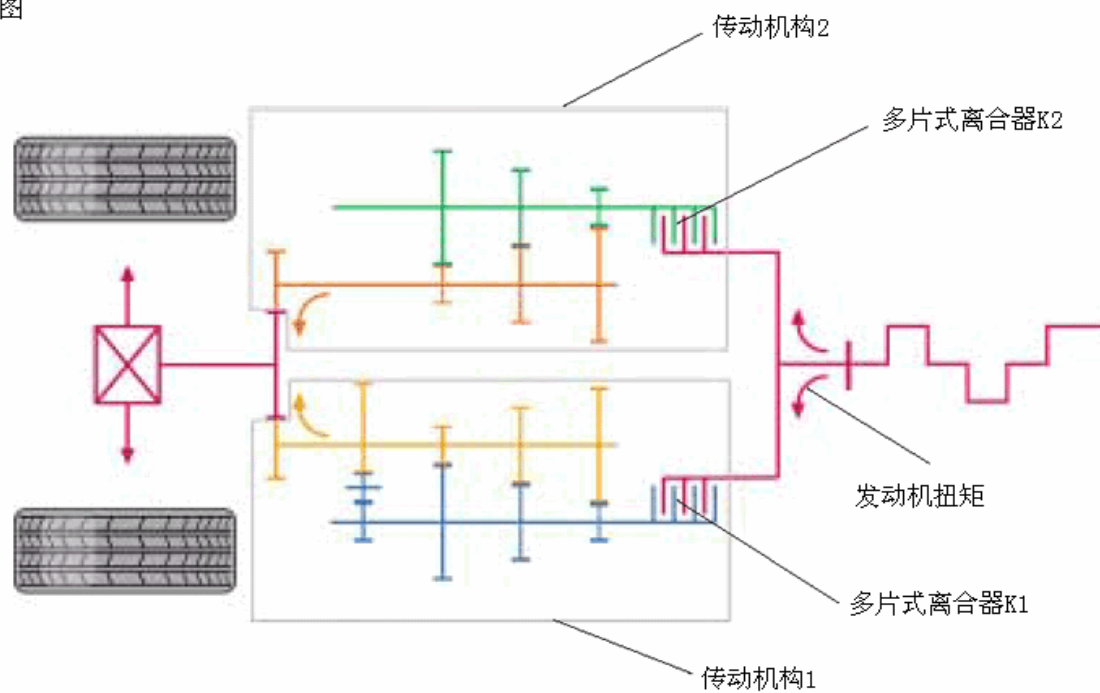


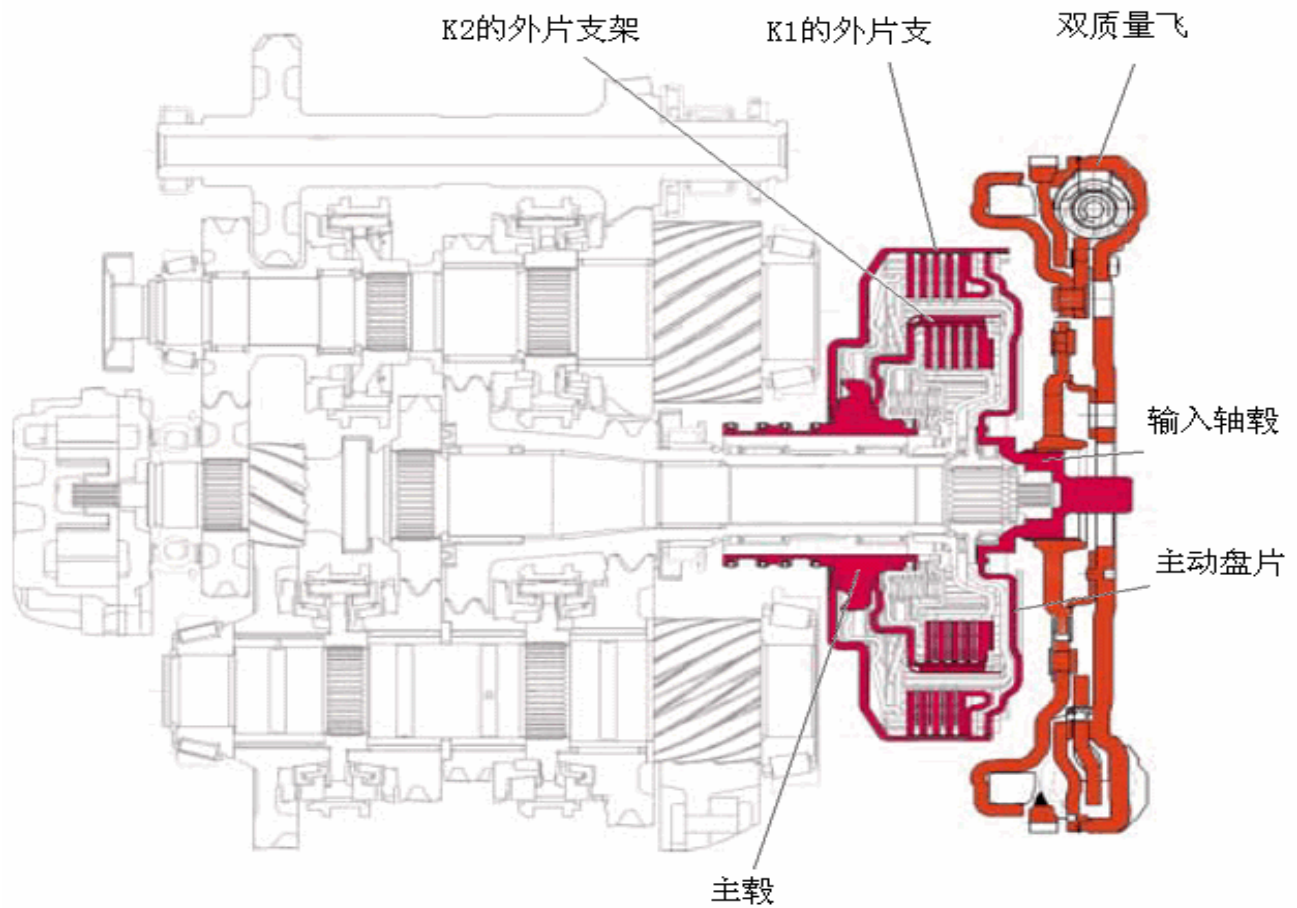
Audi TT/TTR

DSG 直接换档变速箱

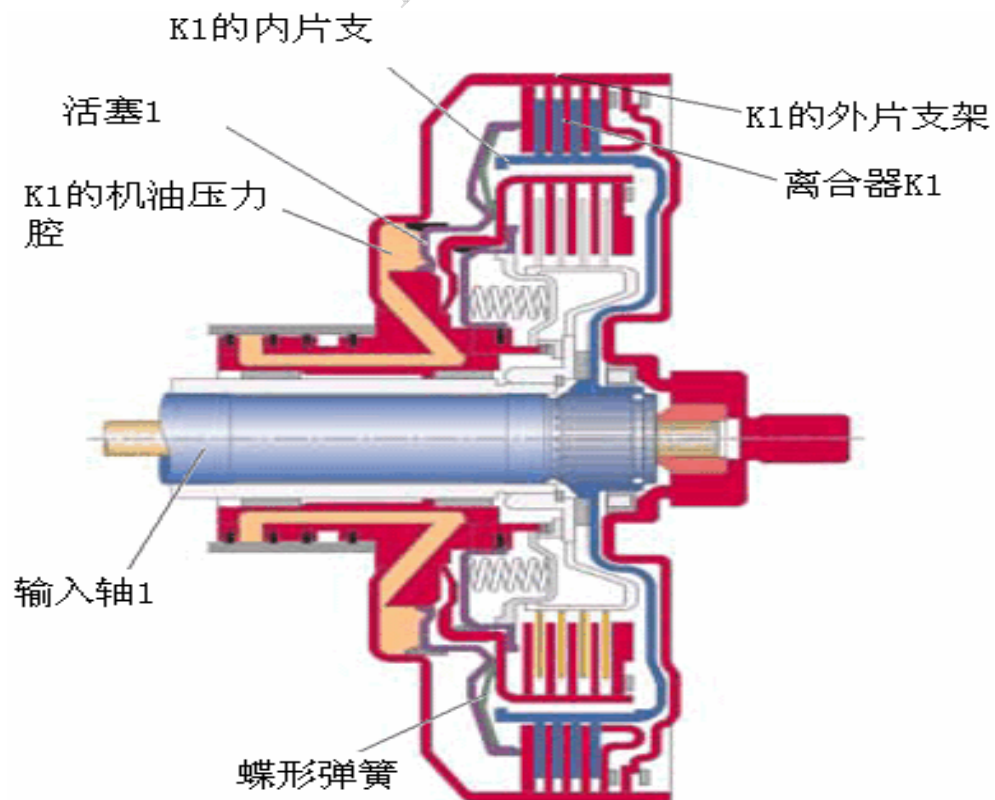


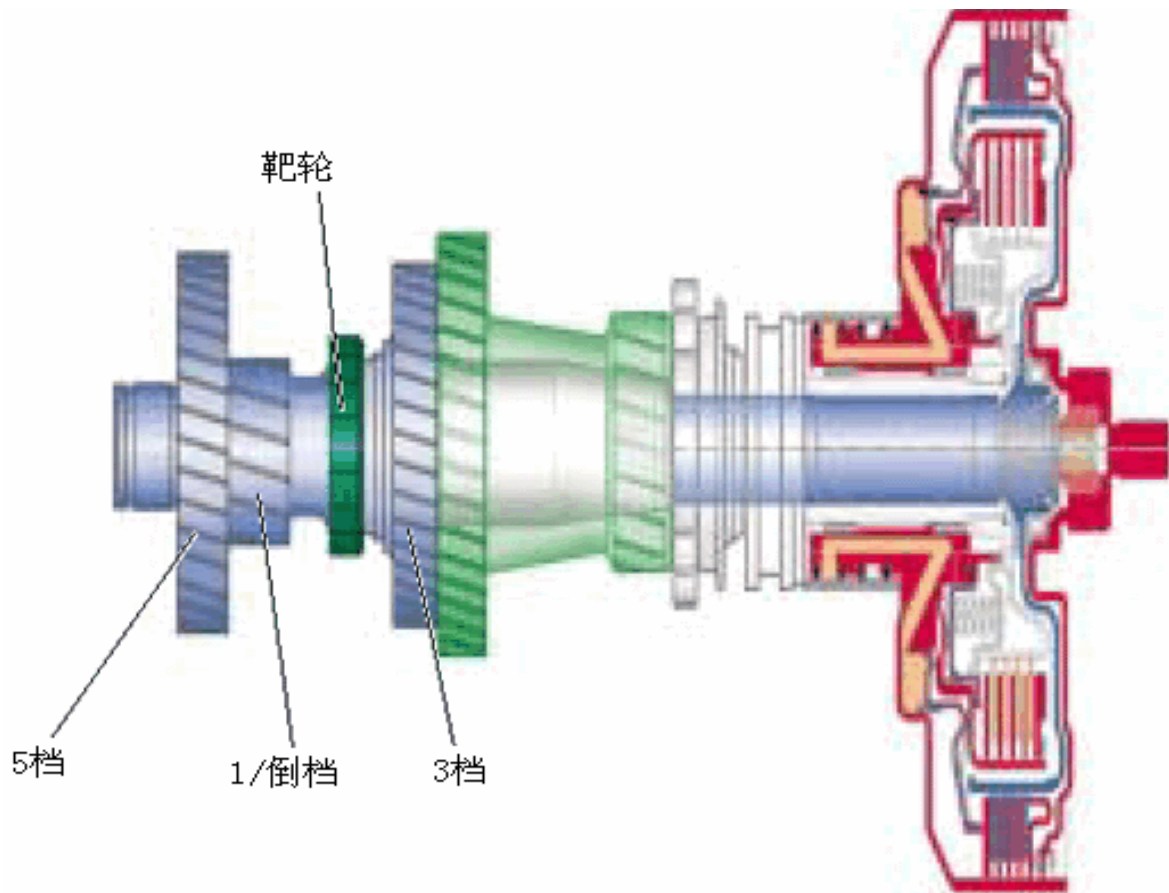
工作原理图



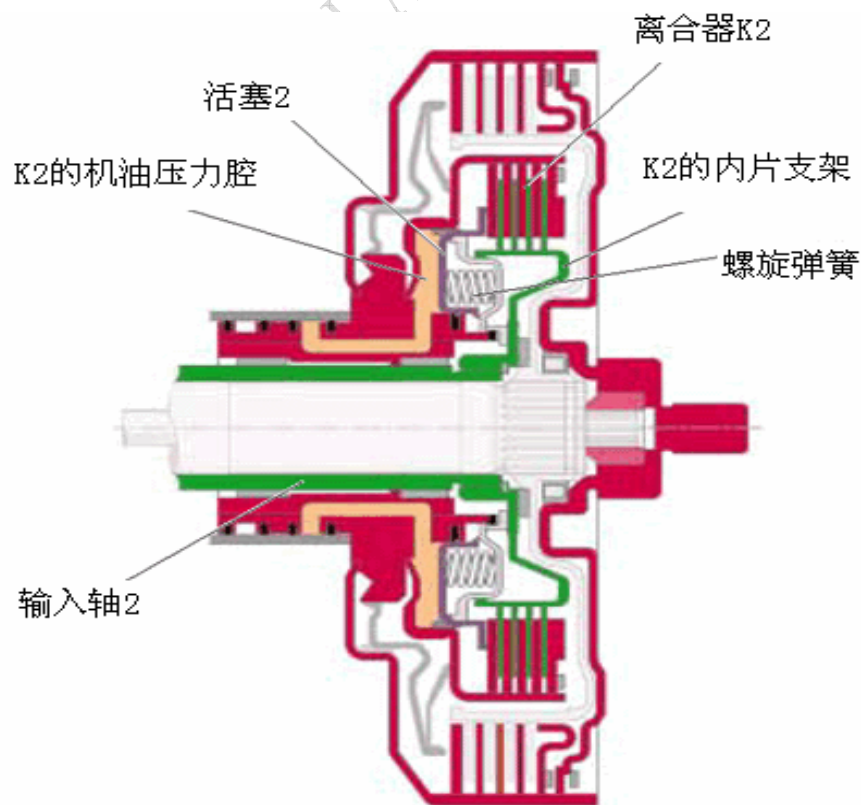


