Setup Sheet

Driver	Ed Clark			**Nation**	Australia
Event	Bayside Club meeting			**Date**	2014-02-09
Vehicle	Schumacher Mi5	**Final Drive Ratio**	7.9	**Tyres Used**	Rush 36

Track Conditions	○ Indoor	● Outdoor		**Motor**	Hobbywing V10 4.5t	**Endbell Timing** 32
Grip	○ Low	● Medium	○ High	**Rotor**	Thick Magnet 12.5mm	
Surface	● Asphalt	○ Concrete	○ Carpet	**Battery**	ProAmps 6000mah	
Type	○ Technical	● Mixed	○ Fast	**ESC/Software version**	Xerun-V3	V3.1_121129_Beta

Notes Very good, needed to turn down brake punch for smoother brake feel. Ignore recorded data... RPM came off at 69K after run.

General Setting

Profile	Profile1 (Modify)
Running Mode	Forward Only with Brake(*)
Reverse Speed	25%(*)
Voltage Cutoff	3.0V
ESC Overheat Protection	125 degree Celsius
Motor Overheat Protection	125 degree Celsius

Throttle Control

Punch Rate Switch Point	50%
1st Stage Punch Rate	12
2nd Stage Punch Rate	14
TH Input Curve	Linear(*)
Neutral Range	6%(Normal)(*)

Brake Control

Drag Brake	14%
Brake Strength	75%(*)
Initial Brake	=Drag Brake(*)
Brake Rate Switch Point	50%
1st Stage Brake Rate	12
2nd Stage Brake Rate	15
Brake Input Curve	Linear(*)

Boost

Boost Timing	16deg
Boost Start RPM	12000rpm
Boost End RPM	23500rpm
Boost Slope	Linear(*)
Boost Controlled by TH	Yes(*)

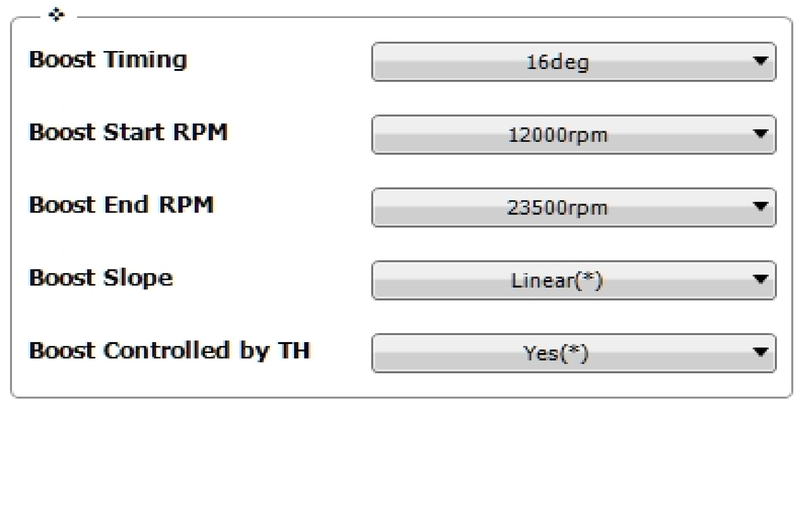
Turbo

Turbo Timing	28deg
Turbo Activation Method	Full TH(*)
Turbo Full TH Delay	0.1S
Turbo Start RPM	20000rpm(*)
Turbo Engage slope	24deg/0.1S
Turbo Disengage slope	18deg/0.1S

Data Record

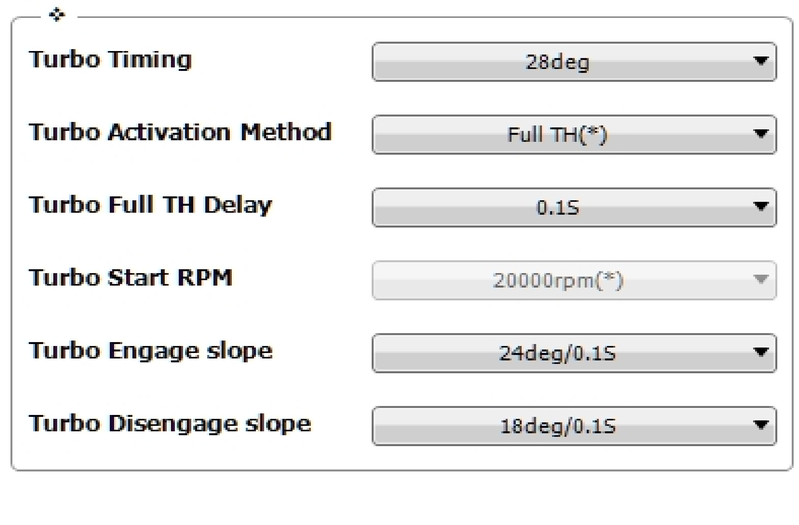
Max ESC Temperature	112 degree Celsius
Max Motor Temperature	70 degree Celsius
Min Battery Voltage	5.40 V
Max Motor RPM High	93848 rpm

TH Input Curve



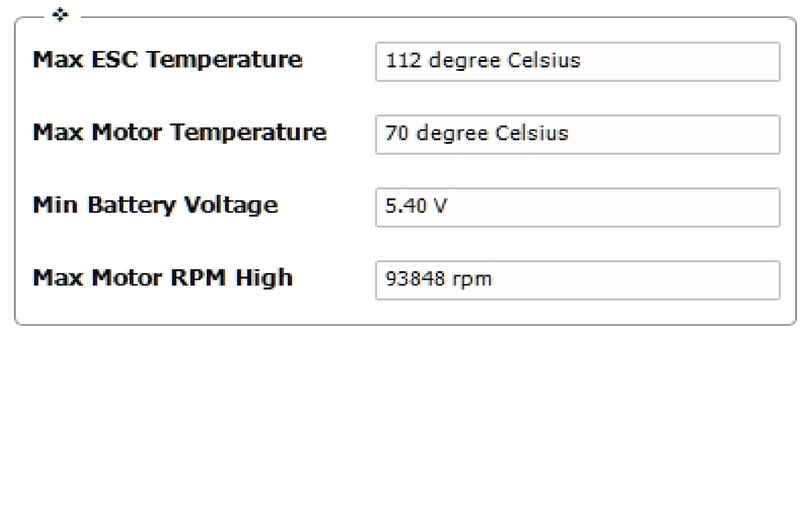
Information: X-axis is Throttle position,Y-axis is Throttle output,click mouse left can add point,click mouse right can reduce point

Brake Input Curve



Information: X-axis is Brake position,Y-axis is Brake input,click mouse left can add point,click mouse right can reduce point

Boost Slope



Information: X-axis is Timing,Y-axis is RPM