

It is always nice to see a new British manufacturer enter the r/c scene, and by the looks of it M-troniks are set on course to be taken very seriously. This, their new ST600HF high-frequency ESC, puts them straight up against the established competition and, at the asking price of £89 could well see them gaining quite a few converts.

M-troniks is a small company that has been going for 3 years and their philosophy is to cut down on the gimmicks and non-essentials, and to concentrate on the important bits like track performance. Hence, there is no flashy box, no glossy set of instructions, and no set-up lights. What you do get is a high frequency ESC rated at 500A continuous current (with a full 1600A instantaneous current rating) and a claimed voltage loss at 10A of 0.0275V. This is right up with the competition and bodes well for track performance.

It also boasts torque control, with settings

there's not a lot that can be done, but in other circumstances this feature should help the lap times fall.

Obviously, it is a bit difficult to confirm the amp ratings of an ESC as I don't have anything handy that can measure 500A, let alone 1600A!

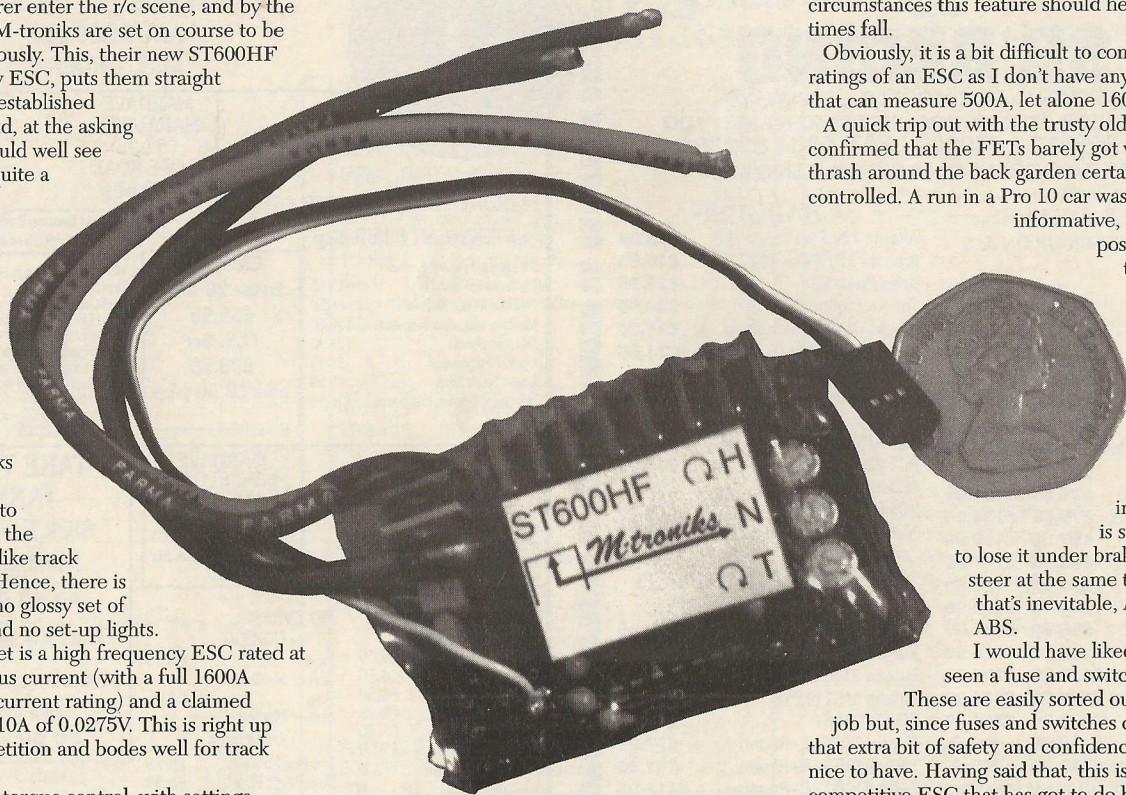
A quick trip out with the trusty old Cougar confirmed that the FETs barely got warm. The thrash around the back garden certainly felt very controlled. A run in a Pro 10 car was more

informative, since it was possible to see the spokes of the wheels still turning with full brakes applied at the end of a long straight. Very impressive! It is still possible

to lose it under braking if you steer at the same time, but that's inevitable, ABS or no ABS.

I would have liked to have seen a fuse and switch included.

These are easily sorted out as a DIY job but, since fuses and switches cost so little, that extra bit of safety and confidence would be nice to have. Having said that, this is a fully competitive ESC that has got to do battle with



# M-tronics

## ST 600 HF

ranging from 15A to 500A and regenerative braking. The latter is associated with an anti-lock braking circuit which is intended to aid control on slippery surfaces and shorten braking distances, just like the full sized version. When the brakes are applied, it checks (120 times second), to see if the regenerating circuit is producing any current. If the wheels have locked

up, there will be no regenerating going on so the brakes are momentarily eased off. This maximises the amount of regenerating and should add to run times on circuits that require a lot of brakes.

M-troniks are honest enough to remind you that, in extremely slippery conditions, the torque required to simply turn the motor over may be enough to lock up the wheels. In such conditions

the US made hordes and the Nosram/LRP/Corally. If it is going to succeed it has to come priced at less than the competition which it presently does. A couple of big names winning at the Nationals is all that is needed now.

If you are interested, M-troniks ESCs are available from Otley Modelsport and No. 1 Race Supplies.