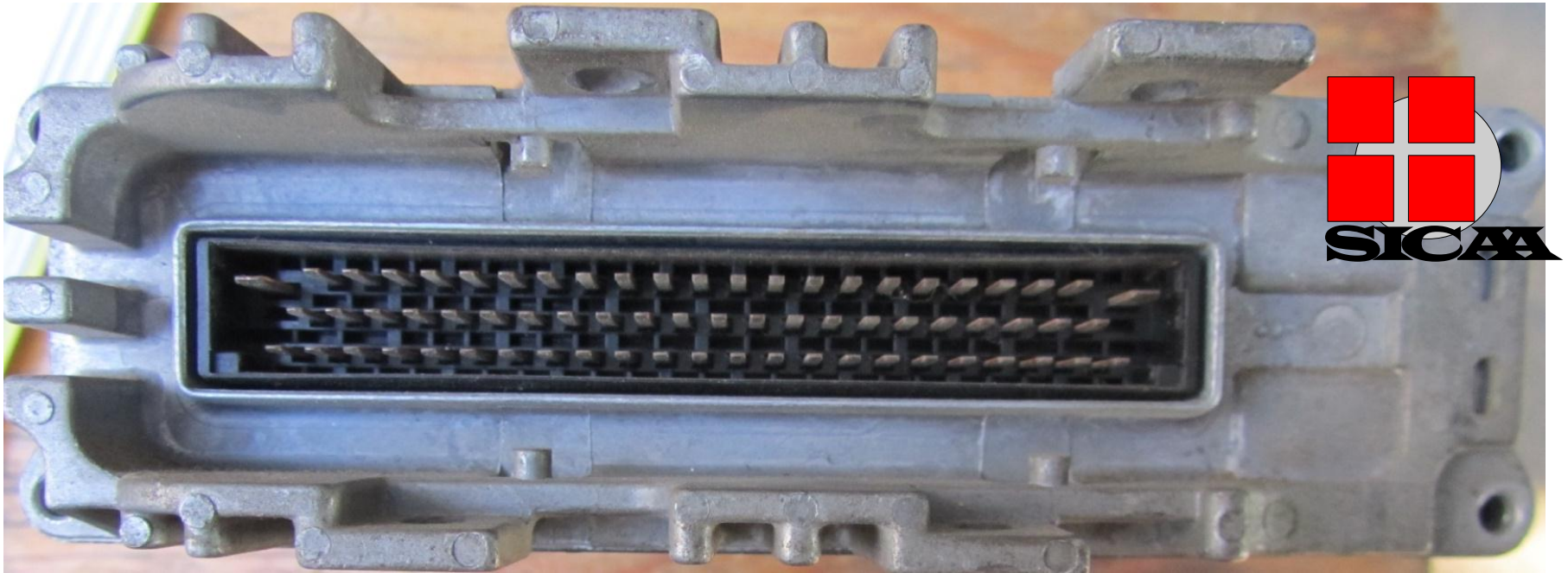


Reparacion de Computadoras Automotrices

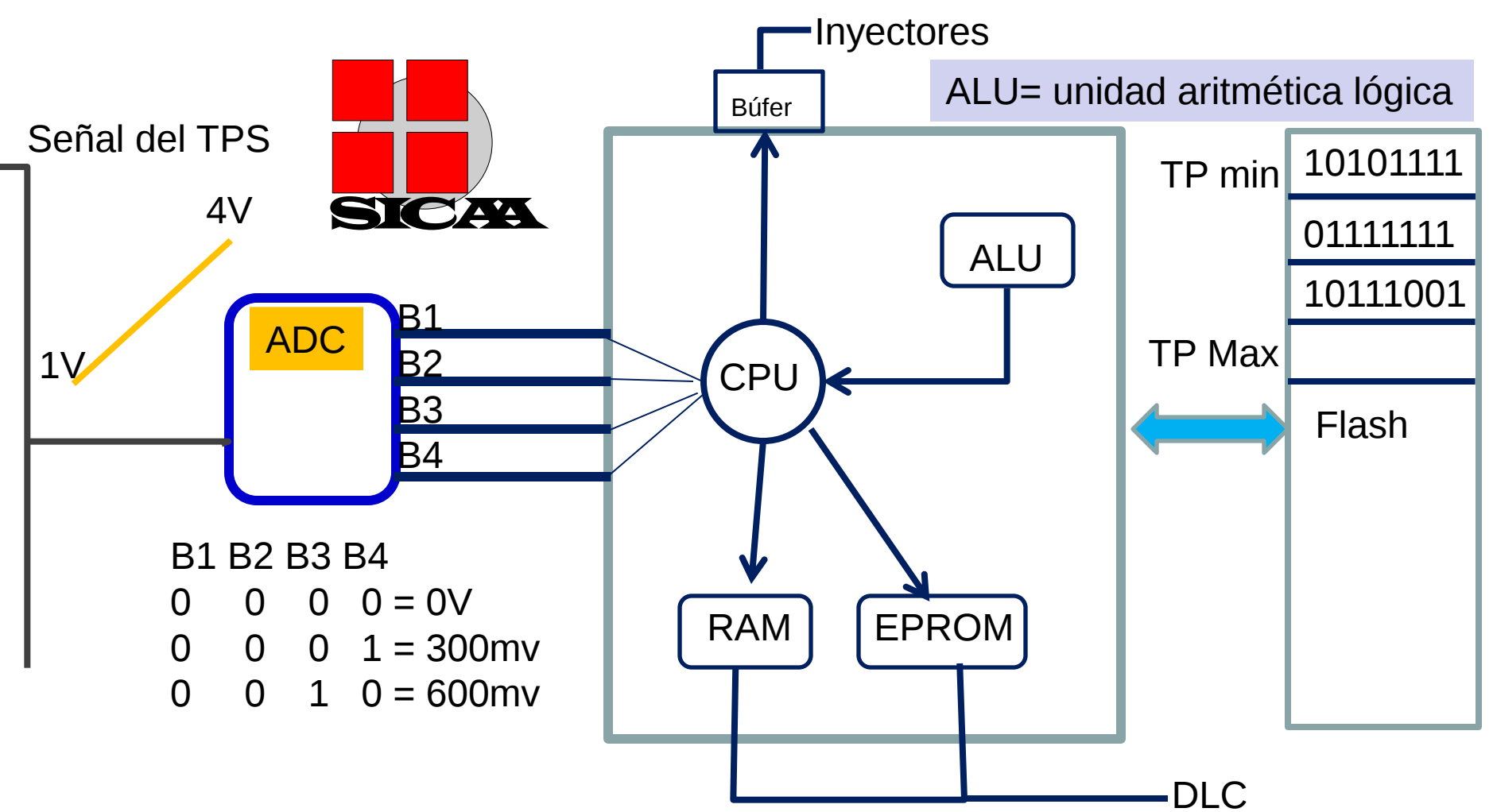


www.sicaa.com.mx



Aplicación esta computadora se aplica para vehiculos VW apartir
De los modelos 1993 en adelante en los motores 1.6 ltrs
Asi como en los motores 1.8 ltrs hay cambios internos
Dado que son dos sistemas digiplus y digifant





ESTRUCTURA DE LA MEMORIA FLASH

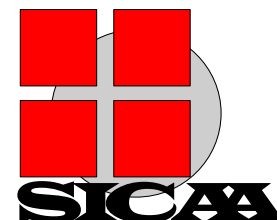
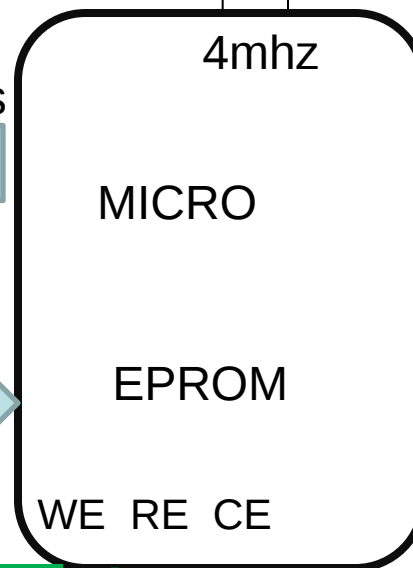
CASILLEROS

dirección		datos
0	000000	10101011
		01110000
	10111001	
		01110
	Flash	
	DTC	DTC
256	0101101	011111

calibración

Bus de direcciones

Bus de datos



Computadora de Sedan



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Transistores
De Inyección

Transistor

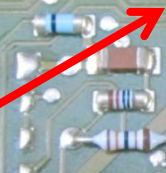


R1

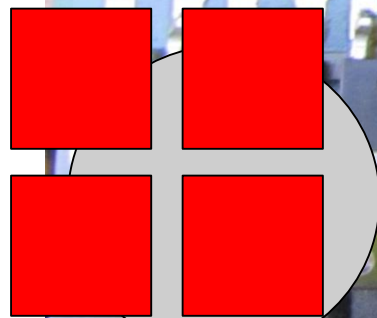
Regulador de Voltaje



C2

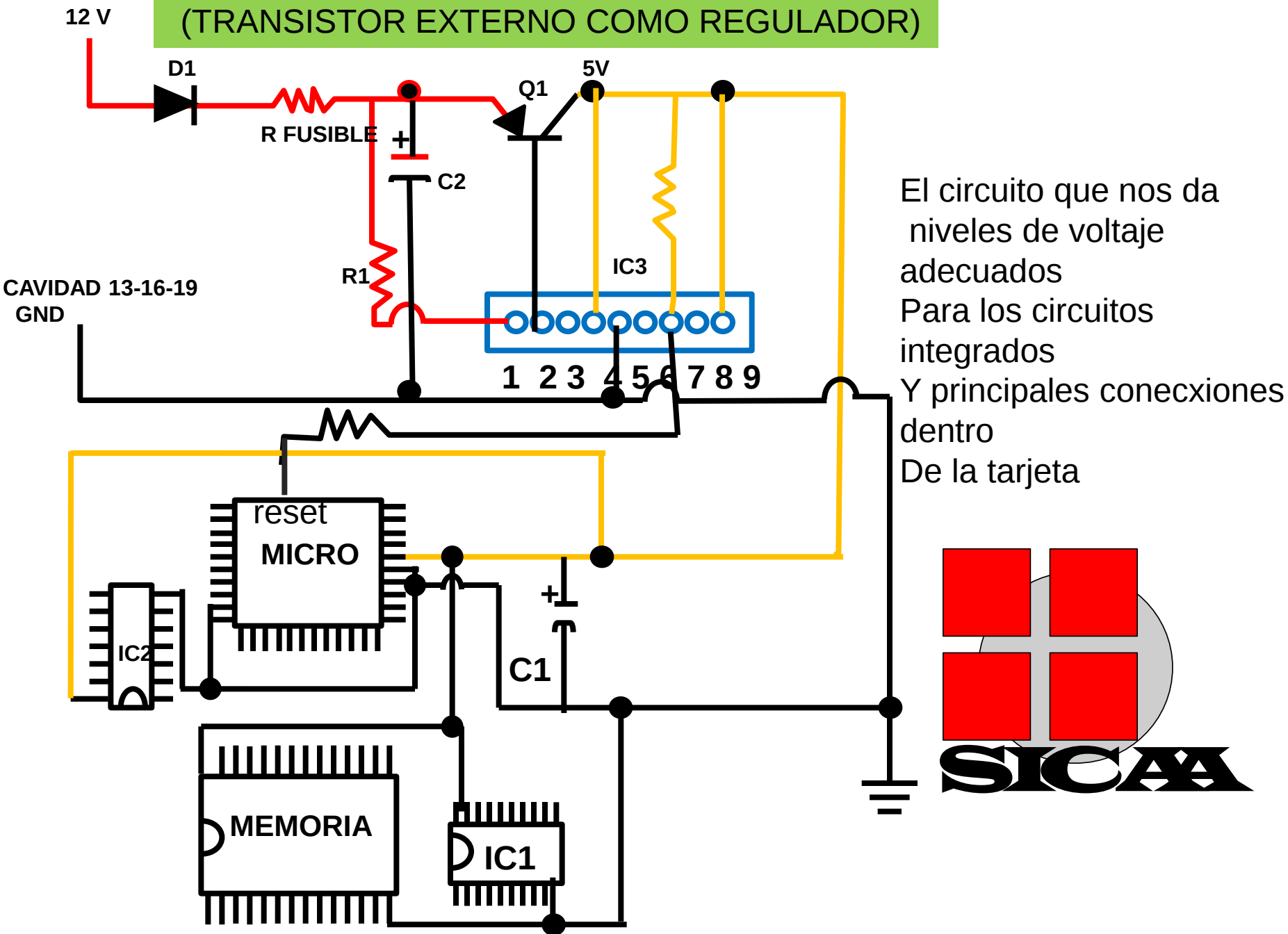


D1

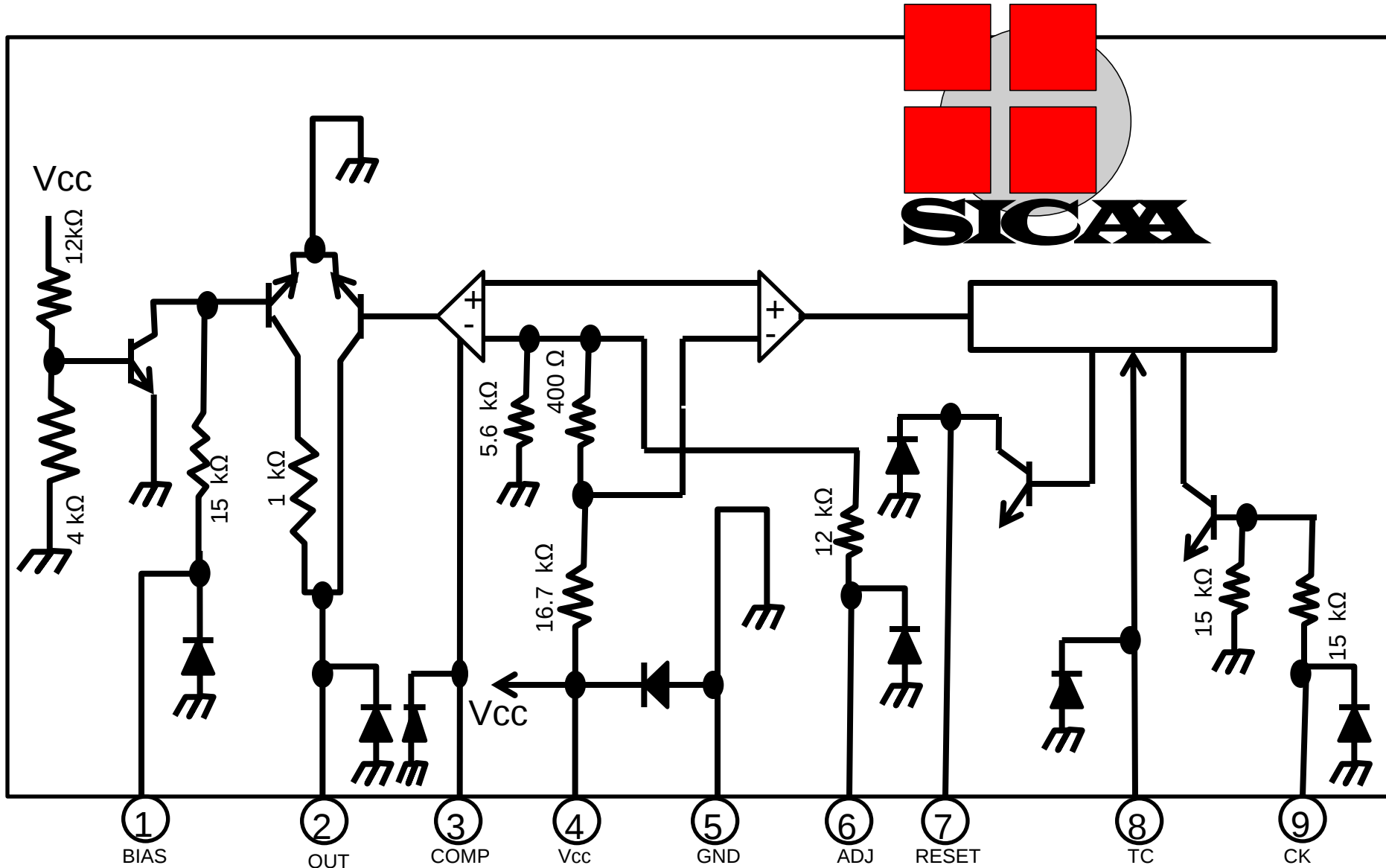


SICAX

DIAGRAMA DE LA FUENTE DE PODER (TRANSISTOR EXTERNO COMO REGULADOR)



VOLTAGE REGULATOR WITH WATCHDOG TIMER



El D1 se puede puentear solo que es sin proteccion

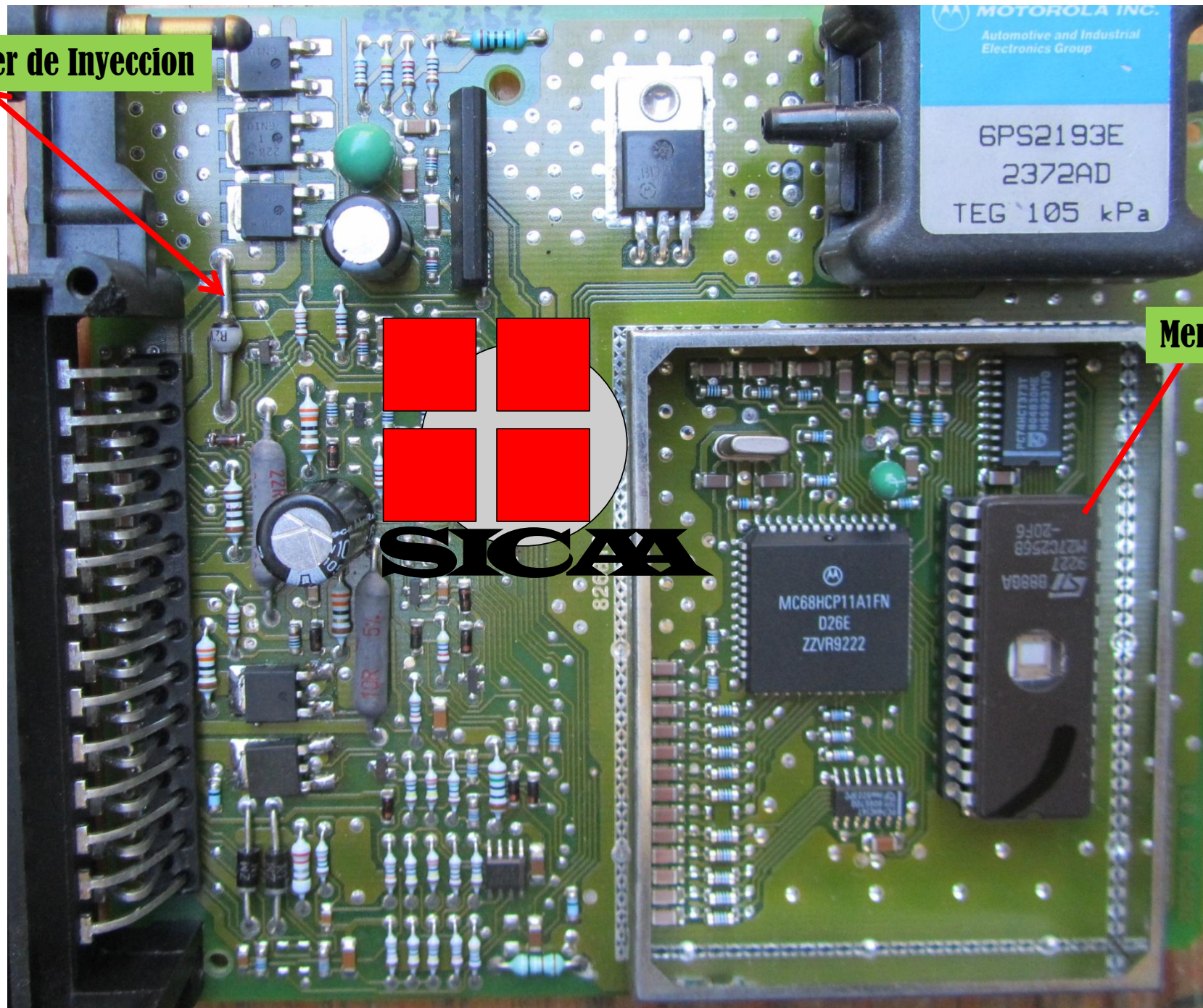
El C2 se encarga de estabilizar el voltaje

IC3 con matricula 79005 es puede remplazar por un 7805

Si hay tierra el la linea de reset no hay pulso ni f/p y el control de chispa se queda directo y esto daña al modulo tsz-h

La jaula de faraday encierra ala memoria y micro esto es por que la computadora es de plastico

Damper de Inyeccion

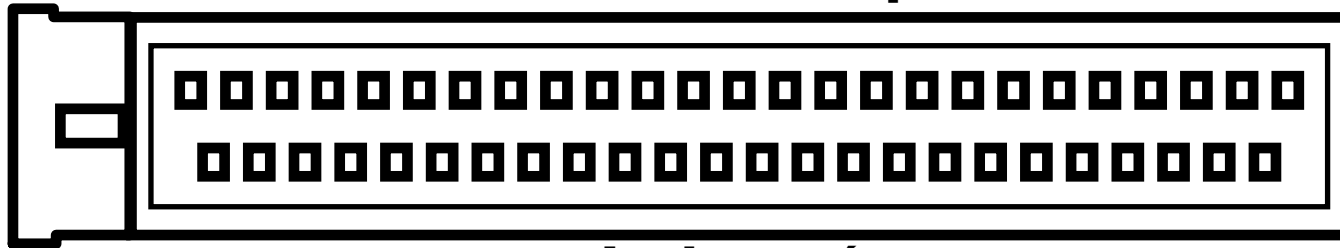


MOTOROLA INC.
Automotive and Industrial
Electronics Group
6PS2193E
2372AD
TEG 105 kPa

Memoria

SICAA

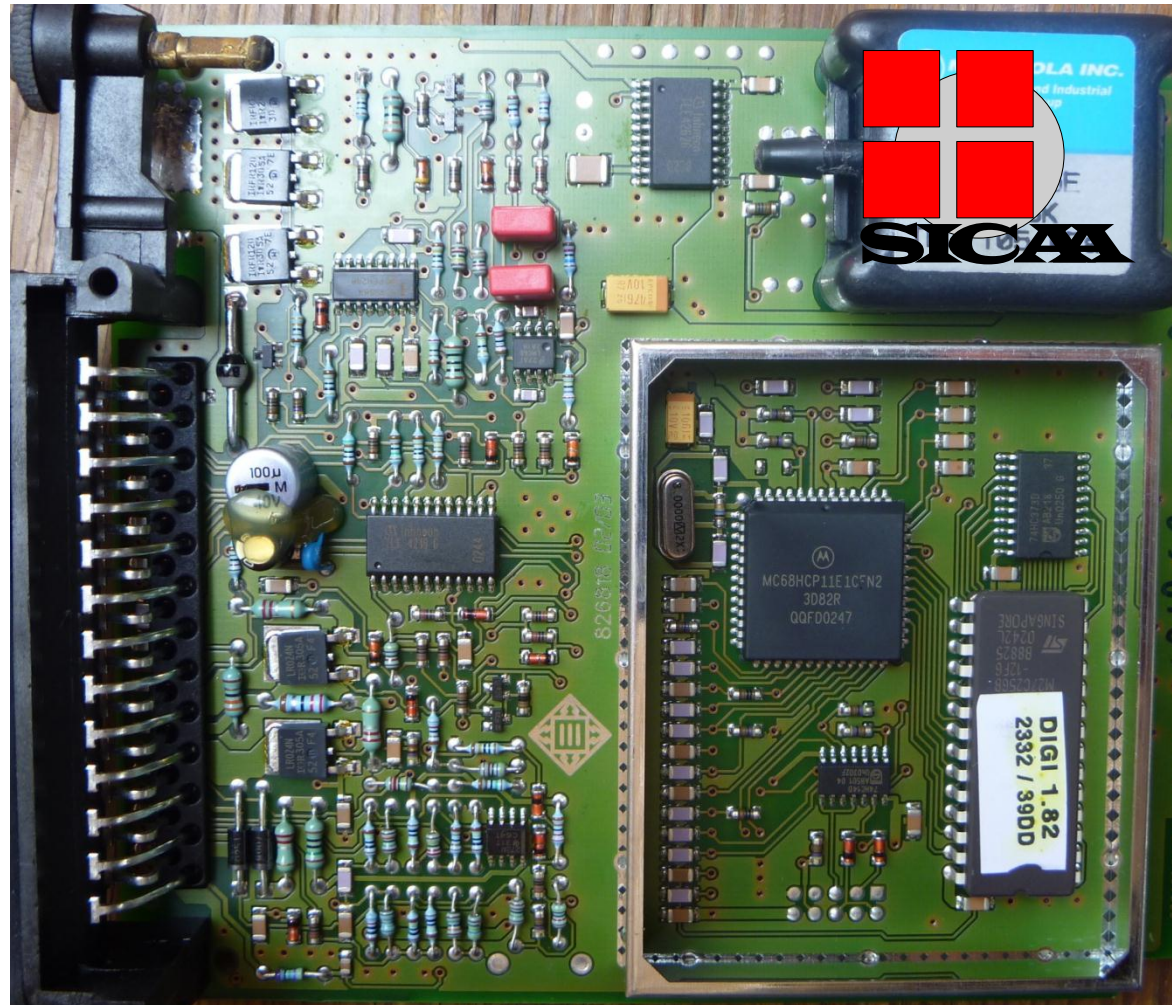
Conector de la computadora



Lado arnés



**Jetta
Golf
Derby**



Fuente de Poder

MOTOROLA INC.
Automotive and Industrial
Electronics Group

6PS2485E
2401BK
TEG 105 kPa

826518 02/03

MC68HCP11E10FN2
3D82R
QQFD0247

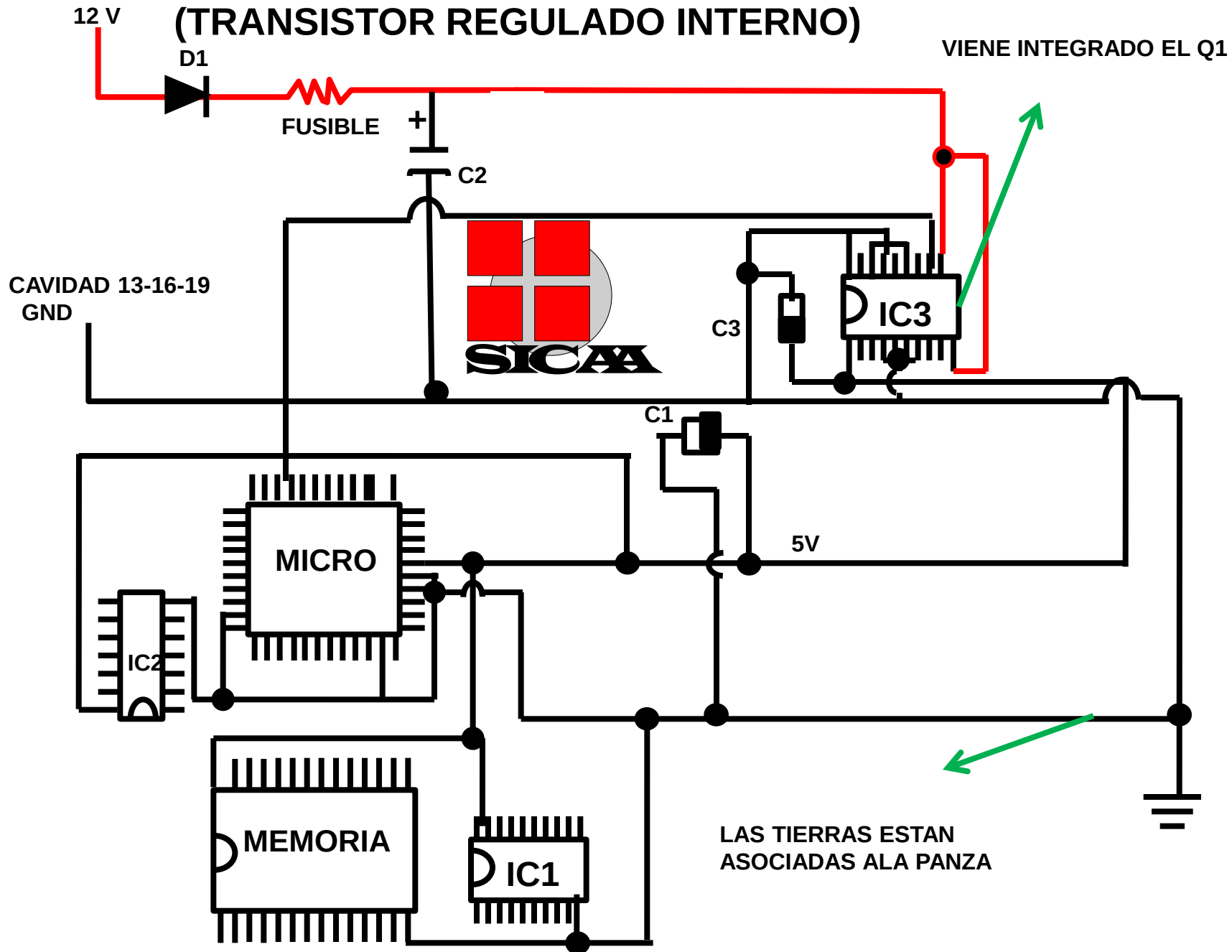
DIGI 1.82
2332 / 39DD

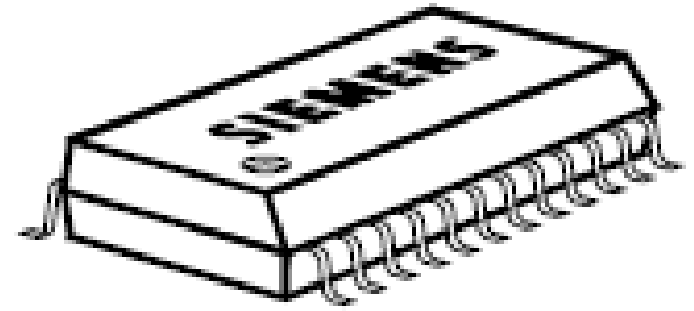
**Inversor
74C14T**

SICAA

D1

DIAGRAMA DE LA FUENTE DE PODER (TRANSISTOR REGULADO INTERNO)





**Este regulador ya no trae el transistor externo como es mostro anteriormente
En este caso el transistor esta encapsulado en el IC3 donde este se encarga
Por completode regular el voltaje de 5v para suministrarlos a los circuitos TTL.**

**De esta manera, logramos tener el 100% del circuito que compone la fuente
De poder de toda la computadora tiene o no reparación.**

**Otro de los aspectos importantes es analizar el funcionamiento de los RESET's
En los circuitos integrados, ya que de ellos dependen que la computadora envíe
Pulsos a los circuitos integrados, ya que de ellos dependen que la computadora
Envíe pulsos a los actuadores.**

Tips para la fuente-----

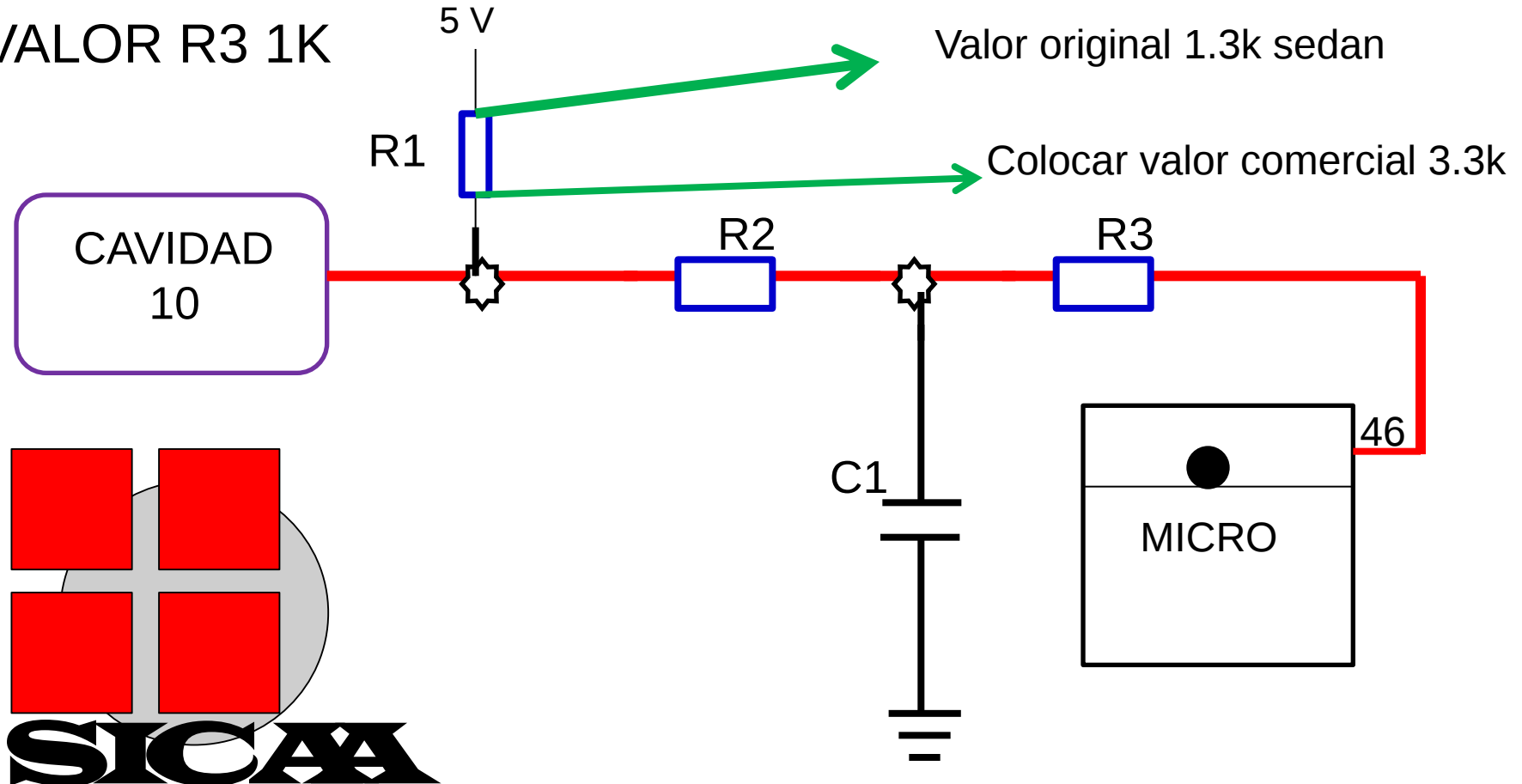
SEDAN

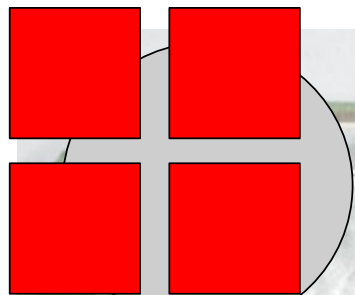
SENSOR DE TEMPERATURA DEL REFRIGERANTE
EN LAS COMP DE VW ENCONTRAREMOS DOS TIPOS
DIFERENTES QUE ANALIZAREMOS A CONTINUACION

Valor R1 1.3K

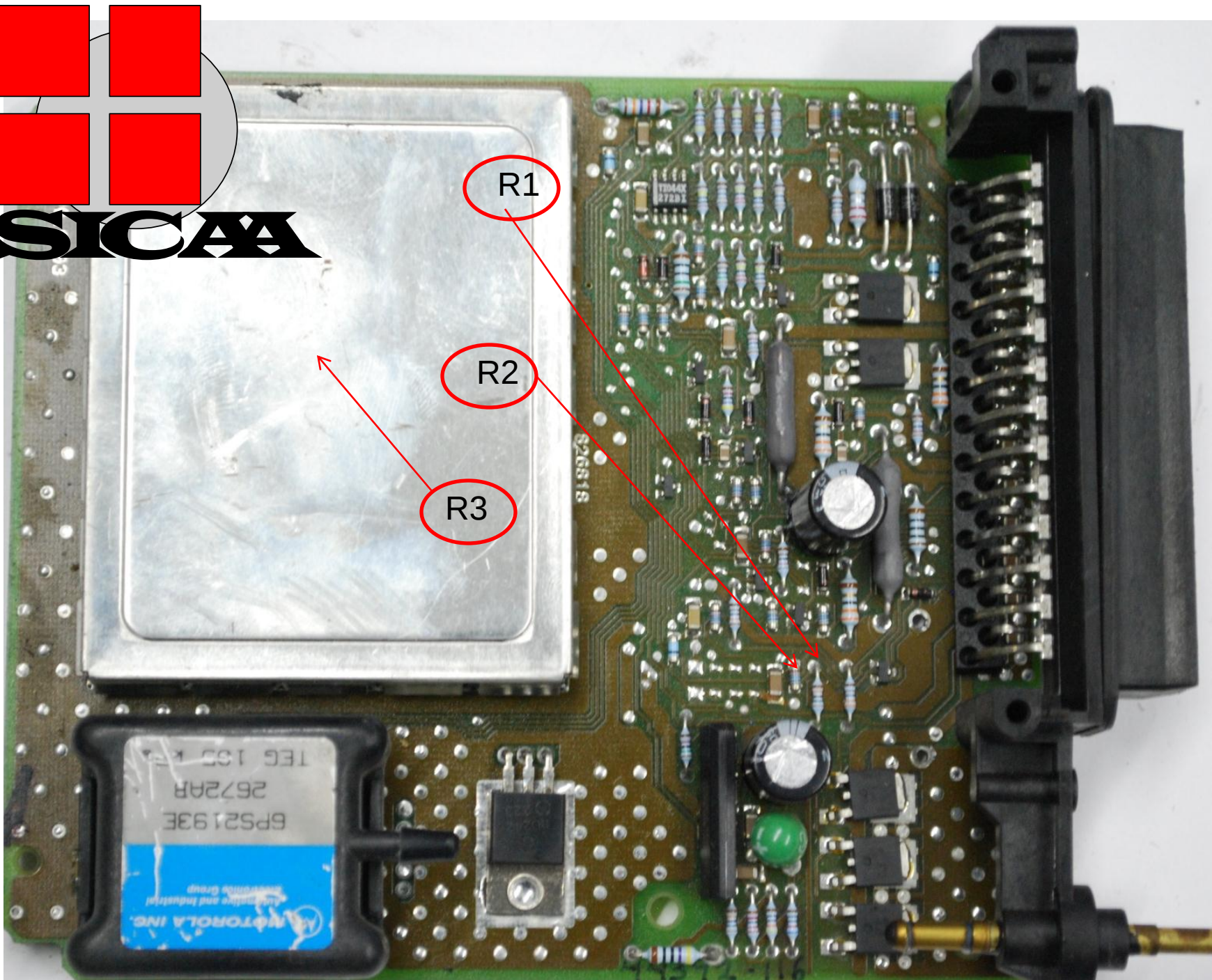
VALOR R2 10K

VALOR R3 1K





SICAA

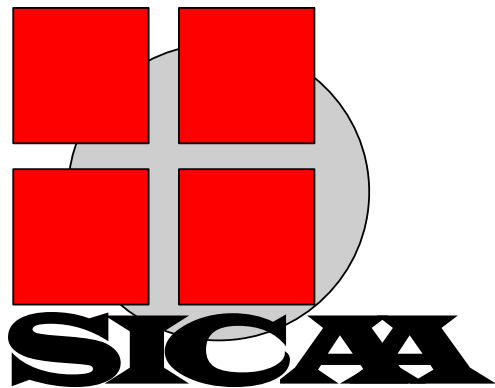


R1

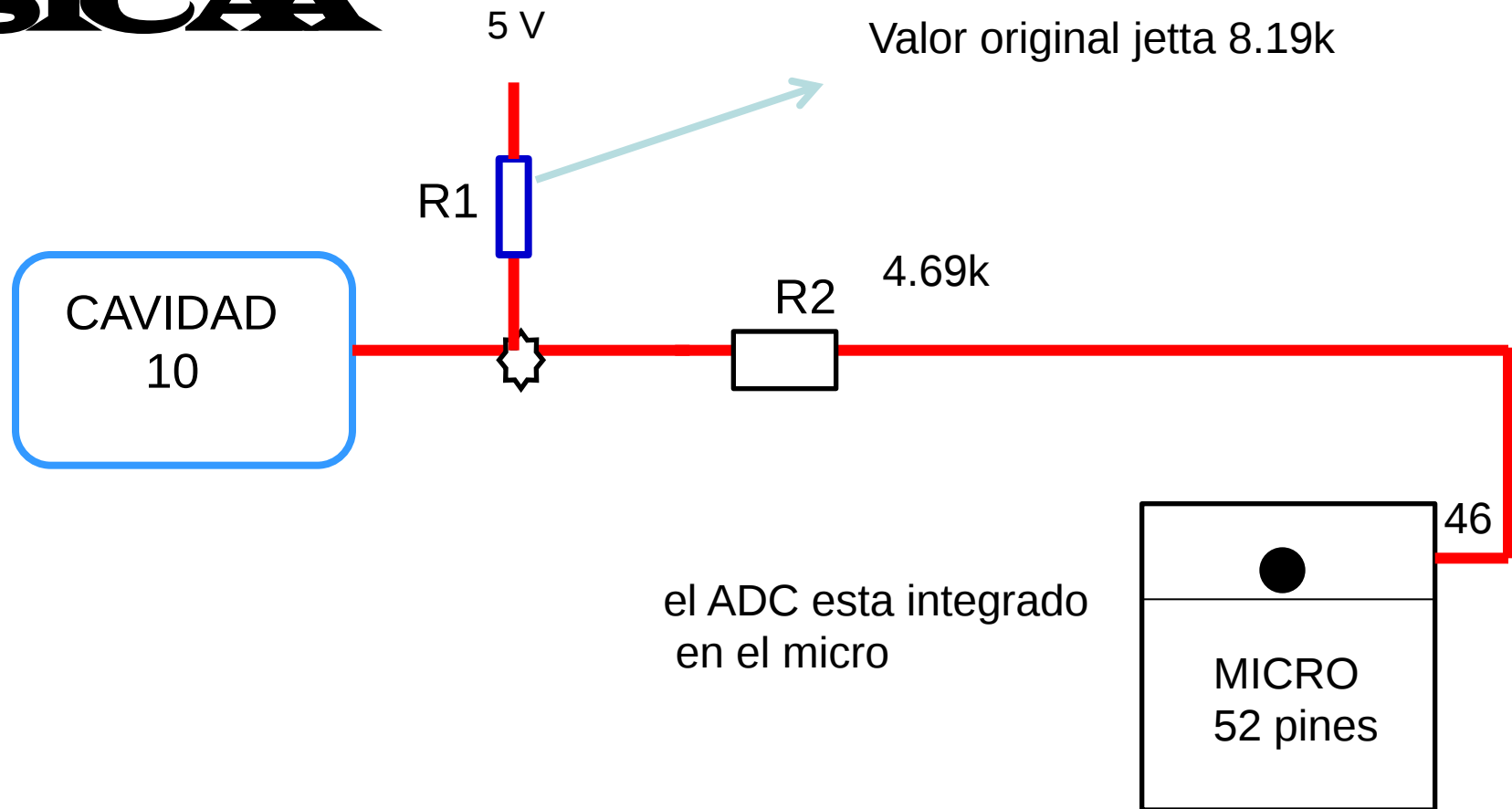
R2

R3

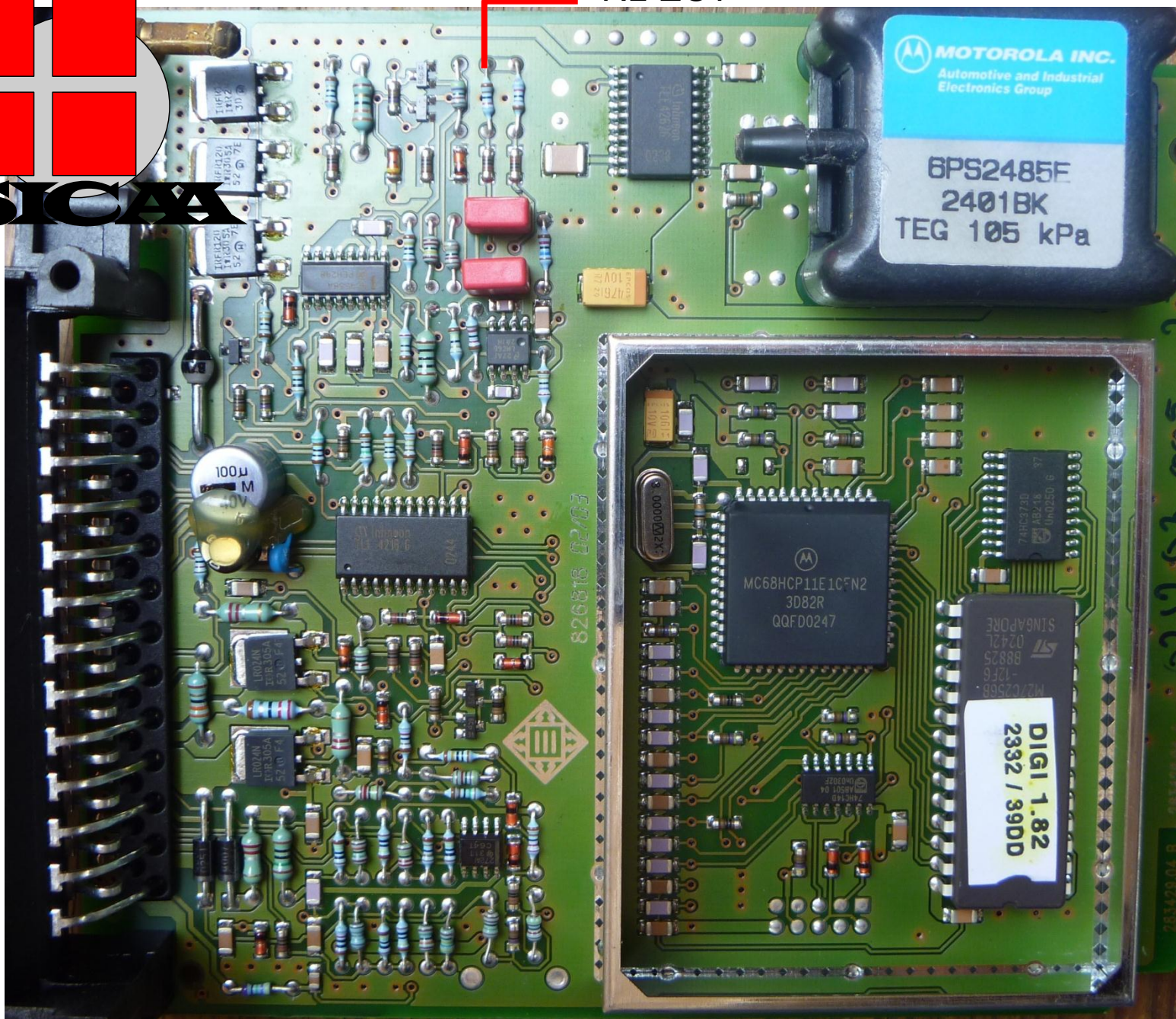
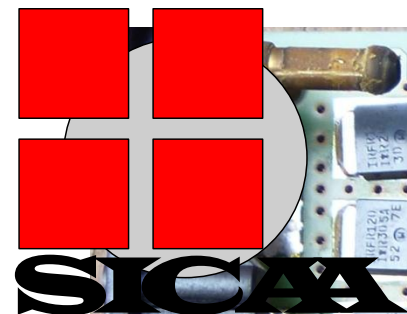
MOTOROLA INC.
Semiconductor Group
6PS2193E
26729B
TEG 155 K