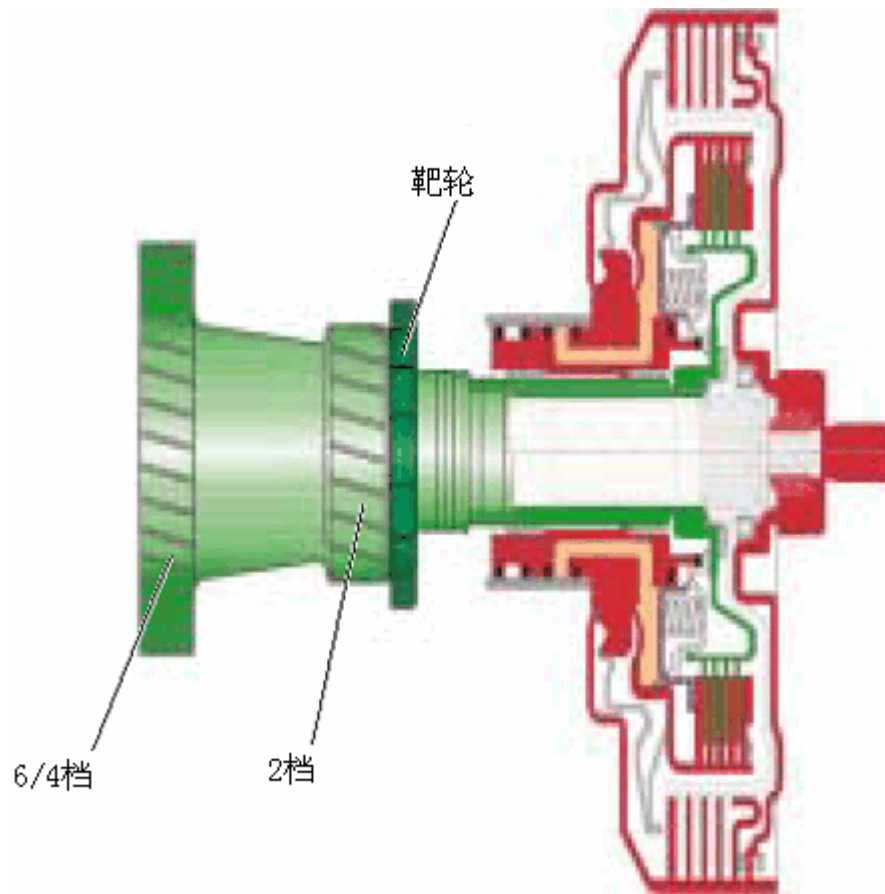
多片离合器 K1 和输入轴 1



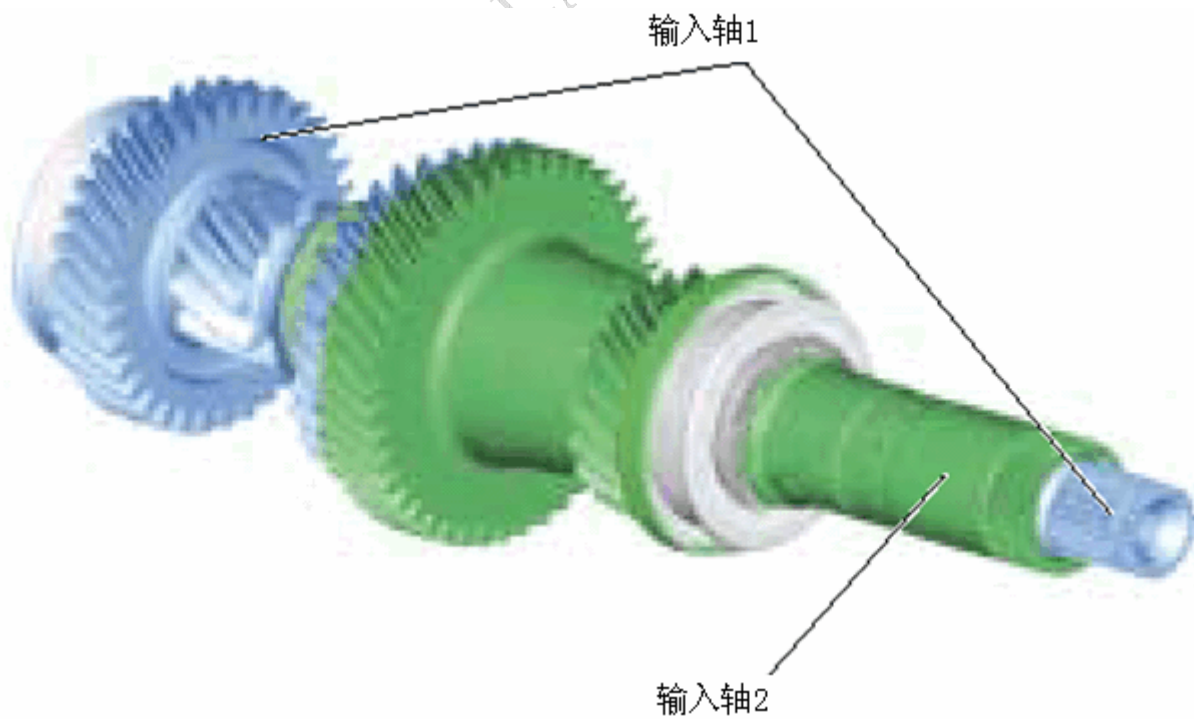


多片离合器 K2 和输入轴 2

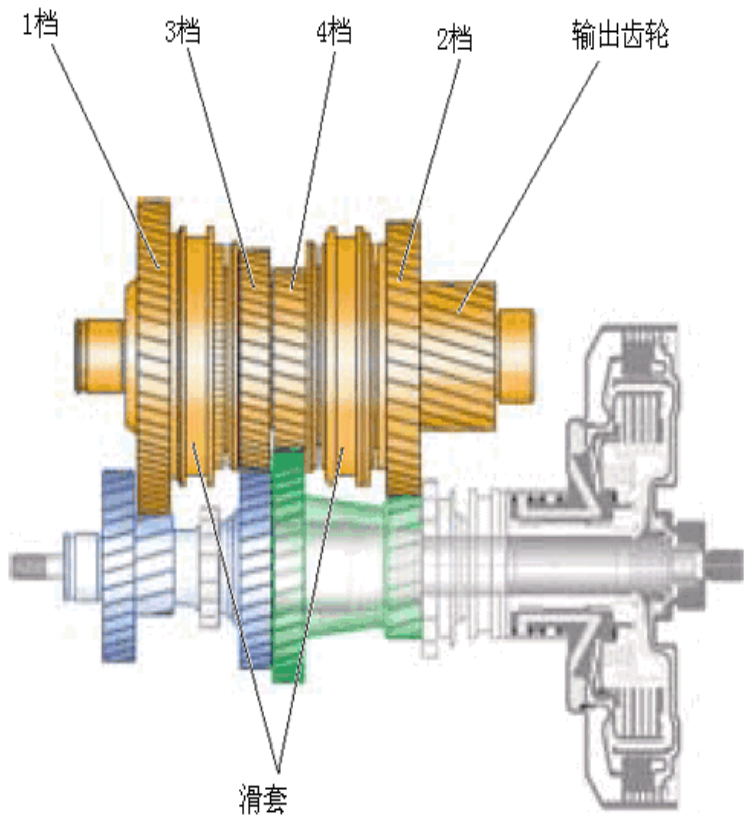




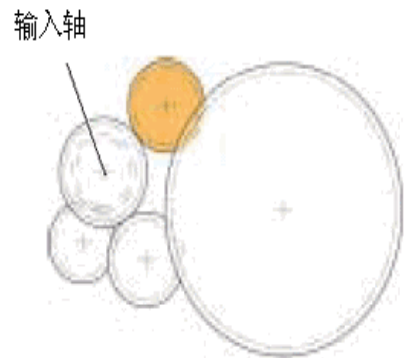
输入轴



