| HOBBYWING X | R10Pro G3/G3X SETUP S | HEET |
|--|--------------------------------|--|
| Dri ver: | Vehicle: | |
| Date: | Firmware: | |
| Track: | Motor: | |
| Event: | Endbell Timing: | 1000 |
| Temperature - Air: Track: | Rotor: | |
| Traction: □Low □Medium □High | Layout: ☐ Tight ☐ Mixed ☐ Open | A STORY OF THE PROPERTY OF THE |
| Composition: DAsphalt DAstroturf DCarnet D | Пirt ПGrass П | |

| • | • | • | |
|-------|------------------------|-------|-----|
| Q | | Notes | |
| ļ ģ | Max ESC Temperature: | | |
| Rec | Max Motor Temperature: | | |
| ata I | Min Battery Voltage: | | |
| Da | Max Motor RPM: | | Δrn |

| Da | Max | Motor RPM: | | | | | | | | | | | | | | Aı |
|------------------|------|--------------------------|--|---------------------------|------------------------|--------------|---------------|------------|-------------|-----------|--------|-----------|---------|--------|-----------|------------|
| Туре | Item | Programmable Items | Parameter Values | | | | | | | | | | | | | |
| ıg | 1A | Settings Mode | Basic Advanced | | | | | | | | | | | | | |
| ttir | 1B | Running Mode | Forward with | Brake | Forward/Rev with Brake | | Forward & Rev | | lev | | | | | | | |
| Se | 1C | Max. Reverse Force | 25% | | 50% | ı | 7 | 75% | | 100% | | | | | | |
| ral | 1D | Cutoff Voltage | Disable | V/Cell) | | | 3.0-7.4V A | Adjustable | (Step: | 0.1V) | | | | | | |
| General Setting | 1E | ESC Thermal Protection | Disable | ed | 105°C/221°F | | 125°C/257°F | | F | | | | | | | |
| Ge | 1F | Motor Thermal Protection | Disable | d | 105°C/221°F | | 125° | C/257° | F | | | | | | | |
| | 1G | BEC Voltage | 5.0V-7.4V Adjustable (Step:0.1V) | | | | | | | | | | | | | |
| | 1H | Smart Fan | Disable | ed | Enabl | ed | | | | | | | | | | |
| | 11 | Auto Off | Disable | ed . | Remote Off | | Delay | / 5 Mini | utes D | elay 10 M | inutes | | | | | |
| | 1J | Sensor Mode | Full Sens | ored | sorless Hybr | id | | | | | | | | | | |
| | 1K | Motor Rotation | CCW | | CW | | | | | | | | | | | |
| | 1L | Phase-AC Swap | Disable | ed | Enabled | | | | | | | | | | | |
| 0/ | 2A | Throttle Rate Control | | 1-30 Adjustable (Step: 1) | | | | | | | | | | | | |
| ntr | 2B | Throttle Curvature | 10~10 (Step: 1) | | | | | | | | | | | | | |
| ပိ | 2C | Neutral Range | | 3%-10% | 6 Adjustable (St | tep: 1%) | | | | | | | | | | |
| <i>tle</i> | 2D | Initial Throttle Force | | 1-15 Ad | justable (Step: | 1) | | | | | | | | | | |
| roti | 2E | Coast | | 0-15% / | Adjustable (Ste | p: 1%) | | | | | | | | | | |
| Throttle Control | 2F | PWM Drive Frequency | 2K-32K (Step: 1) | | | | | | | | | | | | | |
| | 2G | Softening Value | | | | | 0-30 | o° Adju | stable (Ste | p: 1°) | | | | | | |
| | 2H | Softening Range | 0% 10 | % 20% | 6 25% | 30% | 35% | 40% | 45% | 50% | ó | 55% | 60% | 65% | 70% | 75% |
| | 21 | Freewheeling | Disable | ed | Enabl | ed | | | | | | | | | | |
| | 2J | RPM Decrease Rate | 1-20 (Step: 1) | | | | | | | | | | | | | |
| 0 | 3A | Drag Brake Force | | 0%-100 | % Adjustable (| Step: 1%) | | | | | | | | | | |
| ntr | 3B | Drag Brake Rate | Auto | | | 1-20 Adjusta | ble (Ste | p: 1) | | | | | | | | |
| S | 3C | Drag Brake Frequency | 0.5K1K-16K (Step: 1K) | | | | | | | | | | | | | |
| Brake Control | 3D | Max. Brake Force | | 0%-1509 | % Adjustable (S | step: 1%) | | | | | | | | | | |
| sra | 3E | Brake Rate Control | | 1-20 Adj | ustable (Step: | 1) | | | | | | | | | | |
| E | 3F | Brake Control | Linea | Linear Traditional | | | | | rake | | | | | | | |
| | 3G | ABS Force | | 0-20% (Step: 1%) | | | | | | | | | | | | |
| | 3H | Brake Curvature | | 10~10 (| Step:1) | | Custon | nized:_ | | | | | | | | |
| | 31 | Brake Frequency | 0.5K | | | 1K-16K (Ste | p: 1K) | | | | | | | | | |
| ng | 4A | Boost Timing | | 0-64° A | djustable (Step: | 1°) | | | | | | | | | | |
| Timir | 4B | Boost Timing Activation | Auto | | RPN | Л | | Thrott | е | | | | | | | |
| Ξ | 4C | Boost Start RPM | | 500-350 | 000RPM (Step: | 500RPM) | | | | | | | | | | |
| | 4D | Boost End RPM | | 3000-60 | 0000RPM (Step | : 500RPM) | | | | | | | | | | |
| | 4E | Boost Start TH | | 1%-90% | (Step: 1%) | | | | | | | | | | | |
| | 4F | Boost End TH | | 10%-10 | 0% (Step: 1%) | | | | | | | | | | | |
| | 5A | Turbo Timing | | 0-64° A | djustable (Step: | 1°) | | | | | | | | | | |
| | 5B | Turbo Delay | Instant 0.05s | 0.1s | 0.15s 0.2s | | 0.3s | 0.35s | | 0.45s | 0.5s | 0.6s | 0.7s | 0.8s | | 1.0s |
| | 5C | Turbo Increase Rate | Instant | 1deg/0.1 | s 2deg/0.1s | 3deg/0.1s | 5deg/ | 0.1s | 8deg/0.1s | 12deg/0 |).1s 1 | 6deg/0.1s | 20deg/0 |).1s 2 | 5deg/0.1s | 30deg/0.1s |
| | 5D | Turbo Decrease Rate | Instant 1deg/0.1s 2deg/0.1s 3deg/0.1s 5deg/0.1s 8deg/0.1s 12deg/0.1s 16deg/0.1s 20deg/0.1s 25deg/0.1s 30deg/0.1s | | | | | | | | | | | | | |
| ïg. | 6A | Motor Poles | 2-10 (Step: 2) | | | | | | | | | | | | | |
| Config. | 6B | Gear Ratio (FDR) | 2.0-12.0 (Step: 0.1) | | | | | | | | | | | | | |
| ŭ | 6C | Tire Diameter | 30mm-150mm (Step: 1) | | | | | | | | | | | | | |