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Link do produktu: https://www.nobshop.pl/regulator-obrotow-esc-t-motor-f55a-pro-ii-6s-4in1-p-3364.html

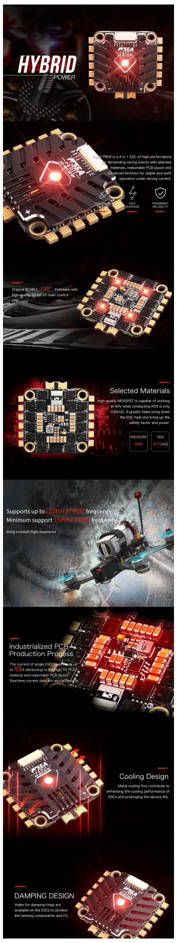
Regulator obrotów ESC T-Motor F55A PRO II 6S 4IN1

Cena brutto	**529,00 zł**
Cena netto	**430,08 zł**
Dostępność	**Aktualnie niedostępny**
Czas wysyłki	**1 - 3 dni**
Kod producenta	**AFT0101003522050474**
Kod EAN	**6971360353904**
Producent	**T-Motor**

Opis produktu

Specyfikacja:

Model: F55APROII 32 BIT 4IN1-6S
Prąd: 4*55A
Prąd szczytowy: 4*75A
BEC: 10V@2.0A
LiPo: 3-6S
Waga: 17,5g
Wymiary: 45*41*7,3mm
Otwory montażowe: 30,5*30,5mm



Disclaimer

Thanks for purchasing our Electronic Speed Controller (ESC). High power system for RC model can be very dangerous. Any improper use may result in injury and damage to human and devices. We strongly recommend that you read this manual carefully before use, and abide by its rules. We assume no responsibility for personal injury, property damage or consequential losses resulting from the product.

Features

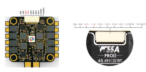
1. High performance 32-bit microprocessor with the running frequency of up to 48MHz for excellent performance.
2. BLHeli_32 firmware is the third generation BLHeli, following base BLHeli and BLHeli-S.
3. All codes use damped light mode. Damped light does regenerative braking, causing very fast motor retardation, and inherently also does active freewheeling.
4. The code supports features to prevent sync loss. There are tunable parameters that can make the code run well even in the most demanding situations, although default settings will work excellently in normal operating environments.
5. The code supports regular 1-2ms pulse width input, as well as Oneshot125 (125-250us), Oneshot42 (41.7-83.3us) and Multishot (5-25us).
6. Dshot signaling is supported at any rate up to at least Dshot1200. The input signal is automatically detected by the ESC upon power up.
7. The code also supports a beacon functionality, where the ESC will start beeping after a given time of zero throttle. This can be very useful for finding lost crafts.
8. On board 5V BEC , powering different accessories such as FC , VTx ,Camera and LED lights and etc.

Specifications:

Model	Current	Peak Current (10S)	BEC	LiPo	Weight	Size
F55APROII 32 BIT 4IN1-6S	4*55A	4*75A	10V@2.0A	3-6S	17.5g	45*41*7.3mm

Mounting Hole
30.5*30.5mm

Interface Definition



GND: Ground wire,
BAT+: Battery Volt monitoring port with the battery voltage is to connect to the Battery Volt monitoring port on flight controller,
10V: 10V Power output port .
ESC4--ESC1: Throttle Signal Input Ports. Port M1 is for ESC M1, M2 is for ESC M2, M3 is for ESC M3, and M4 is for ESC M4,
CURRENT: Amp monitoring port with the amperage of 15.2mv/A is to connect to the Amp monitoring port on flight controller,
TELEMETRY: Data transmission port.

Adjustable Parameters

1.Startup Power
Startup power refers to the max. power allowed at startup stage, which can be any relative value from 0.031 to 1.5. Real power depends on input throttle, but the min. value cannot be lower than 1/4 of the max. power. In addition, startup power, which restricts the power of rotating direction change, shows its influence on bidirectional setting. In low RPM running, max power which can be adjusted via startup power parameters setting, is limited for BEMF voltage detection. In low RPM running (since from 16.1 version), low startup power means low max. power.

