Rêve D X BREVE ESC Introduction Users Maunal

Welcome to Reve D Corporation!!!

Team Rêve D release our high-performance sensored brushless electronic speed controller,the Breve Drift Series ESC. Developed by Mr.**Takahiro Kawakami**, Mr.**Kent Ong**, and Mr.**Matsuzaki Hayato**, a team of passionate drift enthusiasts, this ESC designed specifically for competition drift models.

As you venture into the exciting world of RC drift, it is important to understand the inherent risks associated with high-power systems.To ensure your safety and maximize the performance of our speed control, we strongly urge you to carefully read and familiarize yourself with this user manual.
Prioritizing your safety ,we encourage you to carefully review the users manual provived, we are a warming to the note that **Reve D corporation** cannot assume liability for use, installation,application, or maintence of our products.

We are committed to providing you with a premium RC experience, and we trust that our Breve Drift Series ESC will deliver the performance and reliability you expect. Should you have any questions or require further assistance, our dedicated support team is here to help.

Important Safety Guidelines

- **Adult Supervision** : Ensure that children do not use this product without adult supervision.
- **Heat Caution** : The ESC may become hot during use, so exercise caution when handling it.
- **Soldering Precaution** : When soldering input/output wires and connections, use a soldering iron with a minimum power rating of 60W.
- **Battery Disconnection** : Always disconnect the battery after use and avoid storing the ESC with the battery connected.
- **Flammable Materials** : Keep the ESC away from flammable materials to prevent any potential fire hazards.
- **Overheating Warning** : If the ESC overheats, emits smoke, or shows signs of burning, immediately stop using it, disconnect the battery and seek assistance.

Important notes : Please make sure to follow these safety guidelines to ensure a safe and enjoyable experience with our product.

Performance Features

The **Breve** ESC is a high-performance sensored brushless electronic speed controller designed specifically for competition drift models.
With its advanced features and robust construction, it takes your RC drifting experience to new heights. Here are the key features:

- **Five Unique Function Modes** : General, Throttle, Brake, Boost, and Turbo, offering a range of performance enhancements tailored to RC drifting.
- **Full Aluminum Case and Heat Sink Design** : Ensures efficient heat dissipation for consistent performance even under demanding conditions.
- **Adjustable Parameters** : Fine-tune settings for different racing scenarios, including Modified, Stock, Zero Timing, and Drifting.
- **Powerful 32-bit Microprocessor** : Provides enhanced throttle response, acceleration, linearity, and driveability.
- **Comprehensive Protection Features** : Includes low voltage cut-off, over-heat protection, and throttle signal loss protection for safe operation.
- **Built-in Bluetooth Connectivity** : Allows convenient programming and firmware upgrades via the dedicated app by Apple / Andriod.
- **Data Logging Capabilities** : Monitor real-time ESC temperature, motor RPM, voltage, and advanced timing for performance analysis.

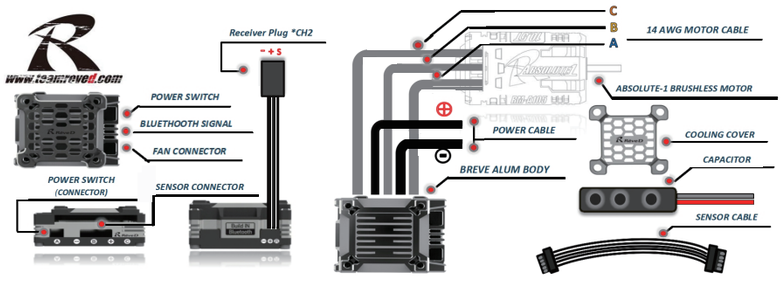
Experience the ultimate in RC drifting performance with the Breve ESC. Discover unparalleled control, reliability, and customization options for your competitive edge.

