

Absima «1/8 Revenge CTS V3 »

(Competition Team Speedo)

Thank you that you have chosen a product of the "Revenge CTS" series. Here you get a high-quality competition product, developed by racers for racers, to win races.

Please read the instructions carefully. By using this product you agree to the terms of the warranty of Absima GmbH.

Main Applications

Operation	-	Sensor/Sensorless
Amp	-	180A
Peak Amp	-	950A
Resistance	-	0.0003ohm
Max KV	-	bis zu 3000kv
Lipo/Life	-	2S-6S(7,4v-22,2v)
NiMh/NiCd	-	6-18 Cells
Adjustments	-	Programmbox
BEC	-	6V / 4A
Weight	-	146gr (with fan)

Controller Calibration

Each controller must be calibrated individually to the single remote control.

(Tip: please remove the tires or the motor pinion before calibration, so that the model cannot be self-employed at a mishandling)

Please follow the following instructions for this.

Check that:

- the EPA from throttle and brake on 100%.
- the expo function from throttle/brake on 0.

Connect the controller to the receiver and connect the battery to the controller.

Make sure that the remote control is on.

Press and hold the setup button on the controller and then turn on the controller. As soon as the green LED lights up, release the button.

Leave the throttle lever in the neutral position and a short press the setup button on the controller saves the zero position.

The green LED flashes and the red LED lights permanently.

Give full throttle and hold on the remote control. A short press of the setup button stores the full throttle point, the green LED flashes. **Please keep it full throttle on the remote control until the red and green LEDs stay!**

Give full brake and hold on the remote control. A briefly pressing of the setup button saves the max. braking point. The red and green LED flashes. **Please keep the throttle to maximum brake until the LED goes out and the controller has stored the position.**

Turn off the controller. The calibration is complete, and the controller is now ready for use.

LED Status

(*-*-*-*) ESC entered temperature protection, green LED flashing, speed reduced.

(*-*-*-*) ESC entered low battery protection, red LED flashing, speed reduced.

(**-*-*-*) In sensorless mode, if the sensorless wire is disconnected during running, both red and green LEDs will be flashing until power is switched off.

Other information

Red LED flashing when turned on switch, indicates number of cells. For example: If 2S red LED will be flashing 2 times or 4 times if 4S is connected. In sensorless mode when turned on switch both red and green LEDs will be flashing for 3 times and red LED will flash again to indicate number of cells.

Motor Connection

On the controller you have 5 cables they are marked as follows.

+ - A B C

If you use the controller/motor with the sensor, so please make sure that the cables connected to the motor as follow:

Controller cable A → Motor soldering tag A

Controller cable B → Motor soldering tag B

Controller cable C → Motor soldering tag C

A disregard can damage the motor and the controller.

If you use the controller without sensors so you should also use the order:

Controller cable A → Motor soldering tag A

Controller cable B → Motor soldering tag B

Controller cable C → Motor soldering tag C

Battery Connection

On the controller, you have 2 cables which are intended as connectors for the battery.

These are marked with + and -.

Please make sure that you connect the cables in the correct polarity of the battery. Reverse polarity will damage the controller and will void the warranty.

Advanced settings and programs on the controller

The controller is equipped with the latest technology in software and can be fully adjusted to the needs of the driver and the selected motor.

To program your controller you need the Absima programming box.

Connect the controller by using the receiver cable to the interface provided with the program box and turn on the controller. (Connect the battery)

The setup program is divided as follows: (an * indicates the factory settings)

Operation Mode

*1. For/Brake (2. For/brake/reverse 3. For/reverse)

Reverse Speed

*1. 25% (2. 50% 3. 75% 4. 100%)

Voltage CutOff

*4. 3.2V/cell (1. None 2. 2.9V/cell 3. 3.0V/cell 5. Custom: 6.2)

Drag Brake

*4. 10% (1. 0% 2. 4% 3. 8% 5. 12% 6. 15% 7. 20% 8. Custom: 35%)

Initial Brake

*1. =Drag Brake (2. 0% 3. 6% 4. 12% 5. 15% 6. Custom: 25%)

Brake Strength

*2. 80% (1. 75% 3. 85% 4. 90% 5. 95% 6. 100%)

Brake Rate

*20. 20 (1.1 2.2 3.320.20)

Brake Frequency

3. 4khz (1.1 khz 2.2khz 3.4khz 4.8khz)

Punch Profile

*7. Level 7 (Level 1 - 9)

BT Soft Power

*1. = 0% (2. = 1% – 21. = 20%)