JETTA / GOLF

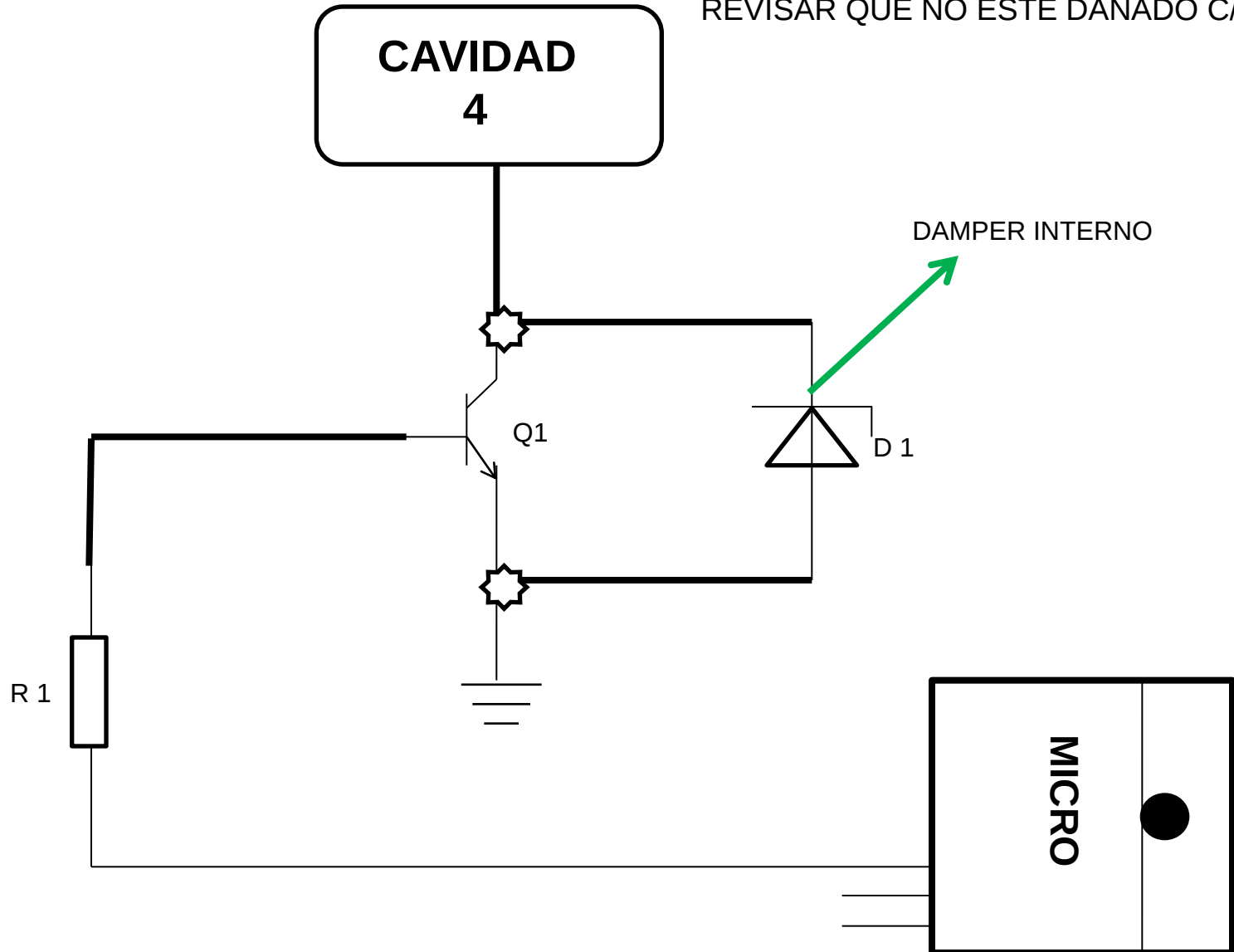


R1 ECT

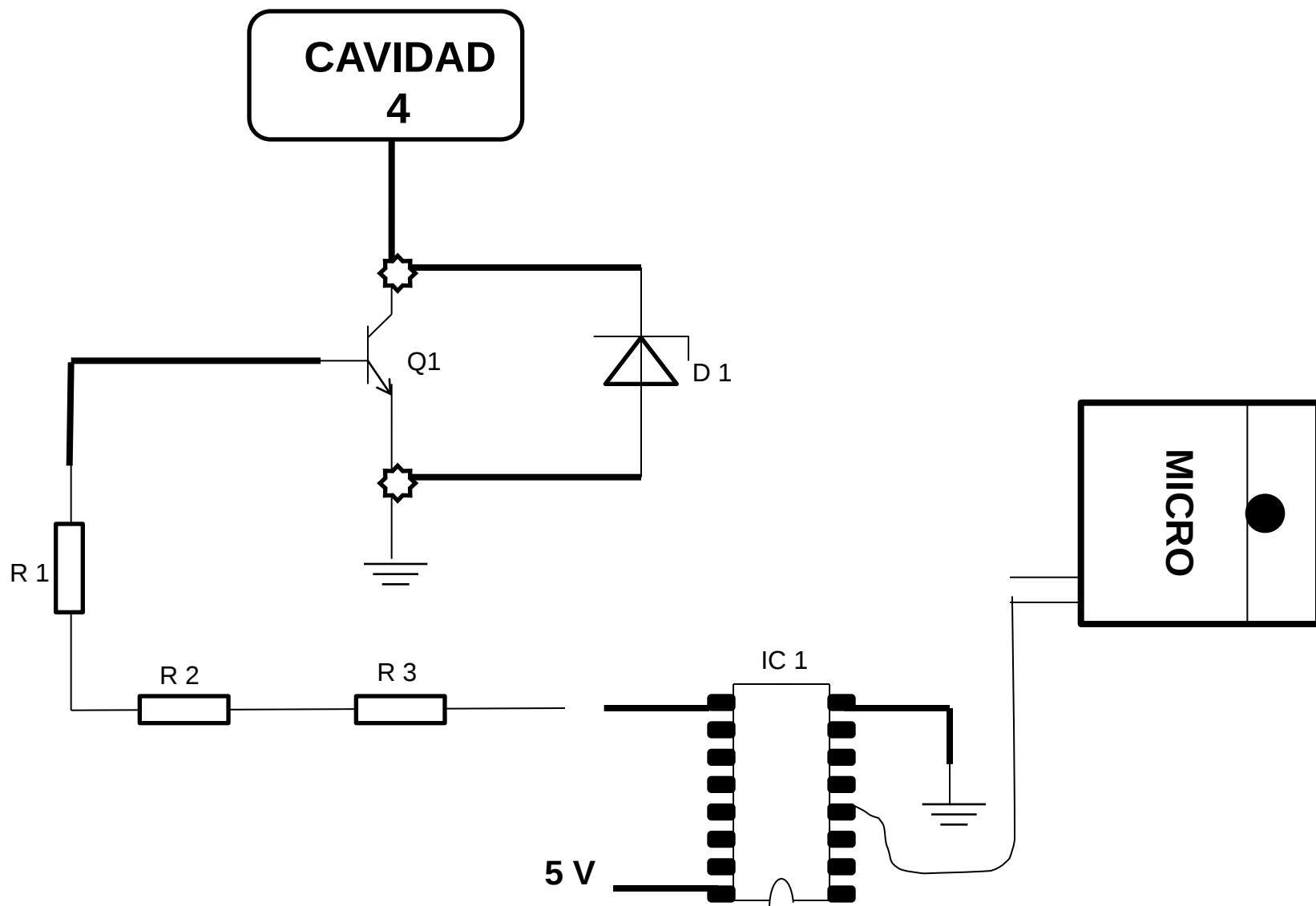


SEDAN

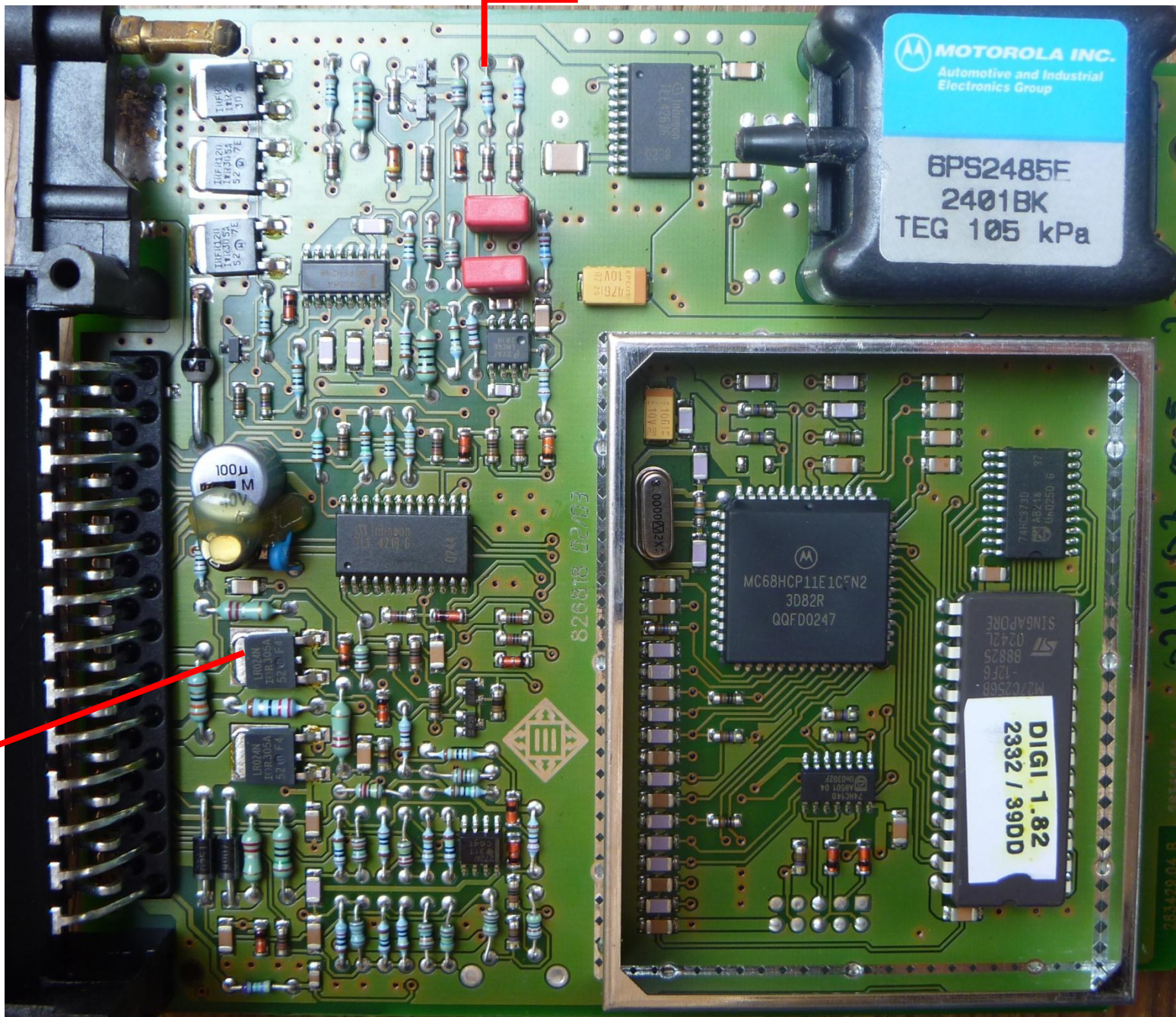
FALLA TIPICA SE QUEDA ACELERADO
REVISAR QUE NO ESTE DAÑADO C/E



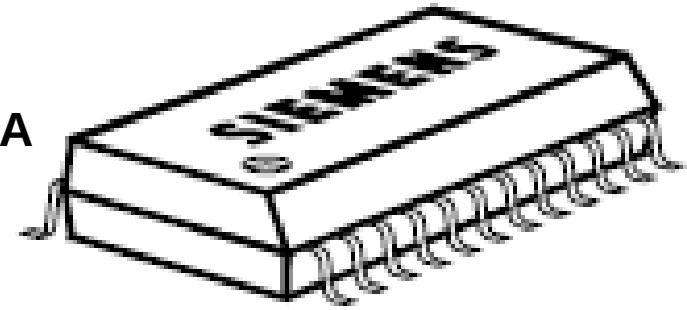
JETTA / GOLF



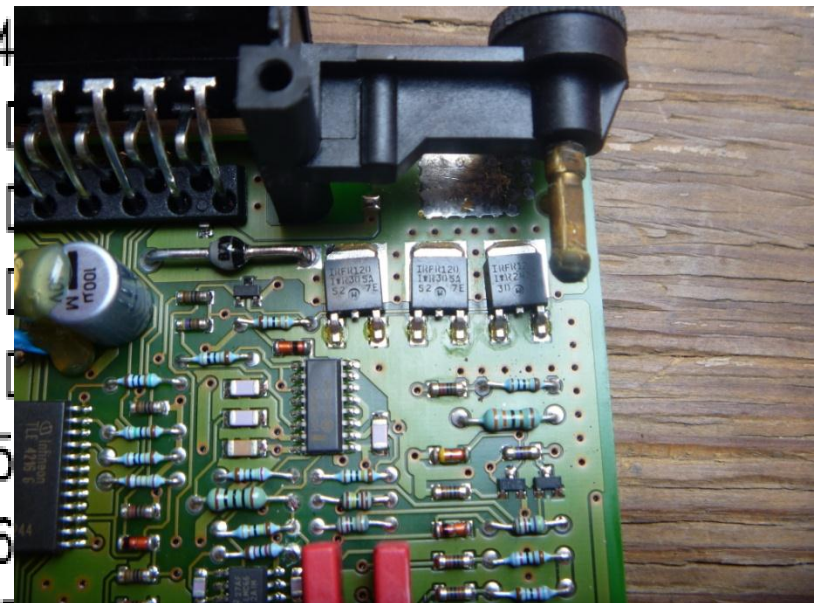
R1 ECT



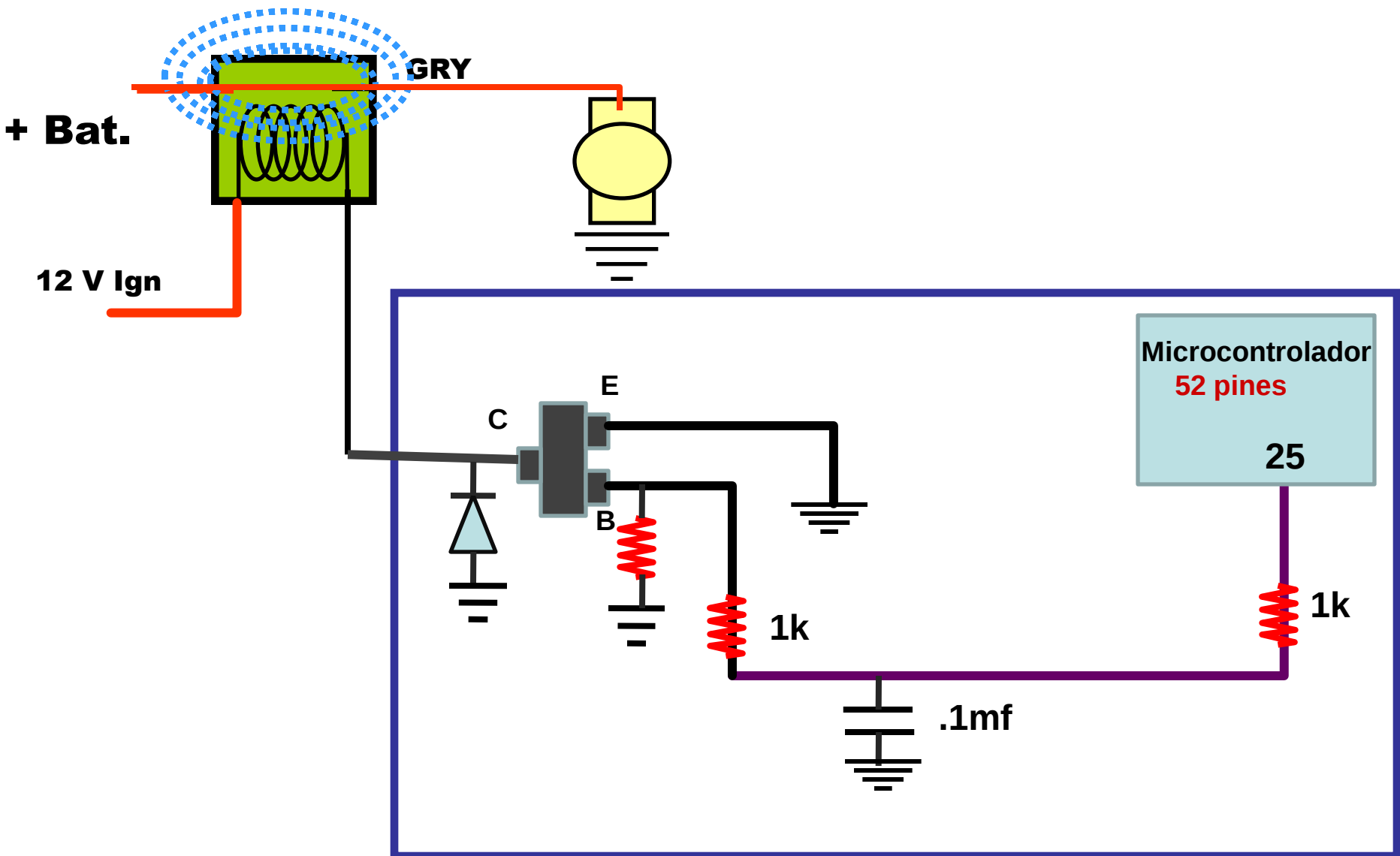
CONFIGURACION DE PINES IC CON MATRICULA TLE 4216G



I 1	1	24	Q 1
I 2	2	23	Q 2
I 3	3	22	Q 3
I 4	4	21	Q 4
GND	5	20	GND
GND	6	19	GND
GND	7	18	GND
GND	8	17	GND
I 5	9	16	Q 5
I 6	10	15	Q 6
QST	11	14	PREF-ST
V _{REF}	12	13	V _S

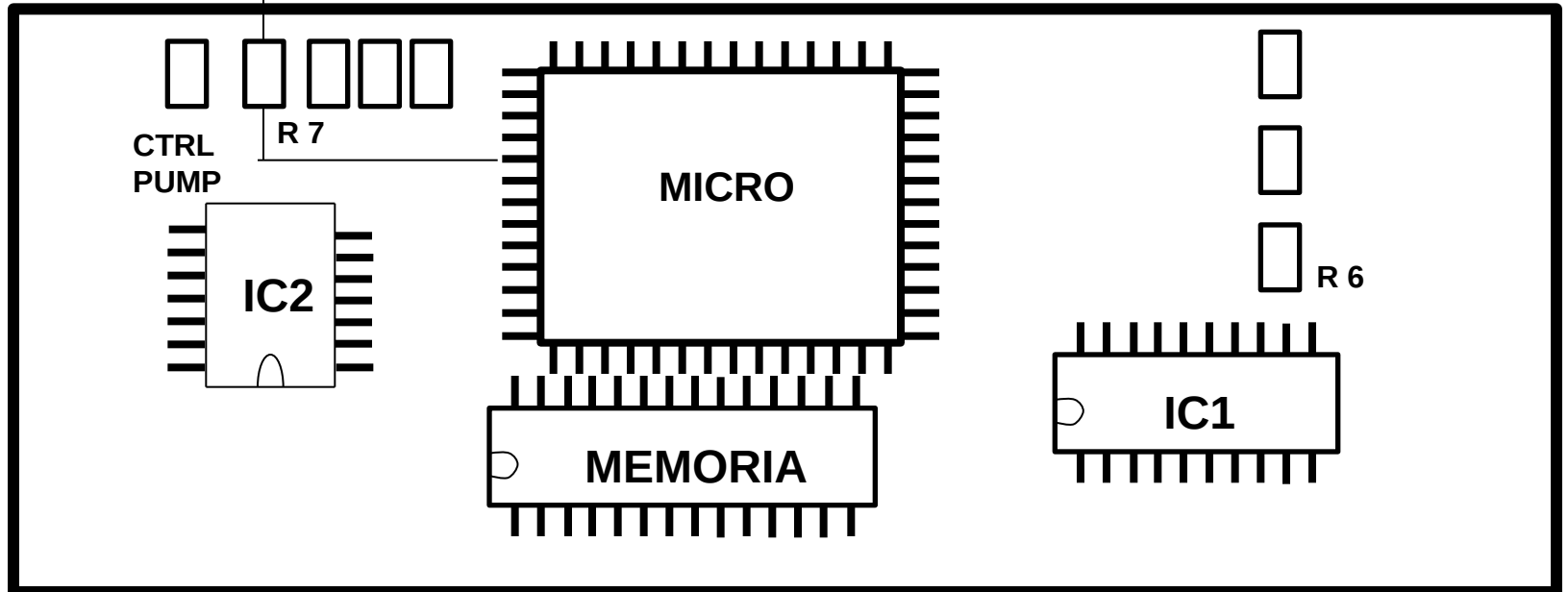
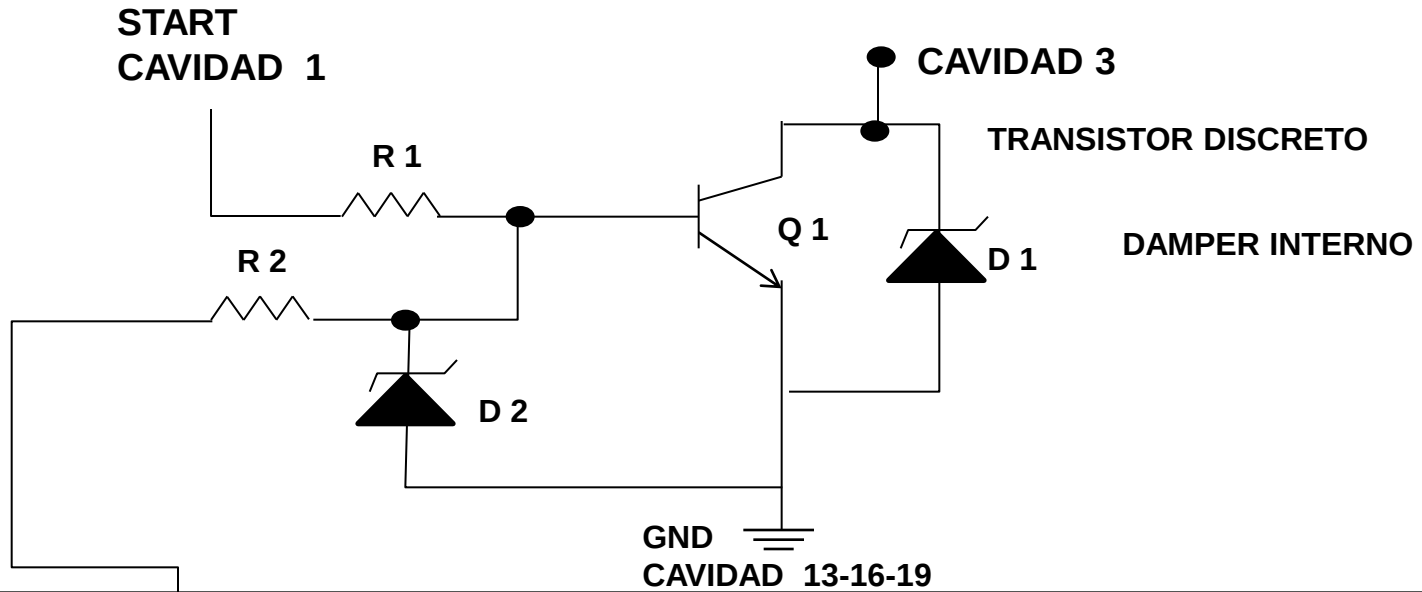


