

Thanks for purchasing our electronic speed controller (ESC). The power system for RC model can be very dangerous, please read this manual carefully. In that we have no control over the correct use, installation, application, or maintenance of our products, no liability shall be assumed nor accepted for any damages, losses or costs resulting from the use of the product.

**Features:**

- Water-proof and dust-proof for all weather races
- Small size with built-in capacitor module
- Multiple protections: Low voltage cut-off protection for Lipo or NiMH battery / Over-heat protection / Throttle signal loss protection.
- Easily programmed with “jumpers”

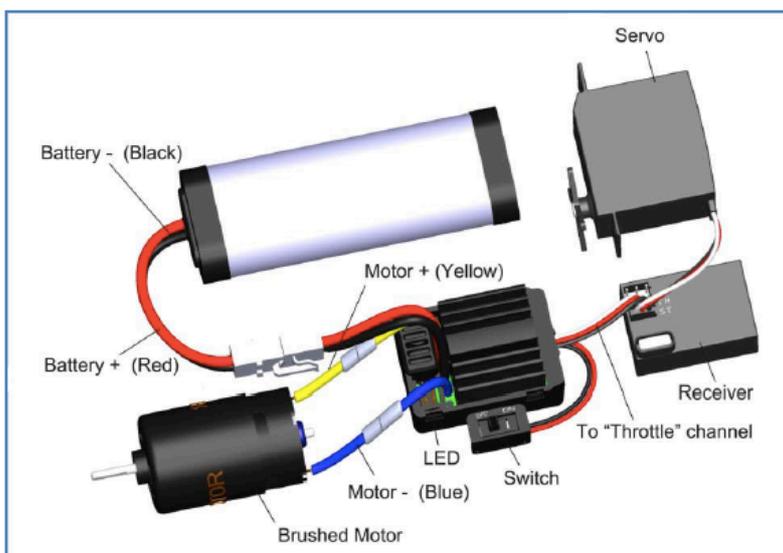
Thanks for purchasing our electronic speed controller (ESC). The power system for RC model can be very dangerous, please read this manual carefully. In that we have no control over the correct use, installation, application, or maintenance of our products, no liability shall be assumed nor accepted for any damages, losses or costs resulting from the use of the product.

**Specification:**

|                                      |  |
|--------------------------------------|--|
| Model:                               | WP1040-BRUSHED<br>WP1040-BRUSHED Crawler & Boat  |
| Cont. / Burst Current:               | Forward 40A / 180A<br>Reverse 20A / 90A  |
| Input                                | 2-3S LiPo / 5-9 Cells NiMH   |
| Cars Application                     | 1:10 On-road, Off-road, Buggy, Truggy, Monster Truck<br>1:10 Crawler, Tank/Boat        |
| Motor Limit 2S LiPo<br>5-6Cells NiMH | 540 or 550 size motor ≥12T or RPM <30.000@7.2V   |
| Motor Limit 3S LiPo<br>7-9Cells NiMH | 540 or 550 size motor ≥18T or RPM <20.000@7.2V   |
| Resistance                           | Fwd: 0.002 Ohm, Bwd: 0.004 Ohm   |
| Built-in BEC                         | 2A/6V (Linear mode BEC)  |
| Dimension & Weight                   | WP1040-BRUSHED 46.5*34*28,5mm 65g<br>WP1040-BRUSHED Crawler & Boat 46.5*34*28,5mm, 70g |

**Begin to use:**

1. Connect the ESC, motor, receiver, battery and servo according to the following diagram



“+” and “-“ wires of the ESC are connected to the battery pack.

**ATTENTION: The incorrect polarity will damage the ESC immediately!**

The control cable of the ESC (trio wires with black, red and white color) is connected to the throttle channel of the receiver (usually CH2). The “Motor +” and “Motor -” wires are connected to the ESC without any order. If the motor runs in the opposite direction, please swap these two wire connections.

## 2. Set the transmitter



Please set the D/R, EPA and ATL to 100% for throttle channel (for transmitter without LCD display, please turn the knobs to the maximum value), and set the TRIM of the throttle channel to 0 (for transmitter without LCD display, please turn the TRIM knob to neutral position). For some radios the direction of throttle channel shall be set to "REV" while for others shall be set to "NOR".

