Description and Operation

The Traction Control System (TCS) as fitted to the ’95 Scorpio, is designed to prevent wheelspin in such situations as driving on wet or icy roads.

The system is linked with the anti-lock braking system. Both systems use the same wheel speed sensors, Hydraulic Control Unit (HCU) and electronic control module. The TCS does, however, require additional components (pump and valves) to be incorporated into the HCU. TCS can be made available only if anti-lock is fitted.

The system works by transferring torque from the spinning wheel to that with the most traction. This can be achieved by either applying the relevant brake or reducing the throttle opening. The braking function is achieved via the HCU. The throttle function is controlled by the Throttle Intervention Unit which is positioned between the throttle pedal and throttle body and has two cables linking the pedal and throttle. The unit effectively “stretches” the cable so giving a reduced throttle setting for a given throttle pedal position, when the system is invoked.

The system uses a combination of braking and throttle intervention at road speeds up to 30 mph (50 km/h) and purely throttle intervention over 30 mph (50 km/h). When the system operates the driver is made aware of the fact by a warning light on the fascia.

The warning light will illuminate for approximately three seconds after key-on and then extinguish if no faults are present in the system.

If the driver so wishes the TCS can be disabled by means of switch located on the centre console. If the system is disabled the warning light will remain illuminated until the system is reactivated or the ignition is switched off. When the ignition is subsequently switched on the TCS will default to on.

If the system should develop a fault the warning light will illuminate. Only when the fault has been rectified will the light revert to normal operation.