Relevador Bomba No 80 digifant

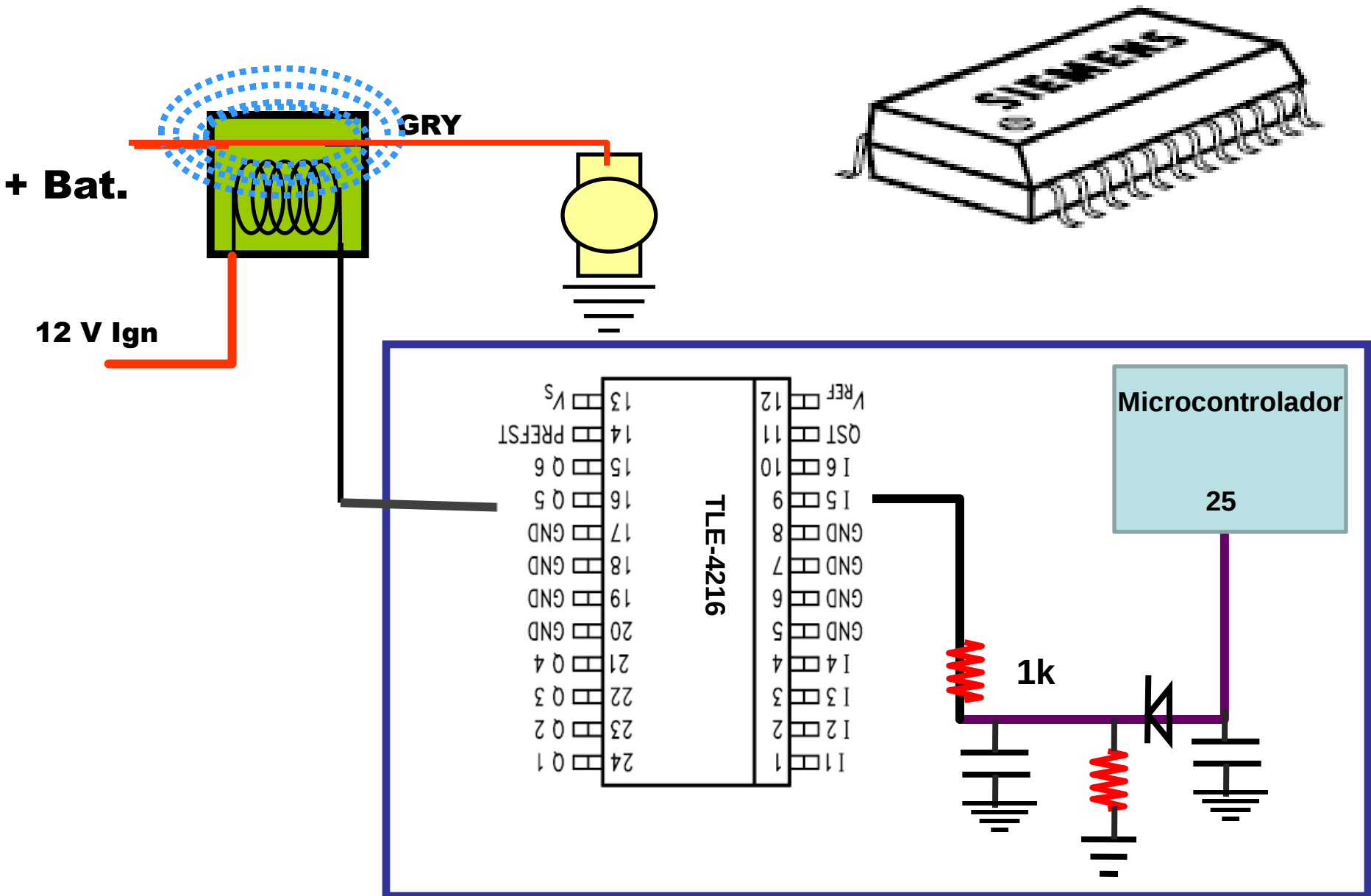


CIRCUITO DE START

TIERRA PARA RELEVADOR DE LA BOMBA

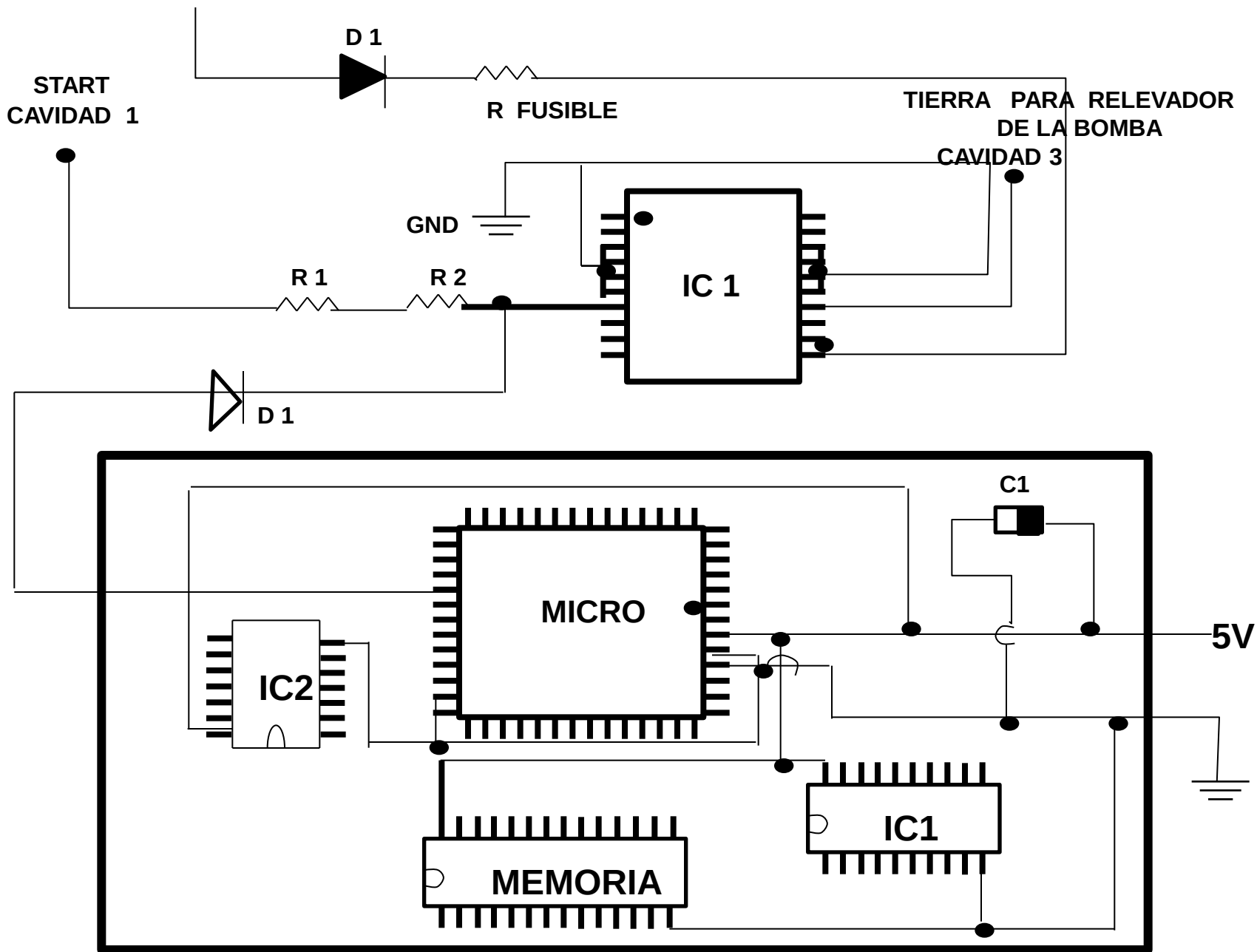


Relevador Bomba No 80 Digi Plus

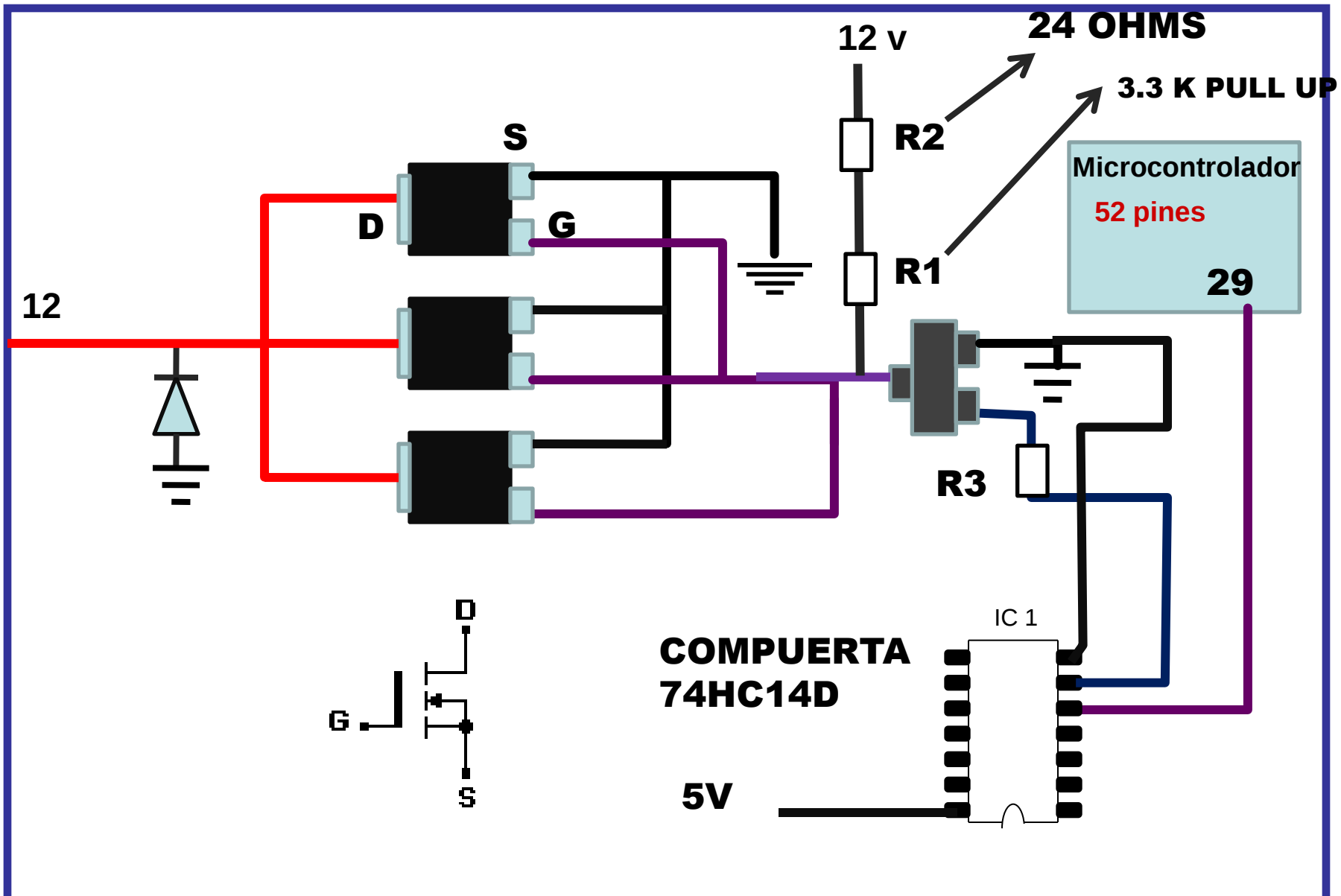


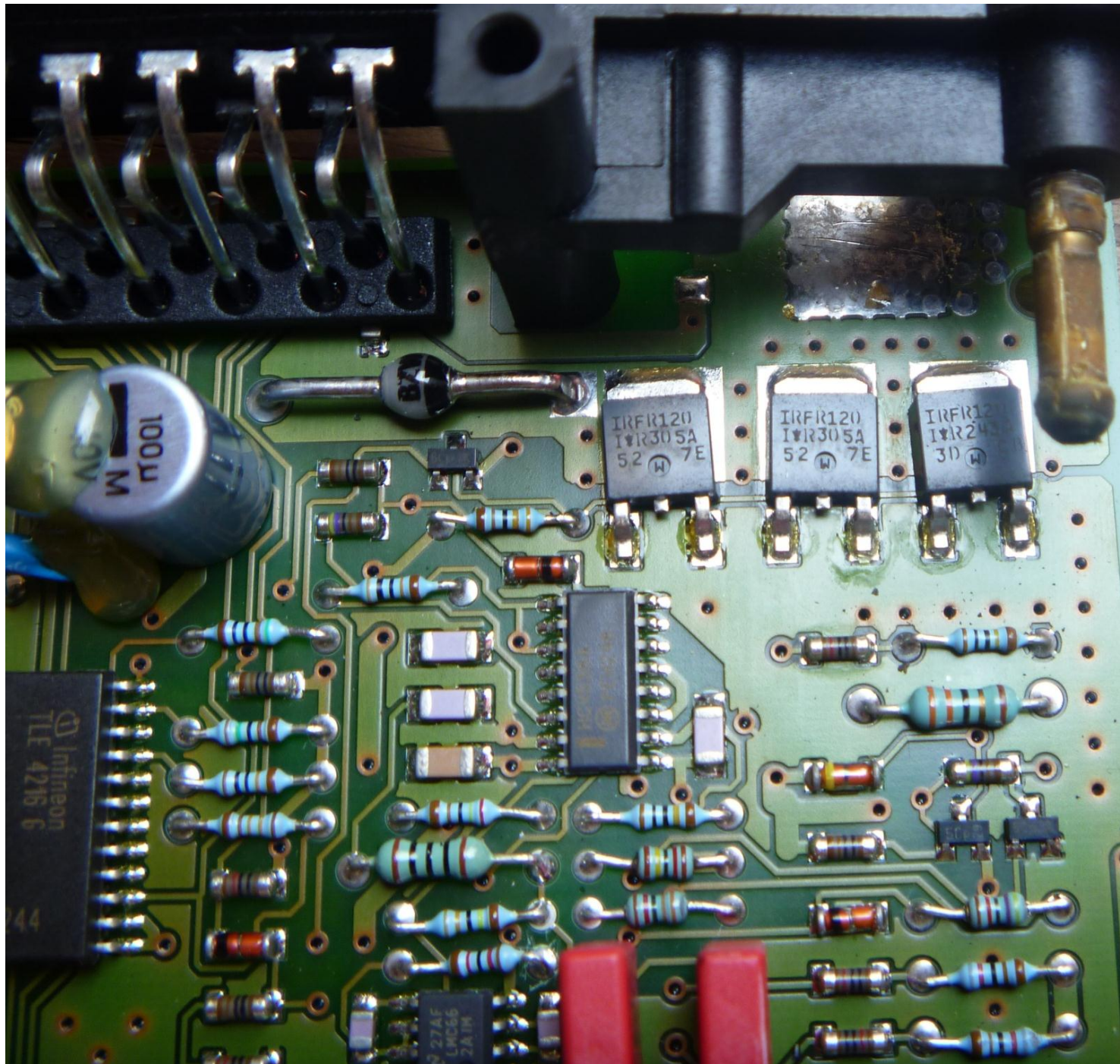
CAVIDAD14
12V

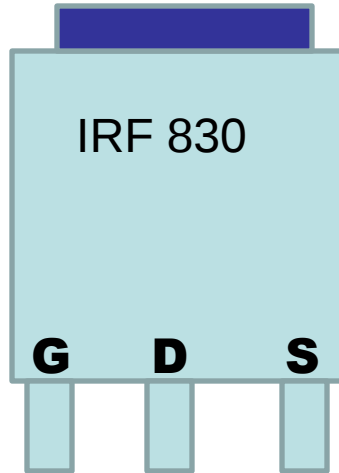
JETTA / GOLF



Circuito de Inyectores







G= COMPUERTA

D= DRENADOR

S= SURTIDOR



Pruebas al Mosfet

D - Y S + = VOLT 100 a 900 milivolt

D + Y S - = Abierto

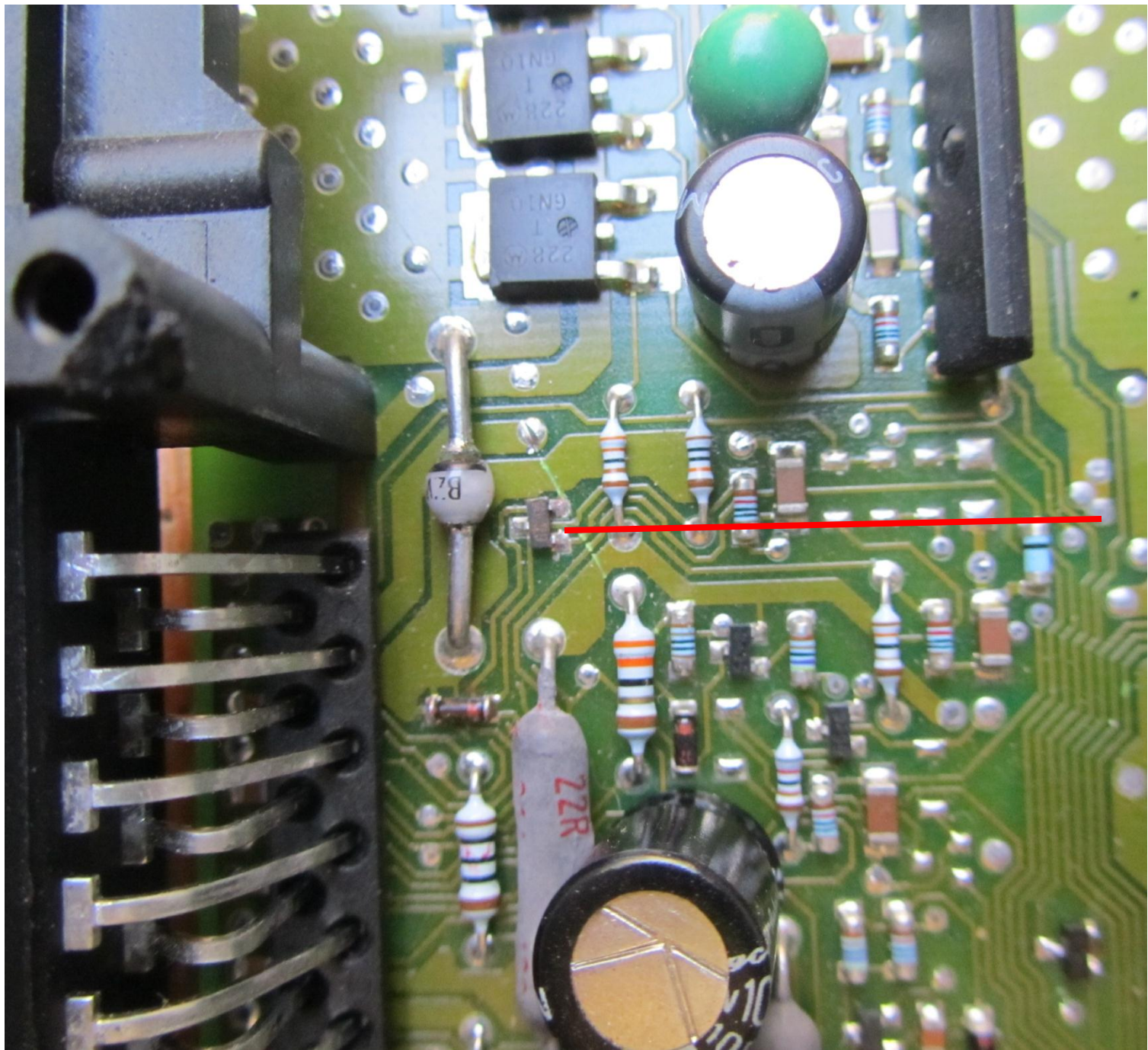
D + Y G - = Abierto

D - y G + = Abierto

S + y G - = Abierto

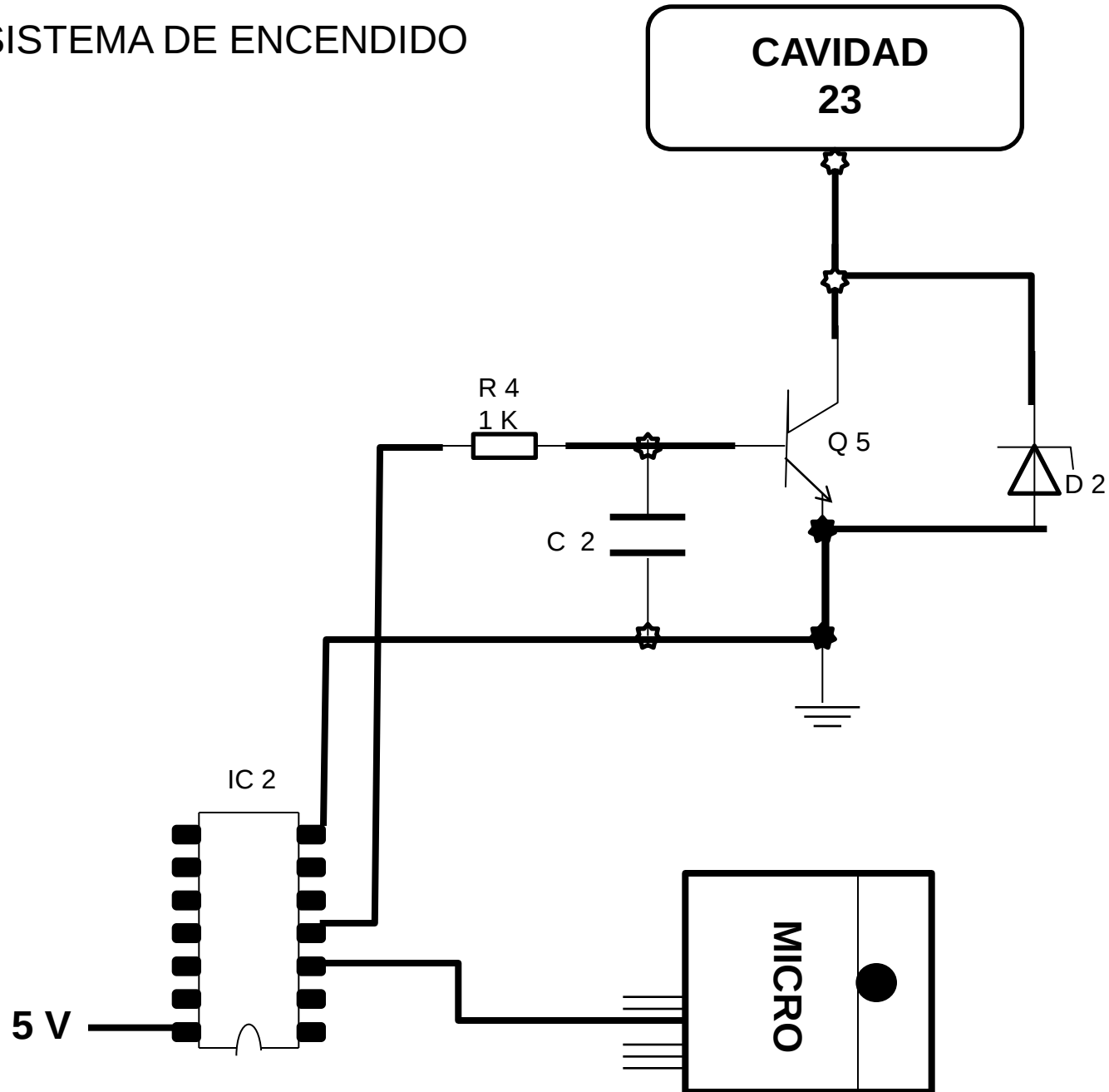
S - y G + = Abierto

MOSFET canal N



SEDAN

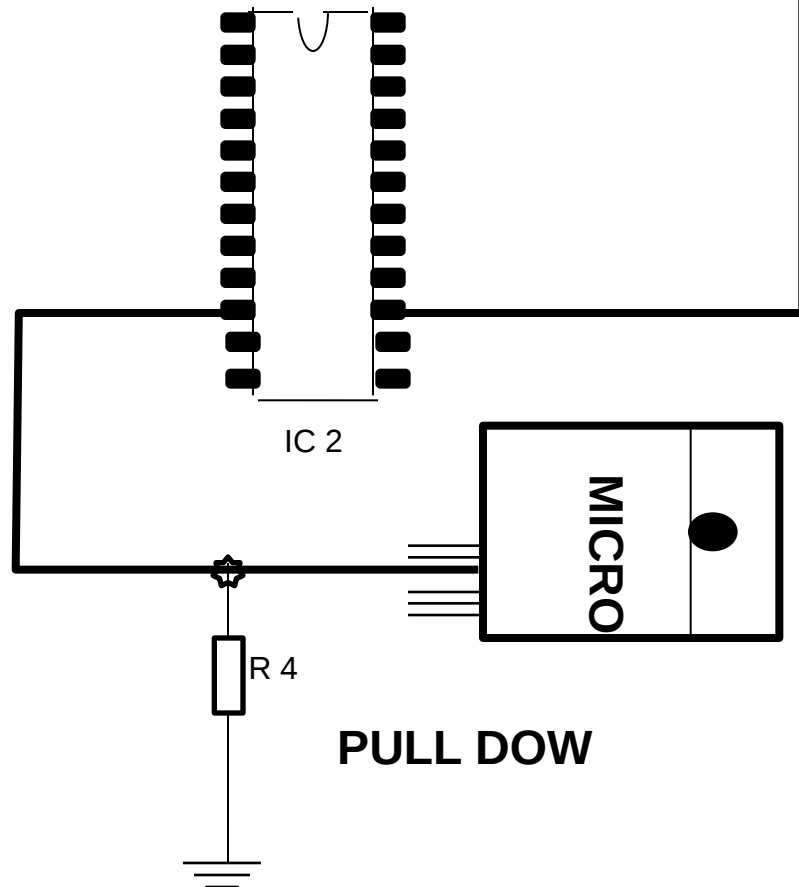
SISTEMA DE ENCENDIDO



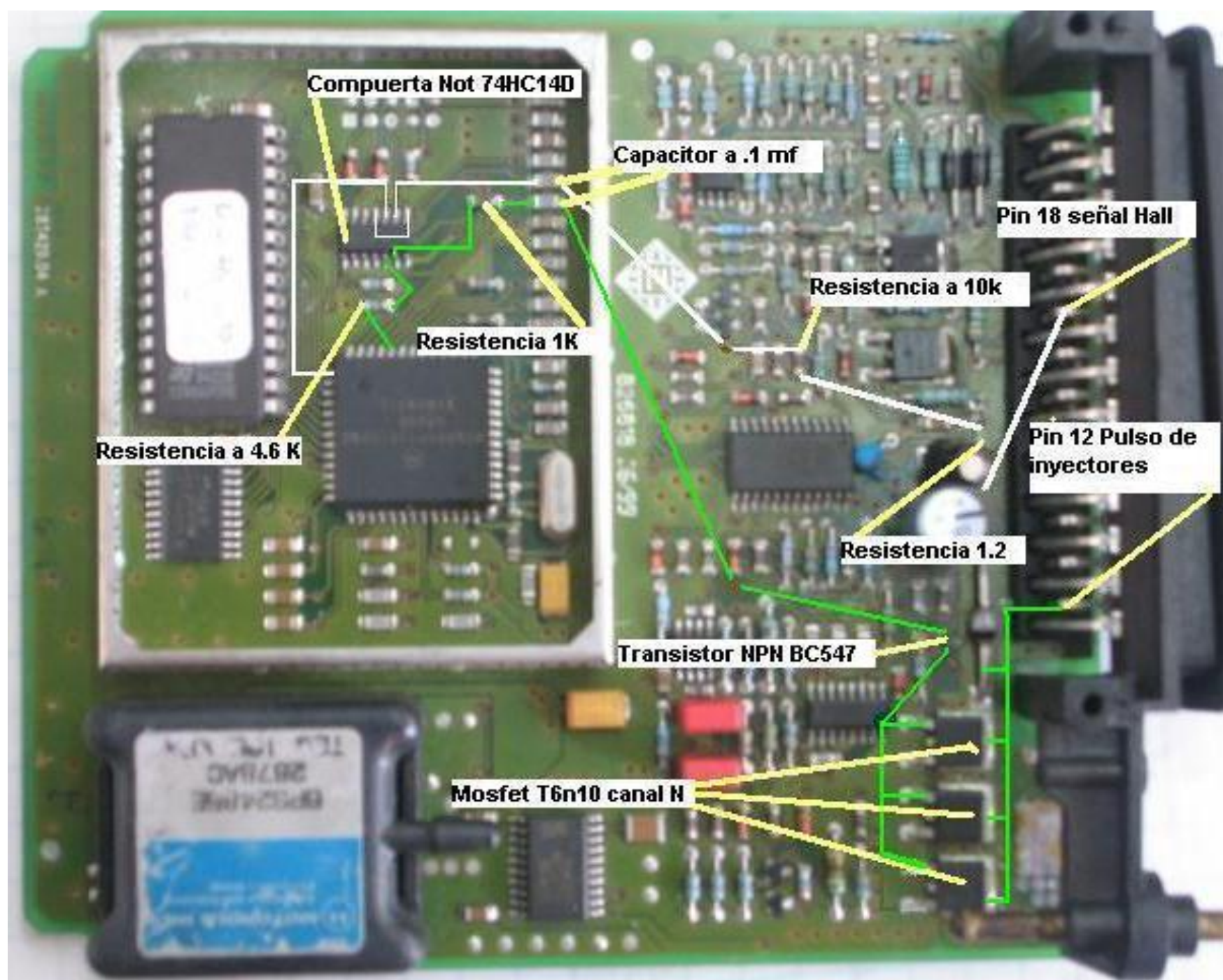
JETTA / GOLF