Performance Specifications

Product Name	Breve Competition 160A
Contect Current	160A
Burst Current	760A
Input Voltage	2S-3S *Lipo
BEC Input	6.0V,7.4V/4A (BEC Switch)
Size *L*W*H	*38 / *30.5 / *16.5 mm
Weight	48.5g .Nett
Program Via	Smart Phone
APP Support	Apple iOS / Android
Firmware Update	Maunfacture Support
Waterproof	Not Available
ESC Applicable	1/10 Scale Drifting,Touring,Buggy

STANDARD ACCESSORIES	
Accesories items	QTY
Individual Body	1
Instructions QR Card	1
Cooling Fan	1
In/Output Wire 14AWG	5
ON/OFF Switch (Wire)	1
Cooling Fan cover (Alum)	1
Capacitor Pack (1000uf/6V/3-in-1)	1
Double-sided tape	2

Electrical Connectivity



Cable linkage Guidelines

Battery cable Connerction :

When connecting the battery, pay attention to polarity: incorrect connection will damage the ESC and Battery.
As shown in the figure above, connect the positive **(+)** cable is connected to **(+)** battery port, and the negative **(-)** cable is connected to the **(-)** battery port.

Motor Cable Connection :

1. **Sensored Mode** : When using a sensored brushless motor, The three **A / B / C** ESC cables must connect to the three **A / B / C** motor cables correspondingly. It is necessary to connect the Sensor cable to the "Sensor" socket on the ESC. Don't change the cables sequence optionally.
2. **Sensorless Mode**: When using a sensoreless brushless motor, The **A, B, C** cables of the ESC can be connected with the motor cables freely (without any sequence). If the motor runs in the opposite direction, please swap any two cable connections.

Receiver Cable Connection :
The signal caable supplies 6.0V to the receiver, servo, etc. So there is no need to connect an additional battery.
External power connected to the receiver may damage the ESC.

- **Black wire** **RX-**
- **Red wire** **RX+6.0V**
- **White wire** **RX-Signal**

Neutral Settings

Before starting the neutral setting, place the vehicle in a safe place and carefully check that the wiring etc. are connected correctly. Turn on the transmitter after connecting the ESC to the battery and receiver.

-**Press** and hold the power switch until the **Blue** LED stays on, accompanied by a **long beep** from the motor. Release the power button to entercalibration mode.

- **Pull** the trigger to the **full throttle position**. The **Blue** LED will blink three times, and the motor will "**beep once**" to save the full throttle position.

- **Push** the trigger to the **full brake position**. The **Blue** LED will blink three times, and the motor will "**beep twice**" to save the full brake position.

- **Release** the trigger to the **neutral position**. The **Blue** LED will blink three times, and the motor will "**beep three times**" to indicate the completion of throttle calibration.

- The ESC supports **Reverse throttle calibration if the transmitter throttle is set to reverse**. Follow the same calibration process as above without affecting the forward/reverse operation.

Note : Avoid moving the throttle during the blue LED blinking phase.
Remark : There is no need to restart the ESC after completing throttle calibration.

Caliration Status



LED Blink Status

Trigger Position	Blue LED	Red LED
Neutral	ON	OFF
Full Throttle	ON	ON
Full Brake	OFF	ON

Note: When you pull the throttle from neutral position to full throttle position, the Blue LED will blink, and the blink frequency will go faster when the throttle goes higher.

[When some protection is activated]

- The **RED** LED blinks, single flash between every one second. Repeat like " ¤ ¤ ¤ " indicates that the voltage is abnormal.
- The **RED** LED blinks, double flash between every one second. Repeat like " ¤¤ ¤¤ ¤¤ " indicates that the temperature is abnormal.
- The **RED** LED blinks, single and double flash alternately between every one second,Repeat like " ¤ ¤¤ ¤ ¤¤ ¤ ¤¤ " indicates that both of the voltage and temperature is abnormal at the same time.
- The **RED** LED will not have any responds even the voltage or temperature is abnormal if not detect the signal.
- The **BLUE** LED blinks,double flash between every two seconds. Repeat like " ¤¤ ¤¤ ¤¤ " indicates that the throttle is abnormal (No throttle, or the throttle is not on the neutral position)

Throttle Signal

1. The ESC can support the 450Hz maximum RPM throttle signal.
2. The ESC throttle protection will be activated under the following situation, and the **BLUE** LED blinks double flash :
- The throttle trigger do not place on the neutral position when the ESC turns on.
- Lost the throttle signal.
3. If the ESC lost throttle signal during the operation, the **BLUE** LED will blink double flash, and the ESC will start to work again until the throttle signal is back .to normal.