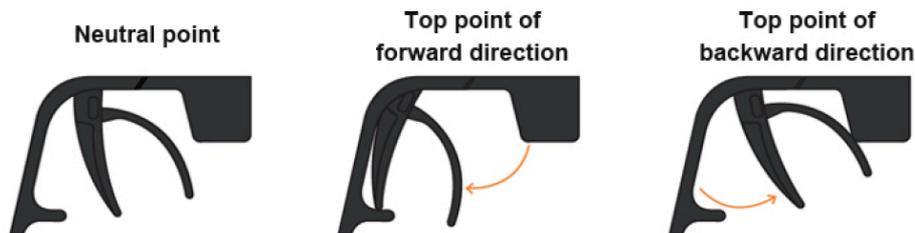
## 3. Throttle Range Setting (Throttle Range Calibration)

In order to make the ESC match the throttle range of different transmitters, the calibration of the ESC is necessary. To calibrate the ESC, please turn on the transmitter, keep throttle stick at its neutral position, wait for 3 seconds to let the ESC execute self-test and automatic throttle calibration. When the ESC is ready to run, a long beep sound is emitted from the motor. **Note:** Please calibrate the throttle range again when using a new transmitter or changing the settings of the neutral position of throttle channel, D/R, ATV, ATL or EPA parameters, otherwise the ESC may not work properly.

### Beep Sound and LED Status:

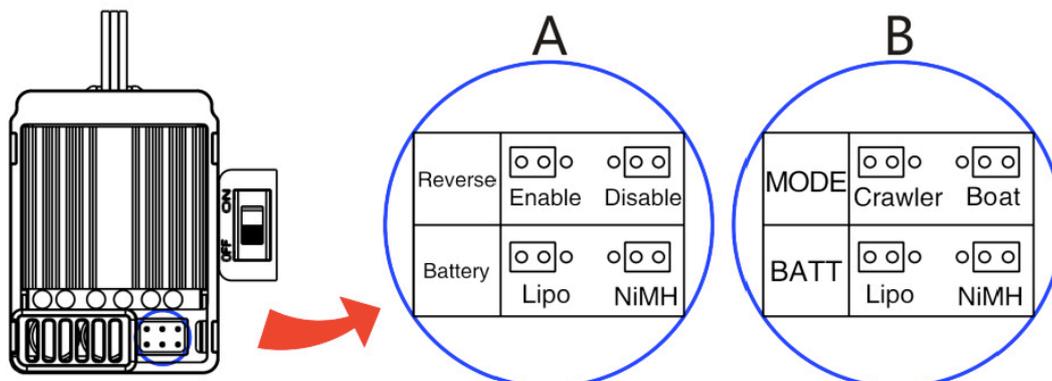
| The meaning of Beep Sound  | LED Status   |
|--|--|
| <ul style="list-style-type: none"> <li>1 short Beep: NiMH/NiCd Battery</li> <li>2 short Beep: 2S LiPo</li> <li>3 short Beep: 3S LiPo</li> <li>1 long Beep: Self-testing and throttle calibration is OK and the ESC is ready to use.</li> </ul> | <ul style="list-style-type: none"> <li>Throttle stick in neutral range, red LED is off</li> <li>Forward, brake or reverse at partial throttle, red LED blinks</li> <li>Forward, brake or reverse at full throttle, red LED is solid</li> </ul> |

### Throttle Stick Position:



### Set the ESC:

The ESC is programmed by the jumpers (Tweezers is recommended to plug and unplug the jumper)



**A:WP-1040-BRUSHED**

**B:WP-1040-BRUSHED-CRAWLER & BOAT**

**Protection Functions:**

1. Low voltage cut-off (LVC) protection:

If the voltage of battery pack is lower than the threshold for 2 seconds, the ESC will enter the protection mode. When the car stops, the red LED blinks to indicate the low voltage cut-off protection has been activated.

LVC protection for WP1040-BRUSHED

| 2S LiPo   | 3S LiPo  | 5-9 Cells NiMH  |
|---|--|---|
| Output reduces 50% at 6.5V Output cuts off at 6.0V, cannot be recovered | Output reduces 50% at 9.75V Output cuts off at 9.0V, cannot be recovered | Output reduces 50% at 4.5V Output cuts off at 4.0V, cannot be recovered |

LVC protection for WP1040-BRUSHED Crawler & Boat

| 2S LiPo  | 3S LiPo  | 5-9 Cells NiMH   |
|--|--|--|
| Output cuts off at 6.5V. If the throttle stick moves to neutral and then up again, the output can be recovered to 50%. If the voltage drops to 6.5V again, the above process repeats in circles. | Output cuts off at 9.75V. If the throttle stick moves to neutral and then up again, the output can be recovered to 50%. If the voltage drops to 9.75V again, the above process repeats in circles. | Output cuts off at 4.5V. If the throttle stick moves to neutral and then up again, the output can be recovered to 50%. If the voltage drops to 4.5V again, the above process repeats in circles. |

2. Over-heat protection:

When the internal temperature of the ESC is higher than 100 Celsius degree or 212 Fahrenheit degree for 5 seconds, the ESC will reduce and cut off the output power. When the car stops, the red LED blinks to indicate the over-heat protection has been activated. If the ESC cools down to 80 Celsius degree (176 Fahrenheit degree) the output power is recovered to normal state.

