



HOBBYWING

SETTING EXPLANATION AND RECOMMENDATION FOR 1/10 OFF-ROAD CARS ON DIRT TRACK



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LOWER VALUE

HIGHER VALUE

GENERAL SETTING

Effect: I always leave the BEC set at 6 volts, to make the servo speed more consistent, and makes the servo not as fast which makes the car easier to drive.

BEC Voltage

Effect: Speeds up servo and increases torque, this can make the car feel twitchy due to the extra speed.

THROTTLE CONTROL

Effect: This would make the power feel softer throughout the power curve. I use a lower setting when traction is low and in 2wd.

Recommended: 20

Throttle Rate Control

Effect: The throttle would be more responsive and more aggressive feeling. I use a higher setting when the grip is up or if there are very large difficult jumps and in 4wd.

Recommended: 30

Effect: Response is more immediate in relation to the trigger pull.
Recommendation: I always use 6%

Neutral Range

Effect: Increases the delay of power in relation to trigger pull.
Recommendation: I always use 6%

Effect: This determines how much your car will naturally continue to roll when you let off the throttle. Using 0% will allow the rotor size to determine how much natural deceleration you have. For modified I always use 0%, and use a standard rotor.

Recommended: 0%.

Coast

Effect: Increasing this value will give you less natural deceleration as you let off the throttle. This would be used when you have a larger rotor.

Effect: This will give you more of a punchy feeling throughout the throttle curve, and will make the car accelerate harder, this is what I often use in 4wd.

Recommendation: 4K to 8K

Drive Frequency

Effect: This will give you a smoother feel for lower traction conditions and 2wd.

Recommendation: 12K to 16K

Effect: This will give the feel of more power but has to be used with the softening range.

Recommendation: 0%

Softening value

Effect: This will make the throttle feel smoother, this is more of a fine tuning option.

Recommendation: 15%

Effect: This controls the percentage of the softening value in the trigger pull, the lower the number the smaller the percentage of the throttle pull that will affect the cars acceleration.

Recommendation: 0%

Softening range

Effect: The higher the number the higher percentage of the throttle pull that will affect the cars acceleration.

Recommendation: 35%

BRAKE CONTROL

Effect: The lower the value of drag brake will allow the car to roll more freely when you let off the throttle.
Recommendation: 5%

Drag Brake

Effect: the higher the value of drag brake will slow the car down without manually applying any brake.
Recommendation: 10%

A lower value will give you less brake even when you hit full brake on the radio.
Recommendation: 62.5%

Max Brake Force

A higher value will give you more brake.
Recommendation: 87.5%

Effect: The lower the number the smoother your brakes will be.
Recommendation: 10

Brake Rate Control

Effect: The higher the number the more aggressive your brakes will be.
Recommendation: 20

Effect: The lower the number the more abrupt the braking will be and will be stronger at lower speeds.
Recommendation: 2K

Brake Frequency

Effect: The higher the number the smoother and less abrupt your brakes will be, and you will have less brakes at slow speed.
Recommendation: 4K

Brake Control

I always use linear as it gives the most control

TIMING

Effect: The lower value gives the smoothest power from the motor, I always use 0
Recommendation: 0

Boost Timing

Effect: A higher value makes the power feel more aggressive on the bottom to mid range.

Timing Activation

Because I run 0 in boost timing the Timing Activation is not applicable.

Boost Start RPM

If you use boost timing this will determine at what RPM it engages.

Boost End RPM

If you use boost timing this will determine when the boost ends.

Effect: The lower the number the less the power will increase when you reach full throttle, keeping the power feel more linear.
Recommendation: 0

Turbo Timing

Effect: The higher the number the more the power will increase when you hit full throttle.
Recommendation: 15

Effect: The value will determine the time before the turbo kicks in. If you run zero turbo then the turbo delay is not applicable.
Recommendation: .05

Turbo Delay

Effect: The higher the value the more delay there is before the turbo kicks in and the more difficult it is to time jumps.
Recommendation: 0.05

Turbo Increase Rate (deg/0.1sec)

Effect: A lower value means the turbo is initiated slower, if you want the turbo to initiate faster use a higher value.
Recommendation: I always run 24Deg/0.1s

Turbo Decrease Rate (deg/0.1sec)

Effect: This determines the rate at which the turbo is deactivated, for a smoother transition between top speed and medium speed keep the value low. If you want the turbo to be deactivated very quickly which would be very aggressive use the instant setting.

*These are the most frequently changed settings in the Hobbywing XeRun XR10 Pro G2 160A ESC by our Top Team Driver Ty Tessmann in order to find the best setting for the track and race. The other settings not listed are left in the basic setting.
