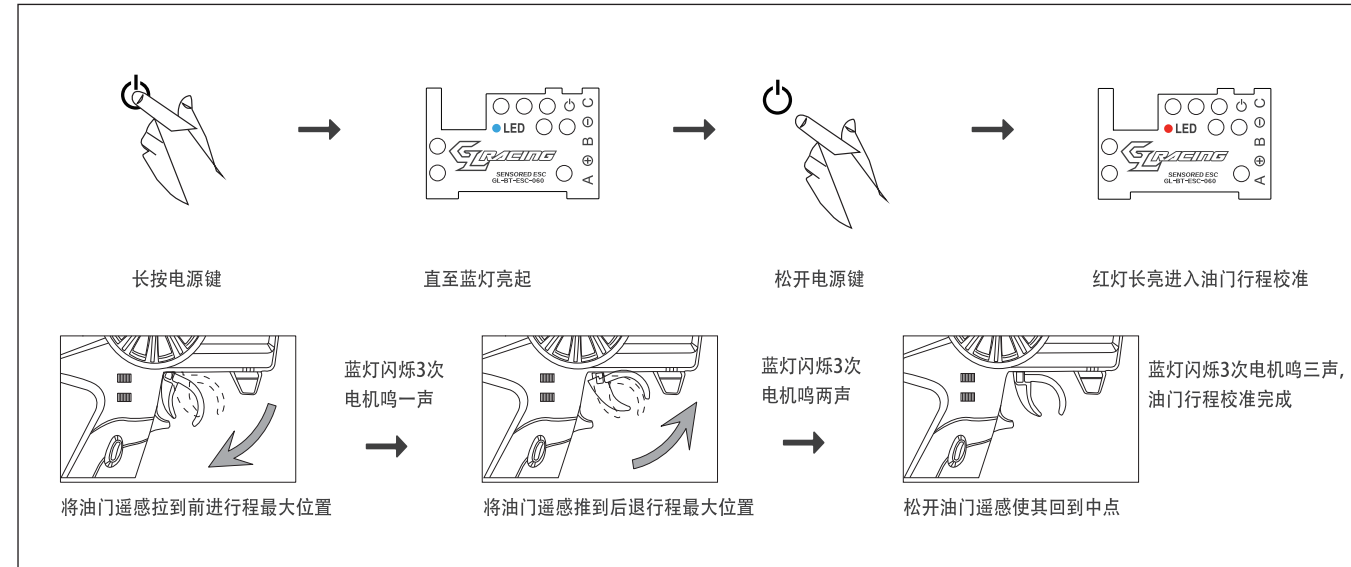


### 1. 油门校准



### 2. 安卓和苹果APP

安卓APP下载步骤:

- 1.用"ESC1"在Google Play商城搜索或者扫描右方二维码,找到后点击获取然后安装。
- 2.安装APP(ESC1)后,打开APP,并允许所有权限即安装成功。
- 3.打开手机GPS和蓝牙,进入ESC1后点击CONNECT选择电调蓝牙并连接。



苹果APP下载步骤:

- 1.用"ESC1"在苹果APP商城搜索或者扫描右方二维码,找到后点击获取然后安装。
- 2.安装APP(ESC1)后,打开APP,并允许所有权限后安装成功。
- 3.打开手机GPS和蓝牙,进入ESC1后点击CONNECT选择电调蓝牙并连接。