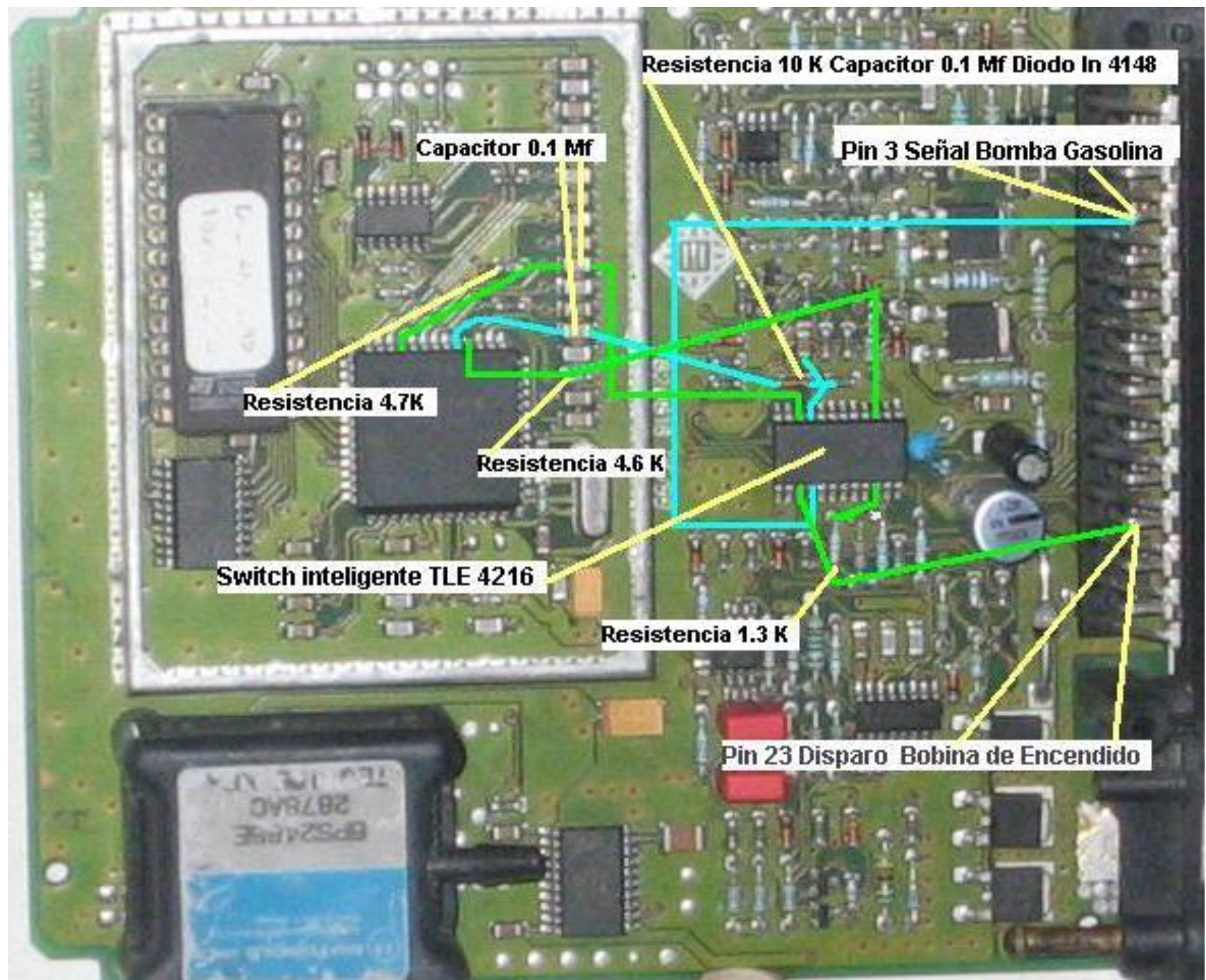
MATRICULA TLE 4216G

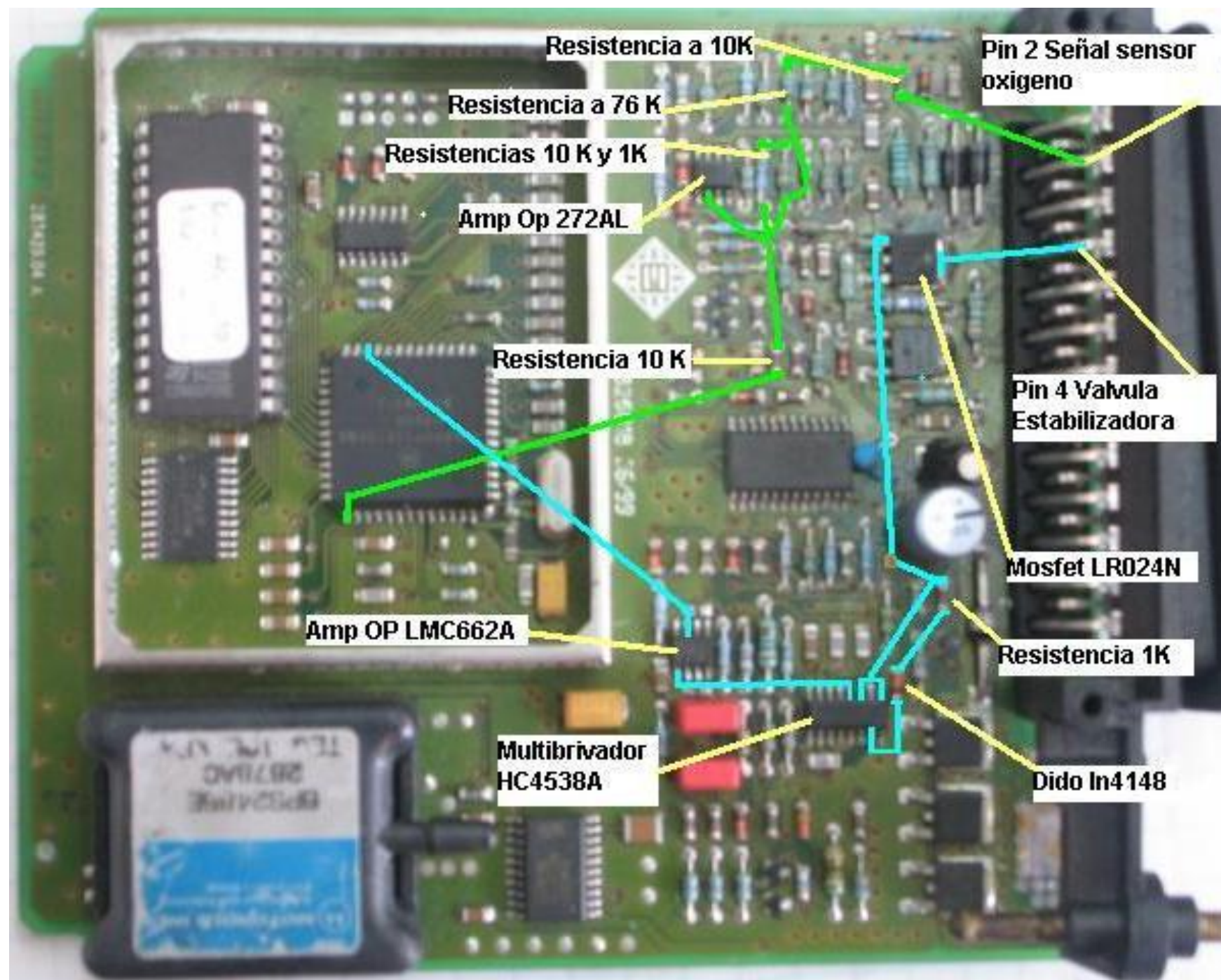
CAVIDAD
23



PULL DOW







Resistencia a 10K

Pin 2 Señal sensor oxigeno

Resistencia a 76 K

Resistencias 10 K y 1K

Amp Op 272AL

Resistencia 10 K

Pin 4 Valvula Estabilizadora

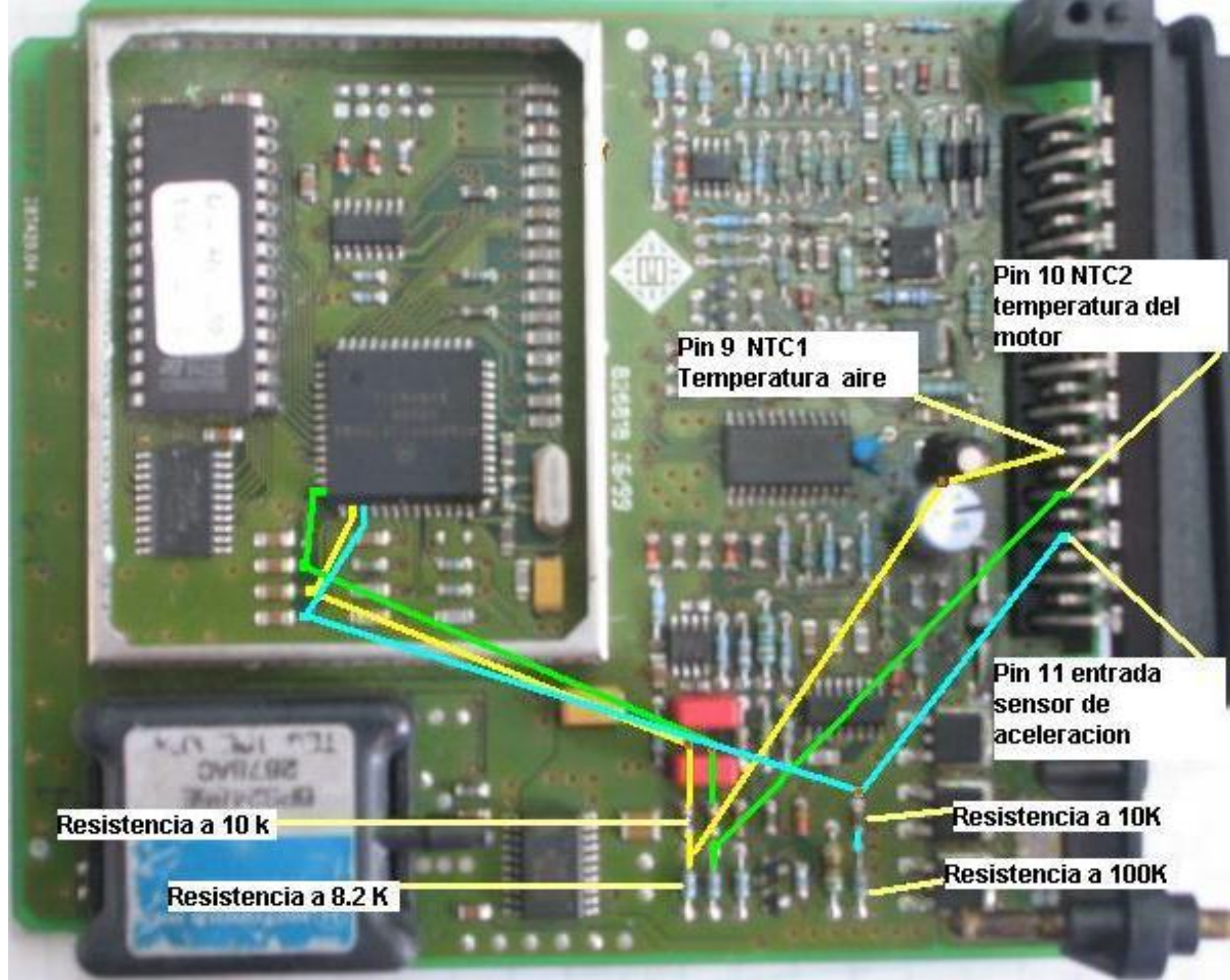
Amp OP LMC662A

Mosfet LR024N

Resistencia 1K

Multibrivador HC4538A

Dido In4148



Pin 9 NTC1
Temperatura aire

Pin 10 NTC2
temperatura del
motor

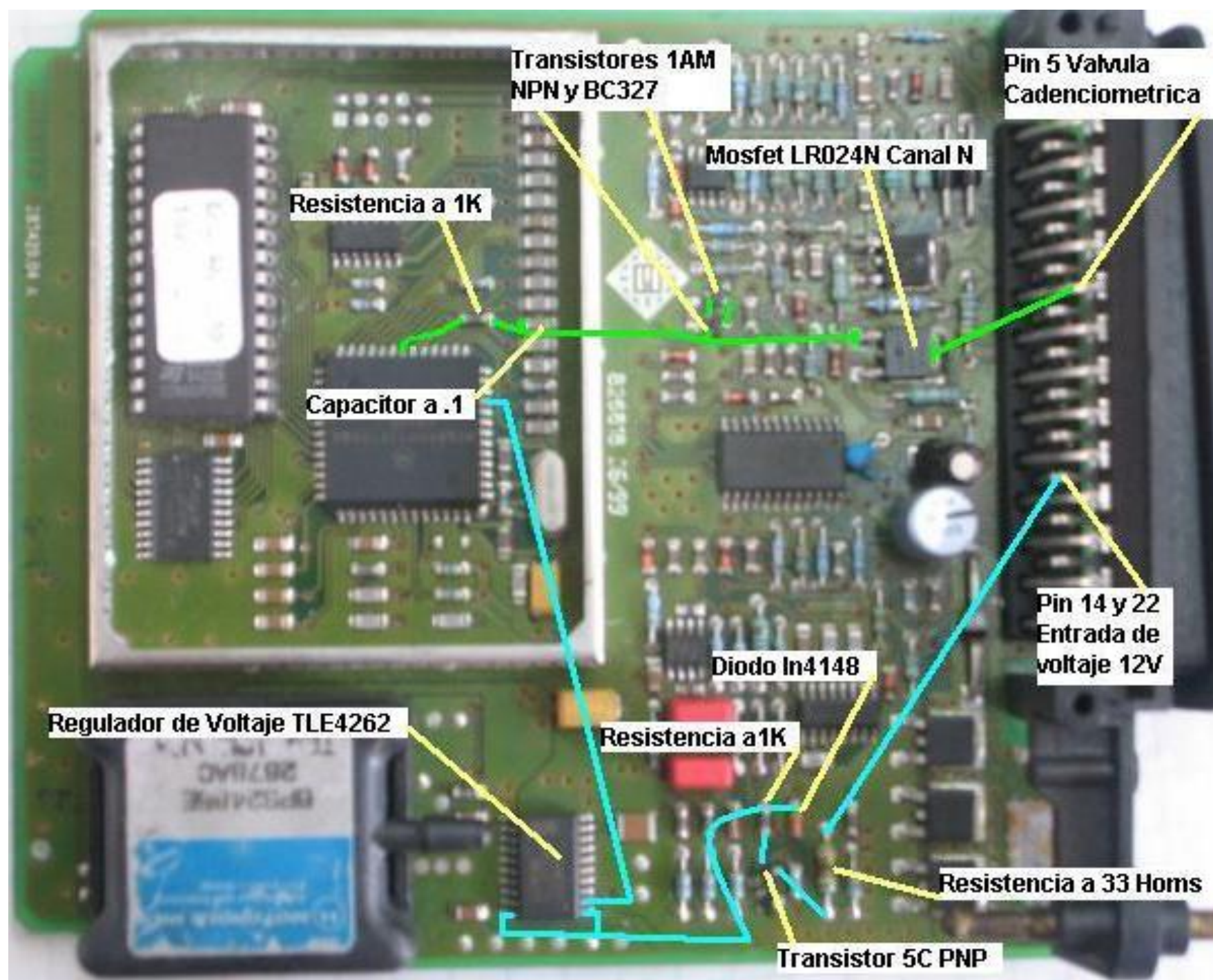
Pin 11 entrada
sensor de
aceleracion

Resistencia a 10 k

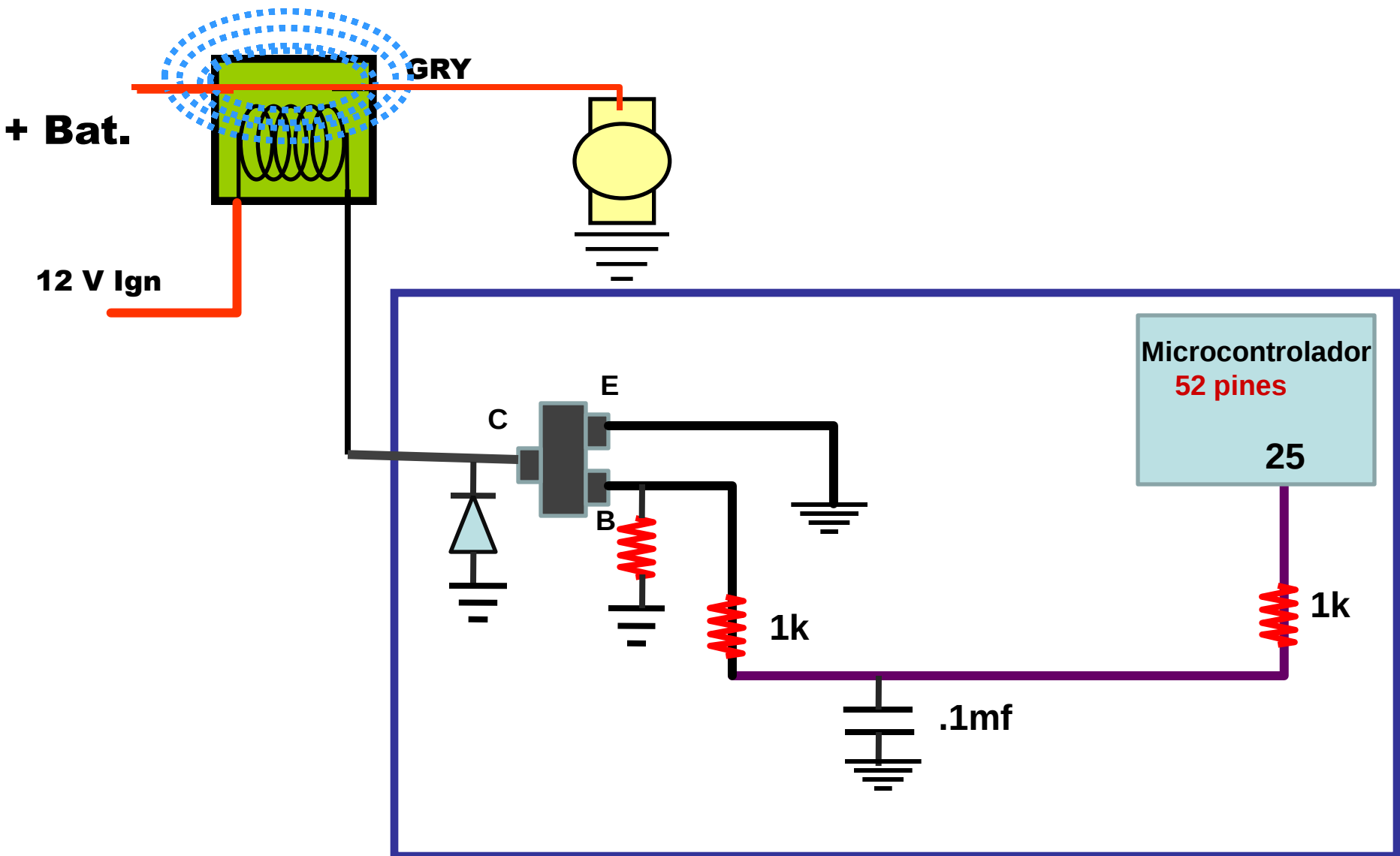
Resistencia a 8.2 K

Resistencia a 10K

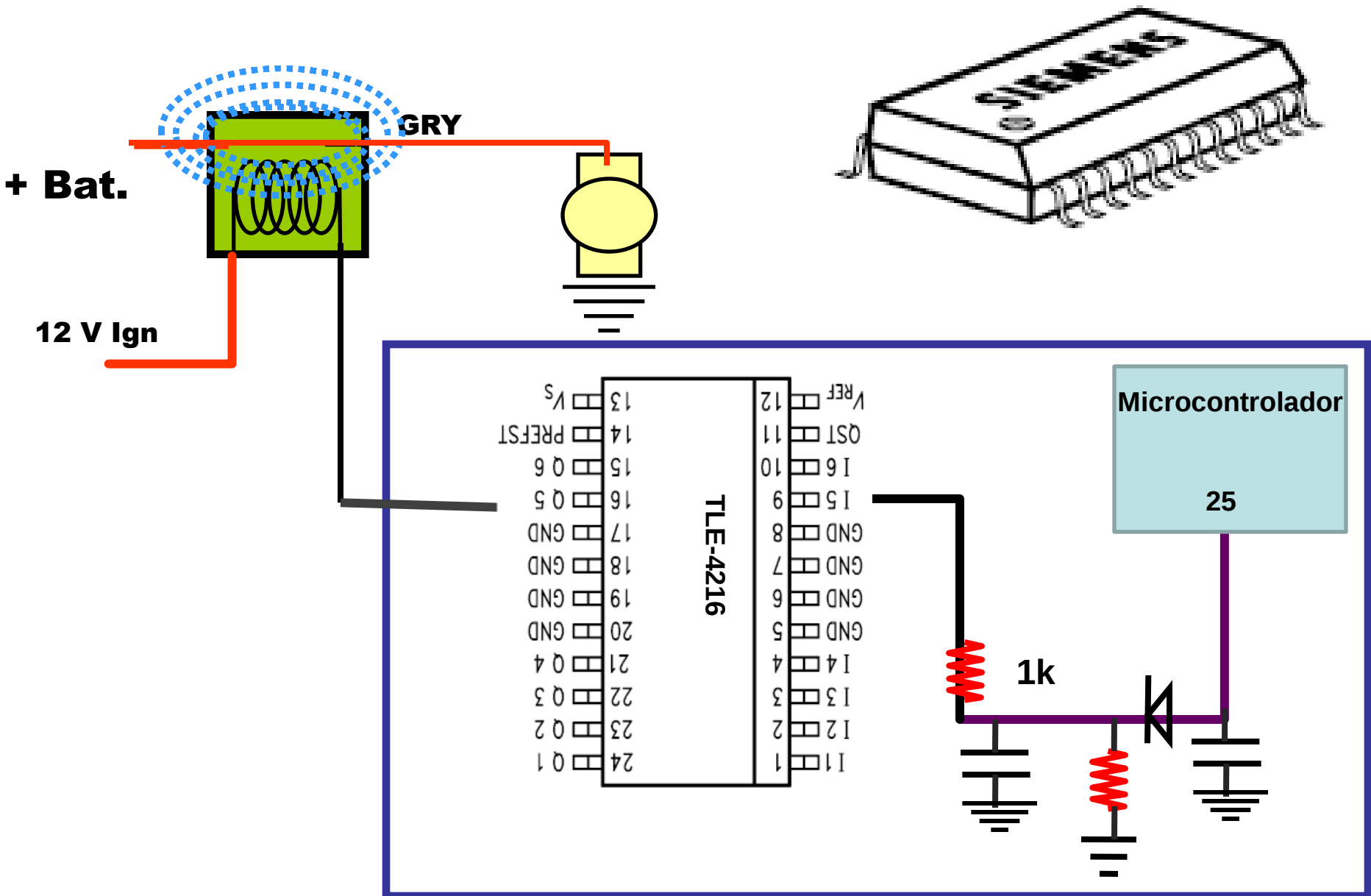
Resistencia a 100K



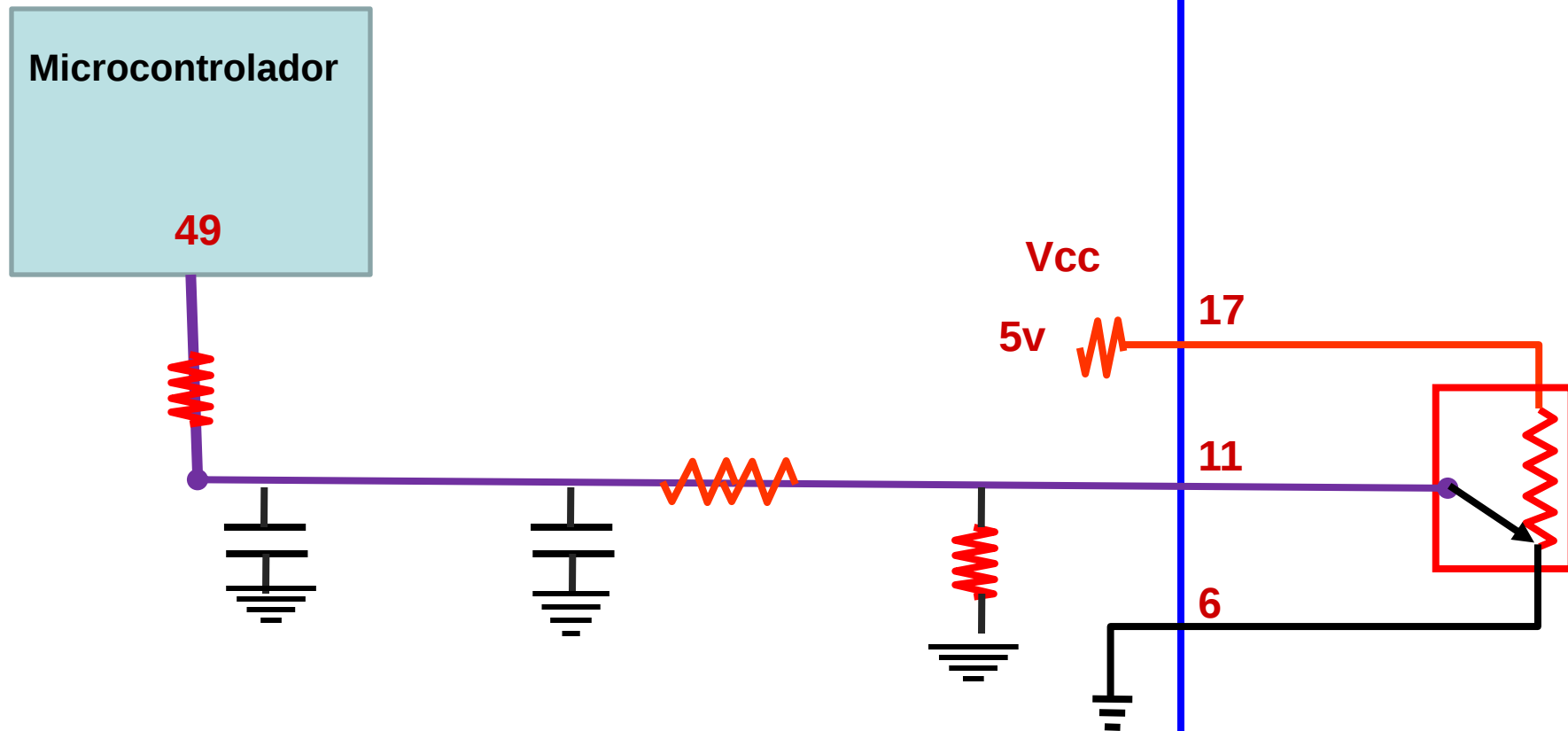
Relevador Bomba No 80 digifant



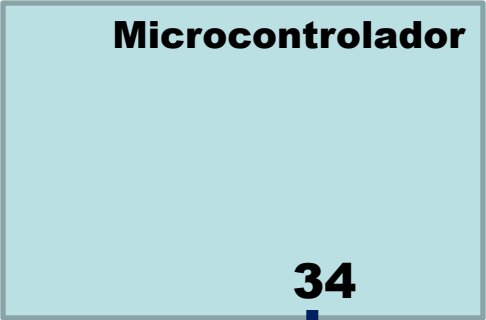