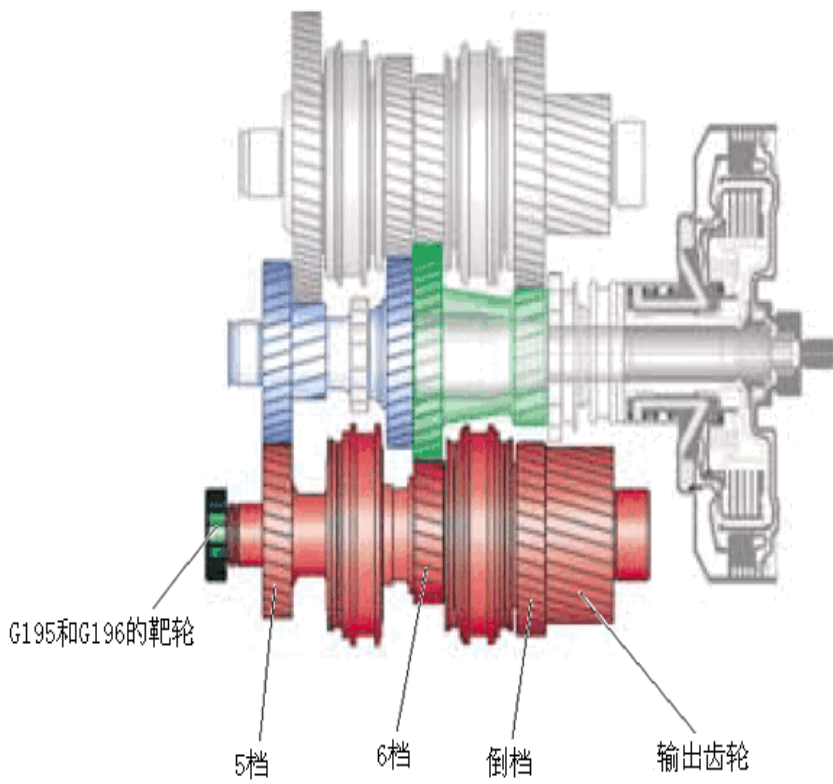
输出轴 1



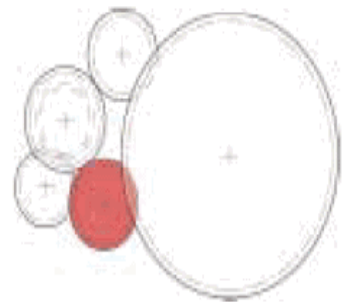
变速器内的安装位置



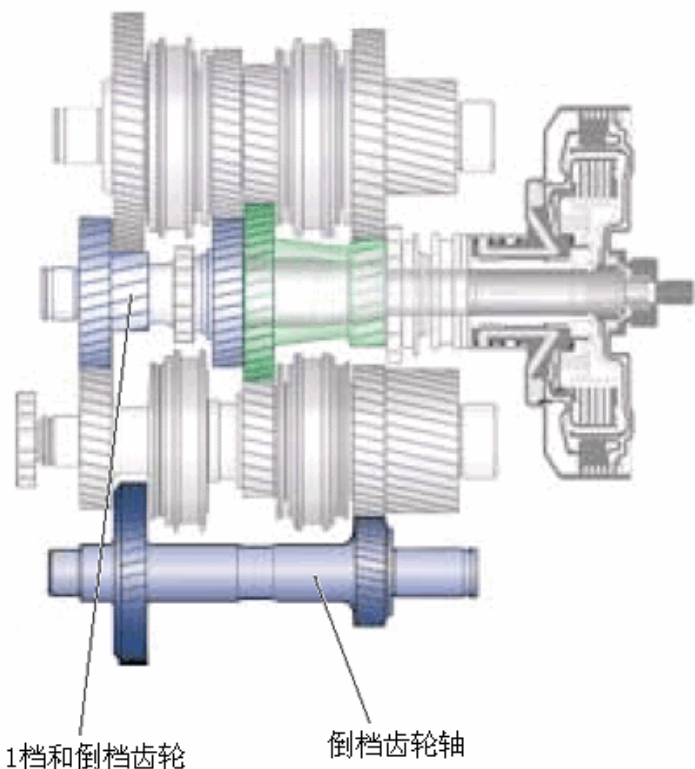
输出轴 2



在变速器中的安装位置

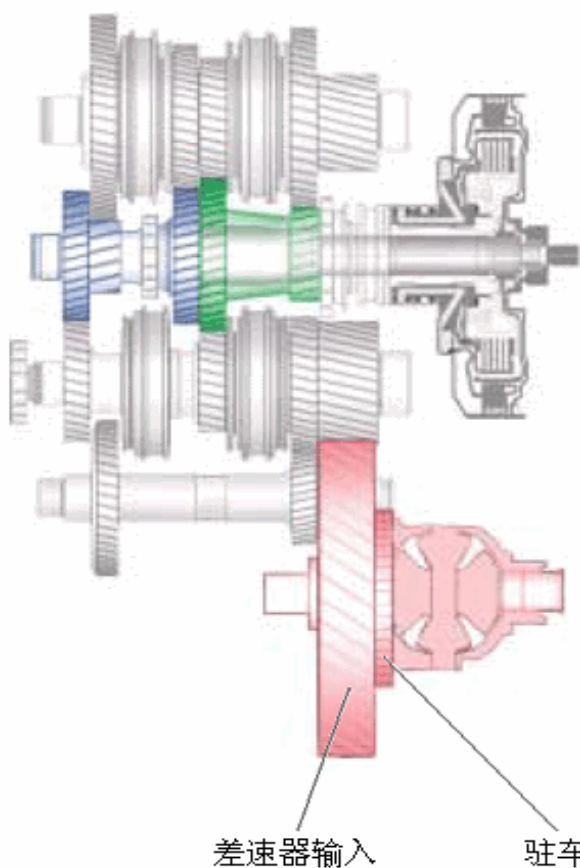
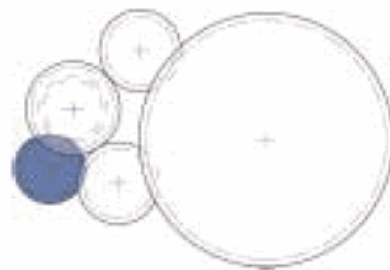


