

This is a guide to modifying the switches used for ESP disable and Parking Assist to combine them.

Ford does not sell this combination of switch. This WILL NOT add parking assist if you do not already have the components installed in your car, although it will add ESP Disable mode. This guide assumes you already have the PDC switch in the car, as it would have been fitted to enable / disable parking sensors.

Parts needed: Sharp blade. You may be able to flex and pry out the switches but you may need a knife. A scalpel or craft knife is best due to the shape of the blade and the place to cut, a Stanley knife may not be able to get to the bit to cut.
Very thin screwdriver to prise open the switch casing.
Suitable tools to remove trim
PDC Disable switch (removed from car)
ESP Disable switch (Ford part 1514081 About £30 from Ford)
Part No correct Mid 2012 but may change..

First step is to determine if your car can take the ESP disable button, Refer to the forum thread **Disable Esp On 5Dr Zetec 1.6 Tdci** (<http://www.fordownersclub.com/forums/topic/23619-disable-esp-on-5dr-zetec-16-tdci>), the ability to disable the ESP seems to be possible on most Fiesta's from 2010 onwards, but some 2009 models may not have the ability. Unfortunately the only sure way is to start the process and check by hand.

On the Rev Counter clock an ESP active light should come on as the car is turned on () then go out. If this light does not come on then your car may not have ESP at all.

To check ESP can be disabled.

See the thread for instructions how to remove the trim and release the switch. With the switch removed from the trim, unplug the switch to access the multiway connector.



If you already have the ESP disable switch try fitting it and pressing it for 2 seconds to check your car can disable it's ESP.

If you don't have the switch then using suitable connectors (wire or unfolded paperclips) insert these into holes 4 and 5 (as you look at it in the image) but do not cross them yet.

Turn on the car but there is no need to start the engine, take the wires from above and cross the connectors, holding them for a few seconds. If your car can disable the ESP an icon of car with skid tracks will appear on the clocks,  and the multifunction display will say ESP OFF. When you open the connectors the icon will stay on. Crossing them again (no need to hold for 2 seconds) will re-enable the ESP on and the icon disappears.

If it fails to work try removing the wire from hole 4 and plug it into hole 10, when you cross this it should turn on/off the parking sensors and assuming you are near a wall they will start beeping, or get someone to walk in front of the car to check them.

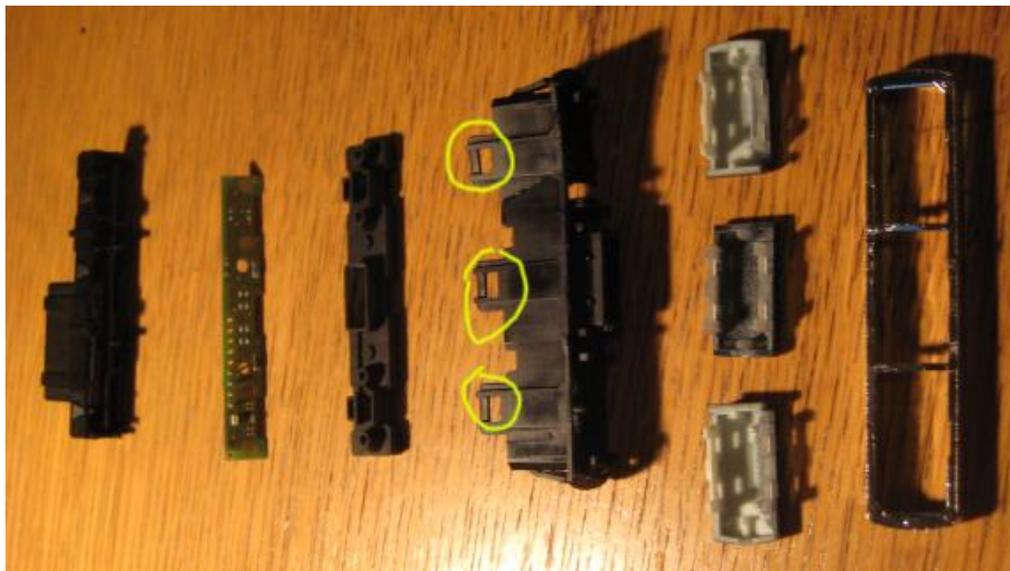
If both do not work check your wires/ paperclips are in correctly.

If you cannot disable ESP via this wire crossing this guide will not help further. If you enter ESP disabled mode read on.

To adapt the switches.

Take you're newly purchased ESP disable switch, we only need some internal parts form this so it's a good place to a start and practice what you will do to the one in your car. Obviously the goal is to adapt the one in the car with as little damage as possible to the front so it looks factory fitted.