Sensored & Sensorless

1. The sensored mode is activated once the ESC detected the hall sensor signal at any time.
2. The ESC will work on sensorless mode once the ESC didn't detect the hall sensor signal at any time.
3. The ESC will have a slight power drop and restored soon during the moment of sensored and sensorless mode switching.
4. The PWM driving frequency will be selected automatically by the ESC on sensorless mode, and the manual setting is invalid.
5. It is invalid to set the brake PMW frequency less than 1KHz and forced recognized as 1KHZ, if the ESC is on sensorless mode.
6. Boost and turbo functions are not available on sensorless mode.

Boost & Turbo

1. After the boost or turbo timing triggered, the RPM and current will be increased, and the battery/ESC/motor will be heating, so setting the proper timing and timing increased rate, the time of timing will effect the battery/ESC/motor service life.
2. The difference of the Boost and Turbo Timing :
- The Boost timing will be triggered even though you do not pull the throttle trigger to the full throttle position.
- The Turbo timing will be triggered only when you pull the throttle trigger to the full throttle position.
3. The Boost timing plus the Turbo timing is equal to the final opened timing when the throttle reaches its maximum position, and the final total timing is 50 degree (for Breve 160A total timing is 15 degree). For example: If Boost timing set at 45 degree, and Turbo Timing set at 45 degree, so when the the throttle reaches its maximum position, the Boost timing will be 45 degree, and Turbo Timing only can be opened at 15 degree.
4. If set the low voltage or over temperature protection, and the protection is activated, then all the timing will be closed.

Voltage Protection

1. **High Voltage Protection** :
If the ESC detected the voltage too high (Higher than the esc standard voltage), when the ESC turns on, and the **A4. Cutoff volt (V/S)** was not set "OFF",then the voltage protection will be activated, and the maximum throttle output will be limited within 50%.(The high voltage protection only worked on the other stages even it detected the high voltage, once the high voltage protection opened, even though the voltage comes down to the normal voltage,the protection will not be relieved.)
2. **Low Voltage Protection** :
If the ESC detected the voltage less than the set value at anytime, and this voltage keep for a while, then the low voltage protection is activated, and the maximum throttle output will be limited within 50%. (Once the low voltage protection activated, even though the voltage comes back to normal, the protection can not be relieved.)
3. **Thermal Protection** :
The output throttle from the ESC will be limited (not over 50%) with the thermal value you have preset.(The Thermal protection will be dismissed when the ESC temperature drop to 65°C)
4. If the voltage protection and temperature protection set off, and when the voltage and temperature become abnormal, the LED status will indicates the problems correspondingly, but will not limit the throttle output and will not close all ESC timing.
5. If the ESC detected the motor have the driving problem (like motor rotor locked or motor phase lost problem) which can cause the motor not run smoothly, and when the throttle trigger leave. neutral position for a while, then the ESC driving abnormal protection will be activated, and the motor will emit special tone like beep-beep-beep (note: some motors can not beep or beep with a low sound if motor have phase loss problem), and the protection will be closed until you released the throttle trigger to neutral position for 0.2 seconds. If this problem occurs three times continuously, then you have to solve the motor driving problem first,or the protection will exist all the time.

Bluetooth Program

1. Reset password: When the ESC turns on, press and holding the power button around **10 seconds**, the ESC will restore the Bluetooth password to default setting **0000**.
2. With Breve Bluetooth, connected the Breve app to the ESC, the user can program parameters, upgrade firmware and check the real-time data of the ESC on the APP.
3. Due to the range limit of Bluetooth, the operational distance is around **8 meters** .(If there are many metals or other strong interference signals or obstacles around will short the operatinal distance)
4. The Bluetooth device name **can not** be changed.
5. The Bluetooth connecting will be failed during the ESC throttle calibration process.

Program Items

1. The user can program parameters at any status if the ESC turns on, and new programmed parameters will be took effect immediately, no need to restart the ESC, it means the programming parameters can be competed online, so it can provide a very intuitive feeling between the before programming and after programming.There will be some impacts on the battery/ESC /motor, if you program some parameters when the motor in a high-speed rotation then the ESC will drive the motor reverse immediately, but the motor can not be reverse immediately because of its inertia,then it will cause a big .current and vibration. Or when the Boost or Turbo timing opened, but you set it off when the motor in a high-speed rotation, it also will cause a big current,so we would like to recommend not programming parameters when the motor in a high-speed rotation.
2. The programming parameters are saved in the ESC embedded flash memory, and the flashed card have a limited programming life (around 10K times),so don't program the ESC very often.

