



FEATURES

This setting method applies to 50A-200A

Battery: 6 – 20 NiMh; 2 – 7 LiPo

Protection : Protect voltage of auto 2-7 LiPo: 6V / 21V; Protect voltage of auto NiMh: 0.8V / cell;

Safety start-up system: will not start while throttle in the wrong position; Over-heat protection: The power will be cut-off automatically as the temperature reaches 110°C;

Automatic protection: The power will be cut-off automatically, when the radio signal loses for more than 1 second.

- Automatically check battery type
- Auto throttle control, lower acceleration
- Right brake system (normal control mode for Helicopter version)
- Clockwise soft low voltage protection (lower the output)
- Minimum timing = 1 degree

Connect ESC output to motor, ESC signal to receiver throttle channel. (Note: this ESC without BEC output.). Make sure the throttle stick at close position, then turn on transmitter and receiver.

The two clue sounds $\$ \$$ means Power/ESC/Motor connecting successfully. One second later, motor will sound two Beep Beep, this is safety clue, means ESC is under receiver control. At this moment, please get away from the propeller to avoid accident. After hearing safety sound, ESC will have the motor running or stopping according to the transmitter's signal. If $\$ \$$ continuous loops, please check receiver's power or transmitter.

Note: When the radio signal loses, the output of ESC will be cut off automatically, and sounds $\$ \$ \$ \$$...to show wrong signal. With this sounds, maybe you can find your plane in flying field. (PCM radio signal loses when keeps its normal control signal, at this time ESC will not through the motor provides this voice). Other radio without static noise function, In the case of the transmitter is not open, it may not sounds $\$ \$ \$ \$$, but there is no safety tips sound. This time please open the transmitter.

It is normal the loudness safety sound leads the prop to jiggle. If the safety sound is not clear, please check battery and battery cable.

Setting Method

1. Disconnect main power from ESC, switch on TX & RX.
2. Move the stick to "full throttle"
3. Connect the main power pack to the ESC
4. Waiting for cue sound
5. Power on sound $\$ \$$

System access to the main manual

Single BEEP, this means the first choice item – Battery type and qty.

If you keep the throttle not moving, after hearing 3 BEEP repeated, that means to change to the second choice item,

If you want to change setting within the item, swiftly move the throttle to mid before BEEP sound finish and waiting for a new cue sound.

•— means NiMh / NiCd battery. ESC can inspect battery qty automatically, Please have the battery full charged before operation. The output will be decreased when the voltage drops to 0.8V / cell and will cut-off the power when the voltage falls down to 0.7V / cell. In this choice item, cue sound will repeat 3 times.

If you choose the setting, swiftly move the throttle to the full (highest position) and waiting for confirmed sound.

Please note, the conformed sound is a higher tone sound and then system will be back to the main menu.

- means 7S LiPo battery will be used; The output will be decreased when the voltage drops to 3V / cell and will cut-off the power when the voltage falls down to 2.9V / cell.
- means 6S LiPo battery will be used.
- means 5S LiPo battery will be used.
- means 4S LiPo battery will be used.
- means 3S LiPo battery will be used.
- means 2S LiPo battery will be used.



If you keep the throttle not moving, system will repeat the submenu until the throttle moves to full (highest position), the system will be back to main menu. If you stop choosing or canceling, can move the throttle to close (lowest position), system will save default data again, one second later, after hearing a safety cue sound the proportion power output can be controlled by the throttle.

Two continuous BEEP sounds – the second choose submenu – the throttle mode

- – auto throttle range setting
- – fixed throttle range setting: 1.1Ms(mini throttle) – 1.8Ms (max throttle)
- – high response throttle
- – low response throttle, suit for poor batteries.
- – mid brake, Brake time 3 sec. Brake will be off right after the power requested.
- – strong brake, brake time 3 sec. Brake will be off right after the power requested.

Three continuous BEEP sounds – the third submenu – Brake mode (Constant speed control options in helicopter version)

- – brake off (it is the normal mode in helicopter version)
- – slightly brake, brake opens when the throttle at close (lowest position), brake time 3 seconds, during the 3 sec, brake will be off if the throttle moves up.(2-4 poles motor constant speed control item in helicopter version)
- – mid brake, Brake time 3 sec. Brake will be off right after the power requested. (6-10 poles motor constant speed control item in helicopter version)
- – strong brake, brake time 3 sec. Brake will be off right after the power requested. (12-16 poles motor constant speed control item in helicopter version)

Four continuous BEEP sounds – power basic characters adjustment

- – clockwise
- – anticlockwise
- – soft low voltage protection (lower the output)
- – hard low voltage protection (output cut-off)

Five continuous BEEP sounds – advanced angle item

- – 1°
- – 7°
- – 15°
- – 30°

Note: over 8 poles motor can use one grade higher advanced angle, at this time output increased but efficiency lower. All motors can use min angle to get high efficiency.

Six continuous BEEP sounds – PWM item choosing

- – 8KHz suit for almost every motor, specially for outer runner
- – 16KHz suit for high KV, ultralow inner resistance motors, such as KV4000, less vibration, more smooth but will increase 20% heating, please keep well heat sink

! When at the mid throttle, waiting for requested setting, swiftly move the throttle stick to full throttle (highest position), the requested setting will be saved.

! When setting, if want to quit in mid way, you should just move the throttle stick to position close, all data will not be changed.

! All requested settings can be done in one set up operation, after finish all settings move the throttle stick to close position (lowest position), waiting for safety cue sound then can start to use.