



## SETTINGS IN GREY ARE DEFAULT

### Adjustable Parameters

#### 1. Startup Power:

Startup power refers to the max. power allowed at startup stage, which can be any relative value from 0.031 to 1.5. Real power depends on input throttle, but the min. value cannot be lower than 1/4 of the max. power. In addition, startup power, which restricts the power of rotating direction change, shows its influence on bidirectional setting. In low RPM running, max power which can be adjusted via startup power parameters setting, is limited for BEMF voltage detection. In low RPM running (since from 16.1 version), low startup power means low max. power.

#### 2. Temperature Protection:

There are off and on modes for this setting.

#### 3. Low RPM Power Protection:

It is recommended that this setting be invalid when motors of low kv powered with low voltage. However, invalidity will increase the risk of step out and get motors and ESCs burnt.

#### 4. Motor Direction:

Motor direction can be normal, reversed, bidirectional and bidirectional reversed. In bidirectional mode, center throttle stands for null throttle. Throttle position above center one, motors rotate normally, otherwise, motors will rotate in a reversed direction. Bidirectional mode will invalid RC parameter setting.

#### 5. Demag. Compensation:

Demag. compensation is meant to avoid motor stalling from long time wire demagnetization. High timing helps with that, however, it brings efficiency down. It begins to detect on demag. Compensation occurrence. When motor timing is unavailable, motor rotating direction will be changing according to motor timing estimate. Motor power will be cut off before a next direction change. Demag. compensation degree will be calculated. The severer demag. compensation is, the more power will be cut. When demag. compensation is on "OFF" mode, power won't be cut off. Technically, higher demag. compensation parameter means better protection. Nevertheless, if demag. compensation parameter is set too high, max. power drops slightly.

#### 6. Motor Timing:

There are low, medium low, medium, medium high and high timing settings, and they are 0°, 7.5°, 15°, 22.5° and 30°. Generally, medium timing suits most of the requirements. In case of motor vibration, please try changing motor timing. It takes longer for high induction motors to demagnetize for direction change which leads to motor stalling or vibration on quick throttle increase. This phenomenon occurs especially at low RPM. High timing allows longer time for demagnetization, and thus helps to improve the above mentioned issue.

#### 7. Min. Throttle, Max. Throttle & Center Throttle:

These settings decide throttle pos, and usually for input signal of 1000-2000us. Other input signals should be interpreted proportionally. Center throttle is for bidirection only.

#### 8. Brake On Stop:

There are off and on modes for this setting. Validity of this setting ESCs will generate automatic braking at null throttle. This setting shows no influence at NZ throttle.

#### 9. Beep Strength:

Beep strength can be adjusted in compliance with normal operation.

#### 10. Beacon Strength:

ESCs will emit beacon beeps, once null throttle signal lasts for some time. Please note that high beacon strength brings heat to ESCs and motors.

#### 11. Beacon Delay:

This setting determines the delay in time before beacon beeps.

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