2.Motor Timing
There are low, medium low, medium, medium high and high timing settings, and they are 0° ,7.5° , 15° , 22.5° and 30° . Generally, medium timing suits most of the requirements. In case of motor vibration, please try changing motor timing. It takes longer for high induction motors to demagnetize for direction change which leads to motor stalling or vibration on quick throttle increase. This phenomenon occurs especially at low RPM. High timing allows longer time for demagnetization, and thus helps to improve the above mentioned issue.

3.Demag. Compensation
Demag. compensation is meant to avoid motor stalling from long time wire demagnetization. High timing helps with that, however, it brings efficiency down. It begins to detect on demag. Compensation occurrence. When motor timing is unavailable, motor rotating direction will be changing according to motor timing estimate. Motor power will be cut off before a next direction change. Demag. compensation degree will be calculated. The severer demag. compensation is, the more power will be cut. When demag. compensation is on "OFF" mode, power won't be cut off. Technically, higher demag. compensation parameter means better protection. Nevertheless, if demag. compensation parameter is set too high, max. power drop slightly.

4.The direction of
Motor direction can be normal, reversed, bidirectional and bidirectional reversed. In bidirectional mode, center throttle stands for null throttle. Throttle position above center one, motors rotate normally, otherwise, motors will rotate in a reversed direction. Bidirectional mode will invalid RC parameter setting.

5.Beep Strength
Beep strength can be adjusted in compliance with normal operation.

6.Beacon Strength
ESCs will emit beacon beeps, once null throttle signal lasts for some time. Please note that high beacon strength brings heat to ESCs and motors.

7.Beacon Delay
This setting determines the delay in time before beacon beeps.

8.Parameter setting via RC
Off mode invalids RC parameter setting.

9.Min. Throttle, Max. Throttle & Center Throttle
These settings decide throttle pos, and usually for input signal of 1000-2000us. Other input signals should be interpreted proportionally. Center throttle is for bidirection only.

10.Temperature Protection
There are off and on modes for this setting.

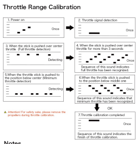
11.Low RPM Power Protection
It is recommended that this setting be invalid when motors of low kv powered with low voltage. However, invalidity will increase the risk of step out and get motors and ESCs burnt.

12.Brake On Stop
There are off and on modes for this setting. Validity of this setting ESCs will generate automatic braking at null throttle. This setting shows no influence at NZ throttle.

13.Low Voltage Protection
Low voltage protection can be set between 2.5V and 4.0V per LiPo cell. Or it can be disabled. When enabled, it will limit power applied to the motor if the battery voltage drops below the programmed threshold.

14.Current Protection
Current protection can be enabled to limit current. If enabled, then current will be limited to maximum the programmed value. The reaction time of the current limiting is quite fast, so current will also be limited during accelerations.

Throttle Range Calibration



Notes

1. To avoid any damage to the ESCs from irrational propulsion system and aircraft collocation, please read relevant manual before ESC utilization.
2. Please make sure all the wires and joint parts are well insulated, short-circuits will cause damage to the ESCs. If welding is required, please use welding equipment of equivalent power. Bad welding will lead to disorder over aircraft control, and many other unpredictable problems.
3. Never lock the rotor of motors when ESCs are on the run. Otherwise, fatal damage will be caused to ESCs and possibly to the motors too. When motor stalling occurs, please cut off the throttle or pop batteries out immediately.
4. Never use ESCs in high temperature environment. Being used at high temperature, ESCs might trigger Temperature Protection and get damaged.
5. Do not forget to cut off the connection of ESCs and batteries after use.
6. If you encounter any problems using our products, please feel free to contact our distributors or T-MOTOR directly.