

NEW SOFTWARE



NEW LRP FLOW ON-ROAD MODIFIED SOFTWARE v4.7

The firmware that dominated the European Racing scene is here! LRP team drivers like Ronald Völker completely dominated the racing scene already with the prototype version in 2013, winning the European Championships, the ETS Series 2012/2013 and also in 2014 the DHI Cup and the TITC amongst others. We combined all the experience while creating the prototype firmware with the additional insights gained during these successful races and are proud to finally announce firmware v4.7. It truly is the software of champions.

The main goal was to improve the brake, drivability in the infield and to achieve a higher top-speed on the straight. Our LRP engineers created the perfect brake for all the different surfaces/conditions. Only LRP offers 3 different brake types: Semi X-Brake, X-Brake and BD3 - you choose according to your needs. The new turbo delay prevents turbo boost activation in the infield. Full power gets unleashed only on the straight, where you want it. The handling in the infield is improved due to a more precisely adjustable boost while the more precisely adjustable turbo enables higher top speeds on the straight.



Firmware: v4.7
Product: Flow Competition Flow Works Team
Description: On-Road Modified Software
Part No.: 80960
 80970

KEY IMPROVEMENTS

- 3 DIFFERENT BRAKE TYPES: SEMI X-BRAKE, X-BRAKE AND BD3
- INITIAL BRAKE ADJUSTMENT
- INITIAL DRIVE ADJUSTMENT
- TURBO DELAY

ADDITIONAL EXPLANATION OF FUNCTIONS ON-ROAD MODIFIED FLOW v4.7

| MODE 1 | MODE 2 | MODE 3 | MODE 4 | MODE 5 |
|---|---|--|---|--|
| <p>Autobrake (or „Drag brake“): Defines percentage of applied braking power when the throttle position on the radio is in neutral.</p> | <p>Brake Type (v4.7->new features) Try different brake types to find which suits your driving style best.</p> <p>X-Brake: Features powerful high speed braking towards smoother low RPM braking with very neutral braking effect. Suggested for all classes and conditions.</p> <p>Semi X-Brake (v4.7 -> new): Features increasing braking force towards lower speeds. Suggested for wet or lower grip conditions.</p> <p>BD3 (v4.7 -> new): Features most direct feel and strong braking power throughout whole braking band. Suggested for all applications and conditions, especially on high grip and high speed tracks.</p> | <p>Initial Brake (v4.7 -> new): Defines braking power which is added to autobrake when you first apply brake. This will give you sort of „handbrake“ effect when hitting the brakes. Suggested to use on tight infield tracks with many 180° curves.</p> | <p>Initial Drive (v4.7 -> improved setting for more adjustability): Defines percentage of initial throttle power. This allows to adjust smooth throttle or aggressive acceleration. Suggested use: Modified classes (smooth settings 1-3), Stock classes (aggressive settings 7-9)</p> | <p>Torque Timing: This function is designed especially for X12/X20/X20SS/K7 motors. Using Torque Timing will increase efficiency and improve the lower powerband, resulting in smoother operation and cooler running motors. Suggested settings 2-4. For motors of other brands we recommend to use 0° Torque Timing. For Boost Zero Classes Torque Timing 0 must be selected.</p> |
| MODE 6 | MODE 7 | MODE 8 | MODE 9 | MODE 10 |
| <p>Boost Timing (v4.7 -> improved setting for more adjustability): Defines the maximum Boost Timing setting. Suggested settings 2-7. For Boost Zero Classes Boost 0 must be selected. If Boost 0 is selected, modes 7,8, and 9 will not be shown.</p> | <p>Boost Angle (or „Punch“): Defines how quickly you will reach your selected Boost Timing. The higher the setting the faster you reach the Boost Timing. This results in greater power and faster acceleration.</p> | <p>Turbo (v4.7 -> improved settings for more adjustability): Defines the additional timing after Boost Timing to reach maximum available power. This setting is reached only when full throttle is applied. Note: If you select too high Boost Timing setting in combination with too low Boost Angle, Turbo might activate too late.</p> | <p>Turbo Delay (v4.7 -> new feature): With this feature you can delay the activation of Turbo to prevent that Turbo starts before it is desired (for example in the middle of the long corner before the straight). This allows to separate infield from the straight.</p> | <p>Protection: Defines the level of protection for your speedo and motor. Battery protection is always active.</p> |

