

Thank you for purchasing this product! Brushless power systems can be very dangerous. Any improper use may cause personal injury and damage to the product and related devices. We strongly recommend reading through this user manual before use. Because we have no control over the use, installation, or maintenance of this product, no liability may be assumed for any damages or losses resulting from the use of the product. We do not assume responsibility for any losses caused by unauthorized modifications to our product. Besides, we have the right to modify our product design, appearance, features and usage requirements without notification.

### 01 Warnings

- Read through the manuals of all power devices and aircraft and ensure the power configuration is rational before using this unit.
- Ensure all wires and connections are well insulated before connecting the ESC to related devices, as short circuit will damage your ESC.
- Ensure all devices are well connected, in order to prevent poor connections that may cause your aircraft to lose control or other unpredictable issues like damage to the device.
- Please use a soldering iron with the power of at least 60W to solder all input/output wires and connectors.
- Never get the motor locked up during high-speed rotation, otherwise the ESC may get destroyed and may also get your motor damaged. (Note: move the throttle stick to the bottom position or disconnect the battery immediately if the motor really gets locked up.)
- Never use this unit in the extremely hot weather or continue to use it when it gets really hot. Because high temperature will activate the ESC thermal protection or even damage your ESC.
- Always disconnect and remove batteries after use, as the ESC will continue to consume current if it's still connected to batteries. Long-time contact will cause batteries to completely discharge and result in damage to batteries or/and ESC. This will not be covered under warranty.

### 02 Features

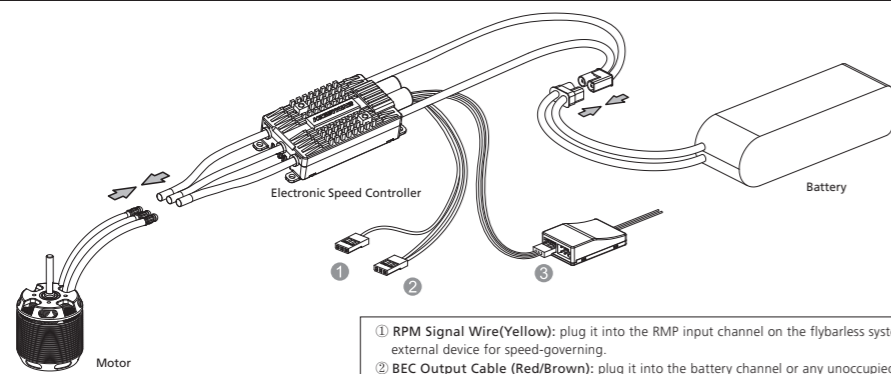
- High performance microprocessor for excellent motor speed-governing and super soft start-up.
- Microprocessor powered by independent DC regulator has better anti-interference performance, which greatly reduces the risk of losing control.
- DEO (Driving Efficiency Optimization) Technology adopted greatly improves throttle response & driving efficiency, reduces ESC temperature.
- New switch-mode BEC with adjustable output voltage ranges from 5V to 8V and continuous/peak current of 10A/25A.
- BEC is separated from other circuits of the ESC, it will keep its normal output when the MOSFET board of the ESC is burnt.
- Multiple flight modes: Fixed-wing, Helicopter (Linear Throttle), Helicopter (Elf Governor), Helicopter (Store Governor).
- New governor program with adjustable governor parameter P/I brings excellent speed-governing effect, guarantees the stability of the propeller's revs when the load changes dramatically.
- Data logging records the standardized RPM, minimum voltage and maximum temperature of the flight.
- \*Restart in auto rotation\* can manually interrupt the auto rotation and quickly restart the motor to avoid crashes caused by incorrect operations.
- Independent output port for RPM (that is: motor speed) signals.
- Separate programming port for ESC programming or parameter setting.
- WIFI module (sold separately) for programming the ESC wirelessly with your smart phone (IOS or Android).
- Online data checking, ESC programming, firmware upgrade (Multifunction LCD program box or WIFI Express is needed) supported.
- Multiple protections like start-up protection, ESC thermal protection, capacitor thermal protection, over-current protection, overload protection, and throttle signal loss protection.


### 03 Specifications

Model	Platinum 80A V4	Platinum 120A V4
Applications	450-500 Class Helicopters(Propeller: 380-470mm)	500-550 Class Helicopters(Propeller: 470-575mm)
Input Voltage	3-6S LiPo	
Cont./Peak Current (10s)	80A/100A	120A/150A
BEC Output	Switch-mode, 5-8V Adjustable (Step: 0.1V), 10A/25A Cont./Peak	
Throttle Signal/BEC Output/RPM Signal Transmission Wires	White Throttle Signal Wire/Red & Black BEC Output Wires/Yellow RPM Signal Transmission Wire	
Size / Weight	84.29x38.2x20.4mm / 96.5g	84.29x38.2x20.4mm / 106.5g
Separate Programming Port	For connecting LCD program box/WIFI module or fan	

### 04 User Guide

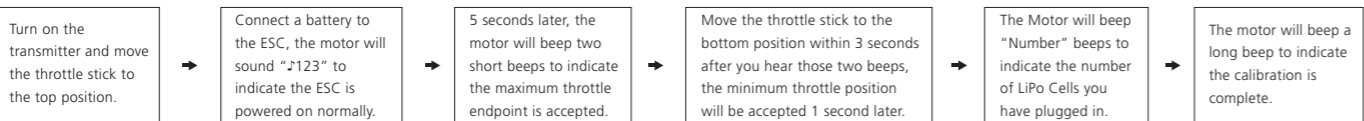
#### 1 Connections



 The default throttle range of this ESC is from 1100µs to 1940µs, you need to re-calibrate the throttle range when the first time you use this ESC or after you change the transmitter.