Relevador Bomba No 80 Digi Plus



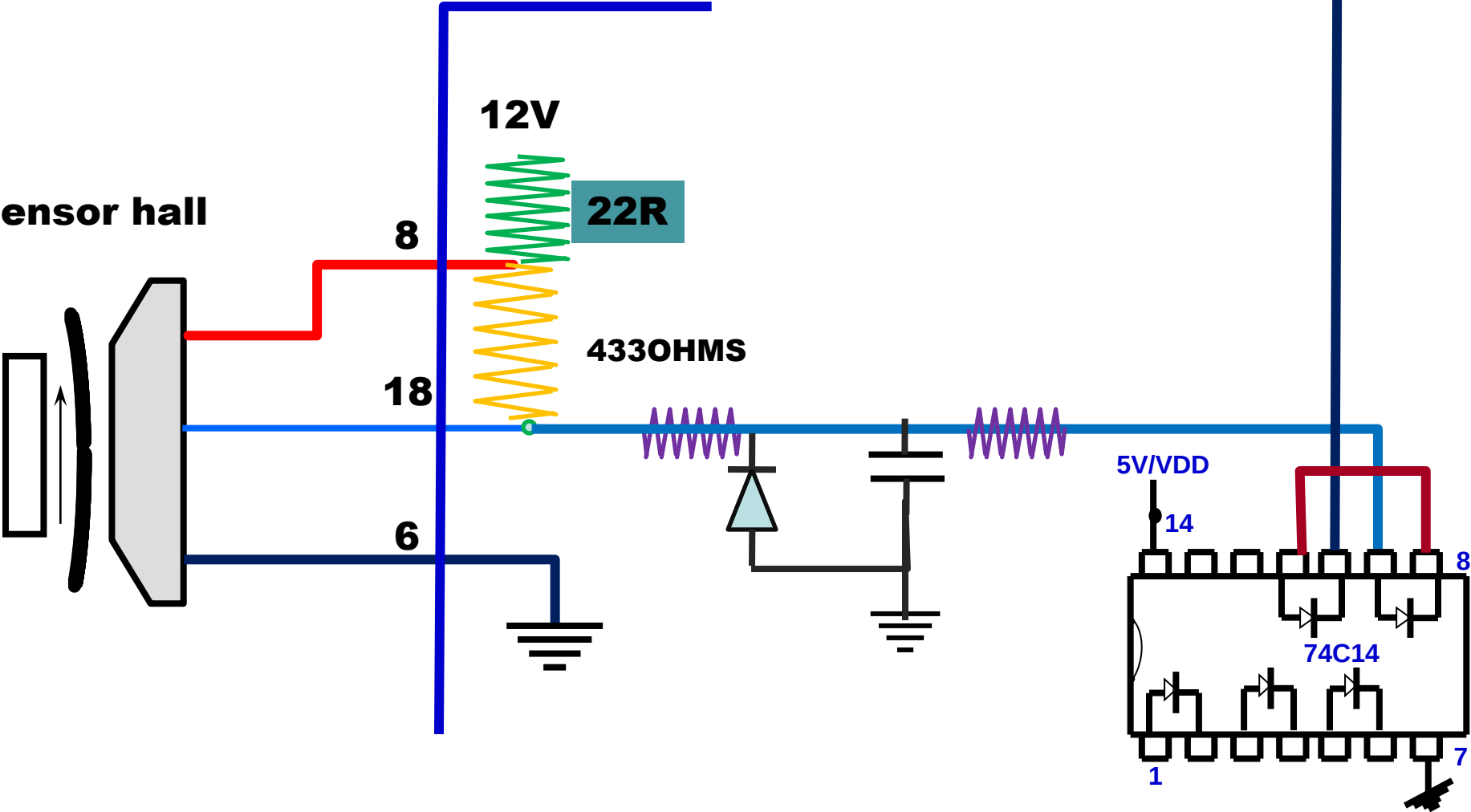
Circuito de TPS

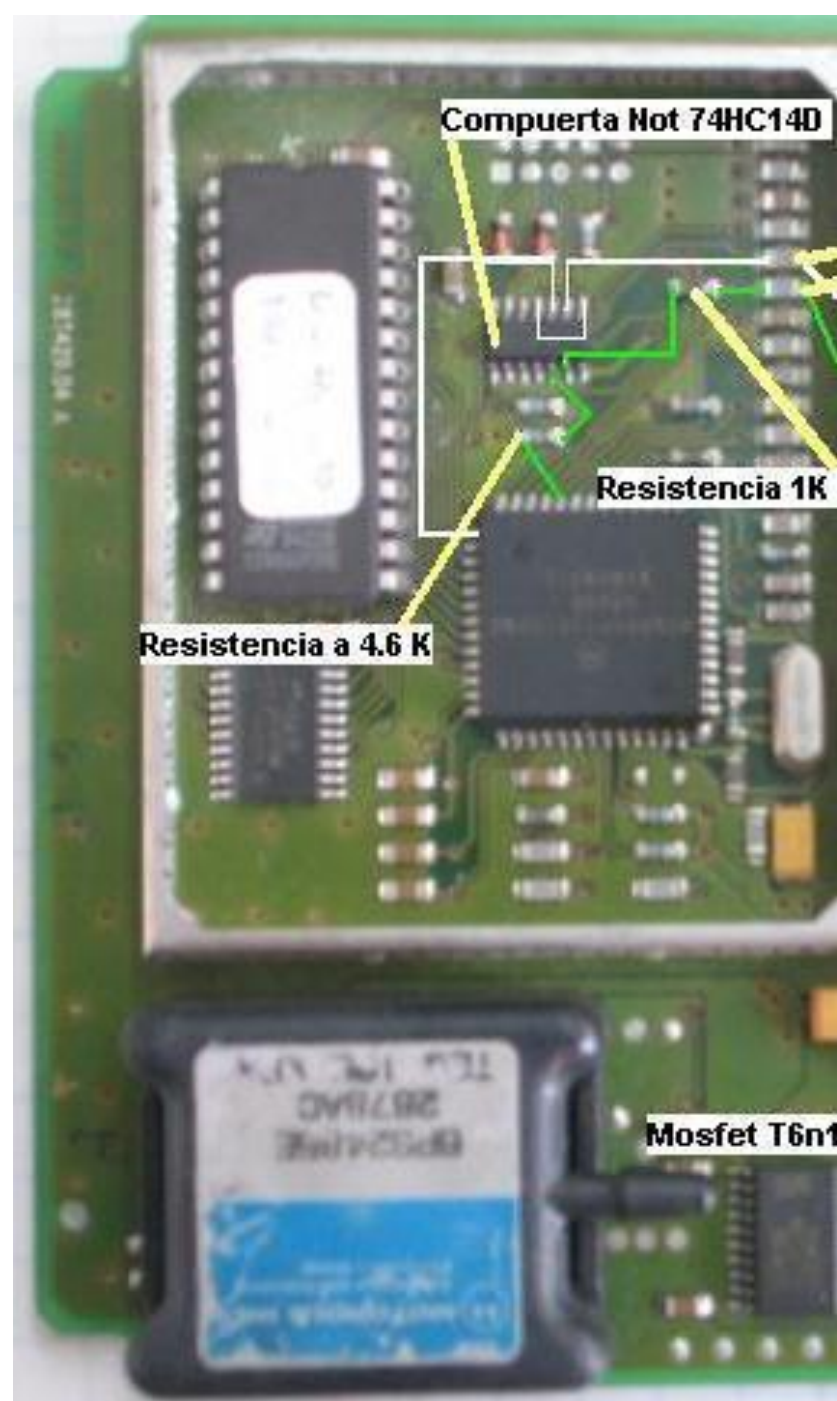


CKP VW

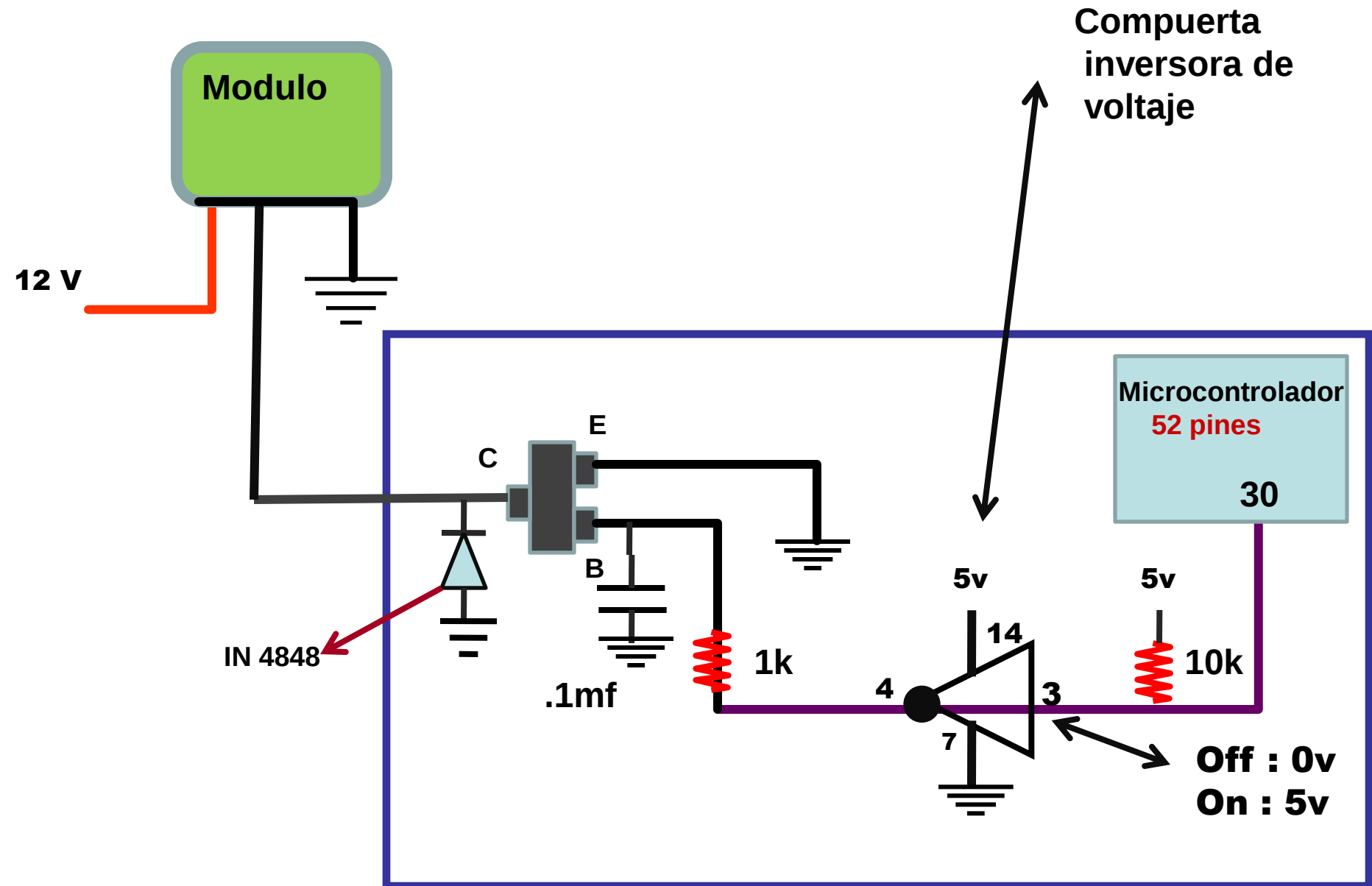


Sensor hall

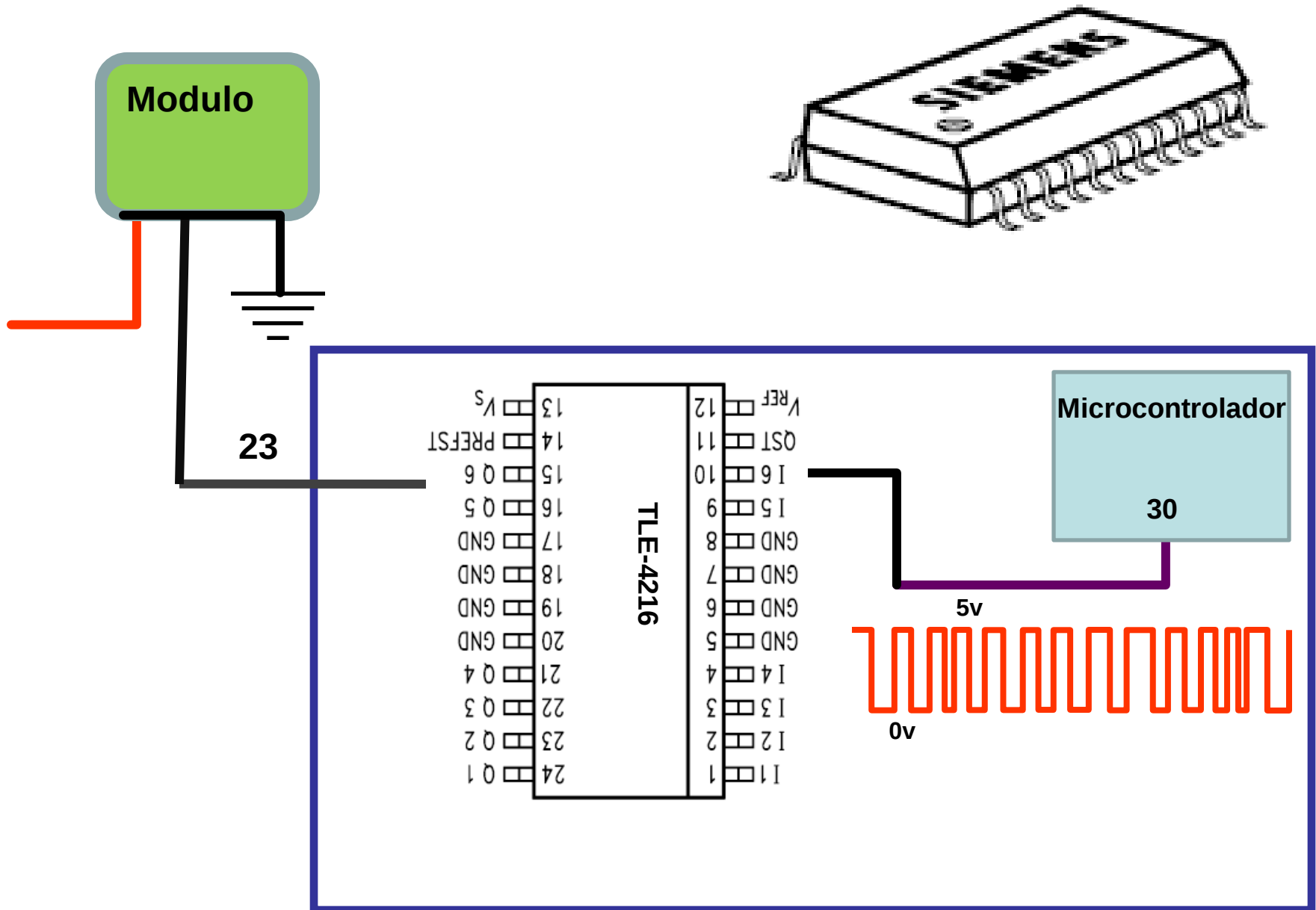




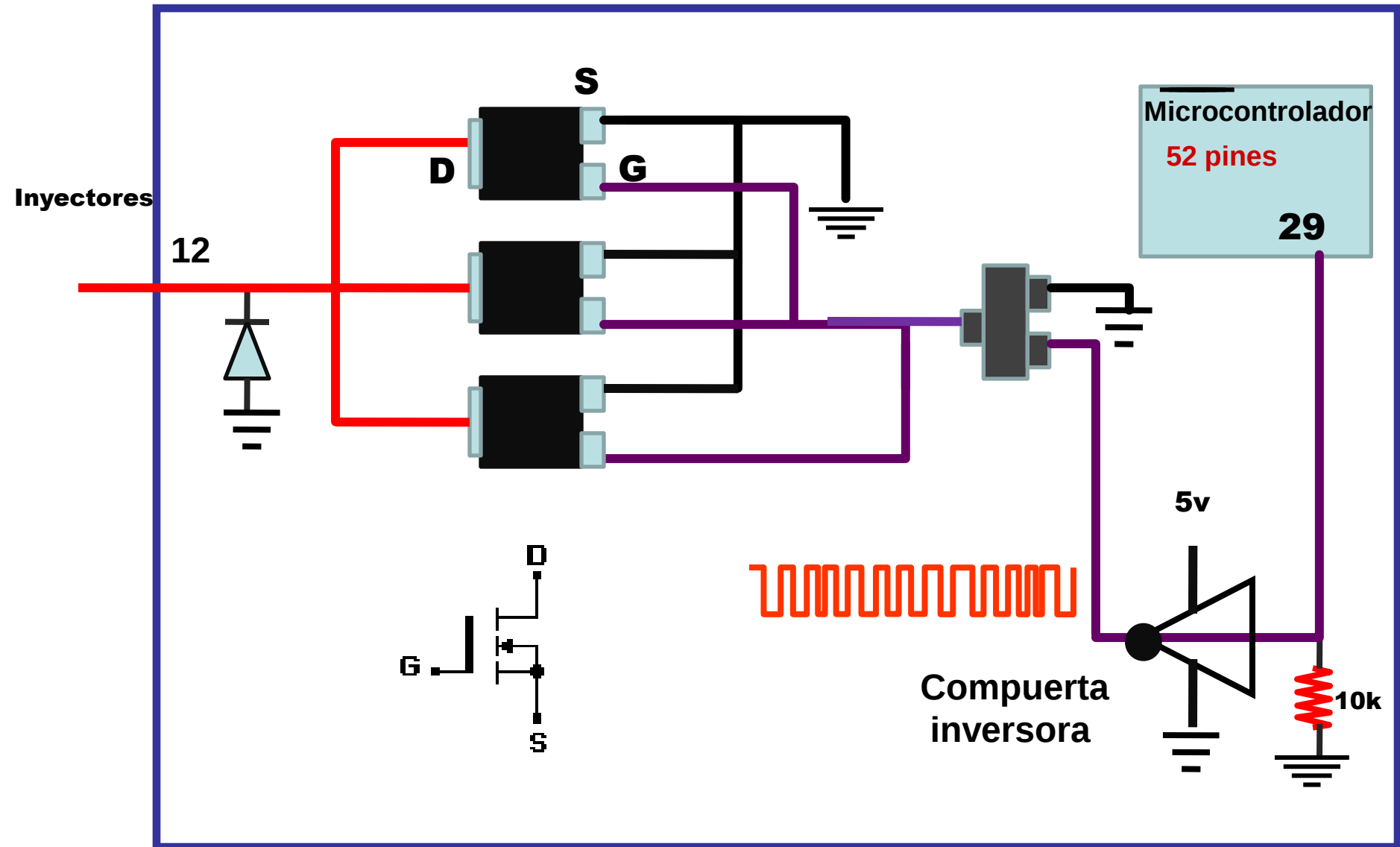
Encendido VW digifant

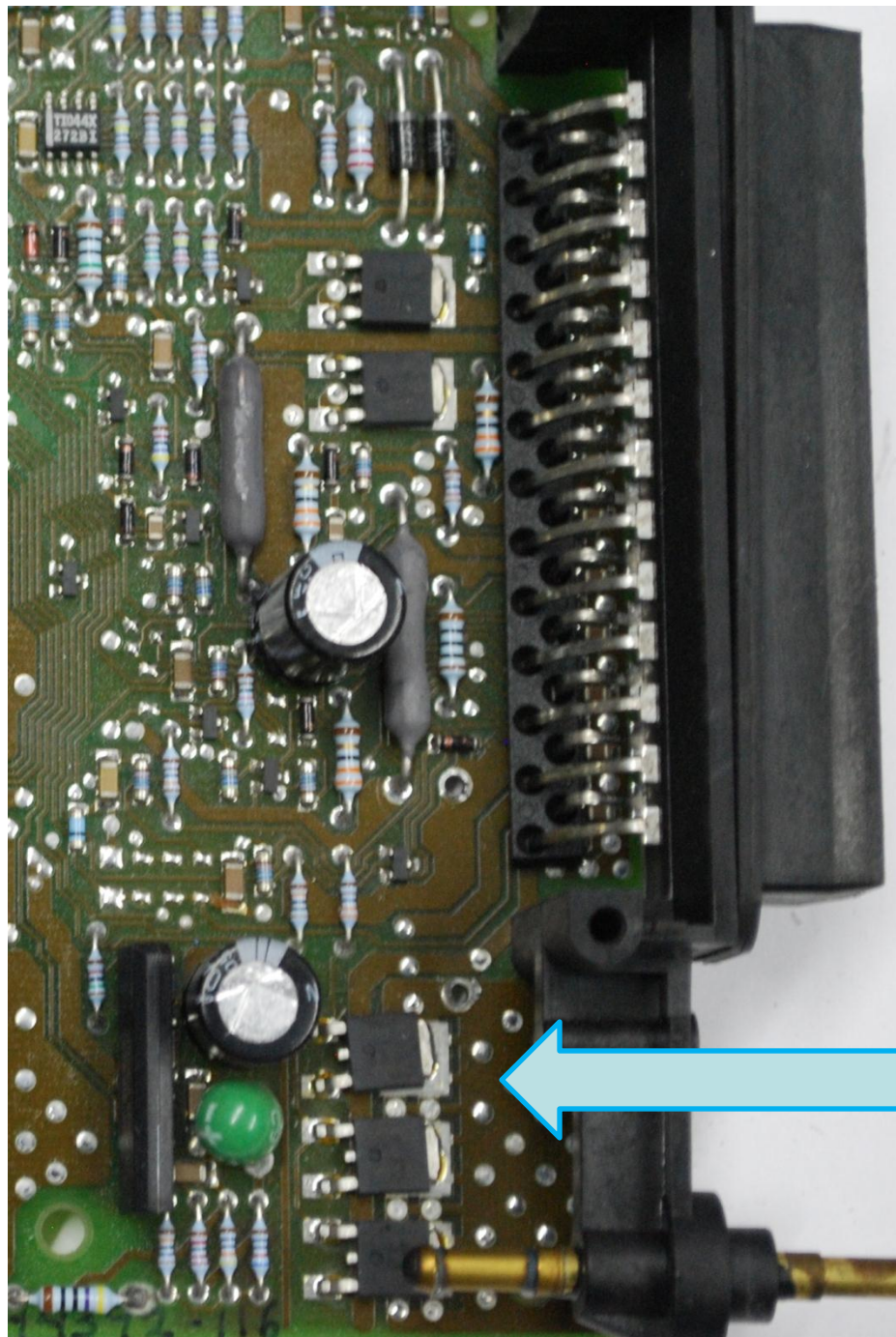


Encendido Digi Plus



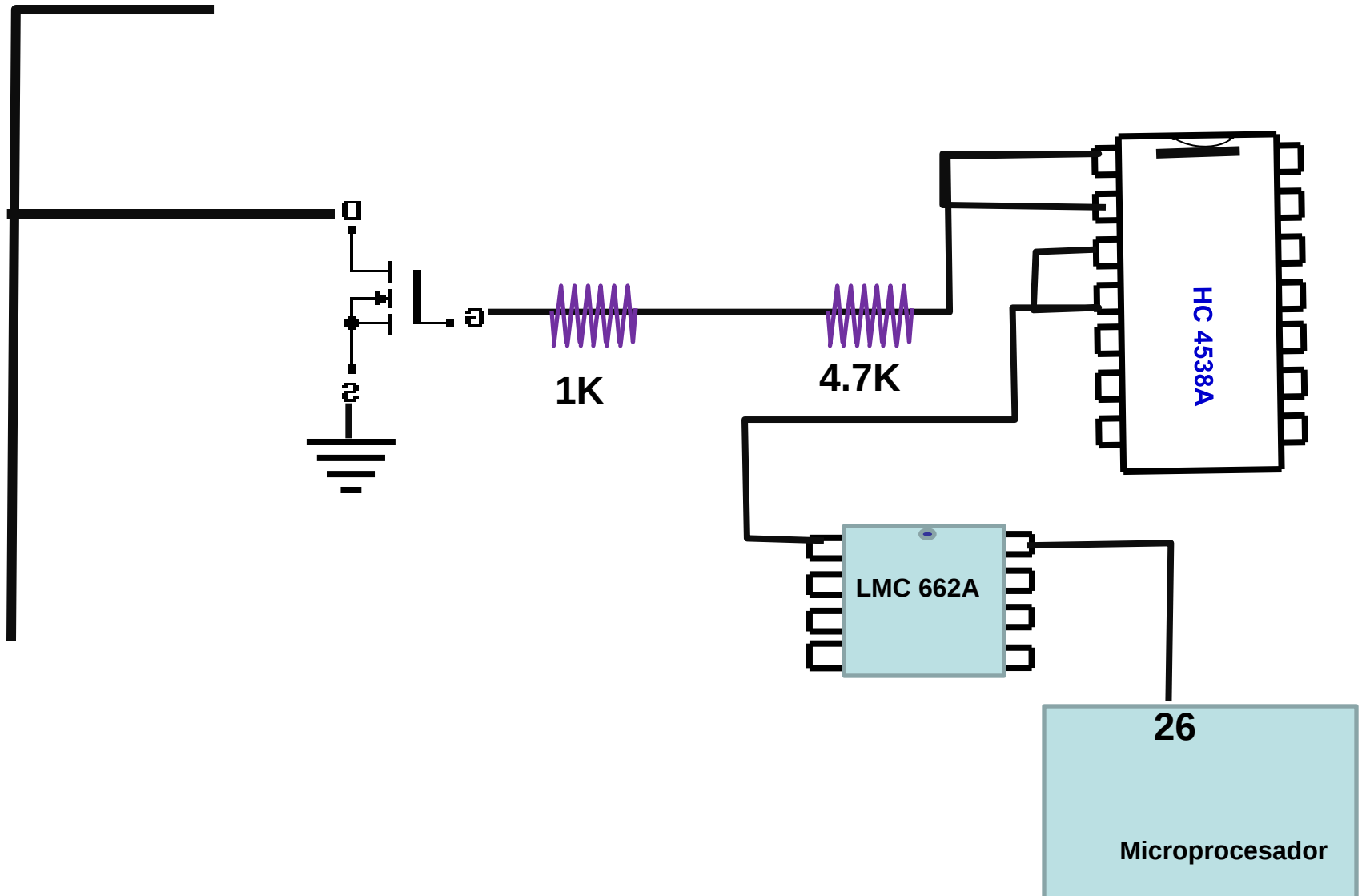
Encendido VW digifant



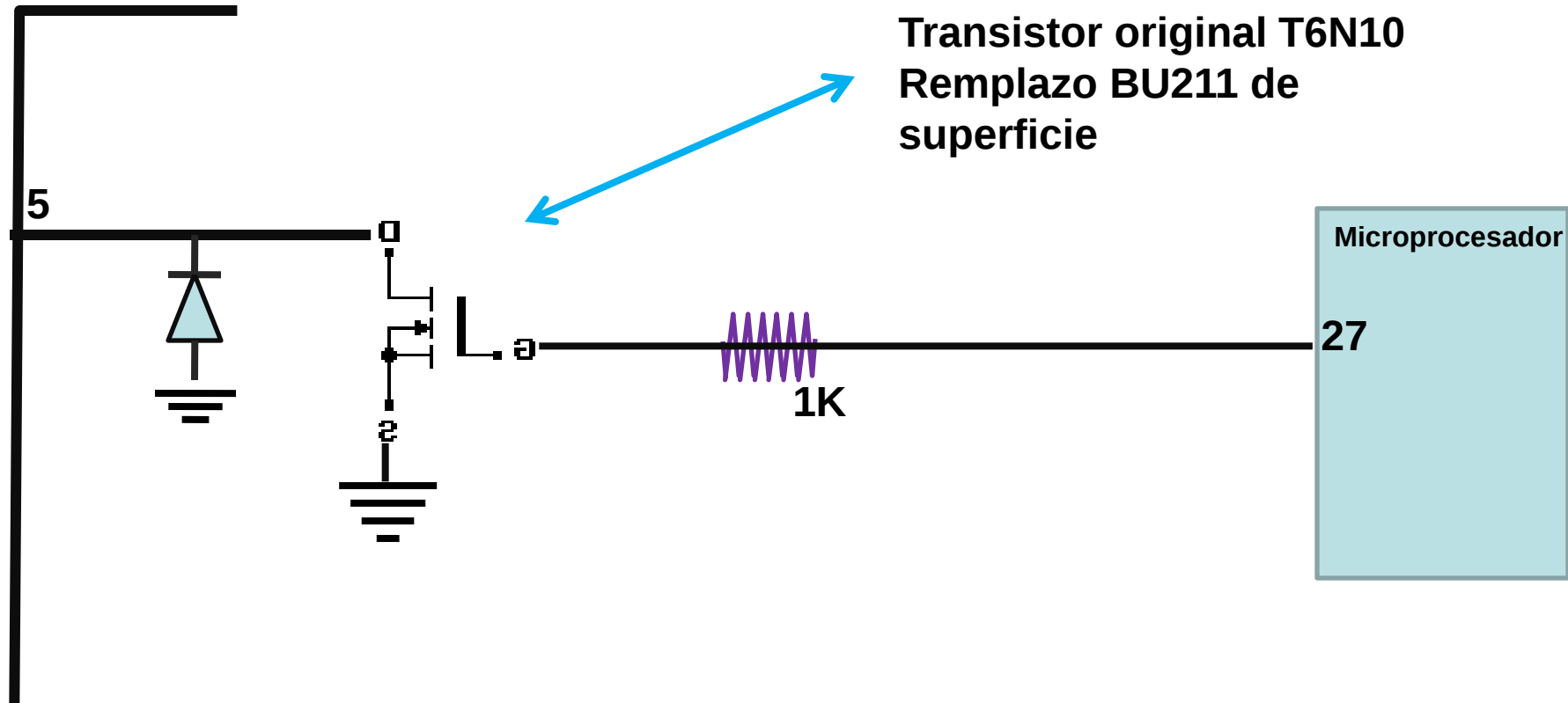


**TRANSISTORES
PARA INYECTORES**

Circuito de la valvula de ralenti



Circuito de la valvula Cadenciometrica





COMPUTADORA DE 68 TERMINALES

Estos sistemas se distinguen por
tener

una computadora que controla de
operación

del motor casi en su totalidad
estos sistemas

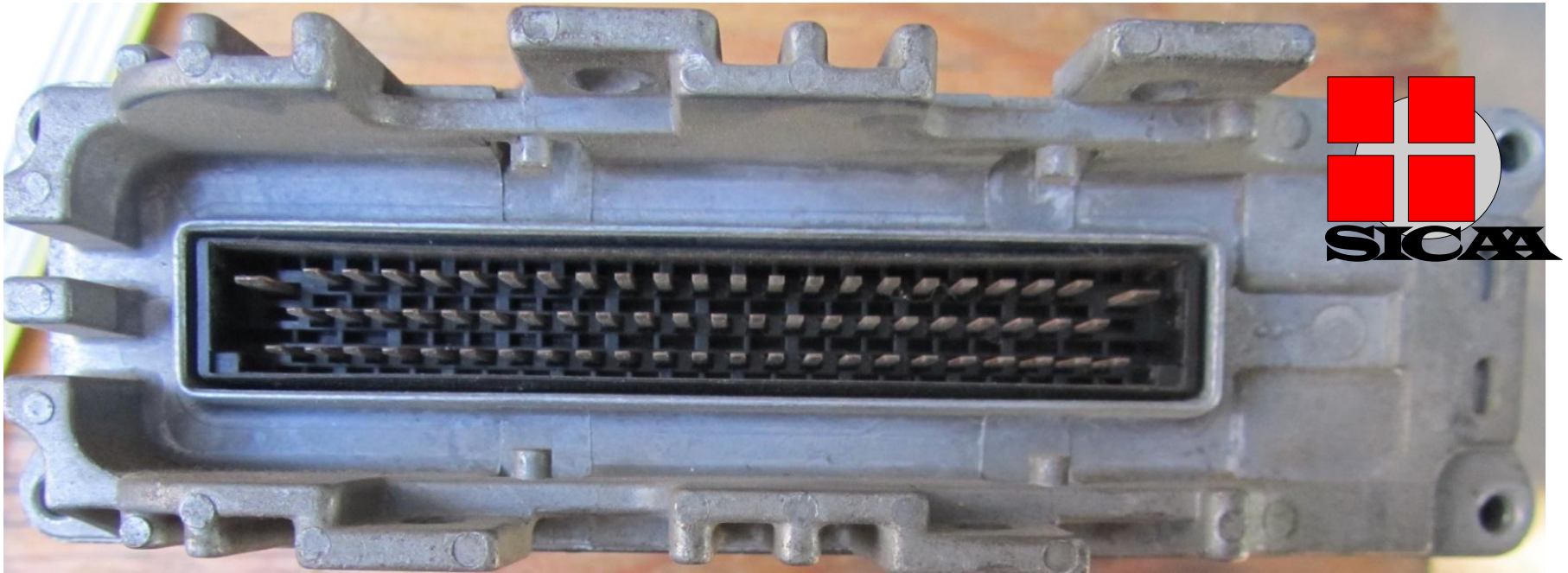
Controlan la inyección el
encendido a través