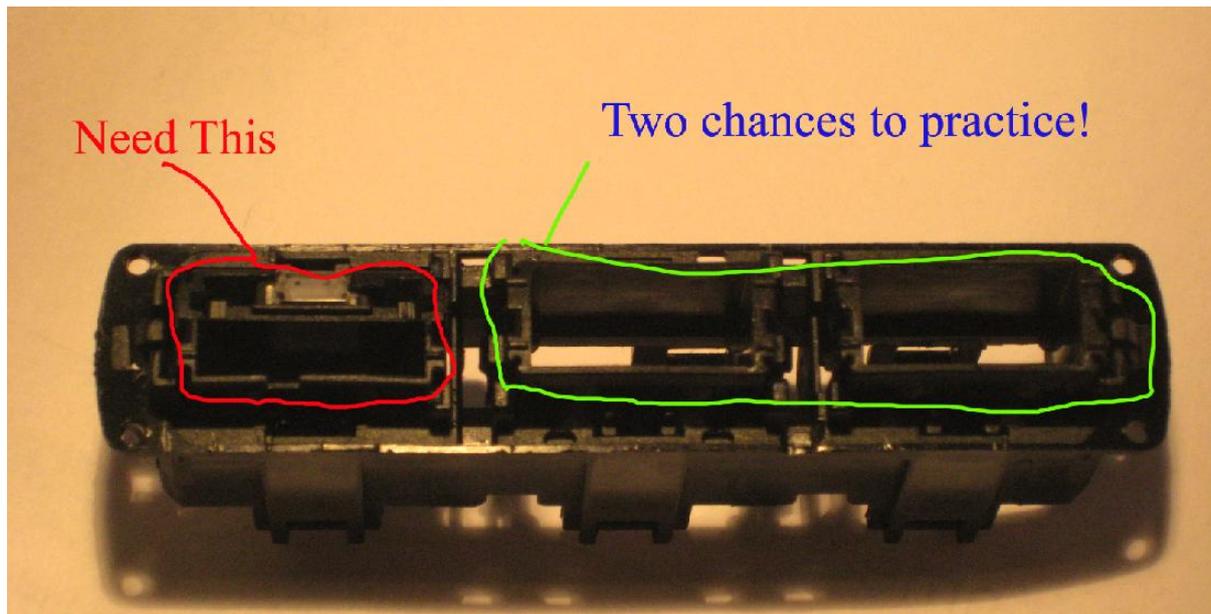
We start by disassembling the switch. There are six retaining clips to remove, and black on black is hard to photograph so the next image is of the switch disassembled with the clips highlighted in yellow.



Once the clips are open we can open the case and the circuit board and the rubber contact strip is accessible so put these to one side. I found it helped to have a sheet of paper with ESP written on it what I kept the ESP bits on and PDC for the 2nd switch.

Pry off the silver front trim and the button covers taking extra care to not damage the printed ESP button as that will be in the final switch. The button caps are held by plastic tab, work on the one on the right first (ie PDC on your car) as that will not be used if you damage it so you can understand the mechanism.

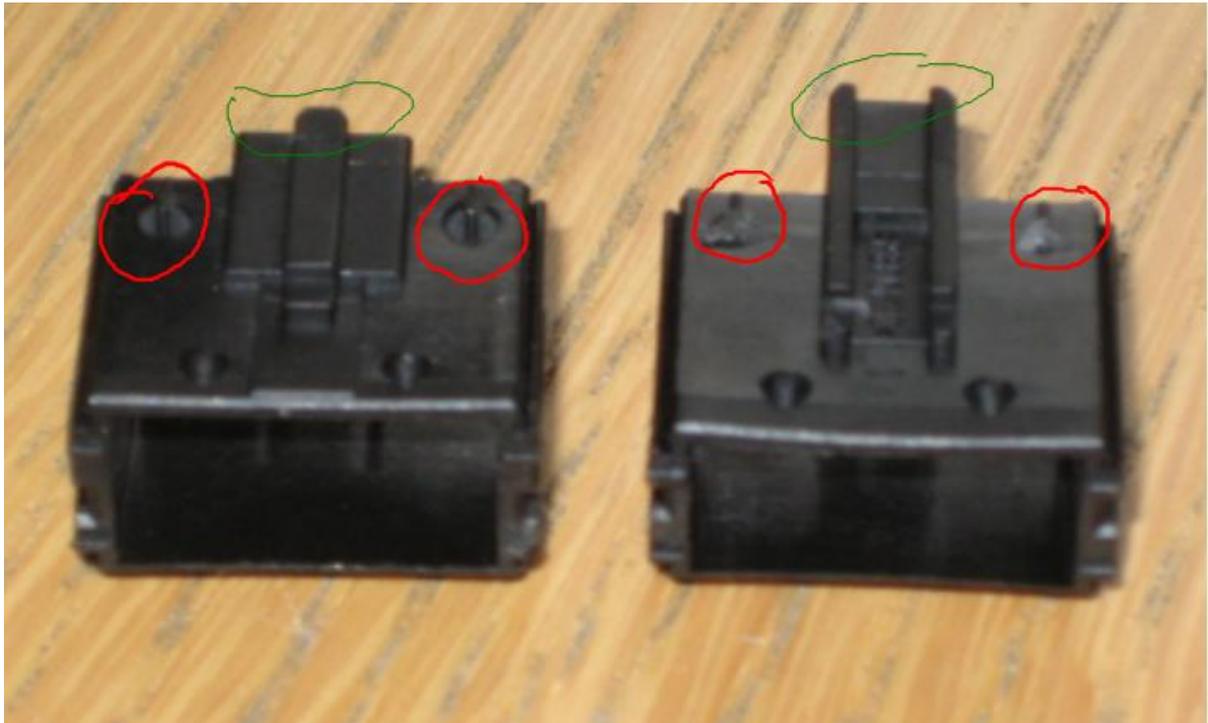
Once you have the bit that houses the switches (the bit with the clips highlighted above) separated we can turn our attention to getting the sliding part of the ESP switch out.



