ELITE Programmable Features Description

GENERAL

Programing Code	Standard	Features Description
A1. Motor Direction	* CCW	
- The motor output wire switch feature allows you to select ccw/ cw to change the motor direction		
A2. Operation Mode	* F / B / R	
-Provided the three running modes: **F / B** = Forward / Brake, **F / B / R** = Forward / Brake / Reverse, Certainly **F / R** = Forward / Reverse.		
A3. Rev.Delay	*2.0s	
-This setting changes the throttle operation required to engage reverse from the neutral position. Increasing the value will delay the timing at which reverse is activated by **Second** options.		
A4. BEC Voltage	* 6.0V	
- BEC select voltage output for serve care ,Especially for Electronic combo a safe. Optimal Power supply for reliable performance.		
A5. Cutoff Volt (V/S)	*6.5v	
- Cutoff voltage is a vital ESC feature that safeguards your Li-po battery. It prevents excessive discharge by automatically reducing power or shutting down, The ESC when the battery voltage drops below a safe threshold. This protects the battery's health and extends its lifespan.		

THROTTLE

Programing Code	Standard	Features Description
B1. Throttle reasponse	*Middle	
- Provided 3 options **Mild ,Middle ,Aggressive** to Adjusts the throttle response speed. Setting it to '**High**' will increase responsiveness, but on low-grip surfaces, setting it **too high** may cause excessive wheel spin and make control more difficultly.		
B2. PWM Drive Freq	*Middle	
- Provided 3 options **Mild ,Middle ,Aggresive** adjusts the throttle frequency. Setting it to "**High**" provides a smoother throttle feel, while lowering it results in a more aggressive response.The "**lower**" the overall grip of the surface and the machine, the more suitable a higher frequency setting becomes.		
B3. Start Power	*3.0%	
- Start Power " provides an initial grip level to maintain the power traction during on the technical " ON/OFF '' lower triggering to the increase shape momentum, Especially during on " first touch " trigger. For example : The lower parameters is suitable for slippery surface , instead the bigger parameters will occurred wheel spinning at your first touch trigger.		
B4. Smooth Start Rate	*0%	
- The "Smooth start" refers to the control of wheel spinning when starting zone. By setting a large negative value on the throttle for the initial starting speed avoid wheel spinning is minimized, ensuring a smooth and controlled without excessive traction loss. On the lower parameter values allow for faster acceleration with a possibility of wheel spinning.		
B5. Smooth start Range	*20%	
- The "Smooth start range'' is a feature to assist drifters to define the throttle range in which the " Smooth Start " function takes effect. It provides control over the effective range where the throttle response is reduced to prevent wheel spinning during acceleration. By setting a larger value, the effective range becomes wider, allowing for a smoother and more controlled start without excessive wheel spinning.		
B6. Neutral Range	*3.0%	
- The wider the neutral range throttle response is influenced by the width of neutral range , A wider means that the throttle trigger/stick needs to moved further away from the neutral point to make the car move. The range is too wide the car would not move response of the trigger/stick neutral position.		

BRAKE

Programing Code	Standard	Features Description
C1. Drag brake	*10%	
- The "Drag Brake" is determines the braking strength when the throttle trigger/stick is in the neutral position. A lower value allows for a longer coasting distance, while a higher value provides stronger braking. Adjust this setting to achieve the desired balance between sliding and foward brake performance.		
C2. PWM Brake Freq	*2.0kHz	
- In additional refers to the Brake Frequency at which the electronic speed controller (ESC) applies the braking signal on the motor. A higher PWM braking frequency results in smoother and more precise braking control. In the meantime a lower PWM braking frequency may offer quicker braking response.		

BOOST

Programing Code	Standard	Features Description
D1. Boost Timing	*3.0 deg	
- In term "Boost Timing" is a function that, when activated, allows the motor to achieve higher RPM in correlation with your FDR (FINAL DRIVE RATIO). Moreover, it's important to exercise caution when adjusting the parameters. The value is set too high, it can result in increased motor temperature, potentially leading to damage and reduced performance.		
D2.Throttle BST.Control	*50%	
- The "Activation Mode " determines how the boost is activated. It can be triggered either ''**By Throttle**'' input or " **RPM** '' Selection. In throttle input mode, boost is activated based on the throttle position. In RPM mode, the boost is triggered by monitoring the motor's RPM. This allows for different ways of engaging the boost function, giving users the flexibility to choose the most suitable method for their specific needs.		
D3. Initial Boost	*1.0 deg	
- The "Initial Boost" parameter determines the timing value when the Boost Timing function is initially activated. Increasing parameter value results in a more aggressive engaging the power delivery, The opposite is make it more difficult to control occurring wheel spinning on the initially throttling.on slippery ground or low traction conditions, it is recommended to set a lower value for smoother acceleration and better run-in control.		
D4. Boost Inc.RPM	*1.0 deg/0.1s	
- The "Boost Inc.RPM " determines how quickly the power increases as the " Boost Timing" is activated. It controls the rate at which the power output ramps up once the Boost Timing is engaged. A higher value means the power		

TURBO

Programing Code	Standard	Features Description
E1. Turbo Timing	*38 deg	
- The "Turbo Timing" is a timing parameter that is activated, when the throttle input reaches 100%. It works in conjunction with the "Boost Timing" function to create an optimal performance setup. However, it's important to exercise caution as using high values for Turbo Timing can increase the motor temperature and potentially cause damage.		

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