

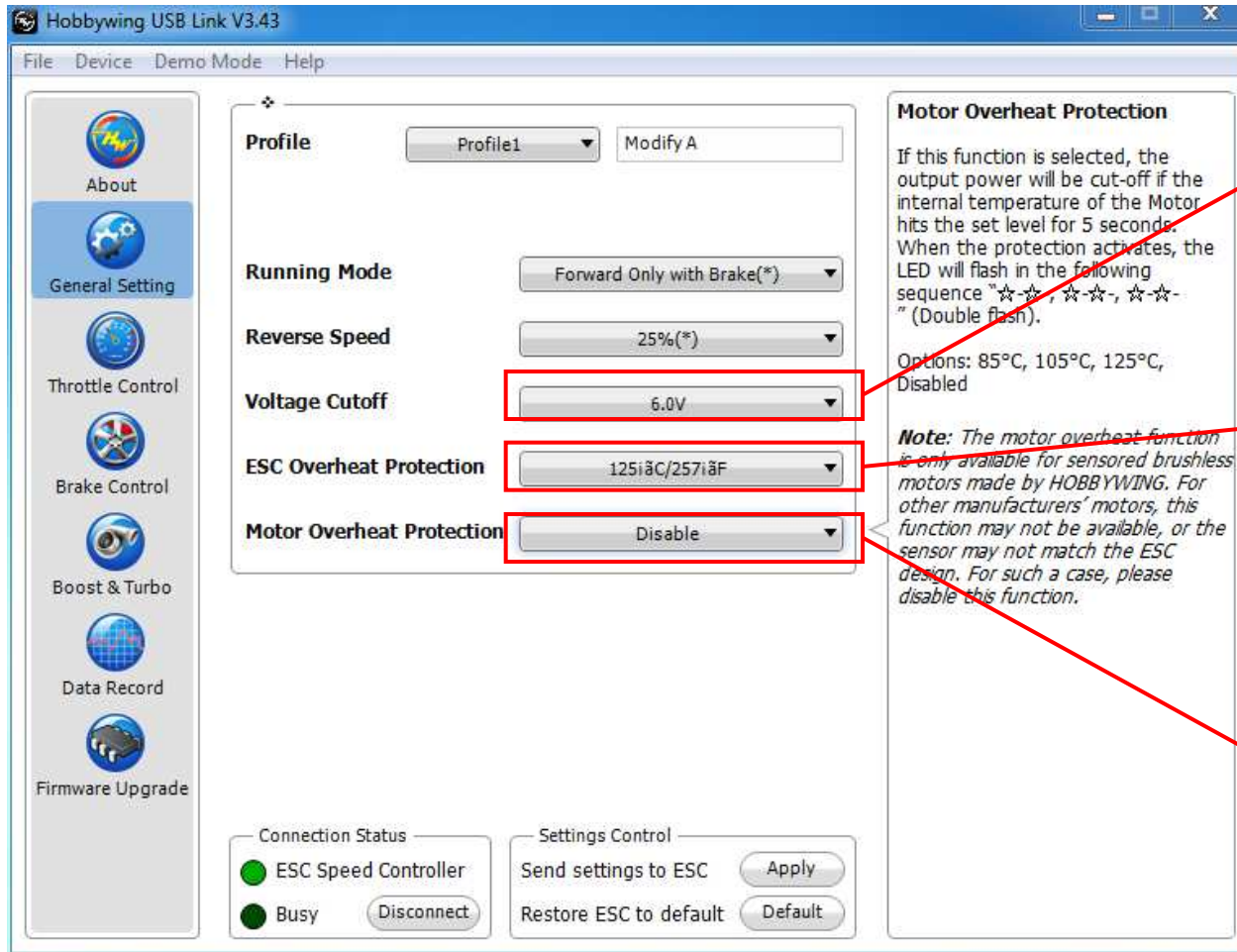
Hobbywing V3.1 120 AMP ESC Setup - Mod Motor Setup - No Turbo or Boost

Driver Info: Alan Bachman - Hobbywing North America Team Driver

Vehicle: Team Associated B5M - Gearing 78/21

Motor: Hobbywing V10 7.5 30 Degrees Timing on Endbell

General Settings: Changes From Default



Voltage Cutoff:
I personally drop the voltage cutoff from Auto to 6.0 Volts. Hobbywing has a very sensitive cutoff which is a good thing and if pack dips below this voltage it will kick in Low Voltage Cut-off.