倒档齿轮轴



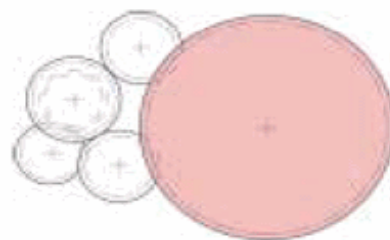
差速器

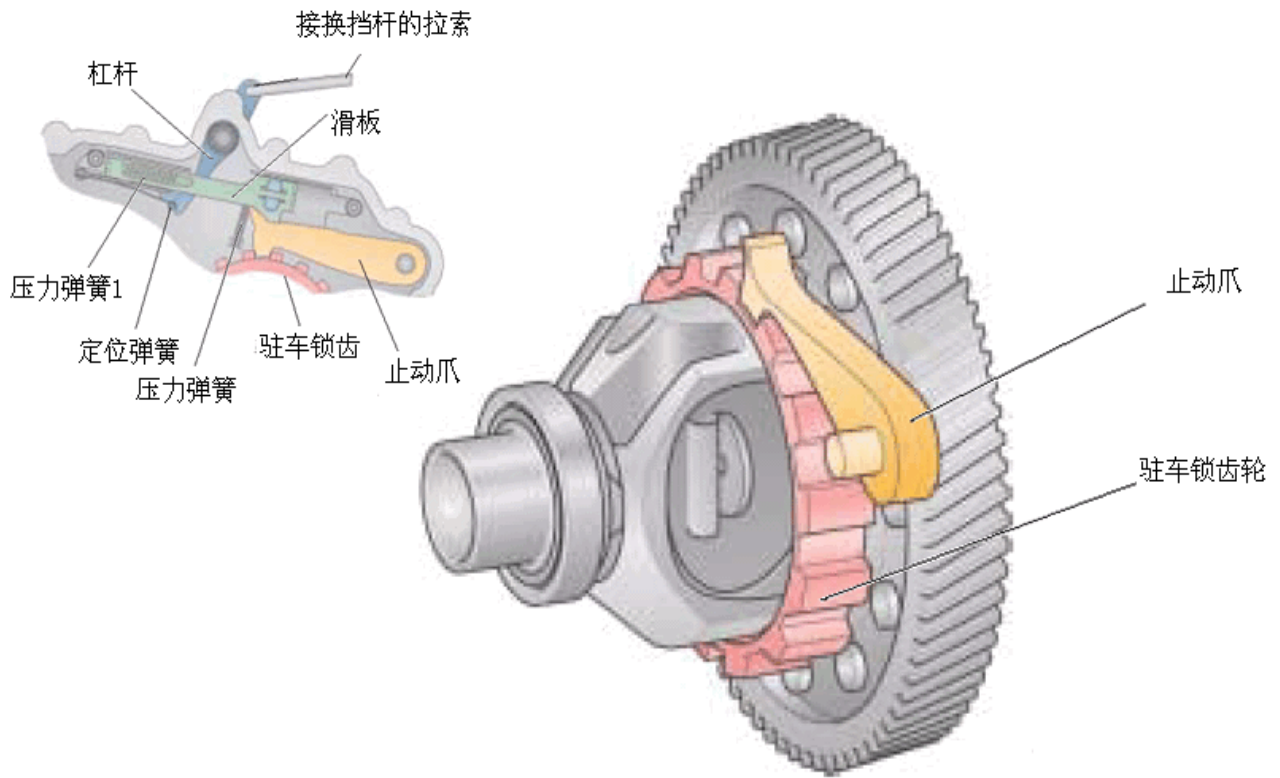
在变速器内的安装位置



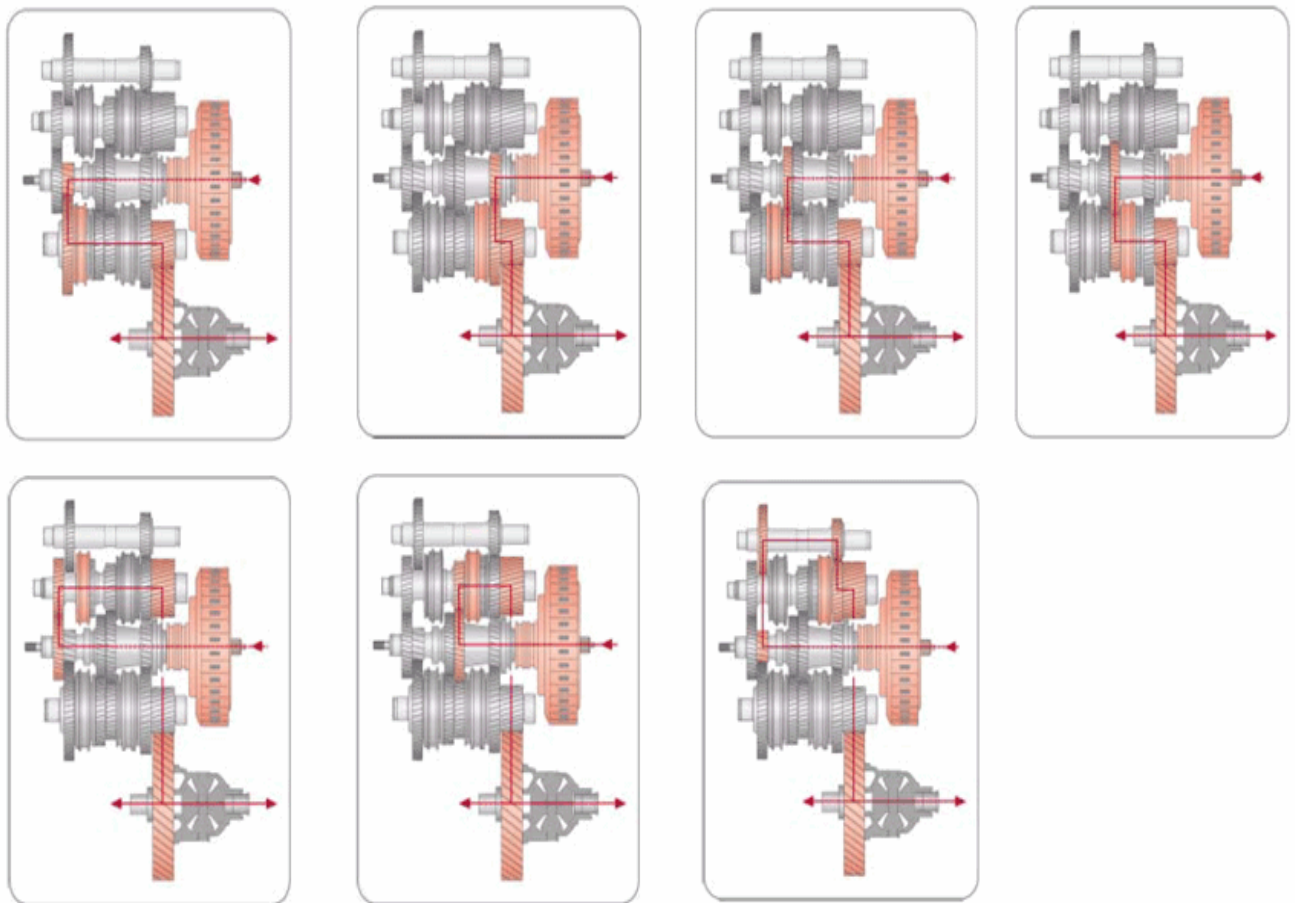
驻车锁

在变速器内的安装位置

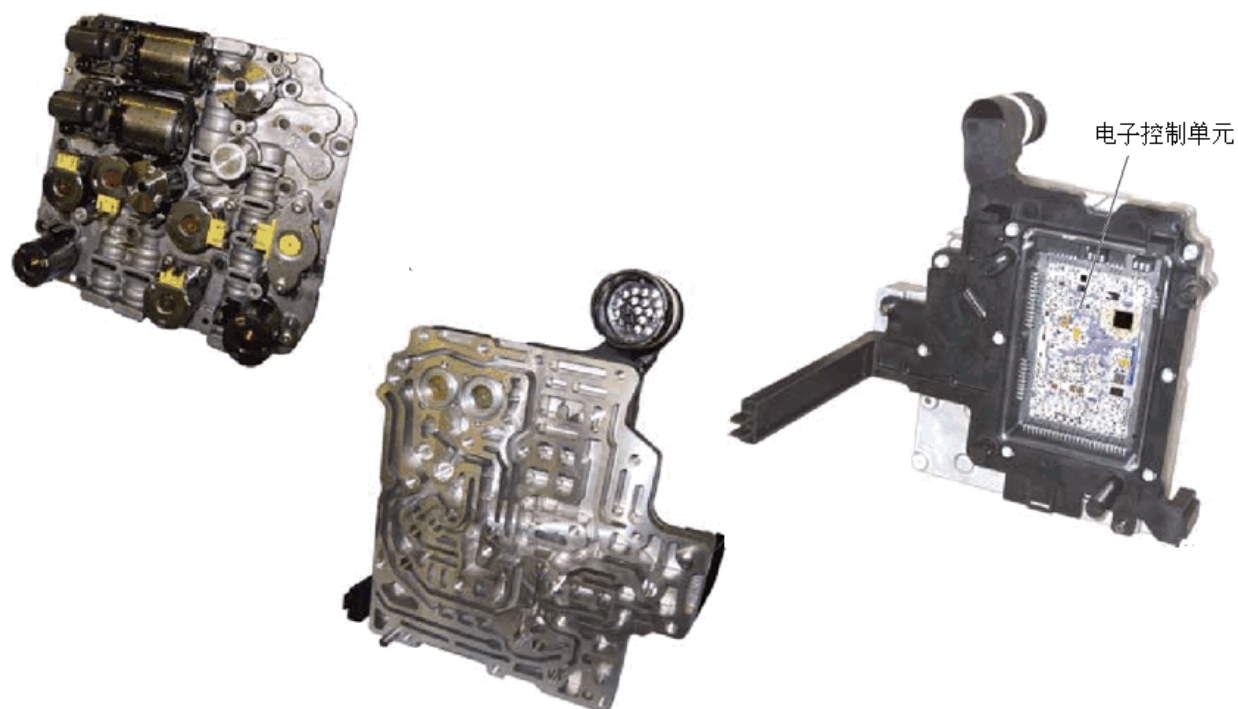




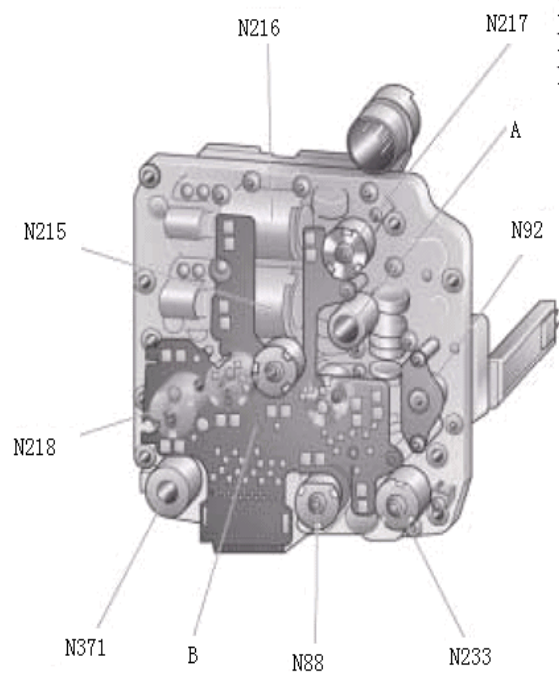
动力传递路线



液压和电子控制单元

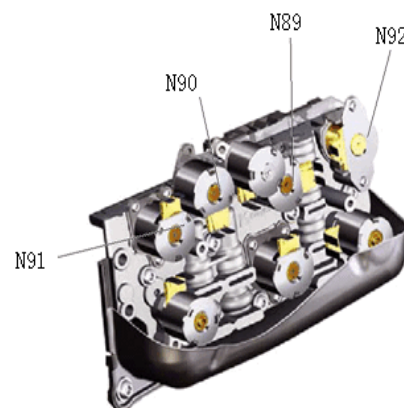


阀门

