

Specification

- Input Voltage : 7.2V~8.4V(NI-CD/MH) 7.4V(LI-PO) 6.6V(LI-FE)
 - Cell number NiCd/NiMH: 6 or 7 (7.2V/8.4V), but there is no integrated LiPo low voltage protection!
 - Cell number LiPo: 2 (7.4V)
 - Cell number LiFe: 2 (6.6V)
- Output : Forward Rating 70A Peak: 500A Backward Rating :100A (FET specified)
 - Steady current(forwards) :5 minutes/70A, 30 seconds/80A, 1 second/106A
 - Steady current(Back ward):5 minutes/35A, 30 seconds/40A, 1 second/53A
- Out max power :504w BEC 5V 1A (MAX 1.5A)
- Size/Weight:33.4mmx34.5mmx27.5mm/50g
- Motor limit:15 turns [$\leq 7.2V(6 \text{ cells})$], 17 turns[$8.4V(7 \text{ cells})$]
- Pulse frequency : 1 KHz

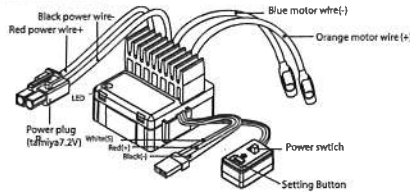
Low power battery auto-cut off

Battery Volt	7.2V	7.4V	6.6V
AUTO	Initial Detected voltage $\times 70\%$		
NI-CD/Ni-MH	5.4V		
LI-PO		6.0V	
LI-FE			4.8V

Over temperature protection

Motor will be intermittently turned off & on when the temperature reaches around (98 +/- 3~5) $^{\circ}C$

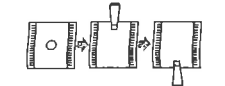
ESC wiring diagram



Receiver plug, plug into CH2. Polarities only match with JR & Futaba receiver. Be careful to check for other brand receivers before plugging.

Test of throttle direction coincidence

- Wiring ESC according to above diagram.
- Switch on the transmitter.
- ESC denotes a sound and starts setting neutral.
- Denoted by another confirmation sound after succeed in setting neutral.



Neutral → forward → backward

Refer to the left test sequence right after above setting is completed Push the throttle trigger forwards, quickly pull the throttle trigger backwards & hold it. If the system keeps braking, the throttle direction test is ok. Otherwise, if it drives reversely, the throttle and ESC forward direction does not coincide with each other. Change the throttle reversing switch of the transmitter, turn off & then turn on the ESC power again will correct the problem.

	Neutral	Forward	Full throttle	Brake	Full Braking	Backward	Full throttle
LED	Yellow	Red blinking fast	Red	Red blinking Slowly	Red	Red blinking Slowly	Red

Warning

- Avoid touching ESC heat sink or motor casing right after operation for not burning your body or skin.
- To avoid poor contact or overheat melting of connector and power abnormal cut off be sure to always use better current rated connector & wires while replacing the original ESC connector or elongating the connecting wires.
- Connect the battery pack just before driving, disconnect & take it out of the car immediately after termination. Don't solder ESC wires directly to the battery. A proper connector is a must to be used in between.
- This ESC has water proofing function, but can't be used with whole ESC in the water.
- The remaining water will rust the ESC after it used, please dry out the ESC and switch box after using.

Set process

Led indication: Red for selection of setting mode.,
Yellow for selection of mode parameter
Set Detail: (Number of ● = Blinking times, for example
● = 1 time,
●● = 2 times and so forth)

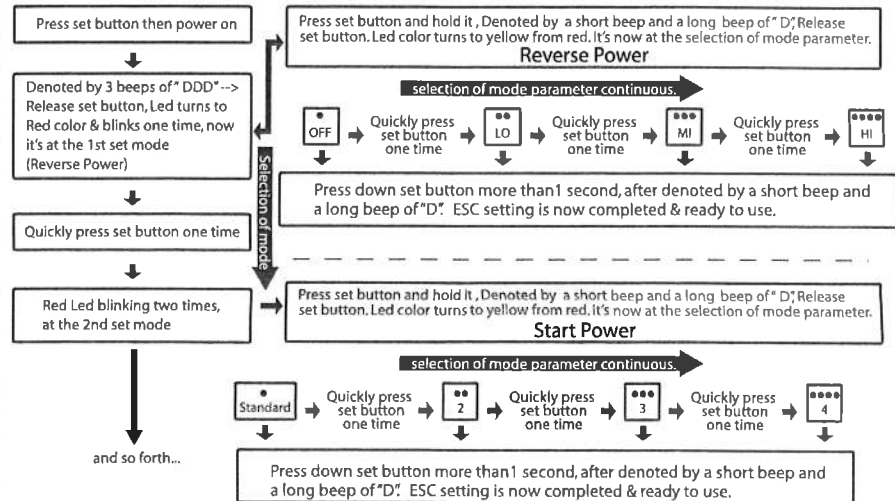
Setting mode (Red)

Mode select Led		Setting mode (Red)	Selection of mode parameter
Red	●	Reverse Power	4 phase (OFF LO MI HI)
Red	●●	Start Power	4 phase (Starting power from lowest to highest proportionally)
Red	●●●	Drag Break	4 phase (Breaking power from lowest to highest proportionally)
Red	●●●●	Battery Type	4 phase (Auto NI-cd/Ni-MH Li-po 7.4V LI-Fe 6.6V)

Setting mode (Yellow)

The model of parts as below is the default setting:

	●	●●	●●●	●●●●
Reverse Power	OFF	LO	MI	HI
Start Power	Standard	LO	MI	HI
Drag Break	OFF	LO	MI	HI
Battery type	AUTO	NI-CD/MH	LI-PO 7.4V	LI-Fe



Above Led indications are from Led mounted on the ESC. The other Led on the ESC switch can only display a red color. Optional programming card(B6090) is available to do above settings.