ESC Overheat Protection:
I bump this up to 125 Degrees from default of 105 Degrees. My thought on this setting is that I don't want esc to shut down in middle or end of race but I still have protection. However, during testing and tuning it is not a bad idea to set this to 105 Degrees so you can see if you are pushing the temps on your ESC.
Note: I do not run a fan on this current setup.

Motor Overheat Protection:
Most motors I run do not have the temp. sensor in them so I disable this function in the ESC to ensure it does not get a false reading.

Notes:
Don't forget to leverage Profiles! I like to create a few different profiles with different settings and then I can switch between them easily with the hand held programmer. For example you may run lower settings on your punch rates under the Throttle Control options when the track slicks off by the end of the night.

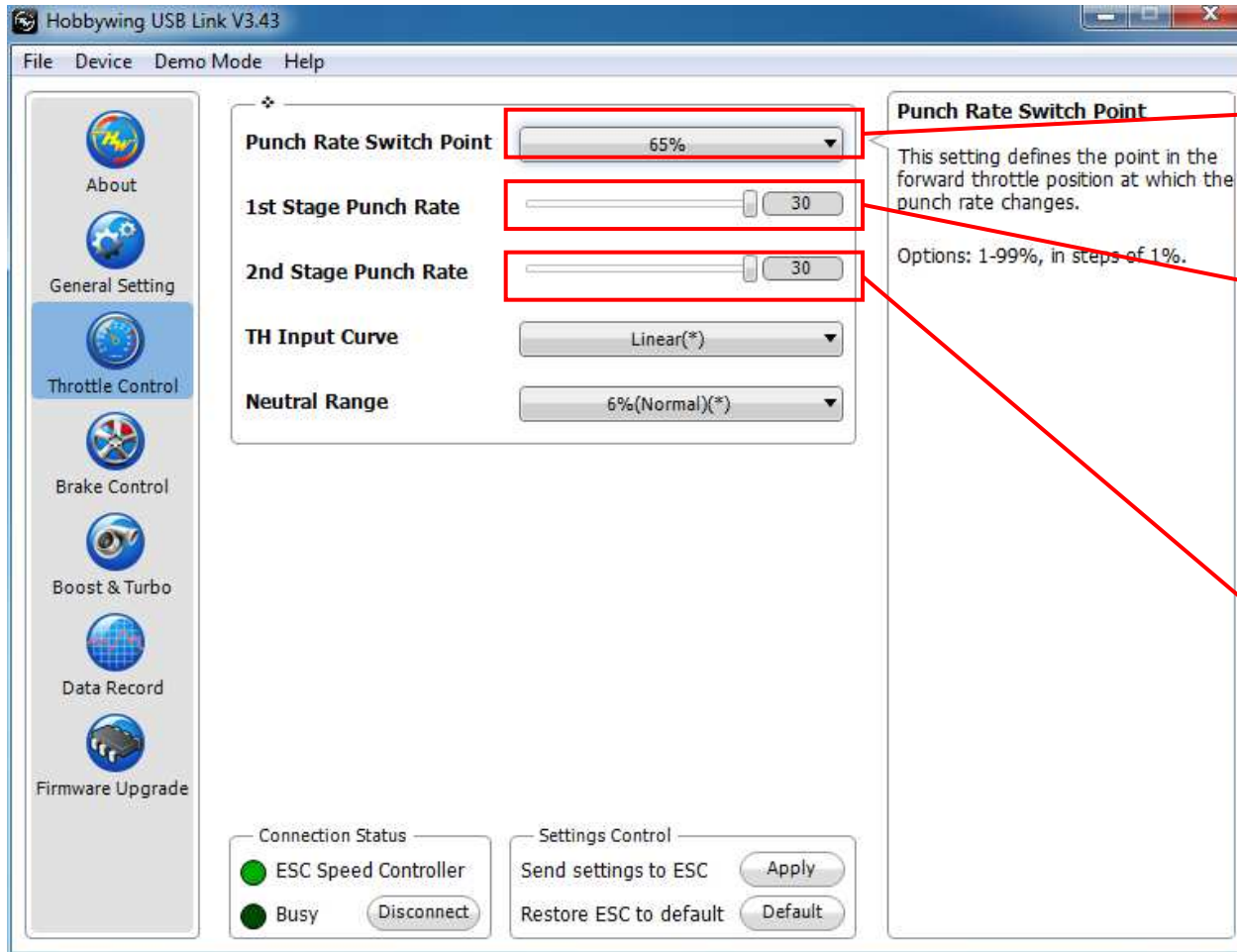
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Throttle Control Settings: Changes From Default



Punch Rate Switch Point:
I like to run this between 65 and 75 percent. It gives me a smoother feeling on the first half of my throttle pull when I am adjusting punch rates.

1st Stage Punch Rate:
For running stock or mod where I have no traction issues I will run this at 30. If track starts to slick off I may bring this down based on feel. Keep in mind this punch rate only effects the first 65% of my throttle pull (Or what ever percent you have set for switch point) I run this on 2wd buggy like this for a more sweet spot feeling on throttle input.

2nd Stage Punch Rate:
I run 2nd Stage almost always at 30 unless I am running a much lower 1st Stage punch rate. If I am running 15 or less on 1st Stage then I will turn 2nd stage down to 25 or less so that there is not a huge hit of power at the Switch point during the throttle pull.

Notes:

Punch Rates In General: I personally do not like running punch rates much less than 10 as I feel it makes the car feel too lazy and hurts needed run up at time for big jumps. Only try if you are really struggling for traction. Also, keep in mind this is not a replacement for training a discipline of your throttle finger!

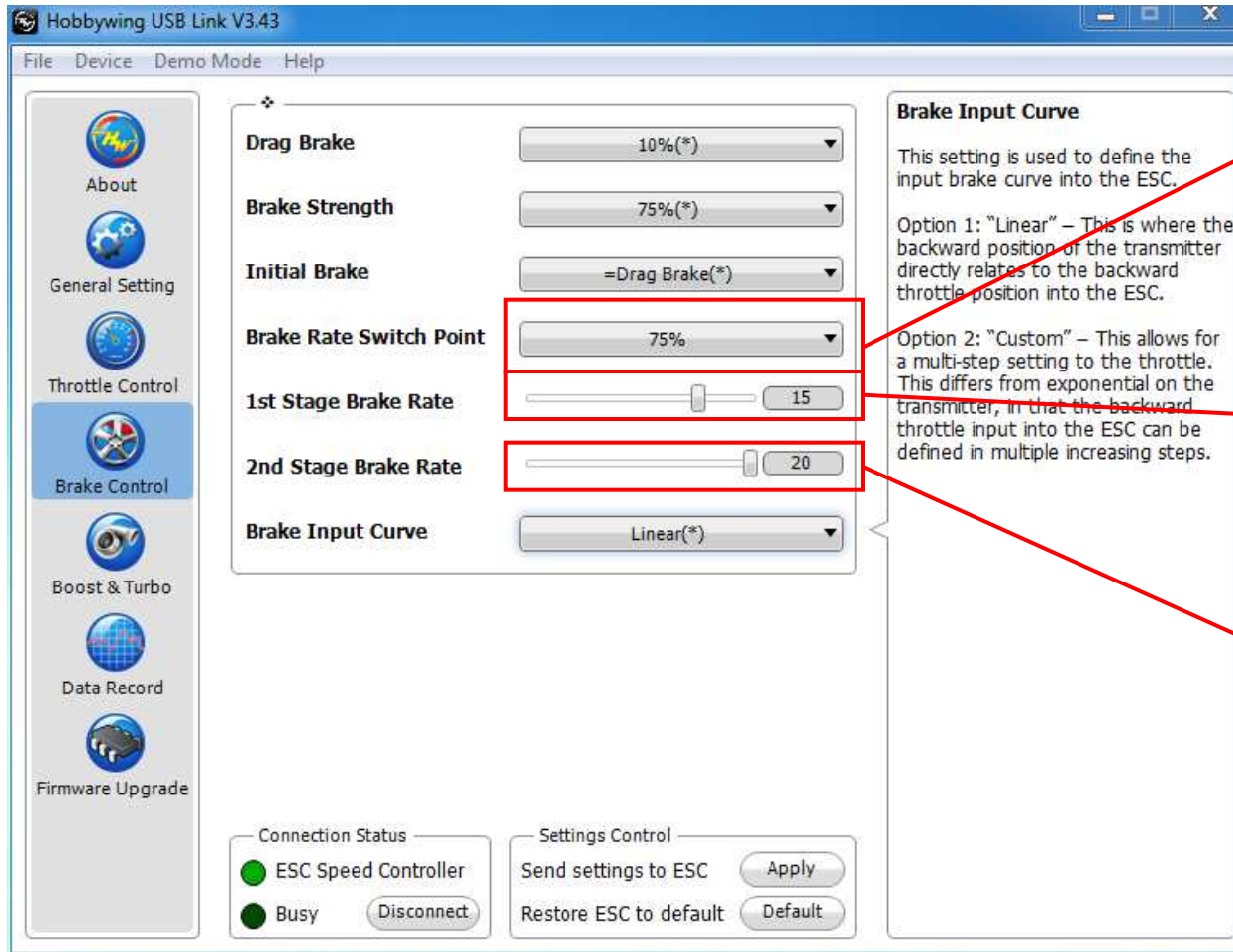
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Brake Control Settings: Changes From Default



Brake Rate Switch Point:
I like to run this between 65 and 75 percent. It gives me a smoother feeling on the first half of my brake pull when I am adjusting punch rates. For me it gives me a greater sense of having progressive brakes so I can finesse them more into corners but have hard brakes when I need them.

1st Stage Brake Rate:
I have found I like this setting most all of the time unless I am on a higher speed track where I may need a lighter touch on the initial brakes.

2nd Stage Punch Rate:
I have not found a time when I need to adjust this setting from 20. If I need more or less brake on the track at the 1st part of my brake travel then I will adjust the overall brake amount on the radio or epa.

Notes:

Initial Brakes: I have found that having Initial Brake set = to Drag Brake has always been the best for me, unless I am running no drag brake, then I will keep the Initial brake setting very low so that you don't have a sudden hit of brakes when you start to apply brake travel on your radio.

