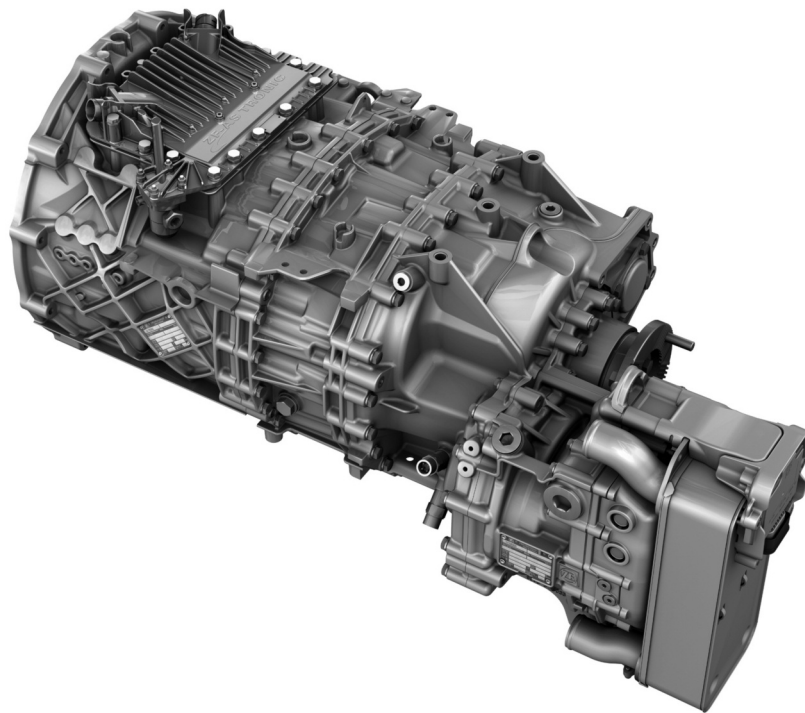


# ZF-Intarder ZF-ASTronic (Truck)

Integrated retarder system for ZF-AS Tronic transmissions in trucks



ZF-Intarder for transmission type	ZF-ASTronic for trucks
<b>Shared oil circuit between transmission and Intarder</b>	
<b>Oil grade</b>	as specified in ZF List of Lubricants TE-ML 02
<b>Additional oil quantity</b>	≈ 10 dm <sup>3</sup>
<b>Additional weight Intarder <sup>1)</sup></b>	≈ 70 kg

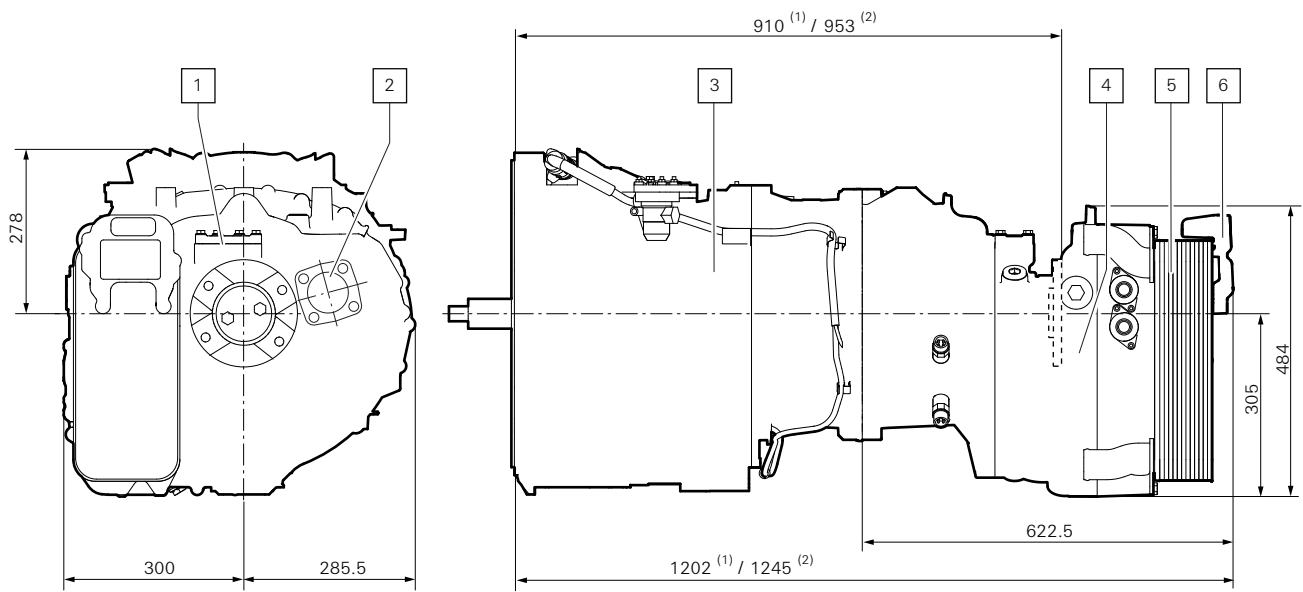
1) Additional weight of Intarder in addition to transmission (includes heat exchanger, EST and wiring; without oil or water)

## Intarder functions

- Bremsomat – standard function  
automatic braking power regulation to maintain a preselected vehicle speed on downhill gradients
- Bremsomatic (incl. Tempomat) – option  
Similar to Bremsomat operation; in addition, the new speed is stored when the vehicle speed has changed. The speed set will then be maintained on level roads and when going uphill.

# ZF-Intarder ZF-AS Tronic (Truck)

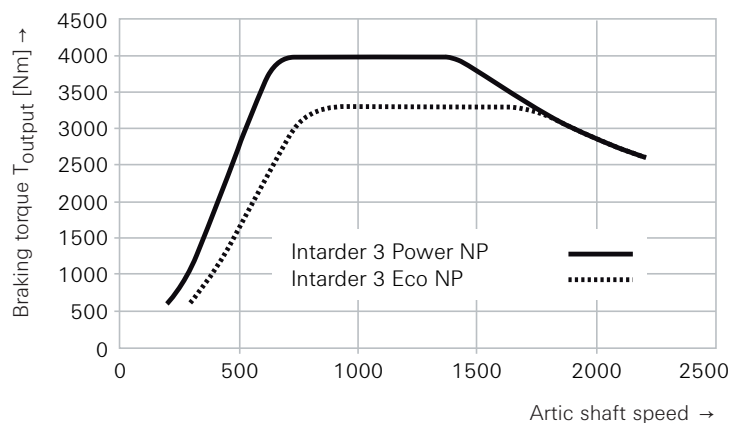
## Installation dimensions



- 1 Option to fit steering pump drive
- 2 Connection for PTO
- 3 ZF-AS Tronic transmission
- 4 ZF-Intarder unit
- 5 Oil/water heat exchanger
- 6 On-site electronics

- (1) 12 AS xx31 TD/TO
- (2) 12 AS xx41 TD/TO, 16 AS xx31 TD/TO

## Braking graph ZF-Intarder



$r_{dyn}$  = Rolling radius

$i_{HA}$  = Rear axle ratio