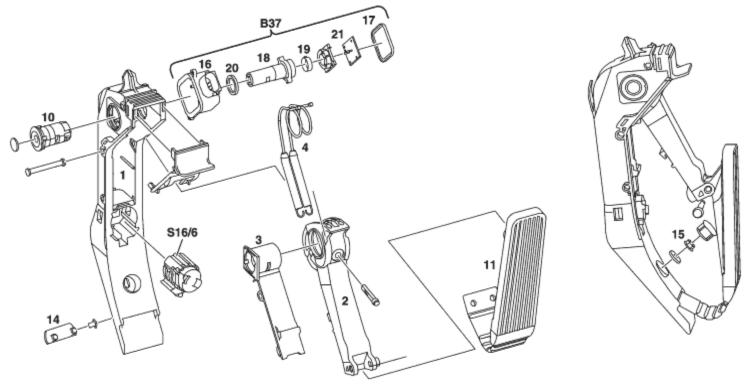
GF30.20-P-4011-02C Page 1 of 2

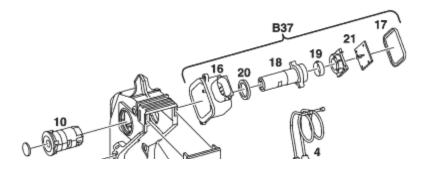
GF30.20-P-4011-02C Pedal value sensor design Model 203



P30.20-2013-09

Illustration shows accelerator pedal module with kickdown switch (S16/6).

Was only installed until about 7/02. One then used the accelerator pedal module with kick-down simulator (a).





GF30.20-P-4011-02C Page 2 of 2

P30.20-2046-09

Illustration shows accelerator pedal module with kickdown simulator (a).

1 Base plate 15 Cap

2 Pedal lever 16 Housing of pedal value sensor

3 Friction ring 17 Cover

4 Friction cables with spring 18 Shaft with magnet mount

10 Spline shaft19 Ring magnet11 Accelerator pedal20 Sealing ring

14 Detent plate for attaching accelerator 21 Printed circuit board with stator and

pedal Hall electronics

Illustration shows internal circuitry of pedal value sensor B37 (Hall principle)

B Magnetic flux density

X Component standard for Hall element

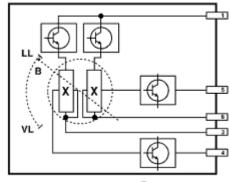
LL Closed throttle position.

VL Full-load position

B37 Accelerator pedal sensor S16/6 Kickdown switch (up to 7/02) A Kickdown simulator



Replace accelerator pedal module always complete!



P30.20-0226-01

The sensor on the accelerator pedal which works according to the Hall principle is integrated into the pedal lever axis. It consists of a shaft with ring magnet. This rotates in a printed circuit board with stator in the fixed Hall elements. This produces a change in the voltage.

The accelerator pedal sensor is supplied by the engine control unit with 5 V. The information regarding the accelerator pedal position is passed on to the engine control unit by means of two voltages (pin 4: approx. 0 to 2.25 V and pin 5: approx. 0 to 4.5V).

The kick-down switch (S16/6) was no longer used from 7/02. Full load recognition takes place now over the signal from the accelerator pedal sensor. The pressure point on the accelerator pedal is simulated before achieving the full load position.