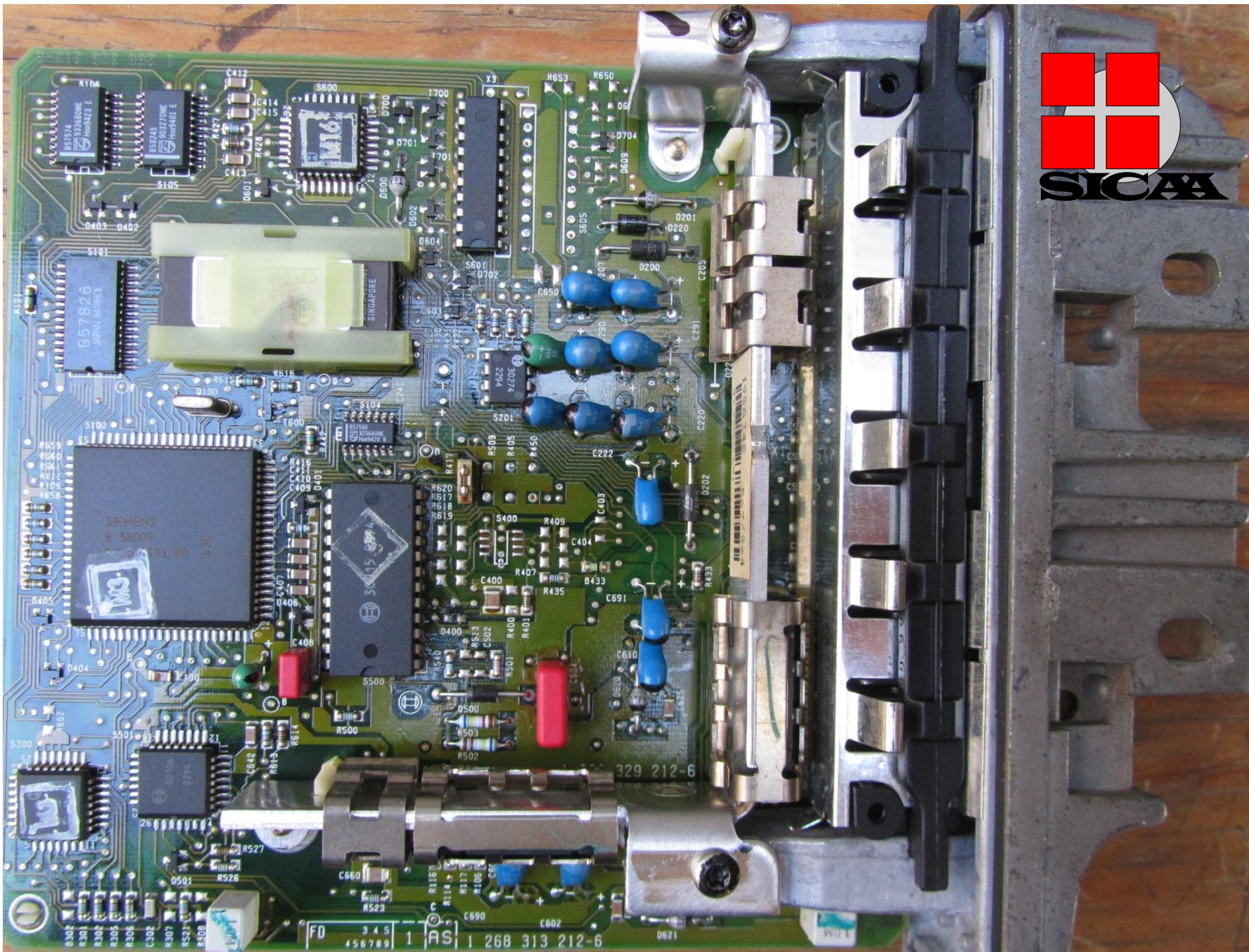
De un módulo externo

Aplicación de 1993 a 1996

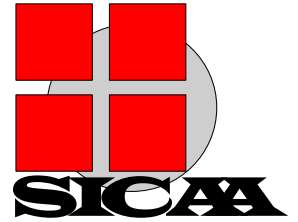
No 258 nacional

No 259 USA

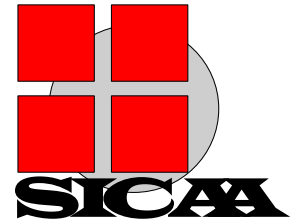




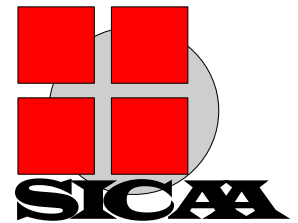
DESCRIPCION DE CAVIDADES DE 258



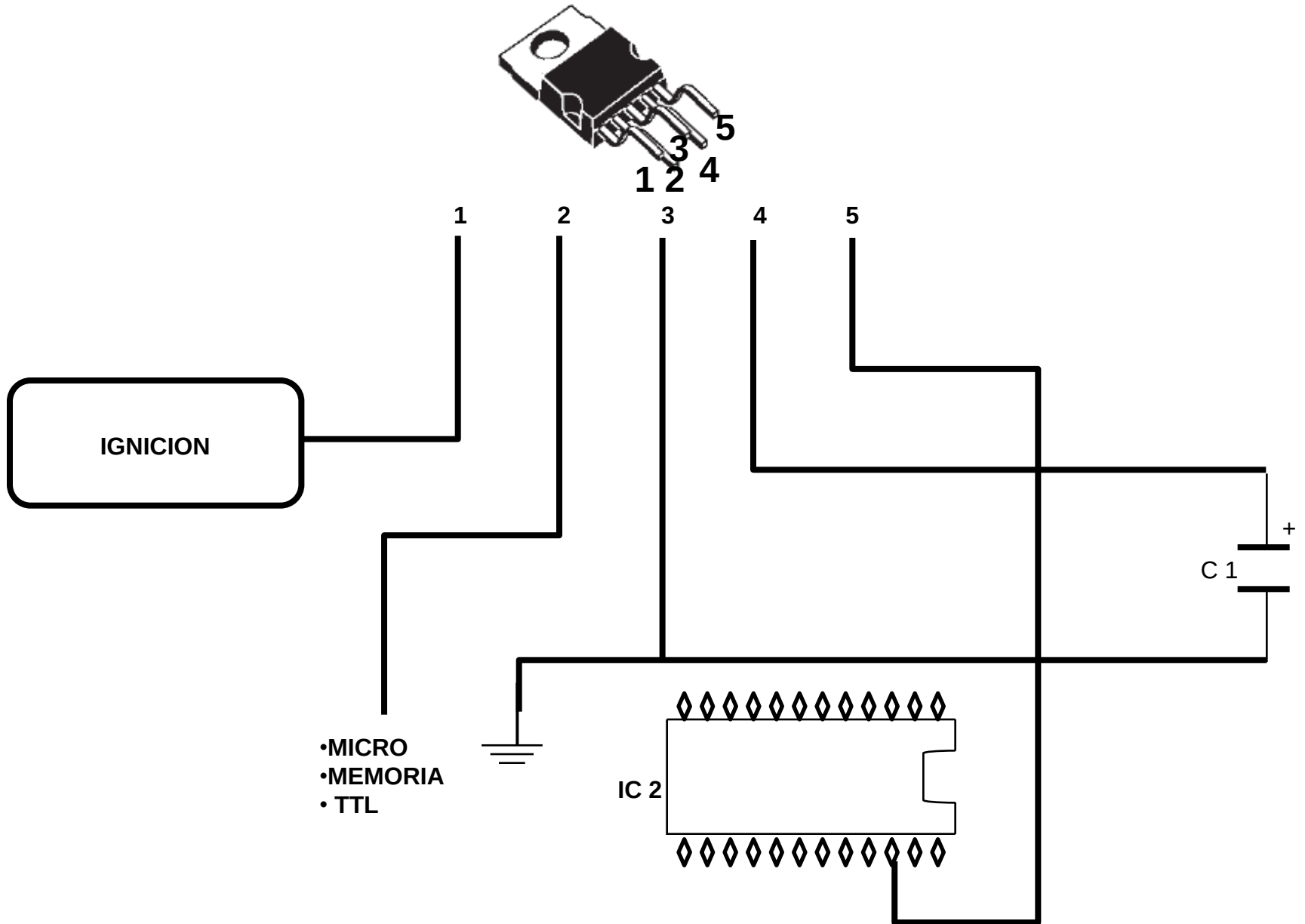
OPERACIÓN DE FUENTE DE PODER



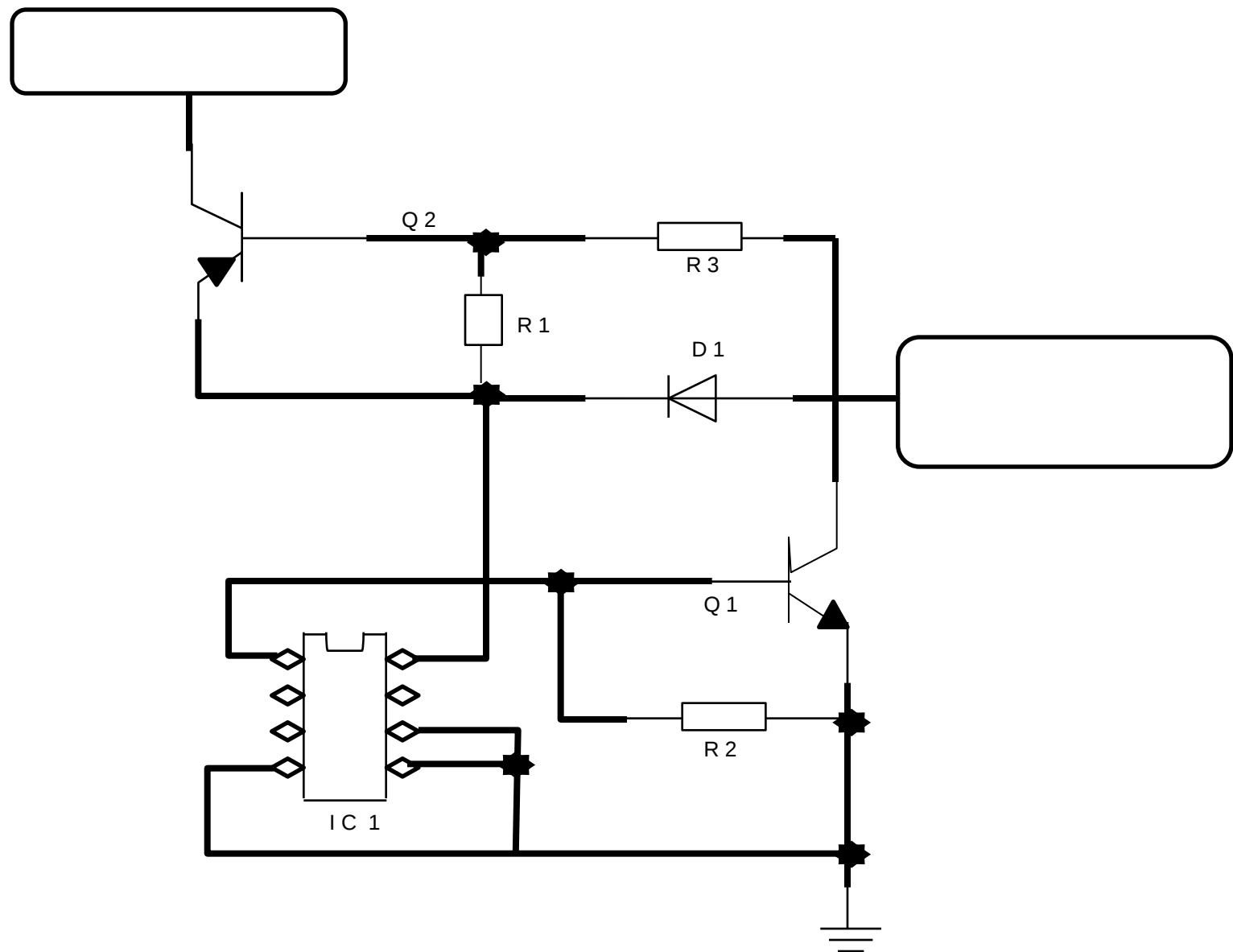
FALLAS DE LA FUENTE DE PODER

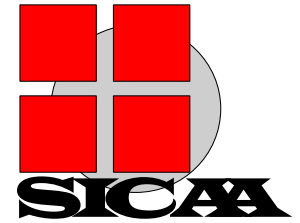


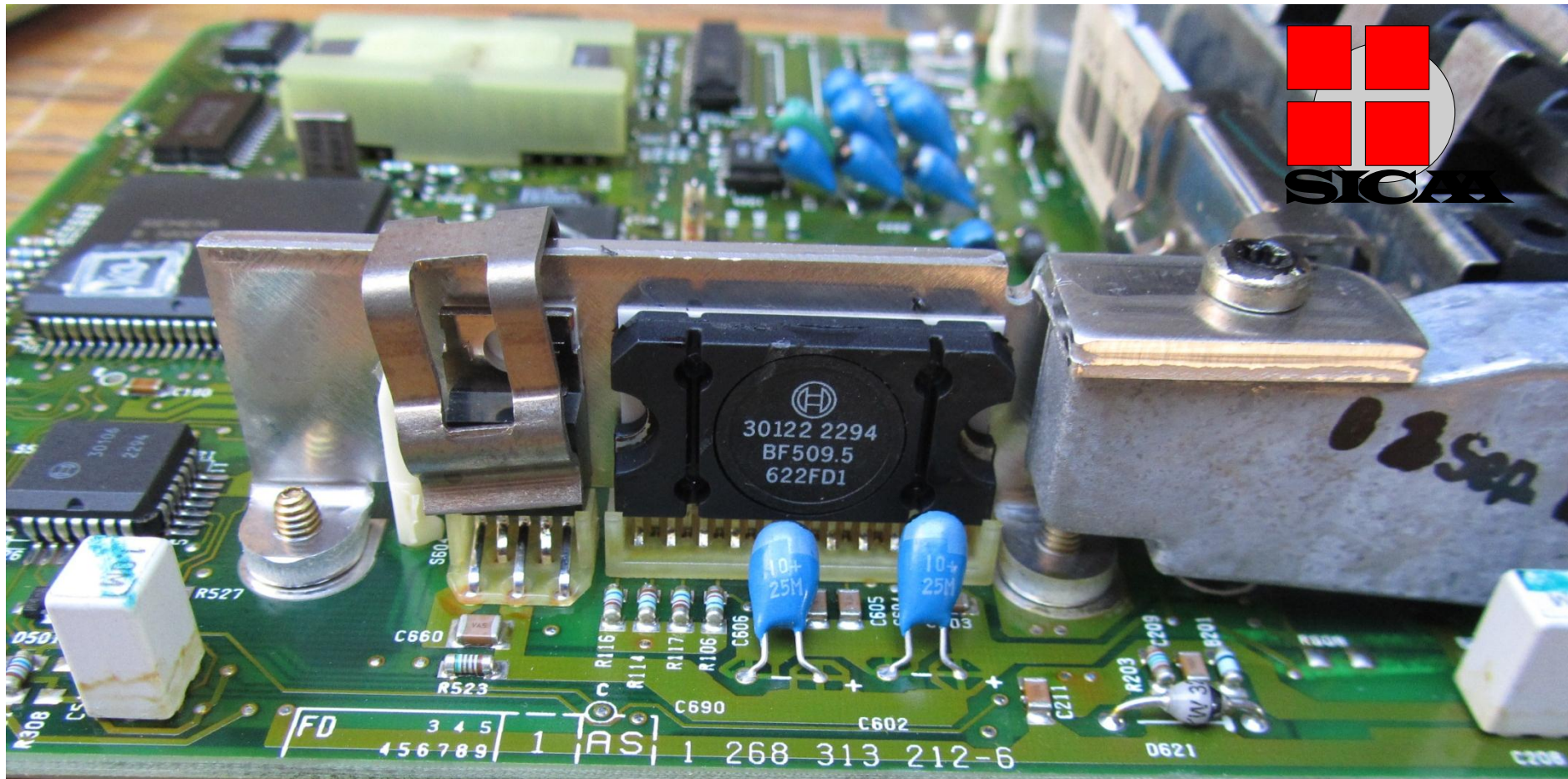
CIRCUITO DE LA FUENTE DE PODER

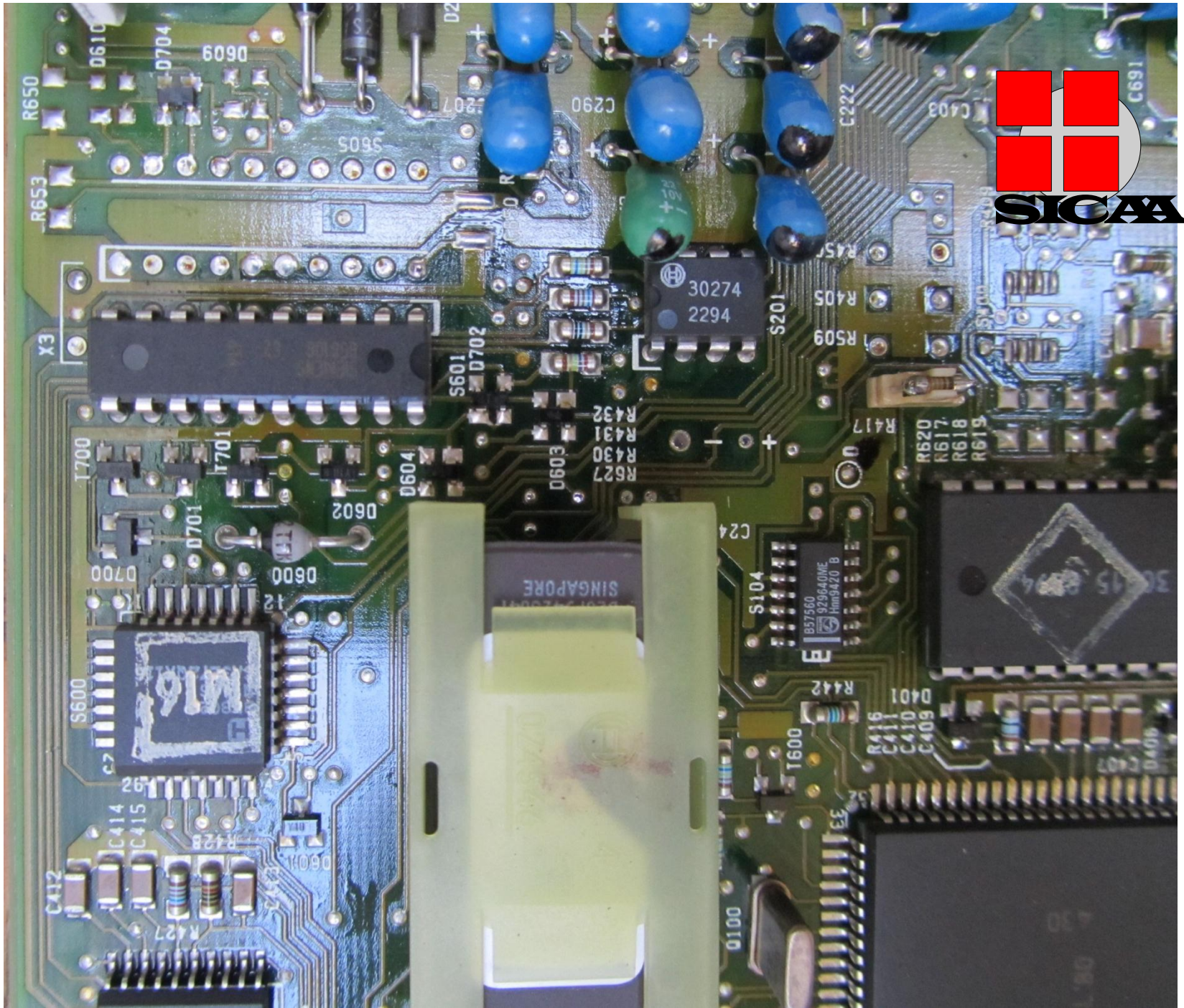


