

規格

1. Input Voltage: 7.2V~8.4V(NI-CD/MH) 7.4V(LI-PO) 6.6V(LI-FE)
2. Output: Rating 150A, Peak: 750A 3. P.W.M: 9.5KHz
4. Out max power: 45A/7.2V(MAX 324 W)
5. Size/Weight: 26.4mmX44.4mmX13.6mm/46g 6. BEC: 5V 2A
7. MOTOR: 540S(360×50) Motor(A: <7.4V; Support 2500KV ↓ Motor ,B: 11.1V Support 2000KV motor)

Over temperature protection

Motor will be intermittently turned off & on when the temperature reaches around (98±3~5)°c

注意事項

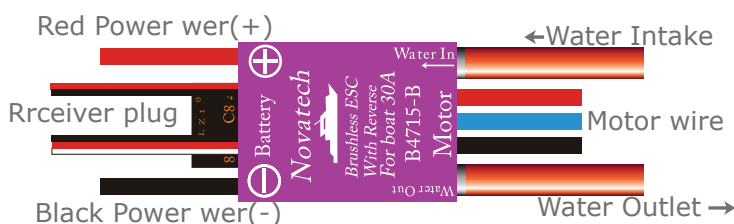
1. Avoid touching ESC heat sink or motor casing right after operation for not burning your body or skin.
2. To avoid poor contact or overheat melting of connector and power abnormal cut off be sure to always use better current rated connector & wires while replacing the original ESC connector or elongating the connecting wires.
3. Connect the battery pack just before driving, disconnect & take it out 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.
4. When using programming card(B6091-1), please turn off ESC Power and take the servo wire out of the receiver, then insert the set up card according to the electrode sign on the card. After setting programming card, needs to turn off power at the same time, then take servo wire into of the receiver.
5. Always make sure connecting the ESC to a proper power source that has the correct voltage & polarity. Incorrect voltages or reversed polarity will damage the ESC. Don't solder ESC wires directly to the battery. A proper connector is a must to be used in between.

Motor specification

Battery Volt	7.2V	7.4V	6.6V
AUTO	Initial Detected voltage x70%		
NI-CD/NI-MH	5.4V		
LI-PO		6.0V	
LI-FE			4.8V

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.



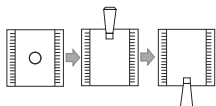
Test of throttle direction coincidence

1 Wiring ESC according to above diagram.

2 Switch on the transmitter.

3 ESC denotes a sound and starts setting neutral.

4 Denoted by another confirmation sound after succeed in setting neutral.



Neutral → forward → backward

Refer to the left test sequence right 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.

Safe gear ratio test

Input voltage	resistance	waste current
7.2V	0.18Ω	40A
11.1V	0.18Ω	61.6A

(V/R=1 7.2V/0.18Ω=40A)
(V/R=1 11.1V/0.18Ω=61.6A)

※ Firstly, trial running starting with a small gear motor for 2~3 minutes, measure the temperatures of both ESC & motor. If both temperatures are close with each other, they are at good match. The gear ratio can then be properly adjusted to optimum according to the features of the courses. However, It's very important to always keep both temperatures under 100 °c, while adjusting the gear ratio. Otherwise the demagnetization of the motor will happen, the motor efficiency will drop dramatically & the temperature will also raise up very quickly. Most battery power is now wasted on heat nothing on motor efficiency.

※ It's ok to replace a higher gear ratio or a higher KV motor while the temperature of the ESC is under 80 °c. But it should be done according to para 6 described, from small to bigger. Unless the kv value of the original motor is very low enough, It should replace a motor with lower kv value when the input battery voltage is changed to a higher level. The ESC will be burnt if the motor doesn't be properly changed while input voltage is changed. See example by the side of left on the current changed inside motor while input voltage is changed.