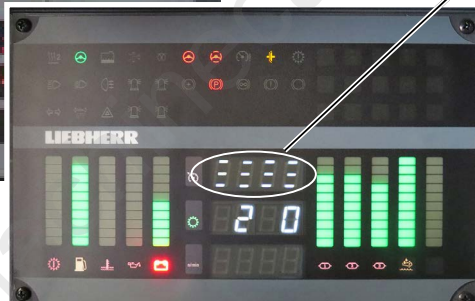
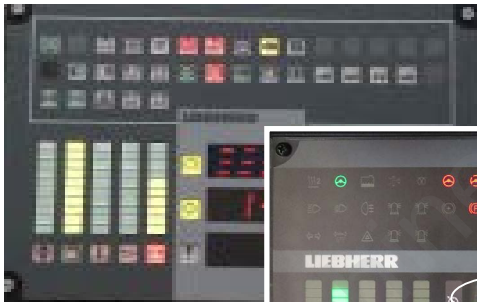
Engine speed of the motor:
Fault code is present!

Engine speed of the motor:
Fault code is present!
Fault code is present!

Engine speed of the motor:
Fault code is present!

Case B :

When the CAN bus is active, the engine speed (RPM) is displayed in the center of the display. If the CAN bus is not active, the display shows "CAN Error" (p. 11) and "CAN Error" (p. 11) is displayed. The following diagram shows the CAN bus status:



Engine speed of the motor:
Fault code is present!

Exemple C :

Case C:

When the CAN bus is active, the engine speed (RPM) is displayed in the center of the display. If the CAN bus is not active, the display shows "CAN Error" (p. 11) and "CAN Error" (p. 11) is displayed. The following diagram shows the CAN bus status:



Engine speed of the motor:
Fault code is present!
Fault code is present!



6.3 Description of the CAN bus generalities

En la siguiente sección se describen las características generales de este tipo de comunicación digital y se detallan las condiciones de instalación y configuración necesarias para su correcto funcionamiento.

Este tipo de comunicación digital se basa en el principio de la diferencia de voltaje entre los conductores de la línea de comunicación. La diferencia de voltaje se genera al transmitir un bit de información. La diferencia de voltaje se genera al transmitir un bit de información. La diferencia de voltaje se genera al transmitir un bit de información.

Das Diagramm zeigt die allgemeine Beschreibung des CAN-Bus:

RD (rot)	= CAN_H	(CAN_High)
BU (blau)	= CAN_L	(CAN_Low)
White	= CAN_GND	(CAN_Ground, masse)

Das CAN-Bus-System ist ein digitaler Bus, der für die Kommunikation zwischen den Steuergeräten in einem Fahrzeug verwendet wird. Es besteht aus zwei Leitungen (CAN_H und CAN_L) und einer Masse (CAN_GND). Die Daten werden in Bits übertragen, die durch die Differenz der Spannungen auf den Leitungen dargestellt werden.

Ein CAN-Bus-System besteht aus:

- Controller (Steuergerät) und Transceiver (Signalwandler)
- Terminationsresistor (Ende des Bus)
- Abschirmung (gegen elektromagnetische Störungen)

Das CAN-Bus-System ist ein digitaler Bus, der für die Kommunikation zwischen den Steuergeräten in einem Fahrzeug verwendet wird. Es besteht aus zwei Leitungen (CAN_H und CAN_L) und einer Masse (CAN_GND). Die Daten werden in Bits übertragen, die durch die Differenz der Spannungen auf den Leitungen dargestellt werden.

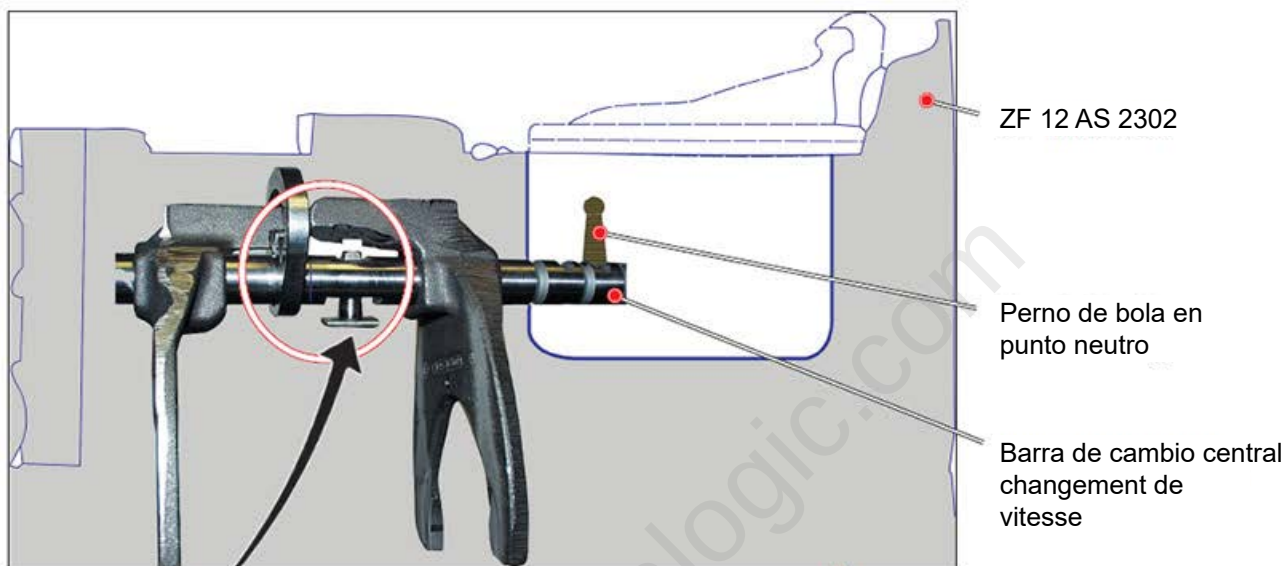
Differences between CAN and RS-485

	CAN	RS-485
Designation der Leitungen	CAN_H CAN_L CAN_GND	LSB1, LSB2, ... +24VLSB GNDLSB
Spannungsbereich	0...5V	0...24V
Anzahl der Teilnehmer	No Non	Yes Oui