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| MODE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|--------------------|------------|--------------|---------------|---------------|---------------|--------------|-------------|-------|-------------|----------------|
| Red LED | | Fast | Slow | | | | | | Fast | |
| Blue LED | | | | | | | | | Fast | |
| Yellow LED | | | | | | | | | Fast | |
| Settings Green LED | Auto Brake | Brake Type | Initial Brake | Initial Drive | Torque Timing | Boost Timing | Boost Angle | Turbo | Turbo Delay | Protection |
| | [%] | - | [%] | [%] | [°] | [°] | [°/10k] | [°] | [s] | - |
| 0 | 0 | Semi X-Brake | 0 | | 0 | 0 | | 0 | 0 | Speedo & Motor |
| 1 | 3 | X-Brake | 3 | 1 | 5 | 3 | 1 | 3 | 0,05 | Speedo only |
| 2 | 6 | BD3 | 6 | 2 | 10 | 6 | 2 | 6 | 0,10 | |
| 3 | 9 | | 9 | 3 | 15 | 9 | 3 | 9 | 0,15 | |
| 4 | 12 | | 12 | 4 | 20 | 12 | 4 | 12 | 0,20 | |
| 5 | 15 | | 15 | 5 | 25 | 15 | 5 | 15 | 0,25 | |
| 6 | 20 | | 18 | 7 | | 18 | 6 | 18 | 0,30 | |
| 7 | 25 | | 21 | 9 | | 21 | 7 | 21 | 0,35 | |
| 8 | 30 | | 24 | 12 | | 24 | 8 | 24 | 0,40 | |
| 9 | 35 | | 27 | 16 | | 27 | 9 | 27 | 0,45 | |
| 10 | 40 | | 30 | 20 | | 30 | 10 | 30 | 0,50 | |

Factory default settings are shown in

White

For additional explanations see original user manual. Below are only important short explanations!
Note: If Boost Timing is „#0“, then Modes 7, 8 and 9 are disabled and will not be indicated.

Grey

HOW TO GET INTO „MODE PROGRAMMING“

Press MODE button for at least 3sec.

- How to check the stored settings → Count the number of flashes of the green SET-LED.
- How to change the settings → Press SET button to increase setting by one step.
- How to get to the next Mode → Press MODE button once.
- How to leave the programming mode → If last Mode is reached press the MODE button one more time. This will also store your settings.

RESET SPEED CONTROL TO FACTORY SETTINGS AFTER SOFTWARE UPDATE. MUST BE EXECUTED AFTER EACH SOFTWARE UPDATE!

Switch on the transmitter, then press and hold SET button while switching on the speed control. This will set speed control to factory default settings.

CALIBRATE SPEED CONTROL TO TRANSMITTER. MUST BE EXECUTED AFTER EACH SOFTWARE UPDATE!

Connect the speed control to the battery and switch it on. Hold SET button pressed for at least 3sec.

- Blue Led flashing. Leave transmitter in neutral position and press the SET button → Neutral saved.
- Yellow Led flashing. Hold full throttle on transmitter and press SET button → full throttle saved.
- Red Led flashing. Hold full brake on transmitter and press SET button → full brake saved.

HOW TO READ OUT THE MAXIMUM TEMPERATURE:

Press and hold MODE button while switching on the speed control. Then release button.

For speedo temperature read-out count the slow flashes of green LED to indicate "Speedo temperature till shutdown"

| Slow green LED | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|----------|
| Temp. °C | > -54°C | -48°C | -42°C | -36°C | -30°C | -24°C | -18°C | -12°C | -6°C | Shutdown |
| Temp. °F | > -97°F | -86°F | -76°F | -65°F | -54°F | -43°F | -32°F | -22°F | -11°F | Shutdown |

For motor temperature read-out press MODE button again and count green flashes to indicate "Motor temperature till shutdown"

| Fast green LED | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|------|----------|
| Temp. °C | > -45°C | -40°C | -35°C | -30°C | -25°C | -20°C | -15°C | -10°C | -5°C | Shutdown |
| Temp. °F | > -81°F | -72°F | -63°F | -54°F | -45°F | -36°F | -27°F | -18°F | -9°F | Shutdown |