BT Soft TH Range

*1. = 0% (2. = 10% 3. = 15% 4. = 20% 5. = 25% 6. = 30% 7. = 35% 8. = 40% 9. = 45% 10. = 50%)

Drive Frequency

*3. 8KHZ (2KHZ 4KHZ 8KHZ 16KHZ 32KHZ)

Neutral DeadBand

*1. 4% (2. 6% 3. 8%)

Temperature Set

*2. 176F/80C (1. Off 3. 194F/90C)

Cost Value

*1. 0% (1. = 1% 2. = 2%.... 21. = 20%)

Boost Timing

*2. 1deg (1. = 0deg 3. = 2deg 4. = 3deg.....61. = 60deg)

Boost Timing Act

*2. RPM (1. Auto)

Boost Start RPM

*3. 1500RPM (1. = 500RPM, 2. = 1000RPM, 4. = 2000RPM... 20. = 15000RPM)

Boost Timing RPM

*3. 1500RPM (1. = 500RPM 2. = 1000RPM 3. = 1500RPM... 20. = 15000RPM)

Boost Timing ACC

*1. 50RPM/deg (2. = 100RPM/deg 3. = 150RPM/deg..... 14. = 700RPM/deg)

Turbo Timing

*1. 0deg (2. = 1deg 3. = 2deg..... 31. = 30deg)

Turbo ON Slope

*4. 24deg/0.1s (1. = 6deg/0.1s 2. = 12deg/0.1s 3. = 18deg/0.1s..... 6. = Instant)

Turbo OFF Slope

*5. Instant (1. = 6deg/0.1s 2. = 12deg/0.1s 3. = 18deg/0.1s 4. 24deg/0,1s)

Turbo Delay

*5. 0.2sec (1. = Off 2. = 0.05sec 3. = 0.1sec 4. = 0.15sec..... 9. = 0.4sec)

Rotation Mode

*1. Normal (2. = Reverse)

BEC Voltage

*1. 6V (2. = 7,4V)

Restore Default





*1. No (2. = Defaulting => Yes)

Max ESC Temperature

Display only

Max Motor RPM

Display only

By pressing the individual buttons on the programming box you can adjust the values individual. With   can select the individual program points, with   can adjust the values you want in the menu. (Warning, this controller has setting functions which can destroy both the regulator as well as the motor if mishandled, with mishandling will void the warranty!!)

Explanations of the advanced settings:

Operating Mode:

“**For/Brake**” is suitable for competition use. In this mode you can only drive forward and brake.

“**for/reverse/brake**” your RC car can drive forward and backward. To drive backwards you have to stop the car completely and re-press the brake lever will release the reverse gear.

“**For/reverse**” is suitable for rock crawler and it has no brakes. The vehicle can also go directly from forward to reverse. Use this mode only for rock crawlers and no other cars, because the speed controller and the vehicle may be damaged.

Reverse Speed:

Here you can set with how much power the reverse gear works.

Voltage cut off:

This setting is designed to protect your LiPo before under voltage and can be adapted to individual. Please pay attention to the manufacturer's instructions for your batteries where there is a value which must not be exceeded.

Drake brake:

Drake Brake can also be called automatic brake. This simulates the engine brake.

(Team tip: 10% Engine brake often helps to stabilize the model on corner entry and it helps to drive consistent lap times)

Initial brake:

Initial brake indicates how much braking force on the first press of the brake lever is available.

For example you have initial brake to 20% so you have a braking force of 20% immediately when pressing.

(Team tip: use the initial brake 0% or drake brake, therefore they have a very linear braking)

Brake strength:

This sets the maximum braking force. Usually sufficient 80% of the factory setting and you can settle down the brake above the EPA settings on your remote control.

Brake Frequency:

With a lower Setting the brake force will be larger, as a higher value will gives a smoother brake force

Punch Profile:

Punch Profile is your start punch and can be diversify between 1-9

1-3 a soft start, ideally with very little grip

4-6 a slightly stronger start, ideal for modified engines with medium grip

7-9 a very aggressive start up behavior, ideal for stock classes with high handle

BT Soft Power:

Allows to fine tune the bottom end power release. With a high value (max. 20) the bottom end will be very smooth. Ecspecially on slippery conditions it could help to accelerate more sensitive.

BT Soft TH Range

Is the Range to which the BT Soft Power starts and ends. If for Example 20% is set, BT Soft Power starts at 0 and ends at 20%.