The easiest way is to cut the casing around the ESP switch side being careful not to damage the sliding part of the switch. This serves two purposes, first gets the slider out in one piece, but it also lets you see the mechanism that holds the blanking switches in. They are held in place by two clips.

The first is the one that sticks out the back, and is the "back" limit, and is circled in Green on the next image, the others are round half domes (Circled in RED) that act as the "front" limit. For the blanking switches these lock home and do not allow sliding front to back, for the sliders these are closer together and allow some degree of movement as the switch is pressed.

The next image has two of the blanking clips, one upside down, as the domes are present on top and bottom, note the half domes at the front are what the button front clips on to.



I cut out the ESP slider, however you may be able to flex the casing to allow you to withdraw it from the back, remember this is the “practice” switch you will not be using this in the final part so you can damage the switch frame, but you must take care not to damage the sliding part.

I used this to practice carving away the half domes on the blanking switches, as that’s how I removed the blank on my PDC switch. If you carve away the domes then the blanking switch can be removed from the front of the switch easily. Take your time and see what works for you.

You will need to flex the casing to get the ESP Disable slider in the next step so trying it now is a good idea.

Ultimately you need the sliding switch part and the ESP disable button cap to go forward, anything else on this switch is disposable.

Once you are confident take your car’s PDC switch and follow the same procedure to take it apart. **Take care as you do not want to damage this part, it will be going back into the car.**

Once you have the switch in its component parts take the switch block and remove the left hand blanking switch. As mentioned above you can either carve the dome clips or flex the casing and pry it out. I took the option to carve the clips and if you wish to do this the rough cutting locations are below. Because of the size it’s difficult to photograph, but once you have practiced above it should be obvious.



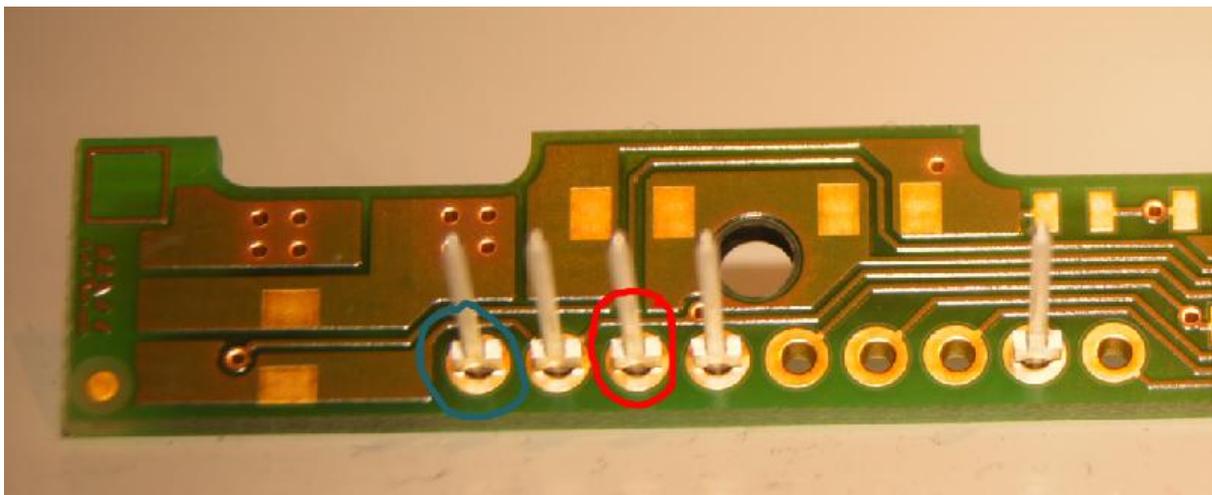
Once you have removed the blanking unit you simply push the ESP slider into place from the back, again a little flexing is needed.

