Mode Descriptions:

Item name:	Explanation:
General:	
Running Mode	Includes “Forward/Brake” “Forward/Reverse” and ”Forward/Brake/Reverse” mode
Low Voltage Cutoff	For some batteries when they are over-discharged, the battery may be got failure, so it can use this function to set the minimum working voltage to protect the battery
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
Motor Rotation	It determines the motor running direction (Clockwise or Anti-Clockwise)
Throttle:	
Punch Rate A	To control the power delivery to the motor from throttle zero position to the point A defined by “Switch Point” items setting. For stock mode, it is suggested to increase more punch rate
Punch Rate B	To control the power delivery to the motor from throttle A position to the 100% throttle defined by “Switch Point” items setting. For stock mode, it is suggested to increase more punch rate
Switch Point (A to B)	To select the point to change the punch rate between A and B
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
Throttle Reverse SPD	To control the reverse power output to the motor, higher value will provide more reverse power delivery to the motor
Brake:	
Initial Brake	The motor will be braked automatically according to defined value. Higher value have higher initial brake. If it is set equal to drag brake, then it will braked according to the drag brake value
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
Brake Force	To control the motor brake force. Higher value have higher motor brake force
Brake Rate A	To control the brake power delivery to the motor from throttle zero position to the point A defined by “Switch Point” items setting. For higher rpm motor, the brake may not be enough and it is suggested to increase more brake rate
Brake Rate B	To control the brake power delivery to the motor from throttle A position to 100% throttle defined by “Switch Point” items setting. For higher rpm motor, the brake may not be enough and it is suggested to increase more brake rate
Switch Point (A to B)	To select the point to change the brake rate between A and B
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
Boost:	
Timing Boost	It is the boost timing to the motor when achieve the start rpm value. For higher timing boost, it can increase more power to the motor
Start RPM	It is the RPM to start the Timing Boost. For lower value RPM, it can increase the power delivery to the motor more quickly. For more smooth power control, it should increase the RPM
End RPM	It is the RPM to end the Timing Boost function which should be used with Start RPM together. In modify mode, it is suggested to have larger rpm range (start to end) because it can provide more smooth power delivery to the motor. In other words, in stock mode, it is suggested to lower the rpm range (start to end) because it can provide more instant power delivery to the motor
Burst Rate	To control the timing boost slope rate. Higher value will let the boost timing come out more quickly.
Power Saving Mode	This function can make more running time out because the esc will lower the overall power delivery to the motor
Turbo:	
Turbo Boost Timing	It is the turbo boost timing to the motor. For higher value turbo boost, it can increase more power to the motor.

Start RPM	It is the RPM to start the turbo boost timing. It can be selected by the activation method
Turbo Delay	It is the delay time to start up the turbo after the activation condition is achieved. Higher value will have more delay to start up the turbo boost timing function
Activation Method	If 'start rpm + full throttle" is selected, that mean the turbo timing boost will be activated when rpm is arrived and throttle is almost in full position. If "full throttle" is selected, that mean the turbo timing boost will be activated only when the throttle is almost in full position
Turbo Rate "On" Slope	To control how fast to finish the turbo boost timing. Higher value will let the turbo boost timing finish more quickly
Turbo Rate "Off" Slope	To control how fast to pull down the motor rpm when the throttle is returned to neutral position. Higher value will let the motor rpm pull down more quickly
Turbo K Level	It determine how fast the turbo boost coming out with the throttle position. Higher K value will let the turbo start come out more quickly in a short throttle and it is special design for the stock motor usage
Turbo L Level	It determine how long for the top end speed to be finished. Higher T value will let the user feel the motor have more top end speed and it is special design for the stock motor usage
Data Analysis:	
Min Battery Voltage	To show the minimum battery voltage when in the running
Max ESC Temp	To show the esc maximum temperature when in the running
Max Motor RPM	To show the motor maximum rpm when in the running
Update Setting:	After update setting is pressed, all updated setting will be downloaded to the esc at once
Reset Factory Setting:	After reset factory setting is pressed, all default setting will be downloaded to the esc at once
Firmware Update:	
Device	To show the device information
Hardware	To show the hardware information
Software	To show the software version
Information	To show any further information about that esc