Drive Frequency:

The drive frequency indicates with which frequency the controller should work. The lower the value, more power is available to them at the beginning. The higher the value, more power in the middle and closing speed range.
(**Team tip** : the best experiences we had with 8 KHZ or zero boost mode at stock engines with 4 KHZ)

Neutral Deadband:

This shows how sensitive the controller reacts in the neutral position.

Temperature Set:

With the temperature set the switch-off of the controller can be changed, which protects against overheating.

Cost Value:

Reduces the engine braking effect. The higher the value used, the more the car rolls when the throttle is returned to neutral

Boost Timing:

Boost Timing changes over the whole engine speed, the timing and so likewise helps enormous power of each to brushless motor. Please always change the settings only in small values because a too big boost timing may exert a negative impact on the efficiency of the engine and can damage this. Always keep the temperature in mind if you change the boost timing.

Boost Timing RPM:

This indicates at which motor speed the boost timing is enabled.

Boost Timing ACC:

Acc = accelerator. This indicates at how many turns each time add 1 degree on timing.

Turbo Timing:

Turbo timing is similar to the turbo timing but this turns too at full throttle. Again, only small changes can make because too much turbo timing will damage the motor. Also, keep an eye on the temperature!

Turbo ON Slope:

Turbo slope indicates how many degrees should be added per 0.1sec off the turbo timing at full throttle.

Turbo OFF Slope:

Turbo off slope indicates the degree to which the turbo timing should shift down when full throttle is released. When set to instant, this happens immediately

Turbo Delay:

This works as a delay at full throttle. If you have the delay set to 0 so the turbo timing switches immediately at full throttle.

Reverse Rotation:

With this the rotation of the motor can be changed.

BEC Voltage:

Selection of the BEC Voltage 7,4V or 6V

Restore Default:

Here the controller can be set back to the factory settings.

Max ESC Temperature:

The Programming Box can be used to show the max esc Temperature

Max Motor RPM:

With the help of the programming box the max reached RPM can be shown

Warnings & Information

- o This controller is not a toy! Do not leave children unattended when using this product.
- o Do not leave the controller unattended when switched on.
- o The controller may not be used in the range of flammable materials!
- o If the controller does not work properly, disconnect the battery immediately and contact the dealer.
- o The controller must always be stored without a battery connection – disconnect the battery immediately after use!

General Warranty Provisions

All products of ABSIMA GmbH are manufactured according to very strict quality guidelines. The statutory warranty on manufacturing and material defects which existed at the time of delivery; ABSIMA GmbH takes over the course in full.

No warranty for defects listed below:

- Cable to receiver or switch-on damaged
- Mechanical damage, or destruction of the housing
- Water or water inside
- Mechanical damage to the components and / or the blank
- Soldered on the PCB (except on external soldering sockets)
- Battery polarity reversed
- Improper use
- Third-party intervention

When sending the product for repair, please ensure that all other components are working properly.

Regulations for Repair

If you return the product for repair, please tell us unequivocally with whether the product is to be repaired. Both the product testing, as well as any repair is chargeable, unless a warranty or warranty claim exists. Only attach the proof of purchase (a copy is sufficient), a guarantee or warranty can be accepted. On request, a fee-based service offering can be created, to which we are bound for 14 days from date of issue.

It should come after a repair, the cost of the repair quote you will of course not be charged.

Advantageous in the case of service:

- Exact and detailed error description
 - Your complete address data
- Telephone number for any possible questions

Declaration of conformity

For the products manufactured by Absima GmbH mentioned in this manual the compelling and relevant EC Directive will apply:

Directive: 2004/108/EG



The following special directives will apply:

EN 61000-6-1:2007

EN 61000-6-3:2007



This symbol on the products and / or accompanying documents means the used electrical and electronic products must be at the end of their lifetime separated from household waste. Please take these products for the treatment, recovery and recycling to designated collection points, which will receive the devices free of charge. The proper disposal of this product, prevent any potential adverse effects on humans and the environment which could otherwise arise from inappropriate waste handling at the end of its lifetime. For more details of your nearest designated collection point, contact your local authority.

For business users in the European Union, please contact your dealer or supplier for further information if you wish to dispose electrical and electronic equipment. He holds further information ready for you. Information on disposal in other countries outside the European Union.

This symbol is only valid in the European Union.

Absima GmbH
Gibitzenhofstrasse 127A
D-90443 Nürnberg

Phone: +49 911 650841 30
Fax: +49 911 650841 40
E-Mail: info@absima.com