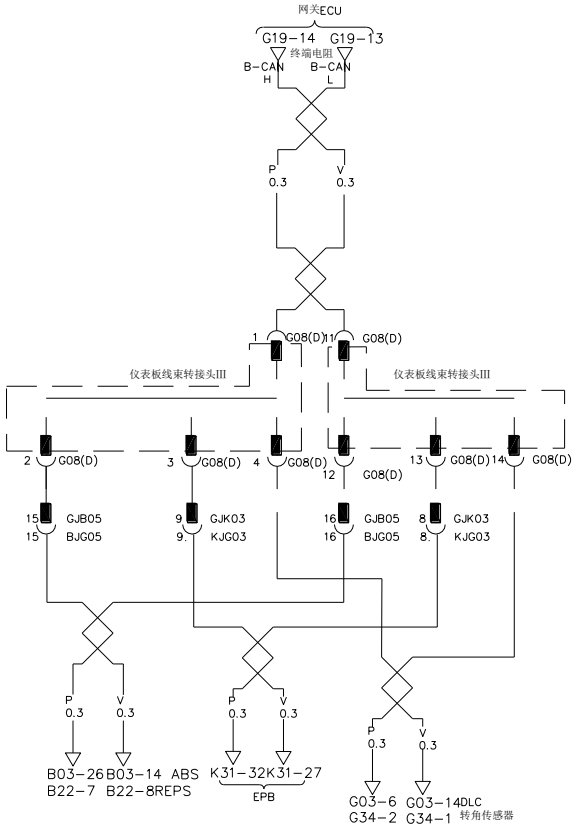
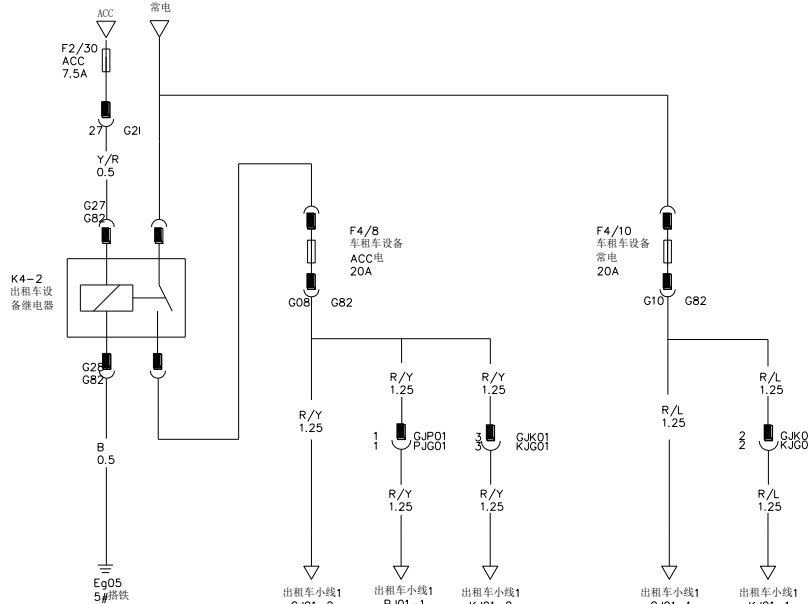


38、ESC 网 、网约、出租配电

ESC网	网约、出租车配电
原理图	原理图
 <p>The diagram illustrates the ESC network architecture. At the top, the Gateway ECU (网关ECU) is connected to the B-CAN bus via terminals G19-14 and G19-13, with a 120Ω termination resistor (终端电阻) in the middle. The B-CAN bus is split into two branches: one leading to the instrument cluster (仪表板线束转接头III) and another leading to the ABS and EPB modules. The instrument cluster is connected to the B-CAN bus via terminals G08(D)1, G08(D)12, and G08(D)14. The ABS module is connected via terminals G03-6, G03-14, G34-2, and G34-1. The EPB module is connected via terminals K31-32, K31-27, and K31-27. The diagram also shows the connection of the instrument cluster to the B-CAN bus via terminals G08(D)1, G08(D)12, and G08(D)14.</p>	 <p>This diagram shows the power distribution for the network and taxi systems. It starts with the ACC (ACC 7.5A) and a common power source (常电). The power is distributed through a series of fuses and relays. Key components include: <ul style="list-style-type: none"> F2/30 ACC 7.5A fuse G21 relay Y/R 0.5 relay G27 G82 relay K4-2 taxi equipment relay G08 and G82 relays F4/8 taxi equipment ACC 20A fuse F4/10 taxi equipment ACC 20A fuse G10 and G82 relays R/Y 1.25 relays GJP01 and KJG01 relays G05 5# ground The diagram also shows the connection of the taxi equipment to the power source via terminals G08, G82, G10, and G82. </p>