Once on place the slider will slide back and forth, it will not “pop” out by itself s the spring mechanism is not there yet.

Fixing the contacts.

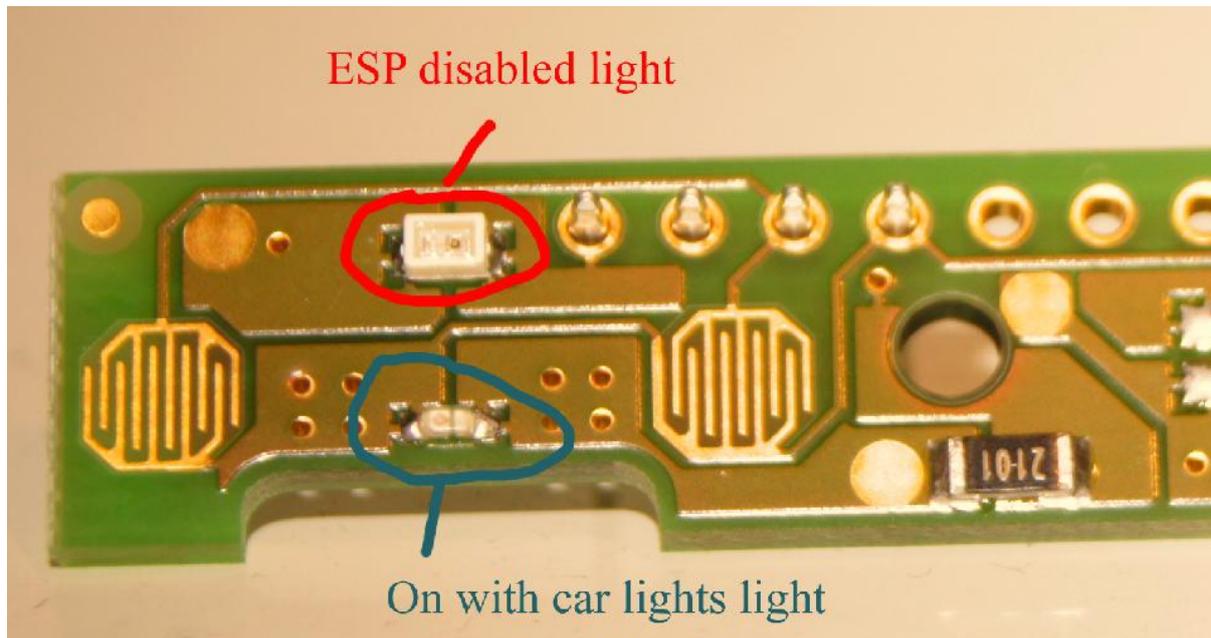
This is probably the easiest part of the process. Take your ESP disable circuit board and pull out a pin, it does not matter which. They are not soldered in just push fits.

This is an image of the ESP circuit board, the pin that works the switch is circled in red. Simply pull any of these pins and push it onto the same hole (hole 3) on your PDC switch board. Push the pin home so it is flush with the others on your circuit board.



If you wish to move the LEDs read on and you will also need to move a pin into the hole circled in BLUE.

OPTIONAL: Move LED's Over



You can (i.e. if your soldering skills and kit are good enough) remove and move the LED's for the ESP disable Active light and the lights that come in with the headlights (circled above) from the ESP disable board to the PDC board. However both LED's are sub 2mm in size and beyond my soldering abilities. You also need to move the black resistor marked 2101, but again that's too small for me to do.

If you do this you also need to put a pin in hole 1 (as shown in BLUE) two photo's above so the light works.

Re-Assemble Switch, refit to car.

Check you are re-installing the right switch plate, now you have done all the work you want the ESP switch shutter not a blank....

I actually tested the switch before fully re-assembling the unit, you may wish to do the same. Connect the switch to the multiway connector and turn the car on, test the switches do what you expect and if you moved the LED's that they work. If it is hard to plug in the connector check you have the pins at right angles to the circuit board, if they are not you will not be able to reconnect the multiway connector without a lot of force.

Reassemble the switch by reversing the disassemble procedure. The rubber strip that holds the bit that make the contacts acts as the switch spring so once re-assembled the buttons "pop out" and have a spring action.

Assuming it all test OK, snap the switch back into the cars trim and you're done.

This is how it looks in my Fiesta.