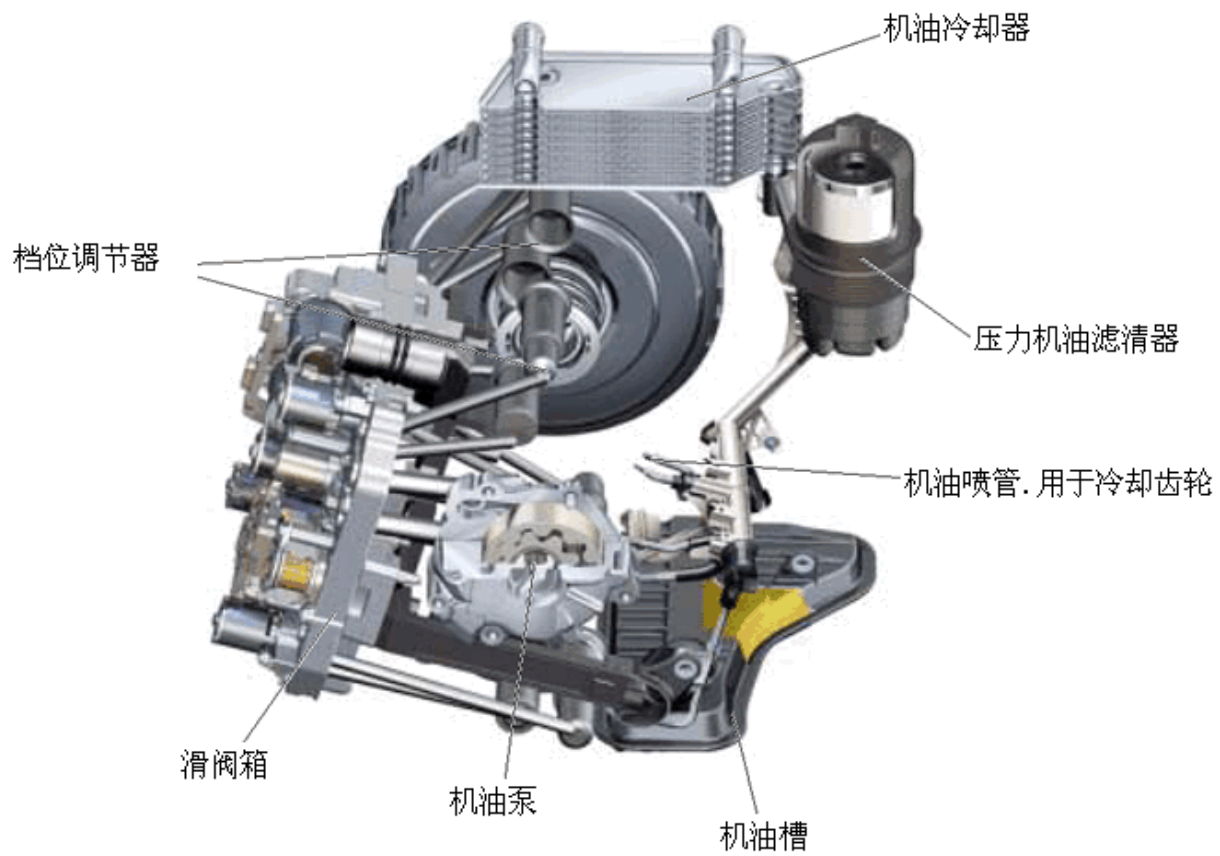


N88 - 电磁阀1 (档位调节阀)
 N89 - 电磁阀2 (档位调节阀)
 N90 - 电磁阀3 (档位调节阀)
 N91 - 电磁阀4 (档位调节阀)
 N92 - 电磁阀5 (多路转换阀)

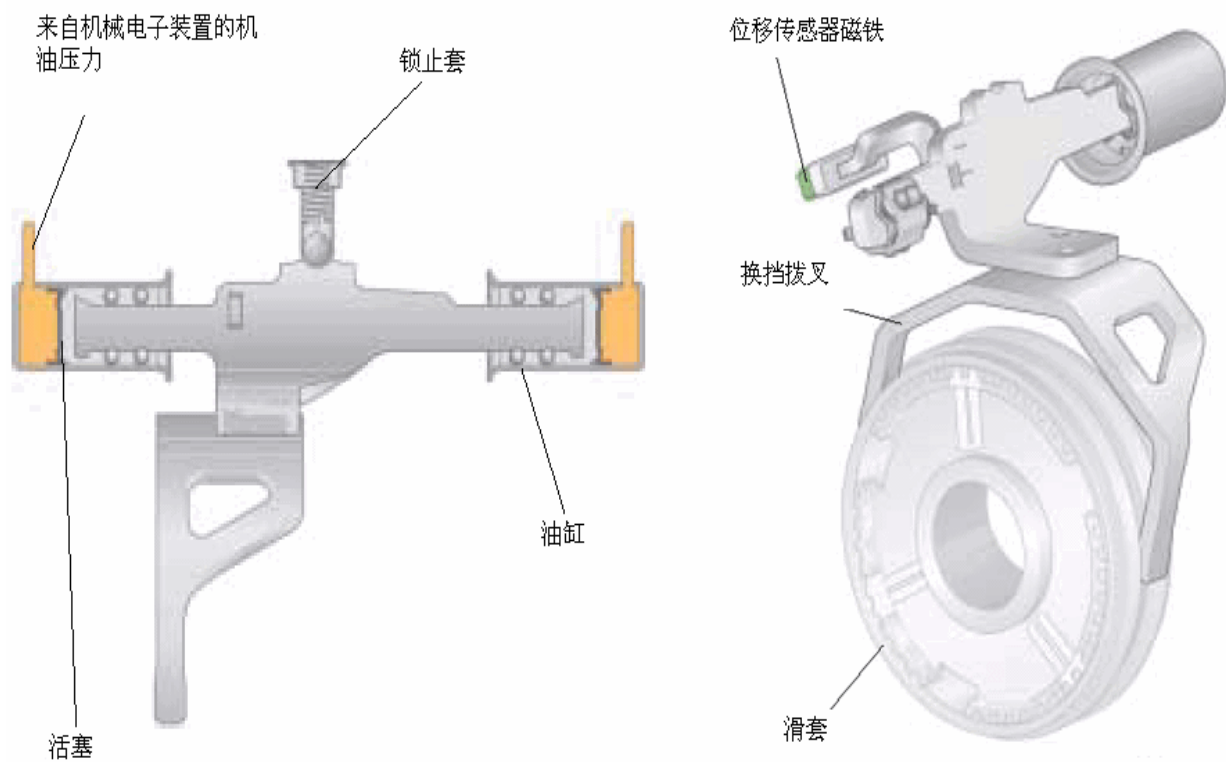
N215 - 压力调节阀1 (用于K1)
 N216 - 压力调节阀2 (用于K2)
 N217 - 压力调节阀3 (主压力阀)
 N218 - 压力调节阀4 (冷却机油阀)
 N233 - 压力调节阀5 (安全阀1)
 N371 - 压力调节阀6 (安全阀2)
 A - 过压阀
 B - 印刷电路板



