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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. Please read through this manual and follow the instructions 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. Bi-directional operation, 3D mode, Reversible, Sine Startup, Variable timing, Leading rotor, Fast motor initialization, and Intensity also does active freewheeling.
4. The code supports features to prevent sync loss. There are tunable parameters that can adjust the commutation timing to suit demanding situations, although default settings are suitable for nearly all normal applications.
5. The code supports regular 1-2ms pulse width input, as well as OneshotI25 (125-250us), Oneshot42 (42-84us) and Multishot (5-25us).
6. Serial signaling is supported at any rate up to at least DshotI 300. The input signal is automatically detected, so there is no need to set it.
7. The code also supports crawler functionality where the ESC will still hold/apply often a given time of zero throttle. This can be very useful for finding lost crafts.
8. 5V-boost 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
F55A/60A 2-6S 4IN1 ESC	45A	47/55A	5V/2A/5A	3-6S	77.5g	45*47.7*13mm

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.
12V: 5V Power output port.
S1/A/SCL: Throttle Signal Input Ports, Port1/A1 in for DSCR5, M2.4 for DSC M5.
S2/B/SDA: Throttle Signal Input Ports.
CURRENT: Amp monitoring port with the advantage of 1:1(Amp:A) 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 1.500. The default setting is 1.000, which is the ESC's default max. power, and then 1.01 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, increasing startup power can help to avoid motor stalling or vibration on throttle increase. Set BRAKE voltage detection in low RPM running status from 10 1 second, low startup power means low max. power.

2.Motor Timing
Motor timing has 5 levels in ESC: 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. Low timing settings are applicable to low-KV motors while high timing is for high-KV ones. Low induction motors is demagnetize for direction change which leads to motor stalling or vibration on quick throttle increase. This phenomenon occurs especially at low RPM. High timing settings are for demagnetization, and thus helps to improve the above-mentioned issue.

3.Demag. Compensation
Demag. compensation is designed to avoid motor stalling from long time wire demagnetization, paticularly in low throttle operation. It brings efficiency down. It begins to detect an demag. Compensation occurrence. When motor timing is unavailable, motor rotating direction will be changed. Demag. compensation will be increased by one level. After 1 sec. of the next direction change, demag. compensation degree will be calculated. The severe demag. compensation is, the more power will be cut. When demag. compensation is on, "OFF" mode, "Medium Low", "Low", "Medium High" and "High" settings provide increasing demag. compensation protection. Nevertheless, if demag. compensation parameter is set too high, loss power may slightly.

4.The direction of
Motor direction can be normal, reversed, bidirectional and bidirectional reversed. In bidirectional mode, forward rotation is proportional to throttle above neutral throttle and reverse is opposite; normally, otherwise, motors will rotate in a reversed direction. Bidirectional mode will invert throttle response.

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

6.Beacon Strength
Beacon strength sets beep loudness, since such throttle signals lasts for some time. Please note that high beacon strength brings heat to ESCs and motors.

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

8.Programator setting via RC
OFF mode enable RC parameter setting.

9.Min. Throttle, Max. Throttle & Center Throttle
These settings define throttle points for the 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.

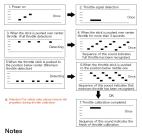
11.Low RPM Power Protection
Low RPM power protection setting be invalid when motors of low kv powered with low voltage. However, usability will increase the risk of step out and get motors and ESCs burnt.

12.Brake On Stop
There are Off and On modes for this setting. Validity of this setting ESC will generate automatic braking at half throttle. The setting shows no influence in RC throttle.

13.Low Voltage Protection
Low voltage protection can be set between 2.0V 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 do a full throttle test before first flight.
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, ESCs damage will be caused. Please make sure that propellers are removed when motor stalling occurs, please cut off the throttle or pay 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 with our products, please feel free to contact our distributors or T-MOTOR directly.