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.

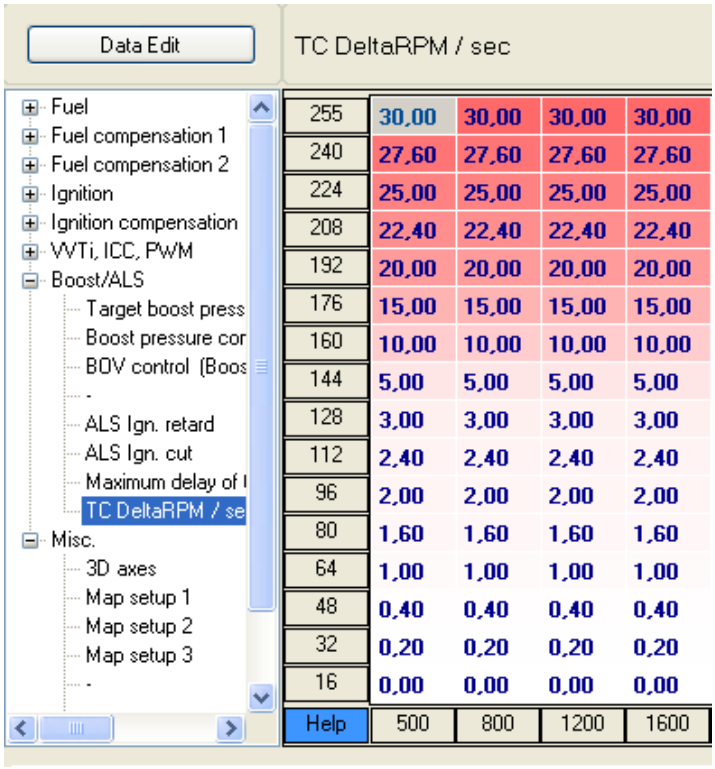
2.0: Max. Delta RPM / s table:

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

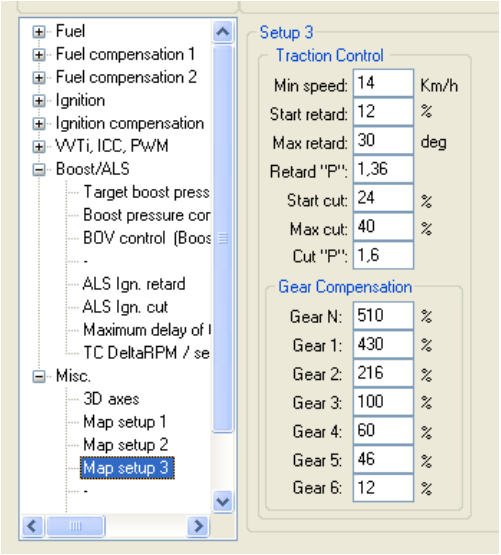
Max. Delta RPM / s: [Range: 0 - 5100 1/min]
[Resolution: 20 1/min]

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.



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.

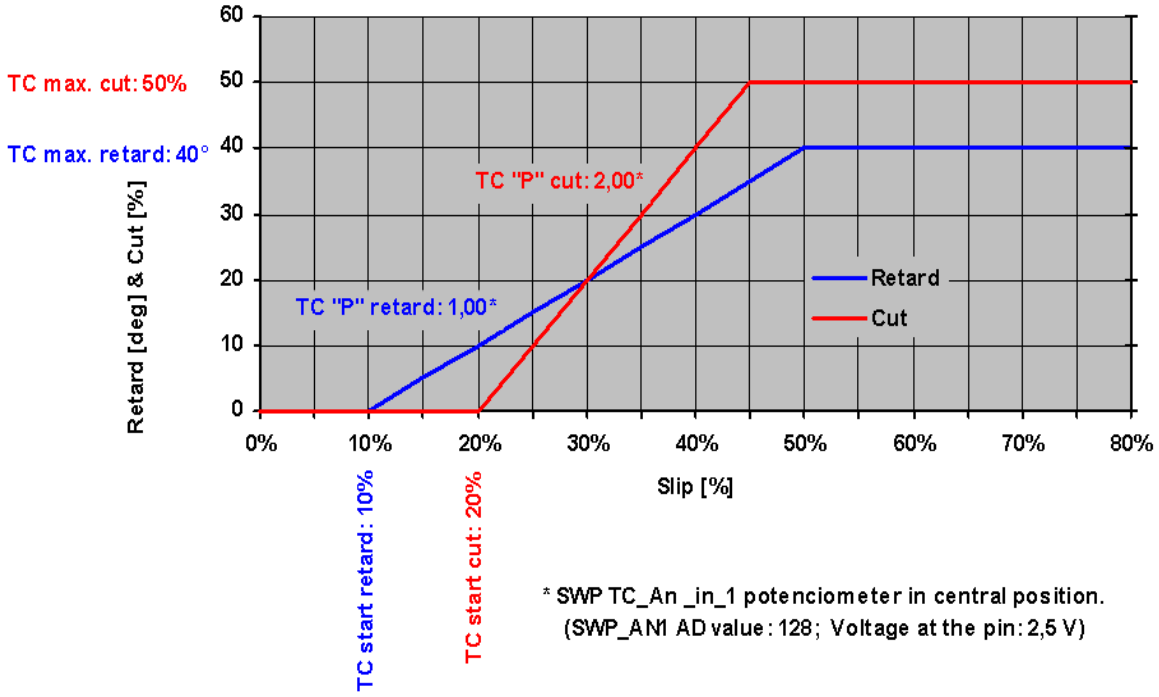
The gear set to 100%, which accelerated filled the Max. Delta RPM / s table.

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: