



Mode Descriptions with RS-Code-V4.0 or above firmware:

Item name:	Explanation:	Item name:	Explanation:
General:			
Running Mode	Includes “Forward/Brake” “Forward/Reverse” and ”Forward/Brake/Reverse” mode	Drive Freq	High frequency value have smooth throttle feeling. Low value have aggressive throttle feeling
Low Voltage Cutoff	To set the minimum working voltage to limit the power output when the min voltage has been achieved to protect the battery	RPM Lock	To lock and control the power band delivery to the motor. Value=100% is to disable the power lock. Lower value will limit the power delivery to the motor
ESC Overheat Protection	When ESC default temperature is achieved, it will have adaptive system to control the max power output to the motor to avoid burning the ESC	Throttle Curve	To select the linear or custom throttle curve. In modify mode, it is suggested to use linear curve. In stock mode, it is suggested to use custom curve to change the throttle curve to increase the power delivery to the motor
Motor Rotation	It determines the motor running direction (Clockwise or Anti-Clockwise)	Brake:	
Race Mode	It will click in the booster and turbo more advanced for stock mode. To run modify motor (4.5T~9.5T), please select “Modify” mode. To run with Stock motor (10.5T or over), please select “Stock” mode	Initial Brake Feel	To control the instant brake force to the motor . Higher value has more initial brake force to the motor when the brake is triggered
Dead Band	To control the sensitivity of the forward/brake throttle at neutral position. If the dead band value is lower, it will be more sensitive to pull the motor up or down in rotation at neutral position	Drag Brake	The motor will be braked automatically when the throttle is returned from forward to neutral position. For higher drag brake value, the motor will have more automatic brake functions
BEC Output	To select 6V or 7.4V BEC output voltage (support for Radon Pro V3 speed control only)	Brake Force	To control the motor maximum brake force. Higher value have higher motor brake force
Throttle: IP Limiter	To control the initial power to the motor. Higher value have more initial power that are suited for high traction track. For low traction track, it should set to lower value	I-Brake Response	To control the initial brake power to the motor. Higher value have more initial brake power that are suited for high traction track. For low traction track, it should set to lower value
Thorttle Rate	To control the overall power feeling. High value have aggressive power feeling that are suited for high traction track. For low traction track, it should set to lower value	Brake Rate	To control the overall brake feeling. High value have aggressive brake feeling that are suited for high traction track. For low traction track, it should set to lower value
Brake Freq	High frequency value have smooth brake feeling. Low value	Turbo Rate “Off” Slope	To control how fast to pull down the motor rpm when the forward throttle is

	have aggressive brake feeling		returned. Higher value will let the motor rpm pull down more quickly
Brake Curve	To select the linear or custom brake curve. For higher rpm motor, the brake may not be enough and it is suggested to use custom curve to change the brake curve to increase the brake power delivery to the motor	CH3_4 Function	Through the AUX 1 or AUX 2 output from the radio to adjust the items value corresponding to which items you select. For which items you can select, please refer to PC or LCD card interface
Boost:		Data Analysis: Min Battery Voltage	To show the minimum battery voltage when in the running
Boost Timing	It is the boost timing to the motor when the boost trigger level is achieved. For higher value, it can increase more power to the motor. The max boost timing+ turbo timing is 64degree	Max ESC Temp	To show the esc maximum temperature when in the running
Boost Trigger Level	To set where to trigger the boost timing position. Having higher value will be more advance to trigger the boost timing start up	Max Motor RPM	To show the motor maximum rpm when in the running
Boost Trigger Rate	To set how fast to open all boost timing up. Having higher value will be more advance to open all boost timing up	Update Setting:	After update setting is pressed, all updated setting will be downloaded to the esc at once
Turbo:		Reset Factory Setting:	After reset factory setting is pressed, all default setting will be downloaded to the esc at once
Turbo Timing	It is the turbo timing to the motor. For higher value turbo timing, it can increase more power to the motor The max boost timing+ turbo timing is 64degree	Firmware Update:	
Start RPM	It is the RPM to start the turbo boost timing. It can be selected by the activation method	Device	To show the device information
Turbo Delay	It is the delay time to start up the turbo timing after the activation condition is achieved. Higher value will have more delay to start up the turbo timing function	Hardware	To show the hardware information
Activation Method	If ‘start rpm + full throttle’ is selected, that mean the turbo timing will be activated when rpm is achieved and throttle is at full position. If ‘full throttle’ is selected, that mean the turbo timing will be activated only when the throttle is in full position and the turbo delay time is achieved	Software	To show the software version
Turbo Rate “On” Slope	To control how fast to open all turbo timing up. Having higher value will be more advance to open all turbo timing up	Information	To show any further information about that esc