

Grip Control is a development in anti-skid calculation rules which is intended to enhance the mobility of two wheel drive vehicles in specific driving conditions (mud, sand, snow, ...).

Standard ESP:

This configuration is calibrated with a low and fixed level of slipping.

Snow mode:

On starting, the system adjusts its strategy to the adhesion conditions being experienced by each wheel. It then optimises slipping to ensure the best possible acceleration.

ESP OFF:

The dynamic stability control (ESP) and other driving aids ASR / Grip Control) are turned off up to speeds of 50 kph. At higher speeds, the systems are automatically turned back on.

Sand mode:

The system allows simultaneous slipping of both driven wheels to make the vehicle advance and reduce the risk of becoming stuck in sand. The effect is similar to a limited slip system (DGL).

Off-road mode:

This is the mode that allows the greatest level of slipping. On starting, the system allows a lot of slipping on the wheel that has poor adhesion in order to find some grip (better evacuation of mud), whilst the wheel with the better grip is managed to transfer the torque. Recommended for tracks on earth, wet grass or mud.