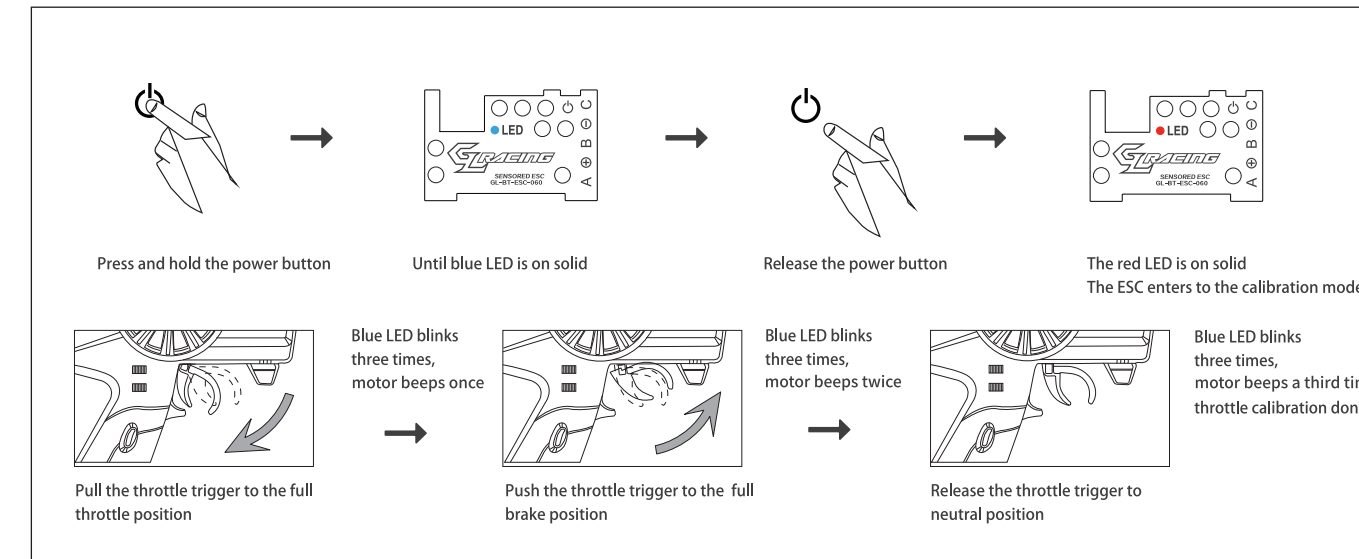


注: 电调蓝牙出厂默认连接密码为: 0000。(开机状态下长按电源键约10秒,可恢复出厂默认密码。)