换档机构



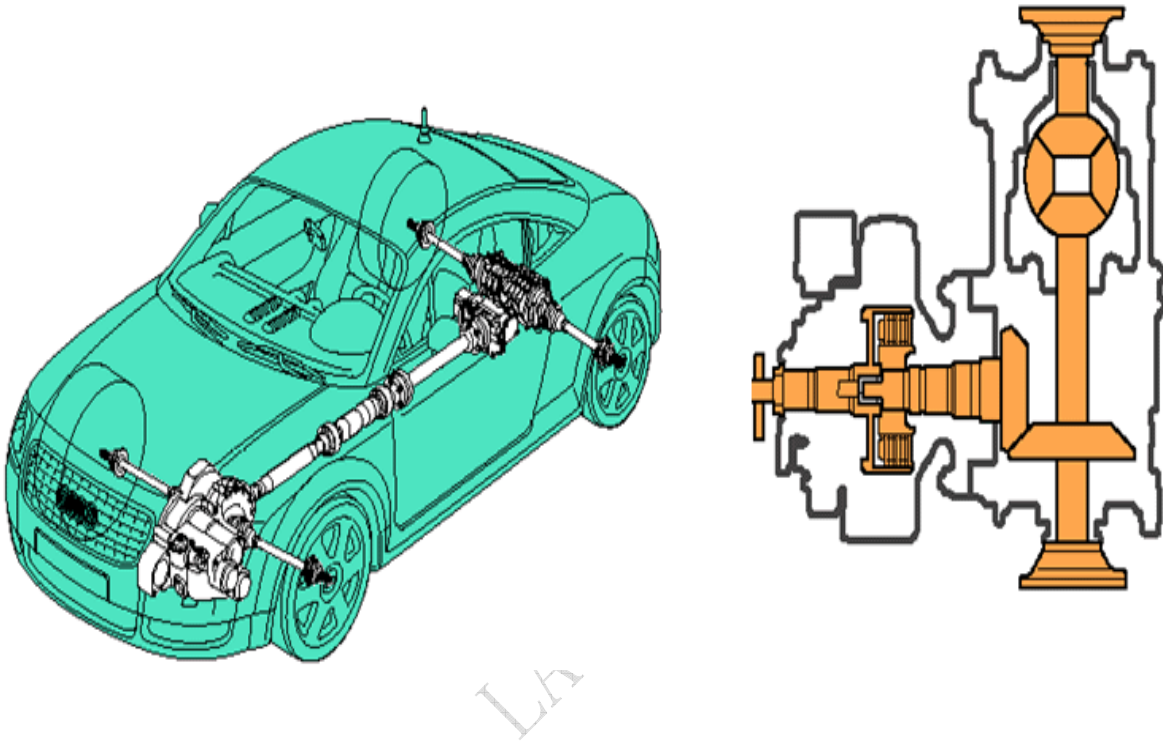
换档



全时四驱

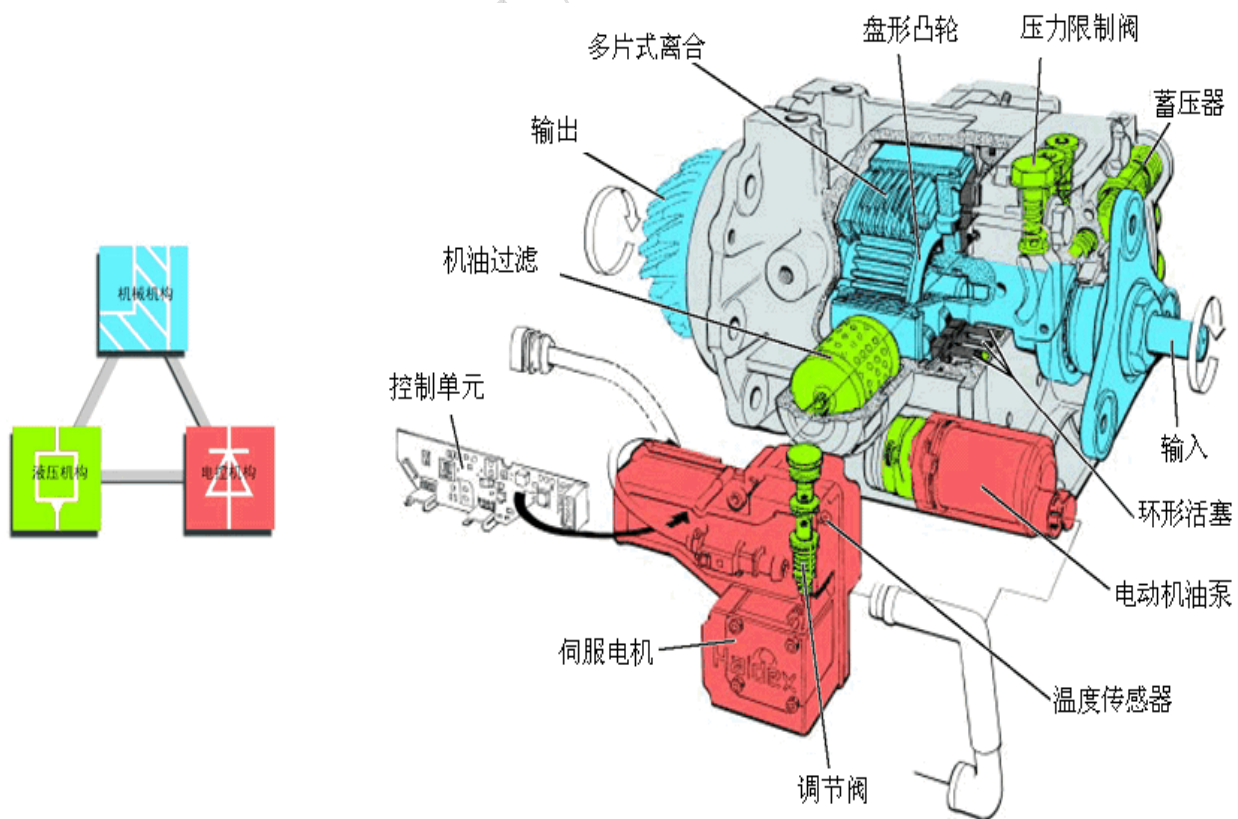
Haldex 耦合器位于后轴主减速器上，并由传动轴驱动。

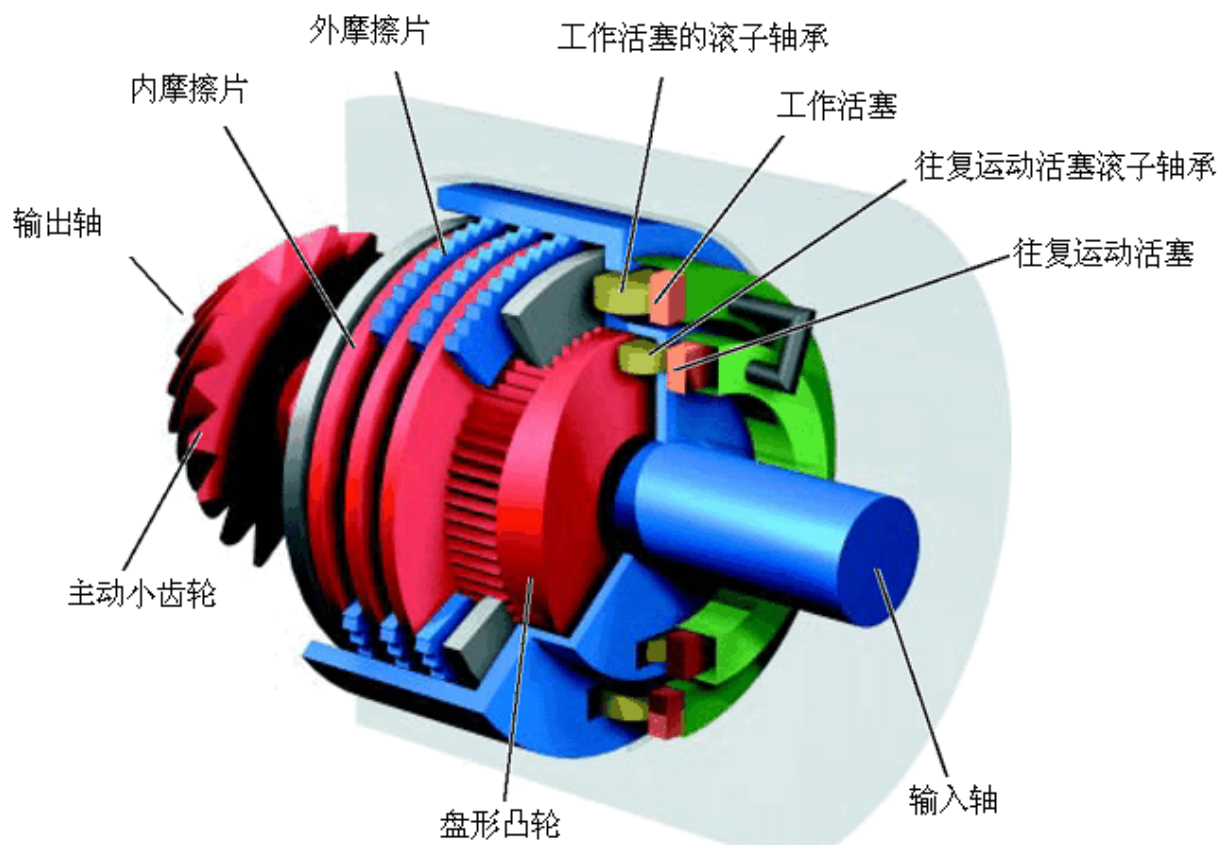
- 发动机扭矩通过手动变速箱、前轴差速器和前轴驱动机构传输到传动轴上。
- 传动轴与 Haldex 离合器的输入轴相连。
- 在 Haldex 离合器中，输入轴与连接后轴差速器的输出轴是分离的。
- 只有当 Haldex 离合器的膜片组接合时，扭矩才能传输到后轴差速器上。