3. Throttle signal loss protection:

The ESC will cut-off the output power if the throttle signal has been lost for 0.1 second. The "fail safe" function of the radio system is strongly recommended to be activated.

**The difference between "BRUSHED" and "BRUSHED CRAWLER & BOAT" ESC:**

"Brushed" and "Brushed-Crawler & Boat" ESCs have different backward-running modes.

**"Brushed" ESC** uses "Double-Click" method to make the car go backward. When you move the throttle stick from forward zone to backward zone for the first time, the ESC begins to brake the motor, the motor speeds down but still running, so the backward action is NOT happened at this moment. When the throttle stick is moved to the backward zone again (The 2nd "click"), if the motor speed is slowed down to zero (i.e. stopped), the backward action will be activated. The "Double-Click" method prevents mistakenly reverse when the brake function is frequently used in steering.

**"Brushed-Crawler & Boat" ESC** uses "Single-click" to make the car go backward. When you move the throttle stick from forward zone to backward zone, the car will go backward immediately. This mode is common for the Rock Crawler and tank.

The maximum reverse force (for backward running) is 50% for the general "Brushed" ESC, 100% for the "Crawler" mode of a "Brushed-Crawler & Boat" ESC, and 25% for the "Boat" mode of a "Brushed-Crawler & Boat" ESC.

The Low Voltage Cut-off Protection modes are different (Please check the instructions in the section of "PROTECTION FUNCTIONS")

**Trouble Shooting:**



| Trouble  | Possible Reason   | Solution  |
|--|---|---|
| After power on, motor can't work, no sound is emitted, and LED is off.                     | The ESC doesn't get its working voltage; Connections between battery pack and ESC are broken.   | Check the battery wires connection or replace the defective connectors.   |
| After power on, motor can't work; red LED blinks.  | Throttle signal is abnormal.  | Check the throttle wire connection; make sure it is plugged into the throttle channel of the receiver.  |
| The car runs backward while giving throttle.<br>(The motor runs in the opposite direction) | The wire connections between ESC and the motor need to be changed.  | Swap two wire connections between the ESC and the motor.  |
| The car can't go backward.   | The jumper position is wrong.<br><br>The neutral point of throttle channel is changed or drifted.   | Check the jumper and plug it to the correct position.<br><br>Set the "TRIM" of throttle channel to 0 or turn the knob to its neutral position.                          |
| The car can't go forward, but can go backward.   | The direction of throttle channel is not correct.   | Reset the direction of throttle channel from original "NOR" to "REV", or from original "REV" to "NOR".  |
| The motor doesn't work, but the LED in the ESC works normally.                             | The connections between motor and ESC are broken.<br><br>Motor is damaged.  | Check the connections and replace the defective connectors.<br><br>Replace the motor.   |
| The motor suddenly stops running while in working state                                    | The throttle signal is lost.<br><br>Low voltage cut-off protection or Over-heat cut-off protection has been activated.                                | Check the transmitter and the receiver / Check the throttle wire connection.<br><br>Replace the battery pack, or cool down the ESC.                                     |
| The car cannot get top speed and the red LED doesn't solid on at full throttle             | Some setting in the transmitter are incorrect.  | Check the settings. Set D/R, EPA, ATL to 100% or turn the knobs to maximum value.<br>Set TRIM to 0 or turn the knob to its neutral position.                            |
| Motor is cogging when accelerated quickly.   | The battery has limited discharge ability.<br><br>The battery has limited discharge ability.<br><br>Something wrong in the driving system of the car. | Use battery with better discharge ability.<br><br>Use motor with lower RPM, or use smaller pinion to get softer gear ratio.<br><br>Check the driving system of the car. |

**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**



Declaration of conformity is ready for download under the following link:  
<http://wp.absima.com/en/index.php/downloads/erklaerungen/>

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, 90443 Nürnberg, Germany**

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