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

🚱 Hobbywing USB Lin	ık V3.43		Voltage Cutoffi
File Device Demo	Mode Help		voltage Cutoff:
About	Profile Profile1 Modify A	Motor Overheat Protection If this function is selected, the output power will be cut-off if the internal temperature of the Motor hits the set level for 5 seconds.	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.
General Setting	Running Mode Forward Only with Brake(*)	LED will flash in the following	
	Reverse Speed 25%(*)	" (Double flash).	ESC Overheat Protection:
Throttle Control	Voltage Cutoff	Disabled	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
Brake Control	ESC Overheat Protection 125iãC/257iãF	is only available for sensored brushless motors made by HOBBYWING. For other manufacturers' motors this	source in a secting is that i don't want ese to shut down in middle or end of race but I still have protection. However, during toging and tuning it is not a head idea to
Boost & Turbo	Motor Overheat Protection Disable	cure manufacturers motors, this function may not be available, or the sensor may not match the ESC design. For such a case, please	set this to 105 Degrees so you can see if you are pushing the temps on your ESC.
Data Record		disable sub function.	Note: I do not run a fan on this current setup.
Firmware Upgrade			Motor Overheat Protection:
	Connection Status Settings Control Settings to ESC Apply Restore ESC to default Default		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.

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

Throttle Control Settings: Changes From Default

😼 Hobbywing USB Lin	nk V3.43	
File Device Demo I	Mode Help	Punch Rate Switch Point:
About	Punch Rate Switch Point 65% This setting defines the point in the forward throttle position at which the punch rate changes.	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.
General Setting	2nd Stage Punch Rate	1st Stage Punch Rate:
Throttle Control	TH Input Curve Linear(*) Neutral Range 6%(Normal)(*)	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 purch rate only effects the first 65% of
Brake Control		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.
Data Record		2nd Stage Punch Rate:
Firmware Upgrade	Connection StatusSettings Control ESC Speed Controller Busy DisconnectRestore ESC to defaultDefault	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!

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

Brake Control Settings: Changes From Default

🔂 Hobbywing USB Lin	k V3.43			Pueleo Doto Scritch Dointe
File Device Demo	Mode Help			Brake Kate Switch Point:
About	 ♦ Drag Brake Brake Strength Initial Brake 	10%(*) ▼ 75%(*) ▼ =Drag Brake(*) ▼	Brake Input Curve This setting is used to define the input brake curve into the ESC. Option 1: "Linear" – This is where the backward position of the transmitter directly relates to the backward	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 since of having progressive brakes so I can finesse them more into corners but have hard brakes when I need them.
Throttle Control	Brake Rate Switch Point	75% •	throttle position into the ESC. Option 2: "Custom" – This allows for a multi-step setting to the throttle. This differs from exponential on the transmitter, in that the backward	<u>1st Stage Brake Rate:</u> I have found I like this setting most all
Brake Control	2nd Stage Brake Rate	Linear(*)	throttle input into the ESC can be defined in multiple increasing steps.	of the time unless I am on a higher speed track where I may need a lighter touch on the initial brakes.
Boost & Turbo Data Record	Connection Status ESC Speed Controller Busy Disconnect Restor	ngs Control ettings to ESC Apply e ESC to default Default		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.

Driver Info: Alan Bachman - Hobbywing North America Team Driver Vehicle: Team Associated B5M - Gearing 78/21 Motor: Hobbywing V107.5 30 Degrees Timing on Endbell

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

Hobbywing USB Lin	nk V3.43			
File Device Demo	nk V3.43 Mode Help Boost Timing Turbo Timing Turbo Activation Method Turbo Full TH Delay Turbo Start RPM Turbo Engage slope Turbo Disengage slope	0deg(*) ▼ 0deg ▼ Full TH(*) ▼ 0.35(*) ▼ 20000rpm(*) ▼ 15deg/0.15(*) ▼	Turbo Full TH Delay This setting is used to set the delay after achieving full throttle that the Turbo timing is applied. Options: "Instant", 0.05s, 0.1s, 0.15s, 0.2s, 0.25s, 0.3s, 0.35s, 0.4s, 0.45s, 0.5s, 0.6s, 0.7s, 0.8s, 0.9s, 1.0s Note: If setting 27 is set to Option 2, this setting will have no effect on the turbo activation.	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.
Firmware Upgrade	Connection Status ESC Speed Controller Busy Disconnect	- Settings Control Send settings to ESC Apply Restore ESC to default Default		

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.

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

Data Record: No Data Displayed

Hobbywing USB Lin	k V3.43		
File Device Demol	Mode Help		
	~*		
	Max ESC Temperature	0 degree Celsius	
About	Max Motor Temperature	0 degree Celsius	
General Setting	Min Battery Voltage	0.00 V	
	Max Motor RPM High	0 rpm	
Throttle Control	<u>.</u>		
S			
Brake Control			
<u>()</u>			
Boost & Turbo			
Data Basard			
Data Record			
Firmware Upgrade			
1.7	- Connection Status	- Settings Control	
	ESC Speed Controller	Send settings to ESC Apply	
	Busy Disconnect	Restore ESC to default Default	

Notes:		

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Firmware Upgrade: Current Software



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.