Real-Live Data

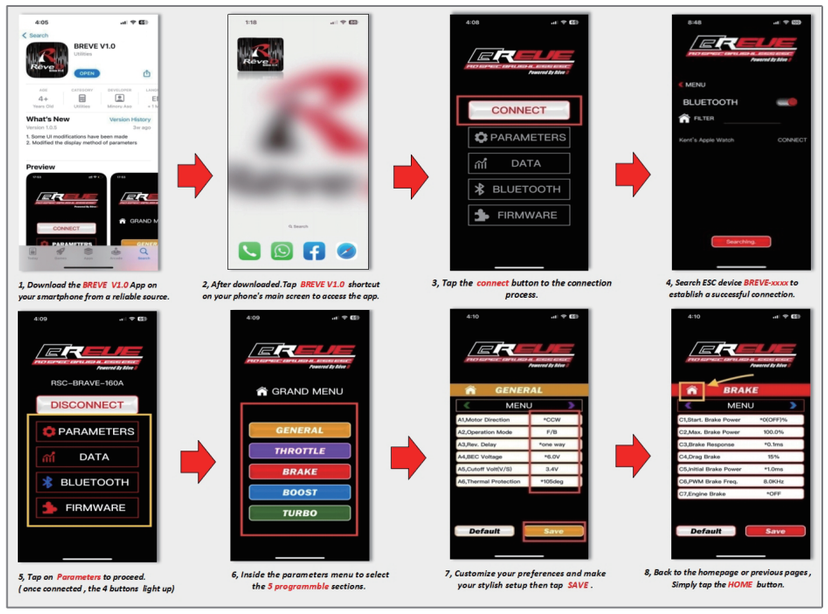
1. The real-time data can be read only when the ESC have the throttle signals
2. The real-time data is just a reference data with ±10% accuracy, if you want to get the more accurate real-time data, you need to use the moreprofessional equipement.
3. The description of the real-time data items :

NO:	DATA Live Item	Trigger Position
1	Input Throttle	The throttle from receiver to the ESC
2	Output Throttle	The throttle from the ESC to the Motor
3	Voltage	The battery voltage being detect by the ESC
4	Min.Voltage	The minimum voltage was detect by the ESC
5	Temperature	ESC Live temperature
6	Max.Temperature	The maximum temperature detect by the ESC
7	RPM	Revolutions per minutes " LIVE "
8	Max. RPM	The maximum RPM detect by the ESC
9	Adv.Timing	Advance Timing , The ESC total timing (Boost &Turbo)
10	Max.Timing	The Boost / Turbo in total maximum drive value

Firmware Update

1. If the ESC firmware update fails, please restart the ESC and update it again via the APP.
2. The LED flashes red while updating the ESC firmware, and flashes blue while the ESC setup is being rewritten.
3. Do not turn off the power while updating the ESC firmware. (Please note that pressing the power button for more than 5 seconds will turn off the ESC power)

App Installation Guide



Mobile Phone App Installation Guide

1. Download the **Breve V1.0** app on your smartphone from a reliable source.
Apple URL : **https://apps.apple.com/jp/app/breve-v1-0/id6448748065**
Android URL : **https://play.google.com/store/apps/details?id=com.inrico.blemodel_jp2**

2. Open the Breve V1.0 app and tap the " **Connect** " button to initiate the connection process.
(Note: **Quick double-tap** will disconnect the connection.)

3. Once connected, the app will automatically navigate to the Bluetooth page. Search for your ESC device name to establish a successful connection. (The app will remember the device name for future connections.)

4. After establishing the connection, you will see four box buttons on the screen: "**Parameters**," "**Data**," "**Bluetooth**," and "**Firmware**." Tap on " **Parameters** " to proceed. (once Connected , the 4 Buttons light up)

5. Inside the " **Parameters** " menu, you will find the five programmable sections: **GENERAL**, **THROTTLE**, **BRAKE**, **BOOST**, and **TURBO**, to select the desired section to begin setting up your parameters.