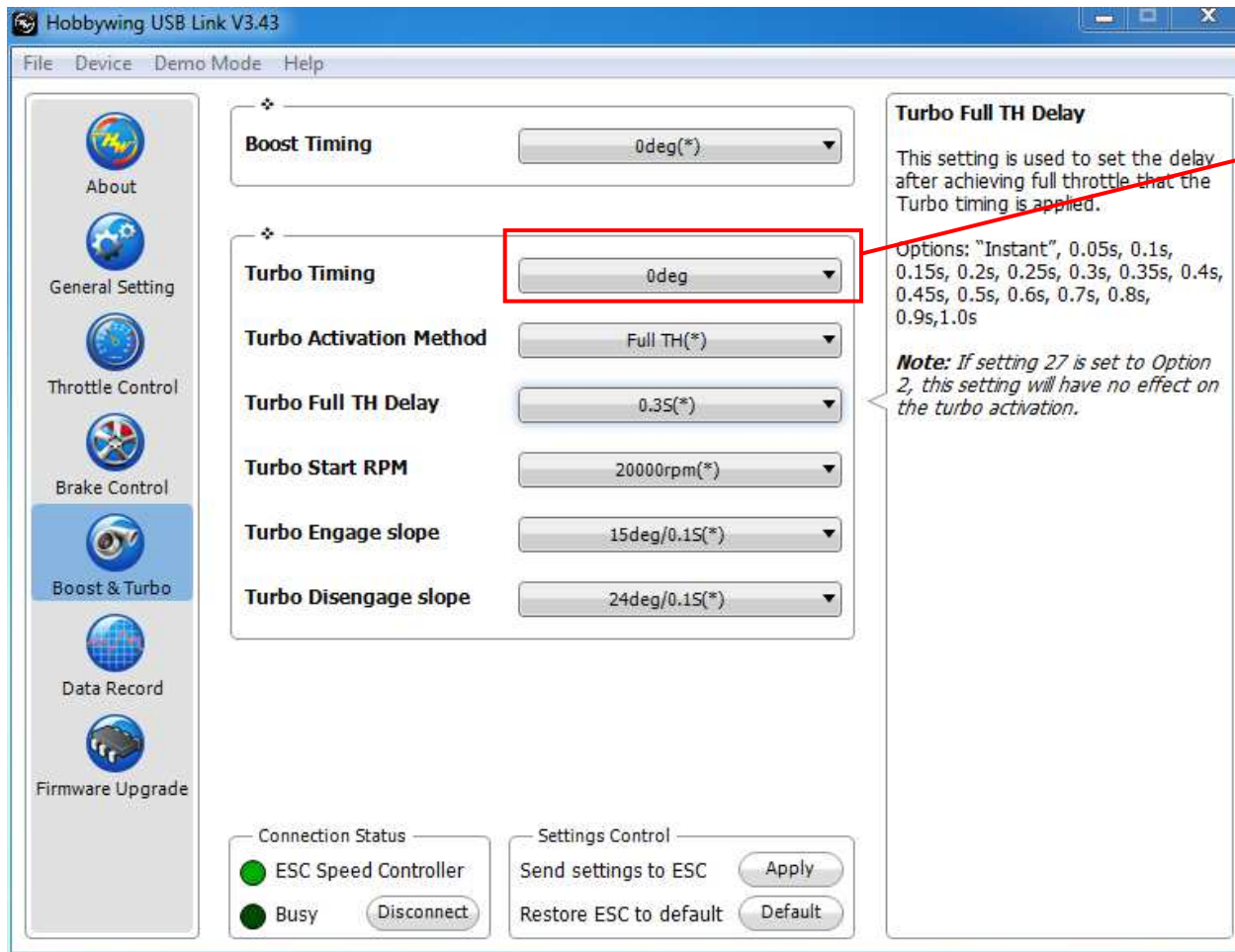
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Boost & Turbo Settings: Changes From Default - No Turbo or Boost



Turbo Timing:
This is set to 10 Degrees by Default. I do not like how it makes the car feel when running mod motors and can cause the tires to break loose mid straight unless you have a smooth timing profile built. I run this setting at 0 and gear mod motors correctly for needed power.

Notes:

Setting up correct Turbo and Boost Profiles takes time and have to account for gearing changes. I plan to post more detailed info and setups on these at a later date.