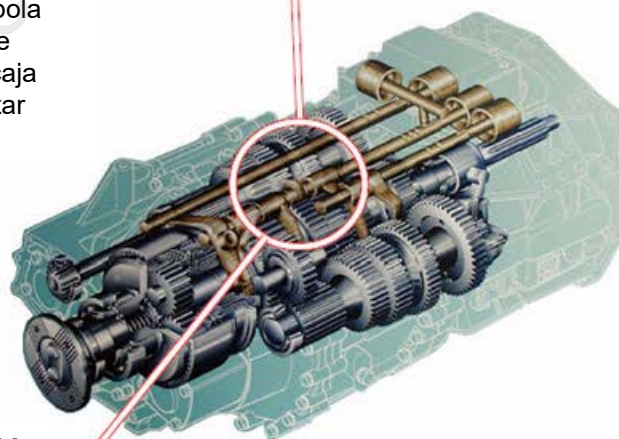


Explicación de la barra de cambio central

¿Por qué no se debe extender y retraer en la caja de cambios de 12 marchas ZF AS Tronic la barra de cambio central en punto neutro?



Si se deslizan hacia delante o hacia atrás la barra de cambio central en punto neutro (perno de bola en vertical hacia arriba), el pasador de arrastre se cae, tal como se indica, hacia abajo en la caja de cambios. En ese caso, es preciso desmontar y sustituir la caja de cambios completa.



Estado normal en funcionamiento:



En mode de fonctionnement,
El pasador de arrastre se mantiene del modo
indicado en el estado de funcionamiento.

9.5 Régulateur de la boîte de vitesses

Nota:

El regulador del cambio (GS3.3) es un perfeccionamiento del regulador del cambio precedente (GS3.0) y no es compatible con éste o bien no se puede sustituir uno por otro. La característica de identificación del regulador del cambio (GS3.3) es (a diferencia del GS3.0) la cifra terminal "...007" en la placa de características de WABCO en el regulador del cambio.

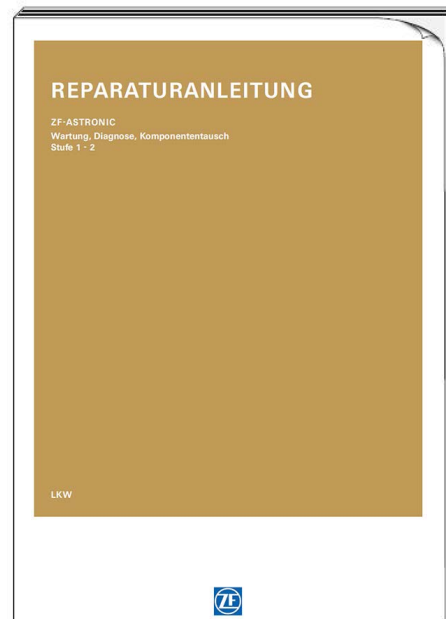
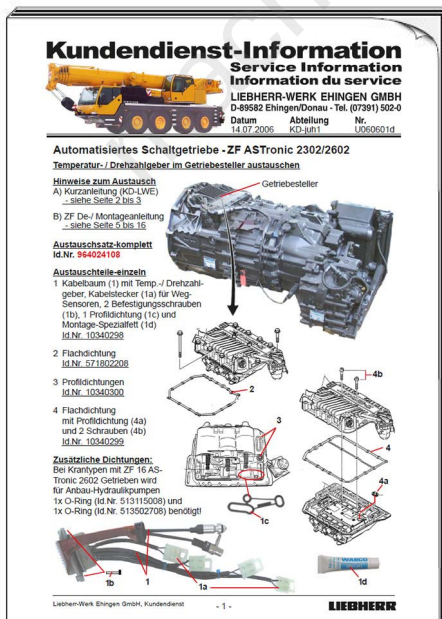


Plaque d'identification des WABCO GS3.3
WABCO GS3.3
l'actionneur de la boîte de vitesses

9.6 Reemplazo de la bomba de aceite de la caja de cambios

9.7 Reemplazo de la válvula de selección

El regulador de la caja de cambios (GS3.3) es un perfeccionamiento del regulador de la caja de cambios precedente (GS3.0) y no es compatible con éste o bien no se puede sustituir uno por otro. La característica de identificación del regulador de la caja de cambios (GS3.3) es (a diferencia del GS3.0) la cifra terminal "...007" en la placa de características de WABCO en el regulador de la caja de cambios.



Reparationsanleitung für die ZF ASTRONIC 2302/2602

Full Version Available

ZF 12 AS 2530 SO + 12 AS 2531 SO + 16 AS 2602 Transmission Service Manual

ZF 12 AS 2530 SO, 12 AS 2531 SO, 16 AS 2602 transmission service manual with repair, CAN bus and error code sections. Instant PDF download.

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