6. For example, if you choose the General parameters section, you can customize your preferences and make necessary adjustments. Once you are satisfied, press the "**Save**" button. Be cautious when using the "**Default**" button, as it will restore all values to factory setups.

7. To navigate back to the homepage or previous pages, simply use the "**Home**" button, which will provide easy access to different sections.

8. Now you are ready to enjoy the enhanced performance of your **Breve** ESC...! LET'S START TO ENJOY YOUR RC DRIFTING !!! Please note that this is a general guide, and specific instructions may vary depending on the exact model and version of the Breve ESC you are using.

Take a note : To set a custom password , Go to Bluetooth Menu in the main settings .

Key features of the Reverse Delay update

1. Activate the Reverse Function by selecting F/B/R on your ESC.

2. With this update, when your car is in neutral and you press the brake/reverse trigger, the car will not immediately engage in reverse.

3. Releasing the trigger back to the neutral position and then pressing it again for brake/reverse will initiate reverse based on your selected delay in seconds.

ESC Trouble Shooting

Troubleshoot	Caused of Trouble	Issue Solutions
- The ESC was unable to start the status LED, the motor,and the cooling fan after it was powered on.	1. No power was supplied to the ESC. 2. The ESC switch was damaged.	1. Check if all ESC & battery connectors have been well soldered or firmly connected. 2. Replace the broken switch.
- The motor suddenly stopped or significantly reduced output in operation.	1. The receiver was influenced by some foreign interference. 2. The ESC entered the battery LVC (Low Voltage Cut off) protection. 3. The ESC entered the thermal (over-heat) protection.	1. Check all devices and try to find out all possible causes, and check the transmitter's battery voltage. 2. The RED LED blinks, single flash between every one second. 3. The RED LED blinks, double flash between every one second.
- The motor stuttered but couldn't start.	1. Some soldering between the motor and the ESC was not good. 2. The ESC was damaged. (some MOSFETs were burnt)	1. Check all soldering points, please re-solder if necessary. 2. Contact the distributor for repair or other customer Services.
- The car ran forward/backward slowly when the Throttle trigger was at the neutral position.	1. The neutral position on the transmitter was not stable, so signals were not stable either. 2. The ESC calibration was not proper.	1. Replace your transmitter. 2. Re-calibrate the throttle range or fine tune the neutral position on the transmitter.

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***Please often to check our website, instagram , facebook for details on the features and the latest information.**

Updated Version: 24 May 2024

BREVE Programmable Features Description

GENERAL

Programming Code	Standard	Features Description
A1. Motor Direction	* CCW	- The motor output wire switch feature allows to select CCW / CW to charge the motor forward / reverse 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	* one way	- Available in Forward/Brake/Reverse mode, our system offers five reverse delay options ranging from 1 to 5 seconds.
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)	* Auto.V	- 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.
A6. Thermal Protection	* 105deg	- Thermal protection is a vital feature. It monitors the temperature of the components during operation and prevents overheat , If the tempetures reaches a critical level, it reduces power and temporarily cut-off to protect the ESC to ensures safe operation to extends the ESC'S lifepan.

THROTTLE

Programming Code	Standard	Features Description
B1. Throttle Response	*0.1ms	- The throttle response means faster / quicker acceleration. Reduce response time for immediate power delivery much better control. Optimize settings to match your drifting style and find the right balance between responsiveness and stability.
B2. PWM Drive Freq	*8.0KHz	- The PWM frequency used by the ESC plays a crucial role in driving the Drift spec motor. A lower PWM frequency yields quicker acceleration but may sacrifice throttle linearity. In contrast, a higher PWM frequency ensures smoother throttle response and improved linearity, but may caused a more rapid temperature. **About PWM: Pulse Width Modulation. It controls motor power by rapidly switching on/off. Varying pulse width adjusts speed and enables precise control.**
B3. Start Power	*5.0%	- 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	*5.0%	- 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	*5.0%	- 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