### 3. 可编程项描述

类别	设定项名称	设定项说明
油门	油门响应 (Throttle Response)	时间越短, 加速越快。
	滑行 (Coast)	减油门时, 车速不会立即下降, 而是滑行更远。
	油门中位 (Neutral Range)	油门中点宽度越大, 需要拨动油门摇杆越远离中点车才开始启动。
	最小油门 (Min. Throttle)	值越大, 当拨动油门摇杆正好离开中点范围时, 车启动速度越大。
	油门衰减 (Minus)	衰减值越大, 车速越低。
	油门衰减范围 (Minus Range)	在油门摇杆多少范围内使衰减生效, 值越大, 生效范围越大。
刹车	最大前进力度 (Max. Forward force)	值越小, 前进极速越小。
	最大倒车力度 (Max. Reverse force)	值越小, 后退极速越小。
	刹车响应 (Brake Response)	刹车响应时间越短, 刹车越快。
	最小刹车力度 (Min. Brake Force)	进入刹车后, 值越大, 当拨动油门摇杆正好离开中点范围时, 刹车力度越大。
	最大刹车力度 (Max. Brake Force)	值越小, 极限刹车力度越小。
	前进拖刹力度 (Forward Drag Brake Force)	油门在中位时, 刹车的力度; 值越小, 车能滑行更远。
BOOST 进角	前进拖刹响应 (Forward Drag Brake Response)	时间越短, 前进方向刹车越快。
	倒车拖刹力度 (Rev. Drag Brake Force)	油门在中位时, 刹车的力度; 值越小, 车能滑行更远。
	倒车拖刹响应 (Rev. Drag Brake Response)	时间越短, 倒车方向刹车越快。
	PWM频率 (Brake PWM Freq.)	刹车PWM频率。
	Boost进角 (Boost Timing)	开启Boost进角, 使电机获得更高转速。
	触发方式 (Trigger)	Boost触发方式, 分为油门触发和转速触发。
TURBO 进角	油门阈值 (Throttle Threshold)	Boost油门触发阈值, Boost Trigger设为油门触发时, 当油门大于阈值后, Boost将开启。
	转速阈值 (RPM Threshold)	Boost转速触发阈值, Boost Trigger设为转速触发时, 当转速大于阈值后, Boost将开启。
	Boost进角初始角度 (Initial Angle)	Boost初始角度, Boost刚开始时, 打开的进角值。该值越大, 越暴力, 越难以操控。
	Boost进角角度增长率 (Angle Inc. Rate)	Boost进角值增加的速度。该值越大, 越暴力, 越难以操控。
	Boost进角角度下降率 (Angle Dec. Rate)	Boost进角值减小的速度, 该值越大, 速度下降得越快; 当速度很高时, 可能会产生类似刹车的效果。
	Turbo进角 (Turbo Timing)	Turbo进角, 是拉油门达到100%开始开启的进角。
一般设置	Turbo进角角度增长率 (Turbo Inc. Rate)	Turbo进角值增加的速度, 该值越大, 越暴力, 越难操控。
	Turbo进角角度下降率 (Turbo Dec. Rate)	Turbo进角值下降的速度, 该值越大, 速度减得越快, 当速度很高时, 可能会产生类似刹车的效果。
	Turbo进角延时 (Delay)	Turbo进角延迟, 指拉油门达到100%后延迟一段时间再开启Turbo。
	Turbo进角延时重载 (Delay Reload)	重载如延时, 当进角已经触发, 如果油门离开100%, 又快速回到100%时, 是重新延时还是不延时。Wait: 等到进角减小到0后重新延时; Instant: 油门一离开100%就立即开始重新延时。
	电机转向 (Motor Rotation)	电机旋转的方向。某些车架在默认转向下, 前进与后退都是相反的, 此时设置另一个电机选择方向可以纠正这种错误。
	电机极数 (Motor Poles)	电机极对数, 设置正确的电机极对数, 才能得到正确的Boost转速触发阈值。同时, 玩家可以在手机APP实时数据中看到正确的电机转速。
TURBO 进角	运行模式 (Running Mode)	运行模式分为前进/刹车、前进/刹车/后退、前进/后退。
	倒车模式 (Reverse Mode)	当运行模式设置为前进/刹车/后退时, One Shot: 单击油门摇杆倒车。Two Shot: 双击油门摇杆倒车。
	驱动PWM频率 (Drive PWM Freq.)	驱动PWM频率指电调驱动电机旋转时使用的PWM频率。频率低加速快, 但油门线性会变差; 频率越高, 油门越细腻, 但会增加电调开关损耗, 导致电调温升过快。
	低压保护 (Cutoff Voltage)	低压保护设置为自动时, 电调开机瞬间自动识别锂电节数。
	高温保护 (Cutoff Thermal)	当电调温度上升到设置值时, 电调会自动停止或降速。
	BEC输出 (BEC Output)	根据舵机需要设置BEC输出值。

### 1. Throttle Calibration



### 2. Android and iOS APPs

Android App downloading procedure:

1. Search for "ESC1" in the Google Play Store or scan the QR code to download and install the APP.
2. Turn on Location Services & Bluetooth on your phone, open the App/ESC1 and then click "CONNECT" to connect the ESC.



iPhone App downloading procedure:

1. Search for "ESC1" in the App Store or scan the QR code to download and install the APP.
2. Turn on Location Services & Bluetooth on your phone, open the App/ESC1 and then click "CONNECT" to connect the ESC.



Note: the factory default password for Bluetooth is 0000 (with the ESC powered on, press and hold the power button for about 10 seconds to reset it to factory default).