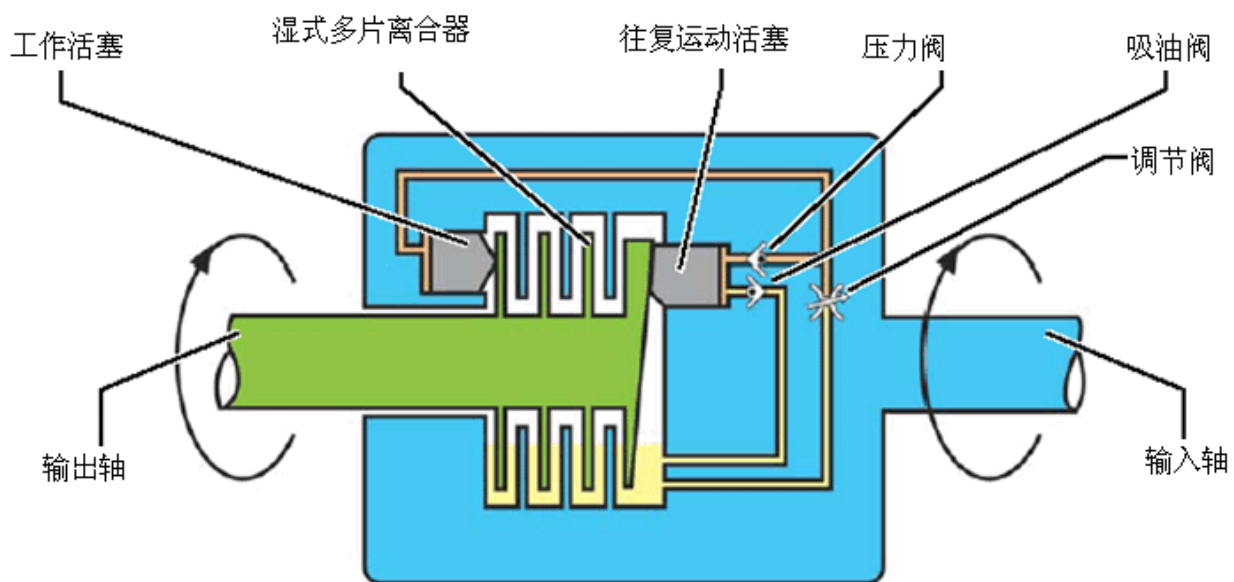
Haldex 耦合器

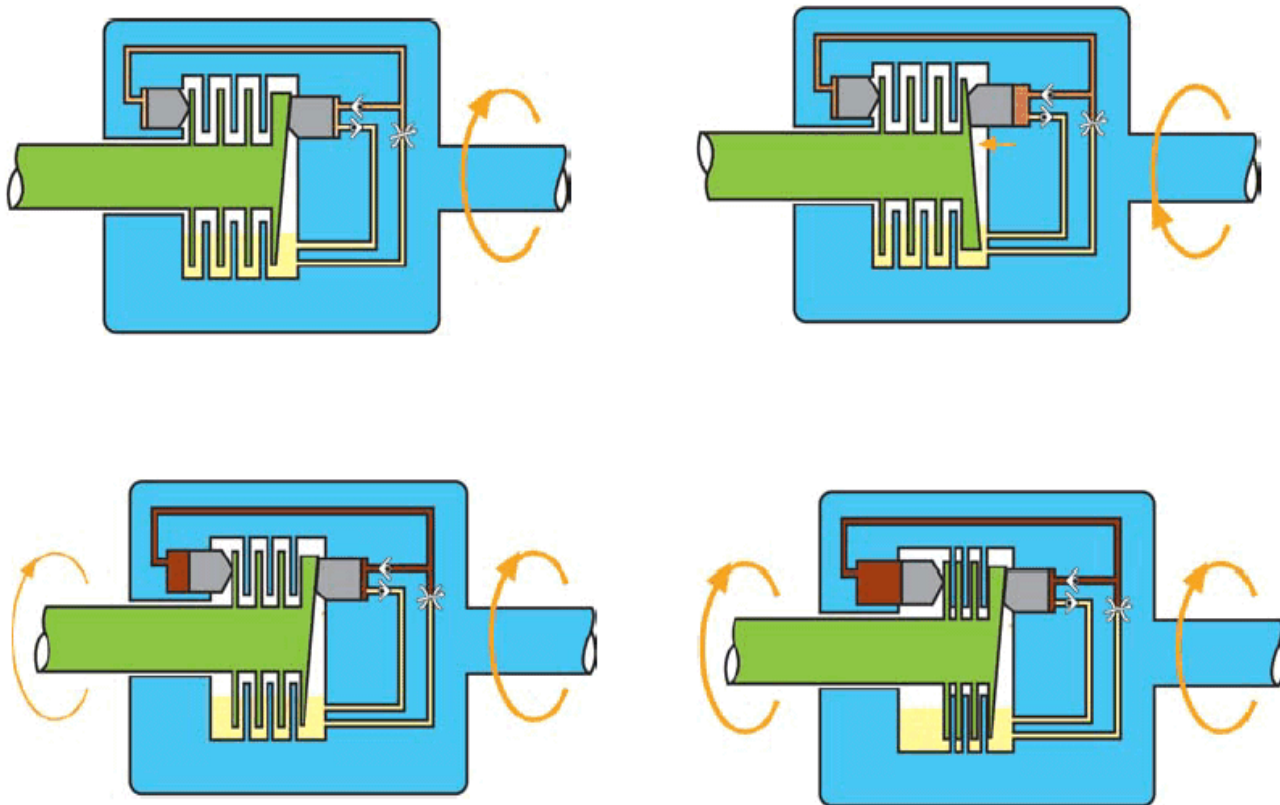
- 使用电子控制膜片式离合器的永久全轮驱动
- 前轮驱动特性
- 快速响应方式
- 适用于各种轮胎（例如应急车轮）
- 抬起车轴牵引时无限制
- 与 ABS、EDS、ASR、EBV 和 ESP 完全兼容