Programming Code	Standard	Features Description
C1. Start Brake Power	*10%	- The "Start Brake Power" refers to the minimum brake force applied when transitioning into the braking mode. Increasing value of this parameter enhances the strength of the brake force when move the throttle trigger /stick away from the neutral range. It allows for more aggressive braking, ensuring quicker deceleration and improved control during braking maneuvers. By adjust this setting to a higher value.
C2. Max. Brake Power	*100%	- The "Maximum brake force" refers to the strength of the brakes when fully applied. A lower value means the maximum brake power is weaker, resulting in less stopping force.
C3. Brake Response	*0.1MS	-During on "Brake response" refers to how quickly the brakes engage when the brake command is given. A shorter response time means the brakes engaging more quickly, As resulting as quicker and more responsive braking.
C4. 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 .
C5.Initial Brake Power	*1.0ms	- In term "Initial Brake Power" is refers to the braking performance of the Drift car when moving forward. A shorter response time indicates faster and more responsive braking in the forward direction. This allows for greater control and precision when decelerating or stopping the vehicle during forward motion. By adjusting the settings related to " Drag Brake ".
C6. 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.
C7. Auto Brake	*OFF	- A intelligent feature that automatically applies high-frequency braking to rapidly decrease the motor RPM immediately when the throttle trigger/stick is nearly at the neutral position. It simulates the sensation of drag braking. it's important note that the "Auto brake" function is not frequently activated. It is only engaged when necessary, ensuring timely and precise braking when required adds an extra layer of control.

BOOST

Programming Code	Standard	Features Description
D1. Boost Timing	*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 redrs.**
D2. Activation Mode	*Throttle	- 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. Throttle BST.Control	*50%	- The " Activation Mode " is set to "**By Throttle**," the system monitors the throttle input. The Boost Timing will be activated when the throttle input exceeds the predefined threshold value The "Throttle Boost Control" parameter plays a crucial role in determining when the Boost Timing function is triggered. **For example**, if the throttle threshold is set to 70%, the Boost Timing function will only kick in when the throttle input surpasses this threshold, reaching 71% or higher then.
D4. RPM BST.Control	*18.0 KR/min	- The "RPM Boost Control " parameter plays a crucial role in determining when the Boost Timing function is triggered. When the "**Activacation Mode** " is set to " **By RPM** " the system monitors the motor's RPM. The Boost Timing will be activated when the motor RPM exceeds the predefined RPM threshold value. **For example**, if the RPM threshold is set to 20,000 RPM the Boost Timing function will only kick in when the motor RPM surpasses this threshold, reaching 20,001 RPM or higher then .
D5. 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.
D6. Boost Inc.RPM	*1.0 deg	- 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 will ramp up more aggressively, The results in a quicker acceleration , Also making it more challenging control. It's a related function with " Boost Timing " in directly.
D7. Boost Dec.RPM	*1.0 deg	- The "Boost Dec.RPM " in directly related of the function "Boost Timing" parameter determines how quickly the speed decreases when the Boost Timing is disengaged. A higher value means the speed will decrease more rapidly, creating an effect similar to braking ,This parameter allows to control the deceleration rate when the Boost Timing is turned off. By setup a higher decrease rate, the power output will decrease faster, resulting in a quicker reduction in high speeds.

TURBO

Programming Code	Standard	Features Description
E1. Turbo Timing	*35 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.
E2. Turbo + Slope Inc	*64 deg	- To adjusting the " Turbo + Slope Inc " it's essential to balanced setting with the turbo raising up that maximizes power without sacrificing control during at the acceleration Increasing high value boosts the power delivery right engage immediately , provided an aggressive acceleration and difficult to handling.
E3. Turbo - Slope Dec	*64 deg	- The Decrease Rate of Turbo Timing parameter determines be quickly turbo timing decreases when release the throttle and the car during at high speeds. Increasing higher value leads to a faster speed reduction, The outcome similar like low gear braking system for the vehince smoothly slow down without forcing .
E4. Turbo Delay	*0%	- In term function is activated, The Turbo feature will not engage right away when the throttle trigger/stick is fully pressed to the 100% position. Instead, there will be a brief delay before the Turbo kicks in. This allows for better control of the Turbo activation.
E5. Delay Engage	*OFF	- Turbo Determines delay and reload engaging when throttle trigger/stick is quickly returned to 100% with activated Turbo Timing. With Options select: Wait (reload after Turbo Timing decreases to 0), Selected : Instant (Immediate reload when throttle trigger/stick moves away from 100%).

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