



| | |
|------|---|
| A1 | Instrument cluster (ICUC) control unit |
| A1p1 | Multifunction display |
| A2 | Central gateway control unit (CGW) |
| A3 | Drive control (CPC) control unit |
| A4 | Engine management control unit (MCM) |
| A5 | Transmission control (TCM) control unit |
| A7 | Cab signal acquisition and actuation module control unit (SCA) |
| A8 | Frame signal acquisition and actuation module control unit (SCH) |
| A11 | Retarder control unit (RCM) (in vehicle with code (B3H) Secondary water retarder) |

| | |
|-----|--|
| A18 | Electronic Air Processing Unit (EAPU) control unit |
| A43 | Modular switch panel (MSF) control unit |
| A60 | Exhaust aftertreatment (ACM) control unit (in vehicles with code (MSZ) Euro VI engine version) |
| B1 | Left 1st front axle brake wear sensor |
| B2 | Right 1st front axle brake wear sensor |
| B3 | Left 2nd front axle brake wear sensor |
| B4 | Right 2nd front axle brake wear sensor |

| | |
|-----|---|
| B7 | Left 1st rear axle brake wear sensor |
| B8 | Right 1st rear axle brake wear sensor |
| B9 | Left 2nd rear axle brake wear sensor |
| B10 | Right 2nd rear axle brake wear sensor |
| B18 | Travel and speed sensor |
| B26 | Condensation sensor |
| B37 | Exhaust pressure sensor upstream of diesel oxidation catalytic converter (in vehicles with code (MSZ) Euro VI engine version) |
| B38 | Exhaust pressure sensor downstream of diesel particulate filter (in vehicles with code (MSZ) Euro VI engine version) |

| | |
|------|---|
| B48 | Air filter sensor |
| B75 | 1st front axle temperature sensor |
| B77 | 1st rear axle temperature sensor |
| B92 | Outside temperature sensor |
| B505 | Transmission oil temperature sensor |
| B600 | Crankshaft position sensor |
| B605 | Engine oil fill level sensor |
| B933 | Coolant temperature sensor (in vehicles with code (B3H) Secondary water retarder) |

| | |
|--------|------------------------|
| CAN 1 | Exterior-CAN |
| CAN 2 | Interior CAN |
| CAN 3 | Frame CAN |
| CAN 4 | Drive train CAN |
| CAN 10 | Diagnostic CAN |
| LIN 6 | LIN SCA/SCH redundancy |
| LIN 7 | Button group LIN |
| LIN 10 | EAPU-LIN |
| P1 | Tachograph (TCO) |

| | |
|---------|---|
| S110 | Left multifunction steering wheel button group |
| S111 | Right multifunction steering wheel button group |
| Z1 | Cab instrument panel CAN bus star point |
| Z3 | Frame CAN bus star point |
| Z4 | Drive CAN bus star point |
| X100.16 | Diagnostic socket |

Actros Engine Control Unit Diagram

Mary Jean Wickham

A red circular graphic with a gradient, appearing as a semi-circle or a partial circle, located to the right of the author's name.

Actros Engine Control Unit Diagram:

Energy and Thermal Management, Air-Conditioning, and Waste Heat Utilization Christine Junior, Oliver Dingel, 2018-11-04 The volumes includes selected and reviewed papers from the 2nd ETA Conference on Energy and Thermal Management Air Conditioning and Waste Heat Recovery in Berlin November 22 23 2018 Experts from university public authorities and industry discuss the latest technological developments and applications for energy efficiency Main focus is on automotive industry rail and aerospace

Annual Index/abstracts of SAE Technical Papers, 1997 **Motor Information Systems Engine Control Module, Wiring Diagrams & Pin Identification** Motor Information Systems (Firm), 2004 This edition covers 1994 2003 European passenger cars light trucks vans Title page verso A Custom Digital Engine Control System Dan Schneidewend, 1992 **Engine Control Unit, Terminal Voltages and trouble codes Manual** David Boyce, Computerized Engine Controls Dick H. King, Gary R. Watson, 2001 Designed for beginning level courses this text provides a more comprehensive introduction than other books on the same topic It has extensive coverage of electronic controls including current topics like OBD II digital storage oscilloscopes as well as computer controls in the anti lock braking traction control systems body computer systems passive restraint systems computer controlled transmissions computer controlled suspensions and computer controlled air conditioning Troubleshooting and diagnostics are emphasized throughout and the book contains case studies to further illustrate concepts Safety is stressed using Cautions and Warnings Chapter end exercises include a generous quantity of ASE style questions Development of an Engine Control Unit for the Argo Vanguard 2 Devasahayam Martin, 2006 *High Stability Engine Control (HISTEC)* John C. DeLaat, 1996 **Highly Integrated Digital Electronic Control: Digital Flight Control, Aircraft Model Identification, and Adaptive Engine Control**, 1987 *Closed Loop Control of Automotive Engines* Stanford University. Department of Aeronautics and Astronautics, J. David Powell, 1978 **Certification of an Engine Control System for Thrust Rating** S. A. Washusen, 2002 **Electronic Engine Controls**, 2006 **Dynamic Requirements for Block I Engine Control System**, 1964 Spl/Heavy Duty Vehicles Delmar, 1999-10 *Aerospike Engine Control System Design* Hagop Panossian, 1999 *Automotive Control Systems* U. Kiencke, Lars Nielsen, 2005 **The Microcomputer Based Engine Control System for the IIEC-2 Concept Car**, 1979 Variable Cycle Engine Control System Definition Study. Turbine Engine Technology Demonstrator Component Development Program, Project 668A. Controls Development Program, 1976 The primary objective of this Air Force funded program was the development of a control mode for a Joint Technology Demonstrator JTD engine that achieves optimal steady state performance minimum sfc and maximum thrust with rapid transient performance over the entire flight envelope of a hypothetical transonic supersonic aircraft A flexible digital computer simulation of the JTD turbofan engine with a control system was developed along with computerized optimization and constraint procedures to establish optimal engine operating conditions and variable geometry positions to achieve

minimum sfc and maximum thrust Speed and turbine temperature fuel governors along with a compressor Mach Number ΔP surge control loop in the fuel control were evaluated A control mode that positioned the geometry to scheduled optimal geometry settings was unable to achieve steady state maximum thrust over the entire flight envelope However a control mode developed to force engine parameters to scheduled optimal parametric relationships successfully attained minimum sfc and maximum thrust at all the selected test points in the flight envelope Since certain parametric relationships are true for minimum sfc i e maximum airflow and minimum temperature for a given thrust and maximum thrust i e maximum speed temperature and pressure within engine limits the control based upon parametric relationships will yield maximum thrust and near minimum sfc for a reasonable range of engine variation Therefore it is not necessary to tune each new engine for maximum thrust or adjust the control for engine aging

Automatic Control of Aircraft Engines (selected Articles). FOREIGN TECHNOLOGY DIV WRIGHT-PATTERSON AFB OHIO., 1963 Contents Investigation of dynamic characteristics of temperature sensors for a retarded air flow The problem of automatic control of a power plant One method of selecting regulator schemes and parameters Determining the law of control of acceleration of a turbojet engine Experimental determination of the dynamic properties of turbojet engines as units in an automatic flight control system The turbojet engine and turbojet with afterburner as a unit in automatic aircraft control systems Equivalence of various diagrams of closed antisurge regulators Signal conversion during simulation of the dynamic properties of gas turbine engines

Empirical Derivation of a Mathematical Model of an Engine Control System Mary Jean Wickham, 1981

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