



## The internal TractionControl module settings

### 1.0: Determination of slip:

There are two possibilities: (Configuration / Detection of TC slip)

1.1: The exact slip rate of the outer slip to external ASMoto TractionControl module CAN bus arrives.

Then see TractionControl manual, and keep the 4.0 point.

1.2: The slip rate of the ECU in the engine speed increase relates try to estimate.

This will require:

- Manual gearbox
- Vehicle speed sensor
- Gear shift sensor, or the set gear detect
- Completing the Max. Delta RPM / s table
- Max. Delta RPM / s rate compensation for gearbox shift

1.2.1: Vehicle speed sensor location:

The ideal case is if the gearbox is on the braid (differential or cardan shaft). Only in case of more massive slip-lock differential can id be on a different place (axle shaft, axle stub, ABS-sensor), because of the false data possibility.

As described above are not met, we recommend using a separate TractionControl module. Refer to 1.1.

### 2.0: Max. Delta RPM / s table:

The 3-dimensional table can TPS / RPM depending on the speed of up to 1 second to rise much.

Max. Delta RPM / s: [ Range: 0 - 5100 1/min ]  
[ Resolution: 20 1/min ]

The table must be filled in that gear to after the compensations the Max Delta RPM/s do not be higher than 5100 1/min.

If the RPM is less than 786 1/min, the Internal TractionControl it does not work.

Data Edit		TC DeltaRPM / sec			
Fuel	255	30,00	30,00	30,00	30,00
Fuel compensation 1	240	27,60	27,60	27,60	27,60
Fuel compensation 2	224	25,00	25,00	25,00	25,00
Ignition	208	22,40	22,40	22,40	22,40
Ignition compensation	192	20,00	20,00	20,00	20,00
VVTi, ICC, PwM	176	15,00	15,00	15,00	15,00
Boost/ALS	160	10,00	10,00	10,00	10,00
Target boost press	144	5,00	5,00	5,00	5,00
Boost pressure cor	128	3,00	3,00	3,00	3,00
BDV control (Boos	112	2,40	2,40	2,40	2,40
ALS Ign. retard	96	2,00	2,00	2,00	2,00
ALS Ign. cut	80	1,60	1,60	1,60	1,60
Maximum delay of I	64	1,00	1,00	1,00	1,00
TC DeltaRPM / se	48	0,40	0,40	0,40	0,40
-	32	0,20	0,20	0,20	0,20
-	16	0,00	0,00	0,00	0,00
Misc.	Help	500	800	1200	1600
3D axes					
Map setup 1					
Map setup 2					
Map setup 3					

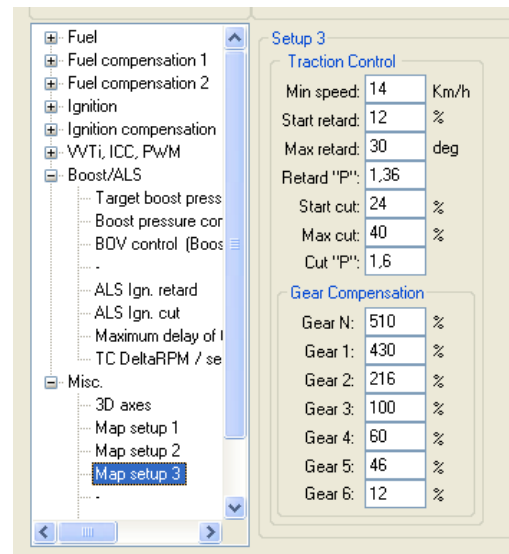
**3.0: Max. Delta RPM / s rate compensation for gearbox shift:**

Determined in each gear, the Max. Delta RPM / s table percentage should the maximum increase speed.

The gear set to 100%, which accelerated filled the Max. Delta RPM / s table.

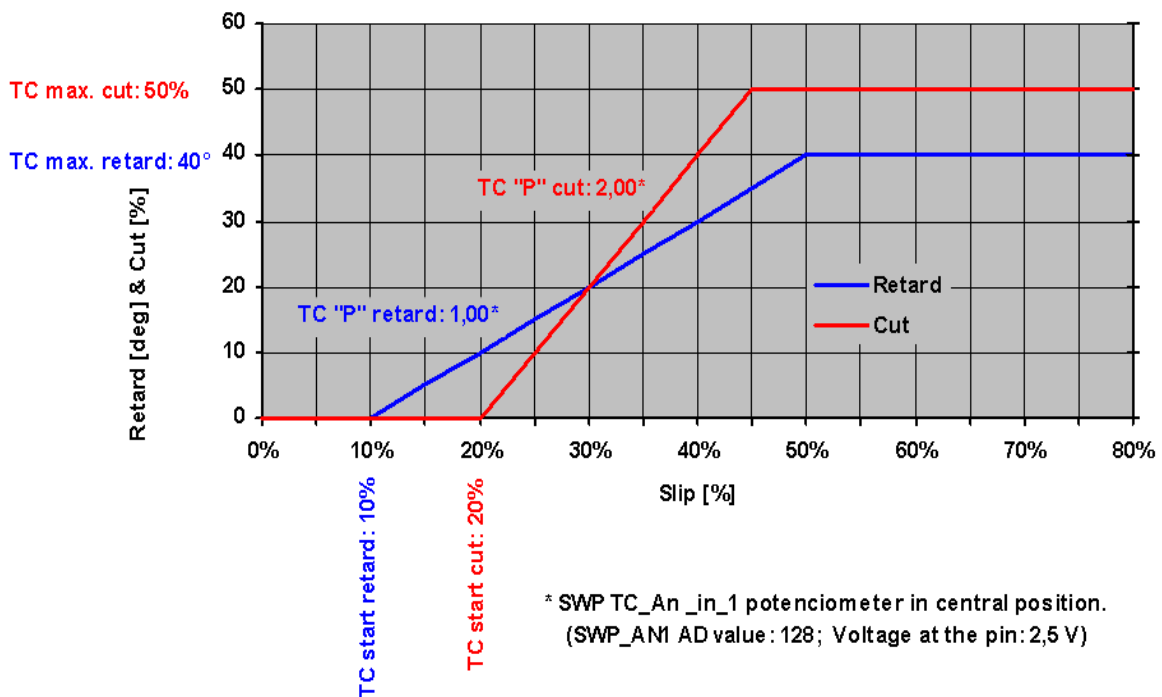
Gear compensation Gear N – 6:  
 [ Range: 0 – 510 % ]  
 [ Resolution: 2 % ]

(Gear N: Neutral, or not recognized.)



**4.0: Engine torque reduction is a function of slip:**

The engine torque reduction occurs by the ignition retard and ignition cutting.



The hardness of the intervention can modified (+ / - directions) by the SWP\_AN1 potentiometer.

- TC min. speed: If the speed is less, the TractionControl does not work. [Vs.: 0-255 Km/h]
- TC start retard: The start retard-control. [slip: 0-127,5 %]
- TC max. retard: Maximum ignition retard. [ 0-60 deg]
- TC „P” retard: Ramp of the retard control. [ 0,00 – 2,55 Proportional]
- TC start cut: The start cut-control. [slip: 0-255 %]
- TC max. cut: Maximum ignition cut. [ cut level: 0-100 %]
- TC „P” cut: Ramp of the cut control[ 0,00 – 2,55 Proportional]

**5.1: The setting method:**