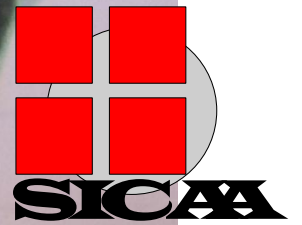
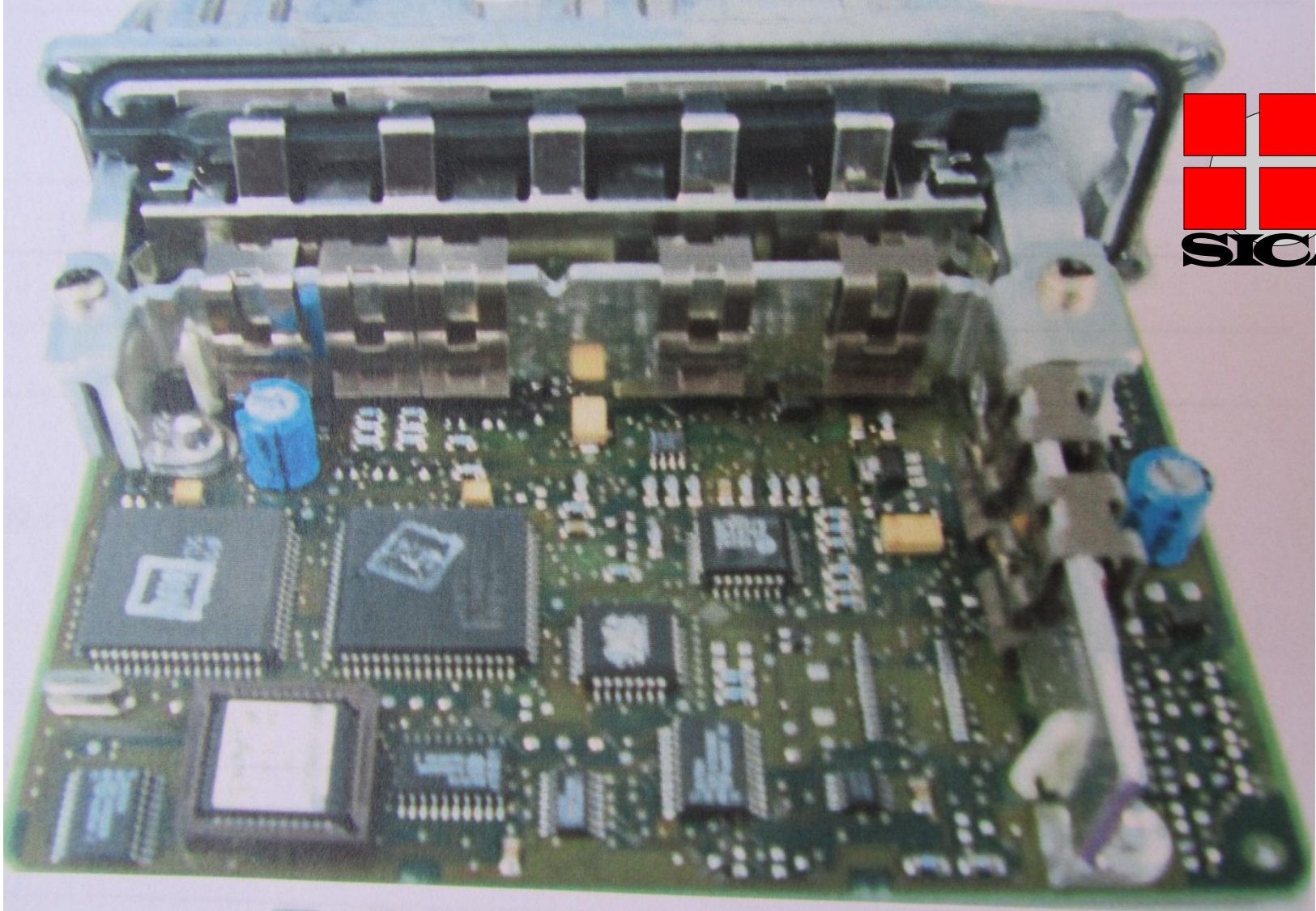
CIRCUITO DE LA FUENTE DE PODER PARA 5 V A SENSORES

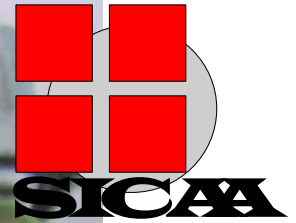
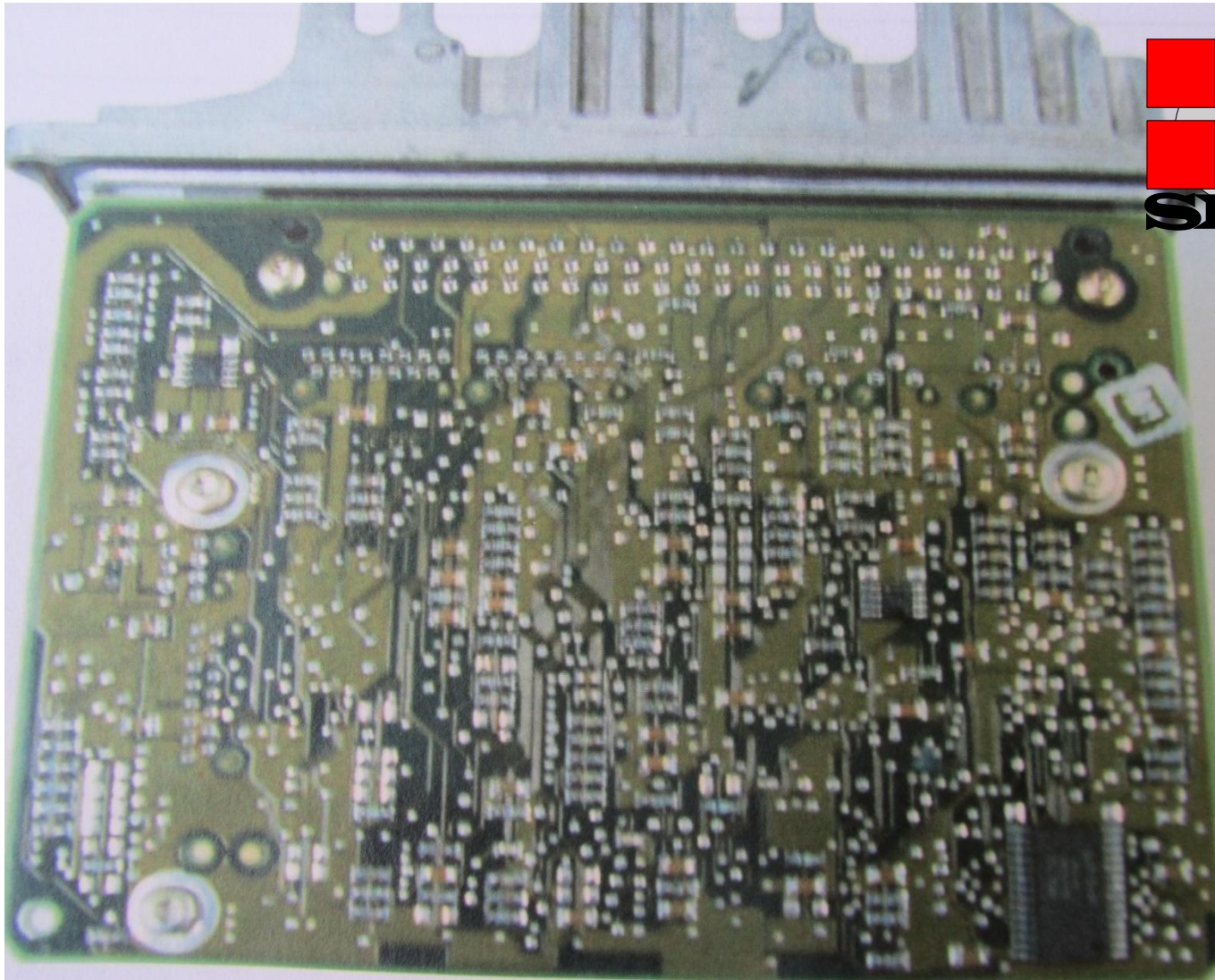


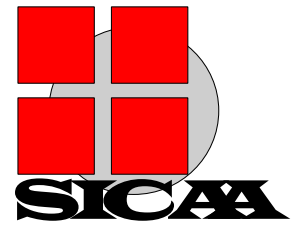
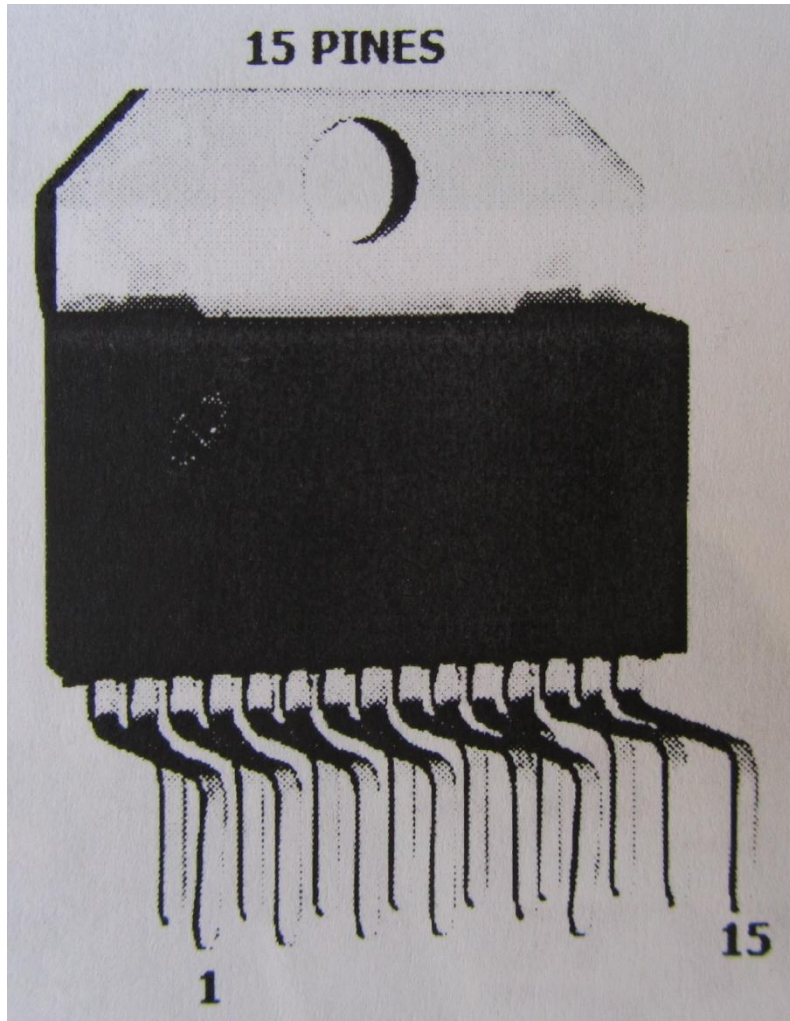


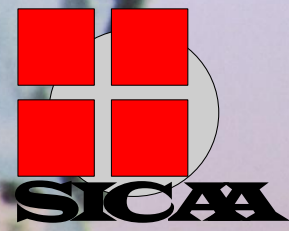
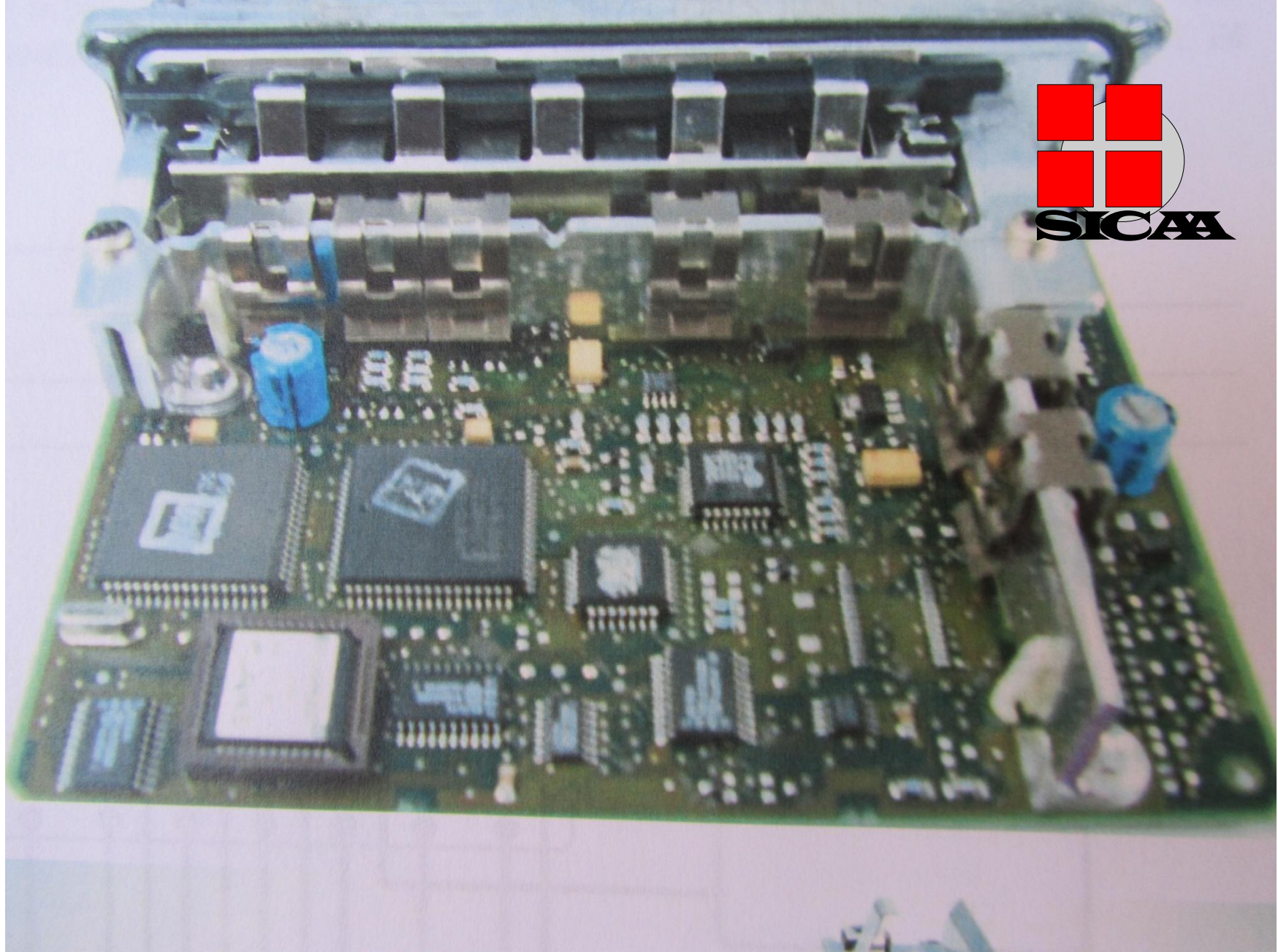


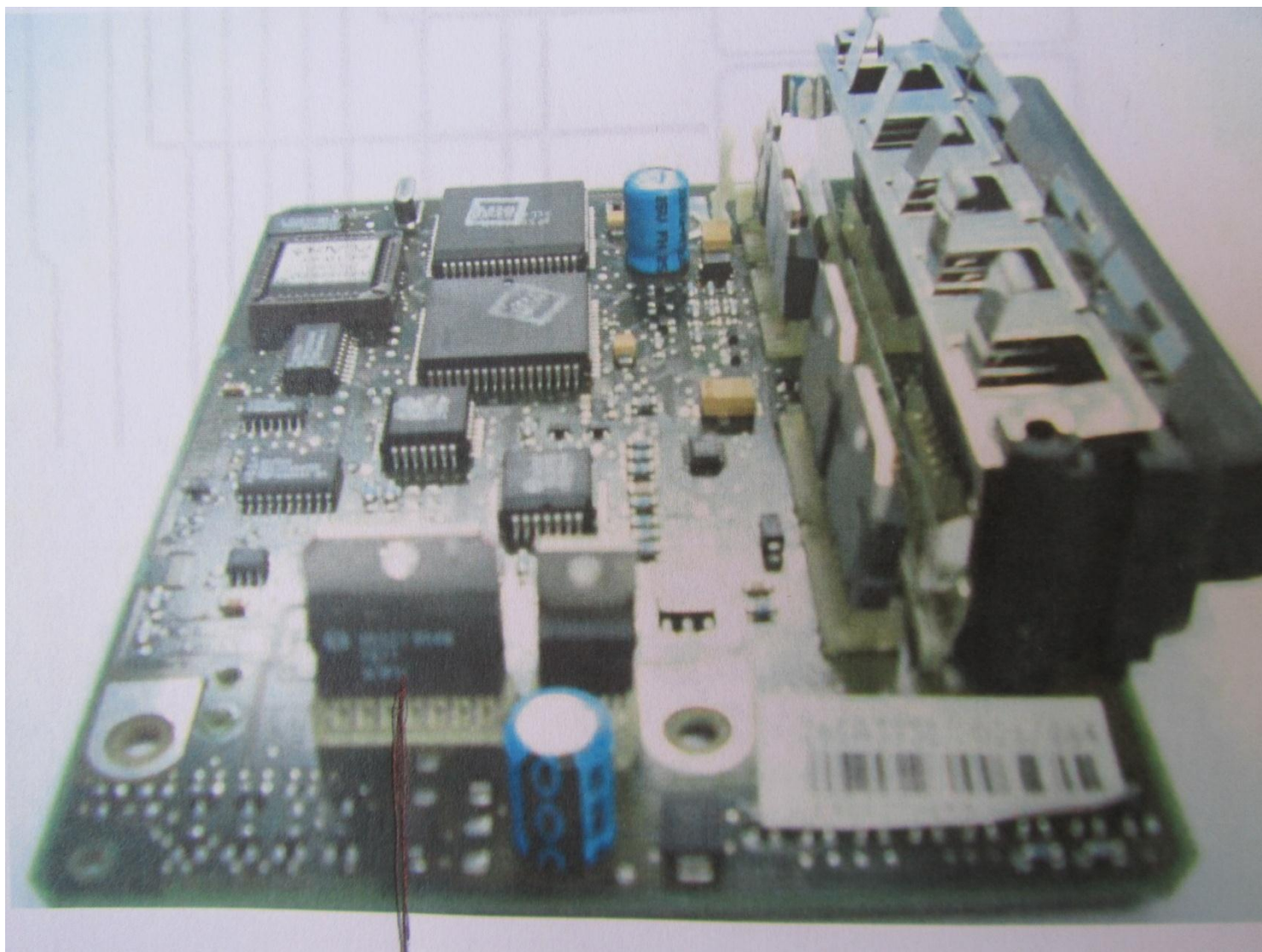


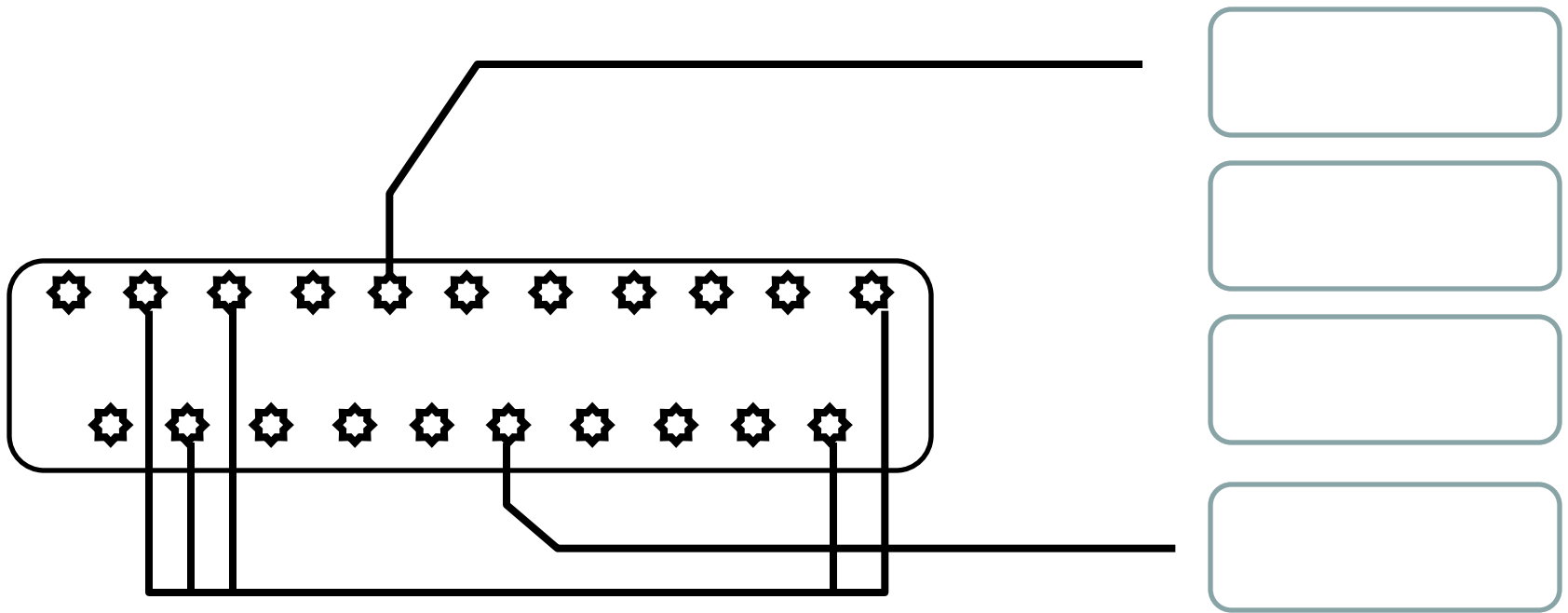












Gracias por su asistencia

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