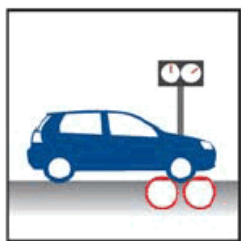
示意图



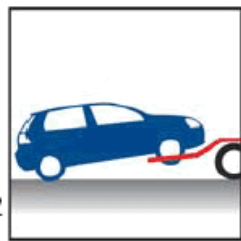


不同的行驶状态

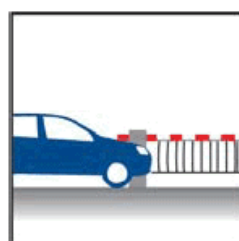
辊式实验台



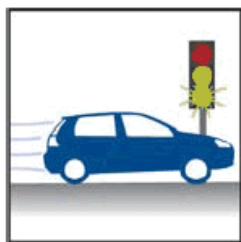
拖车



车停住但发动机在运转



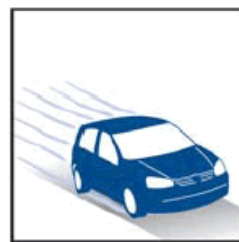
加速



光滑路段

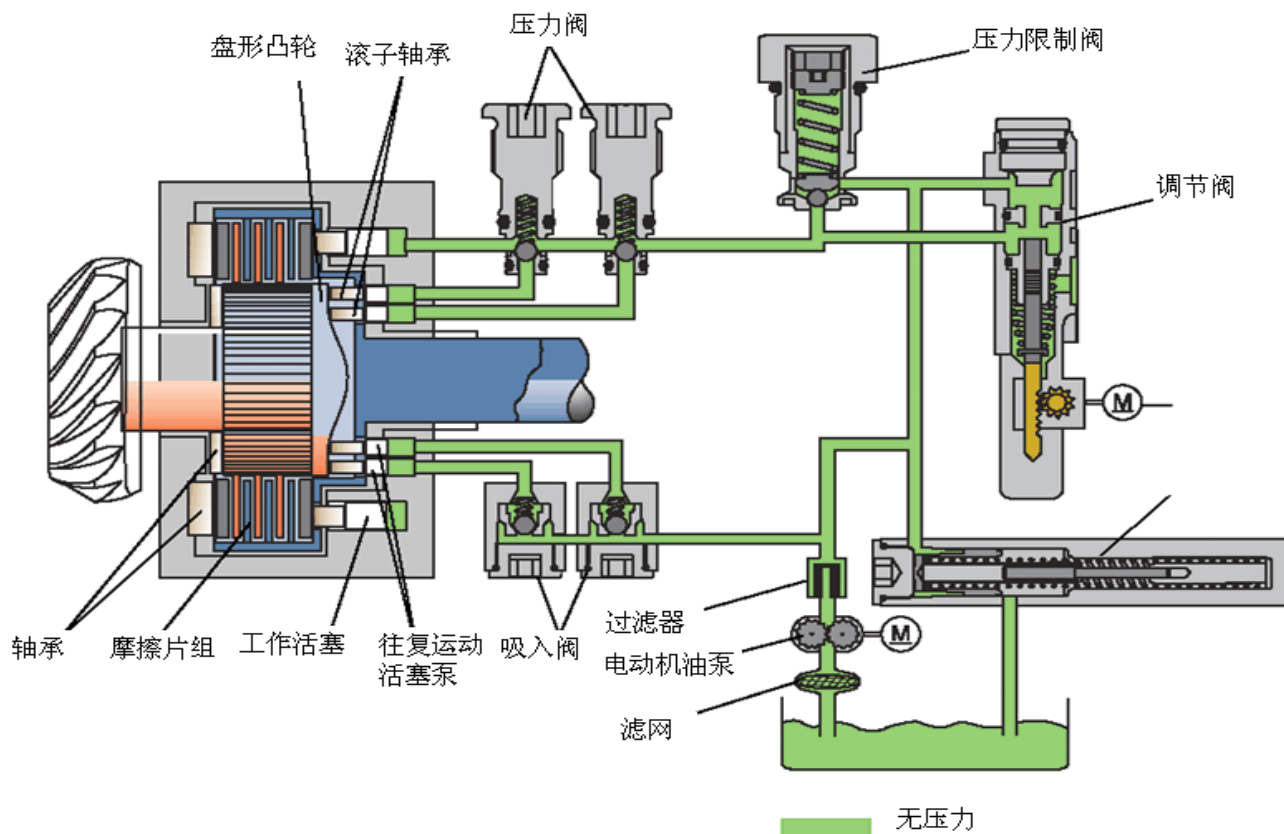


快速行驶

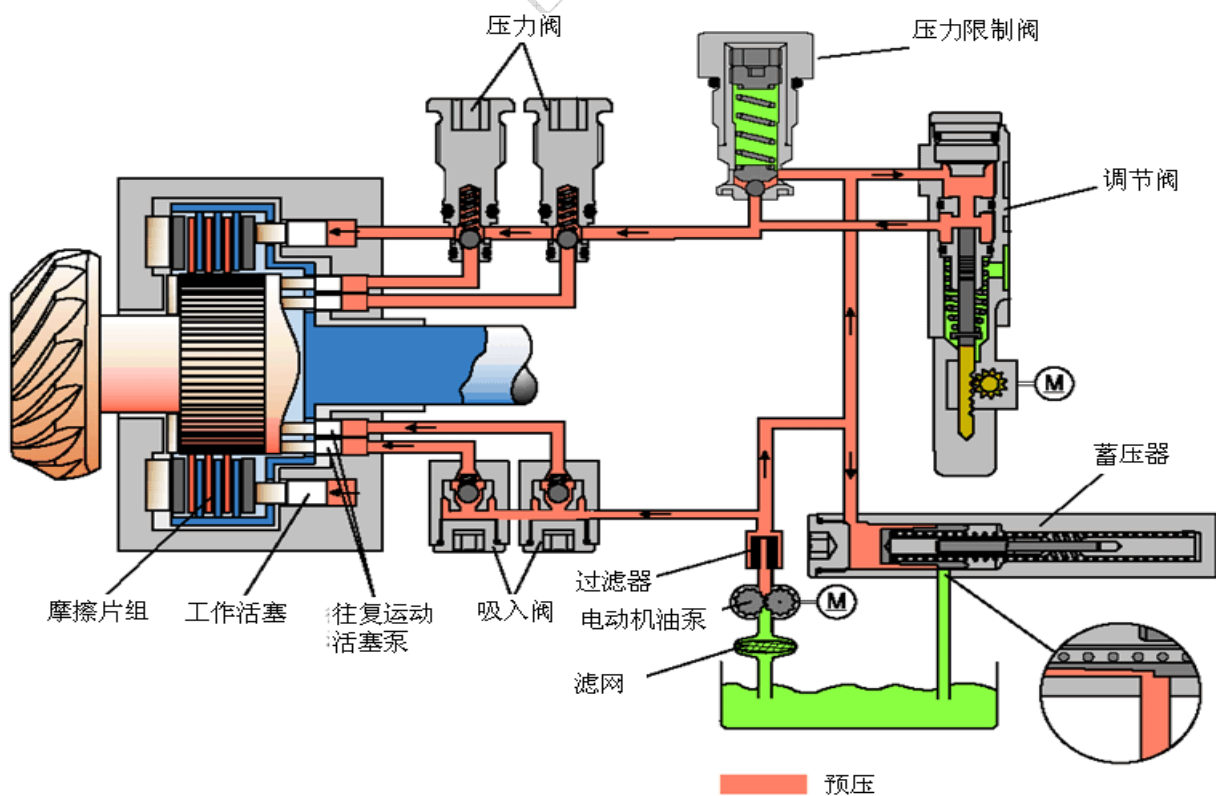


入位停车

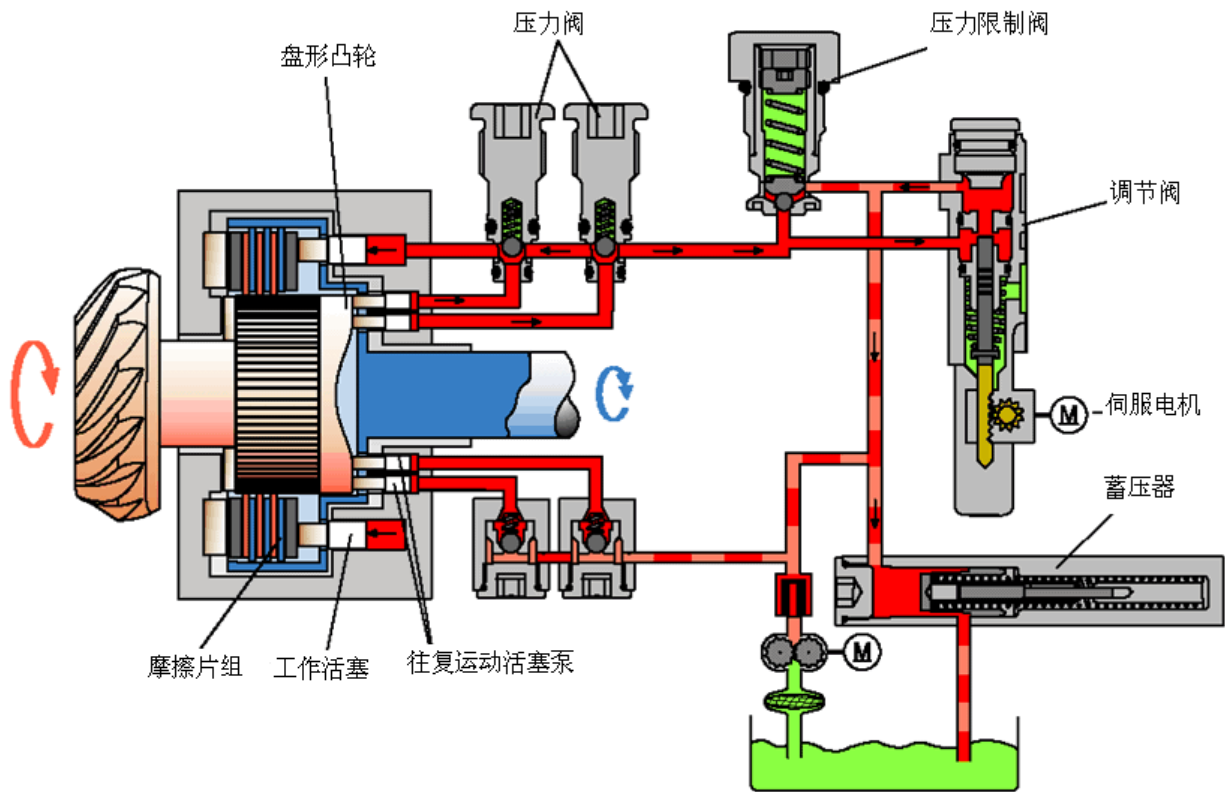




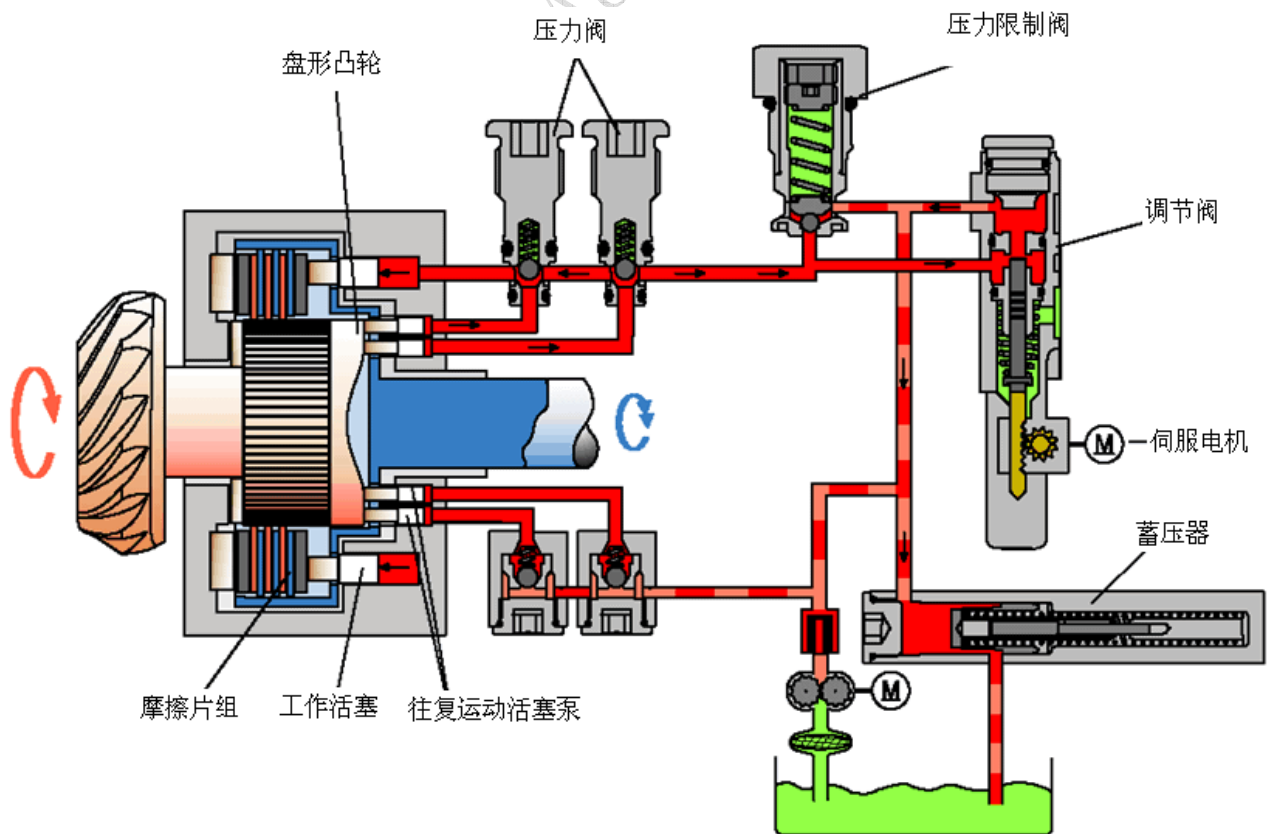
发动机转速大于 400rpm. 预压压力 4bar



调节阀已关闭



调节阀 1/3 打开



调节阀完全打开

