



Setup Sheet

Driver: Alan Bachman (HWNA Team Driver)
Vehicle: SC10.2 FT (2wd Mod SCT)
Track: Bobby Company - Princeton, IL
Surface: Medium Damp Clay
Traction: Low **Med** High
Firmware: 3.12_1129_Beta

Motor: Trinity D3.5 - 7.5 Turn Modified
Motor Timing: 5 Degrees
Rotor: Stock
Gearing: 84/18 (Small to Medium Indoor Track)
Battery: Revtech 6900 90C Bullet Pack

Global Settings:

Running Mode: Forward/Brake*
Voltage Cutoff: 6.4 Volts
Motor Overheat Protection: Disable

Reverse Speed: 25%*
ESC Overheat Protection: 105 Degrees*

Throttle Control:

Punch Rate Switch Point: 50%*
2nd Stage Punch Rate: 15*
Neutral Range: 6%*

1st Stage Punch Rate: 15*
TH Input Curve: Linear*

Brake Control:

Drag Brake: 10%*
Initial Brake: = Drag Brake*
1st Stage Brake Rate: 20**
Input Curve: Linear

Brake Strength: 100%
Brake Rate Switch Point: 50%*
2nd Stage Brake Rate: 15

Boost Settings:

Boost Timing: 0 Degrees*
Boost End RPM: 25000 RPM*
Controlled by TH: Yes

Boost Start RPM: 15000 RPM*
Boost Slope: Linear*

Turbo Settings:

Turbo Timing: 0 Degrees*
Full TH Delay: 0.3 S*
Engage Slope: 15 deg/0.1s*

Activation Method: Full TH*
Start RPM: 20000 RPM*
Disengage Slope: 24 deg/0.1s

Notes:

- TQ Round 1 & 2, 2nd Place Finish in A-Main (3 Full Heats of Mod SCT)
- Smooth Control Power Delivery - Setup is all motor with no boost or turbo
- Reduced 2nd Stage Brake Rate to ease up high speed braking as track lost traction.
- No Cooling Fan