### 3. Programmable Items Description

SECTION	PROGRAMMABLE ITEMS	PROGRAMMABLE ITEMS DESCRIPTION
THROTTLE	Throttle Response	The shorter the time, the quicker the acceleration.
	Coast	With this function activated, the car won't slow down immediately but coast for a while when reducing the throttle input.
	Neutral Range	The wider the neutral range, the further the throttle trigger/stick must be moved away from the neutral point. Otherwise, the car won't move.
	Min. Throttle	The bigger the value, the more aggressive the start-up when moving the throttle trigger/stick away from the neutral range.
	Minus	The bigger the throttle minus value, the lower the car speed.
	Minus Range	It determines the throttle range within which the (Throttle) Minus function works. The bigger the value, the wider the effective range.
BRAKE	Max. Forward force	The lower the value, the slower the maximum speed in the Forward direction.
	Max. Reverse force	The lower the value, the slower the maximum speed in the Reverse direction.
	Brake Response	The shorter the time, the quicker the braking.
	Min. Brake Force	After entering the braking mode, the higher the value, the stronger the brake force when moving the throttle trigger/stick away from the neutral range.
	Max. Brake Force	The lower the value, the weaker the maximum brake force.
	Fwd. Drag Brake Force	The brake force when the throttle trigger/stick is at the neutral position. The lower the value, the further the coast.
BOOST	Fwd. Drag Brake Response	The shorter the time, the faster the braking in the forward direction.
	Rev. Drag Brake Force	The brake force when the throttle trigger/stick is at the neutral position. The lower the value, the further the coast.
	Rev. Drag Brake Response	The shorter the time, the faster the braking in the Reverse direction.
	PWM Freq.	The PWM frequency for braking.
	Boost Timing	With this function activated, the motor will be able to get a higher RPM.
	Trigger	It's the way how Boost Timing is triggered, it can be triggered by throttle input or RPM.
TURBO	Throttle Threshold	The throttle threshold at which the Boost Timing will be triggered. The Boost Timing will be activated when the Boost Triggering is set to "By Throttle" and the throttle input exceeds the threshold.
	RPM Threshold	The RPM threshold at which the Boost Timing will be triggered. The Boost Timing will be activated when the Boost Triggering is set to "By RPM" and the motor RPM exceeds the RPM threshold.
	Initial Angle	It's the timing value when the Boost Timing is initially activated. The higher the value, the more aggressive the power, and the more difficult to control it.
	Angle Inc. Rate	The higher the value, the more aggressive the power, and the more difficult to control it.
	Angle Dec. Rate	The higher the value, the quicker the speed decrease. The effect, similar to braking, will be generated when the speed is really high.
	Turbo Timing	It's the timing activated when the throttle input reaches 100%.
GENERAL	Angle Inc. Rate	The higher the value, the more aggressive the power, and the more difficult to control it.
	Angle Dec. Rate	The higher the value, the faster the speed decrease. The effect, similar to braking, will be generated when the speed is really high.
	Turbo Delay	With this function activated, the Turbo Timing won't be activated immediately after the throttle trigger/stick is moved to the 100% position.
	Delay Reload	It determines whether or not to delay and reload when the throttle trigger/stick is moved away and quickly returned to the 100% point with the Turbo Timing is activated. There are two options: Wait (reload after the turbo timing is decreased to 0), Instant (reload immediately when the throttle trigger/stick is moved away from the 100% position).
	Motor Rotation	It's the direction in which motor spins. With the factory default setting, it may run in the opposite direction in some scenarios. This function allows users to switch the rotational direction if necessary.
	Motor Poles	It allows users to manually set the pole count of the motor, so to get the correct RPM threshold at which the Boost Timing will be triggered. And users are able to check the actual motor RPM in the real-time data part of the mobile phone App.
TURBO 进角	Running Mode	There are three running modes: Forward/Brake, Forward/Brake/Reverse, and Forward/Reverse.
	Reverse Mode	It's only available when the running mode is set to Forward/Brake/Reverse. There are two options: One Shot (pull the throttle trigger/stick once) & Two Shots (quickly pull the throttle trigger/stick twice).
	Drive PWM Freq.	It's the PWM frequency ESC used for driving motor. The lower the PWM driving frequency, the faster the acceleration, and the worse the throttle linearity; the higher the PWM driving frequency, the smoother the throttle linearity, and it will result in fast temperature increase.
	CutOff Voltage	With it set to "Auto", the ESC will automatically identify the number of LiPo cells you've plugged in the moment it's powered on.
	CutOff Thermal	The ESC will automatically cease operation when the internal temperature rises above user-selectable values.
	BEC Output	Select the output of the Battery Eliminator Circuit depending on the operating voltage requirements of the servos.