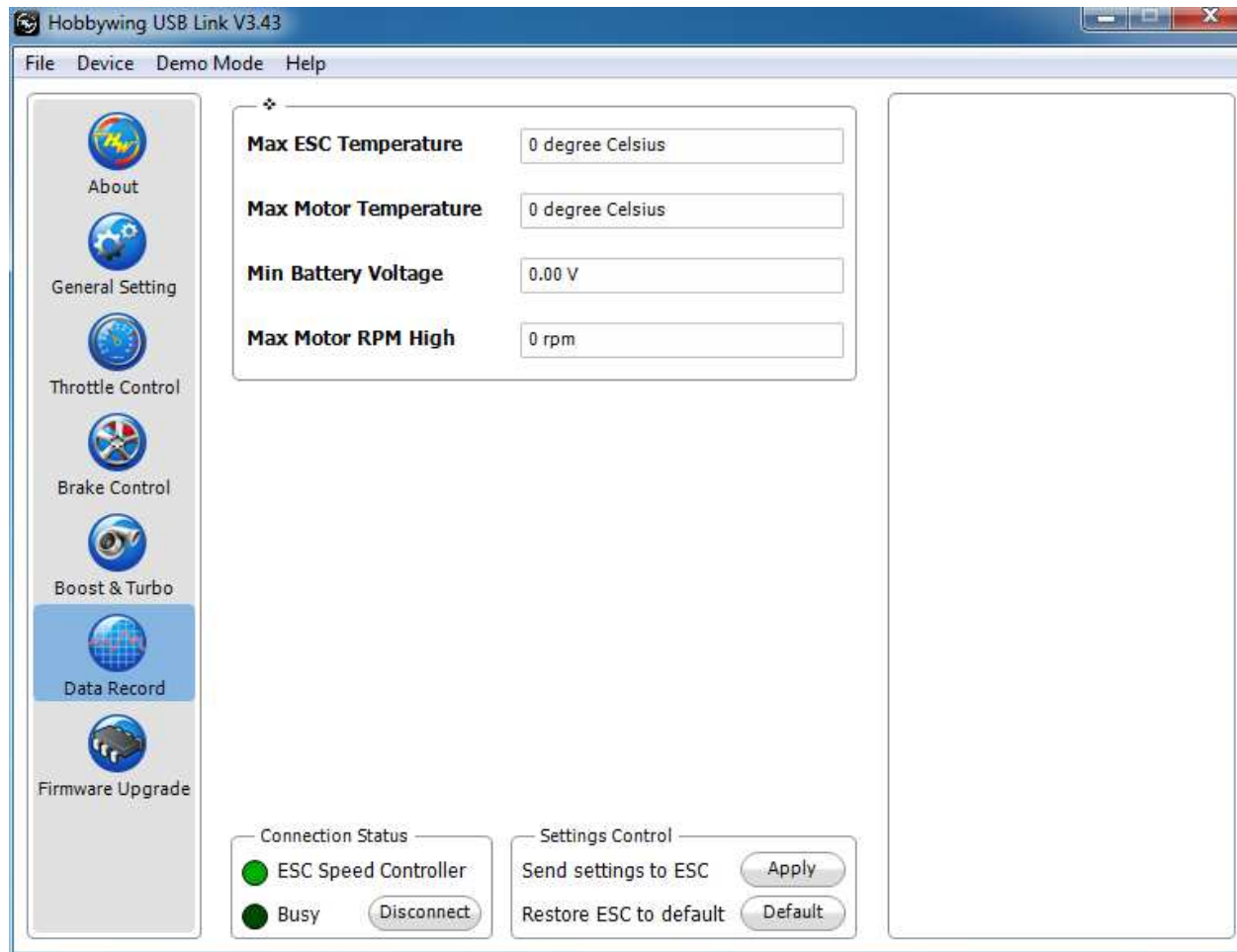
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Data Record: No Data Displayed



Notes:

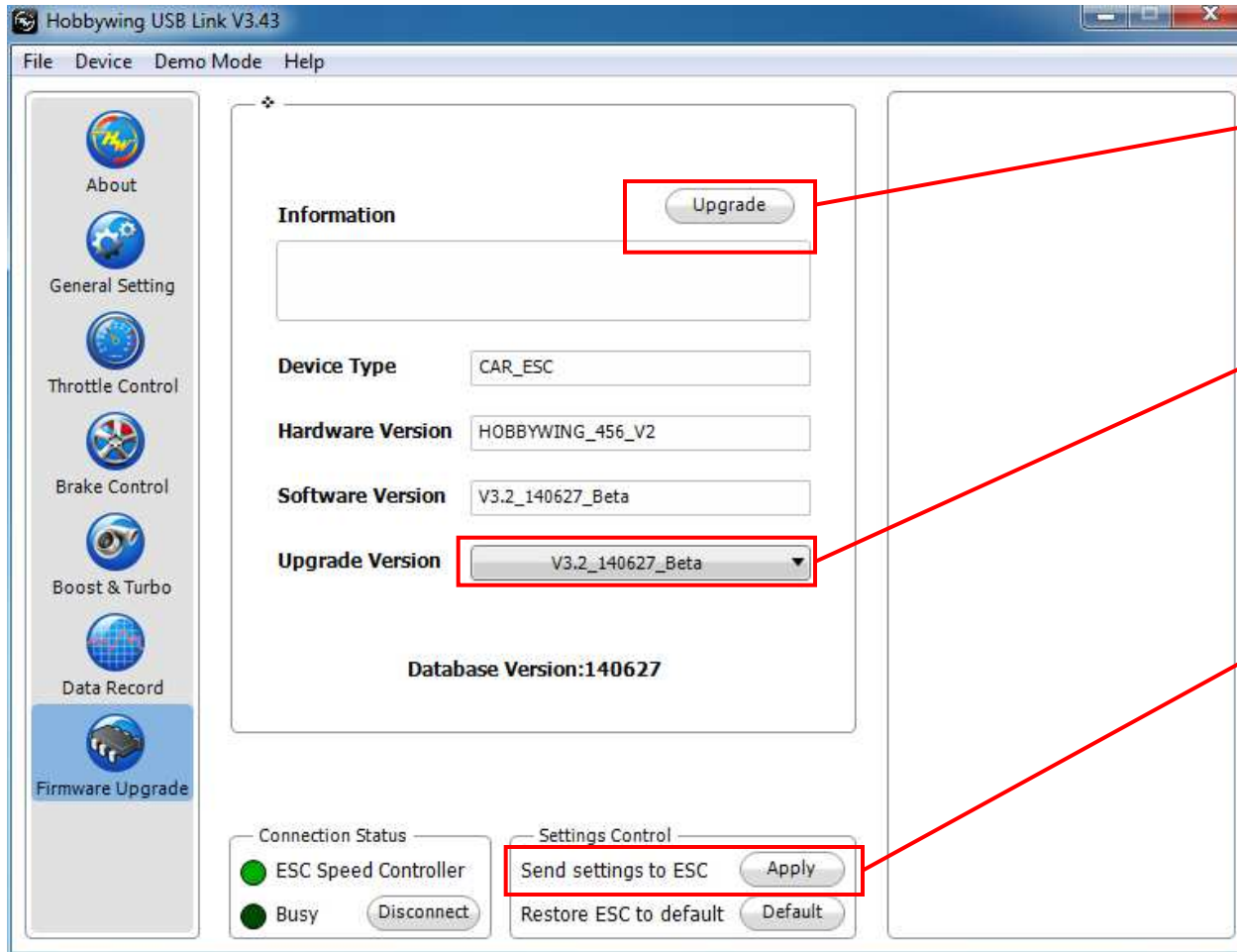
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Firmware Upgrade: Current Software



Upgrade:
Remember when you upgrade from one software version to another you will lose all your settings unless you save out the profile on your desktop.

Upgrade Version:
I like to make sure you are always on the latest version of software, however for boosted and turbo profiles I actually like to use the previous software version as it has more boost timing control options.

Send Settings:
Don't forget to hit this button to actually save your setting changes to the esc.

Notes:
Some times the ESC will not shut down by the switch after updating or saving changes. Once software on desktop has confirmed upgrade or setting changes are done it is ok to unplug esc to shut down. I still will reconnect and verify the setting changes I made are confirmed.