- ① **RPM Signal Wire(Yellow)**: plug it into the RMP input channel on the flybarless system. (This wire can be used for providing RMP signal input when using external device for speed-governing.)
- ② **BEC Output Cable (Red/Brown)**: plug it into the battery channel or any unoccupied channel on the receiver. (For better BEC powering, we recommend plugging this cable into the battery channel or any unoccupied channel on flybarless if it's permitted.)
- ③ **Throttle Signal Cable (White/Red/Black)**: plug it into the TH throttle on the receiver or the corresponding channel on the flybarless system like the RB X channel on the VBAR system. About which channel you should plug it in, it depends on your receiver and flybarless system. The White wire is for transmitting throttle signals, the Red & Black wires are the BEC output wire and ground wire.

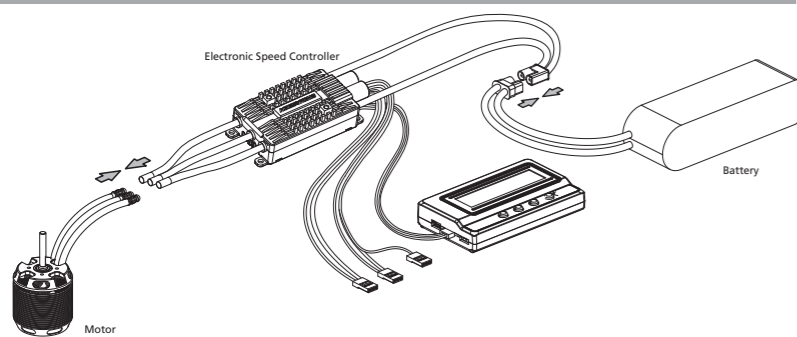
#### 2 ESC/Radio Calibration



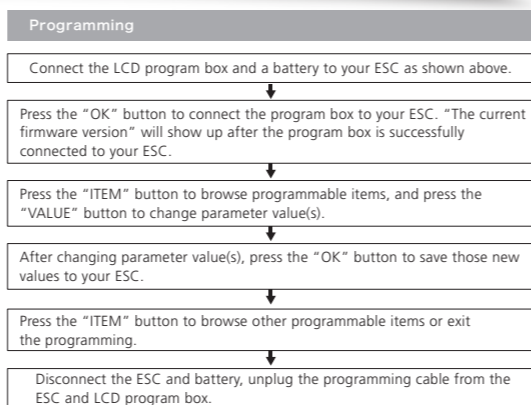
During the ESC/Radio calibration, please set the throttle curve to NORMAL and ensure the corresponding throttle amounts to the maximum throttle endpoint and the minimum throttle endpoint on your transmitter are respectively 100% and 0%.

### 05 ESC Programming

#### Program Your ESC with a Multifunction LCD Program Box



 After adjusting parameters, you need to power your ESC off and then on. Otherwise, those new parameters won't take effect.



Program Your ESC with a WIFI Express: For detailed information, please refer to the user manual of WIFI Express.

### 06 Programmable Items

Programmable Item List of Platinum 60A V4 ESC. (\*\* in the form below indicate factory defaults.)

Item	1	2	3	4
1. Flight Mode	Fixed-wing	Helicopter (Linear Throttle)	* Helicopter (Elf Governor)	Helicopter (Store Governor)
2. LiPo Cells	*Auto Calculation	3-6S		
3. Voltage Cutoff Type	*Soft Cutoff	Hard Cutoff		
4. Cutoff Voltage	Disabled	2.8V-3.8V (Default 3.0V)		
5. BEC Voltage	5V-8V (Default 6V)			
6. Start-up Time	4s-25s (Default 15s)			
7. Governor Parameter P	0-9 (Default 4)			
8. Governor Parameter I	0-9 (Default 5)			
9. Auto Restart Time	0s-90s (Default 25s)			
10. Restart Acceleration Time	1s-3s (Default 1.5s)			
11. Brake Type	*Disabled	Normal	Proportional	Reverse
12. Brake Force	0-100% (Default 0%)			
13. Timing	0°-30° (Default 15°)			
14. Motor Rotation	*CW	CCW		
15. Freewheeling	*Enabled	Disabled		

#### About RPM Standardization & Others

- The motor will enter the soft start-up when user switches the throttle amount from 0 to 40% or above (50% throttle is recommended). The pitch of main blades should be 0 degree during the soft start-up process, the RPM standardization completes when the soft start-up ends, and the ESC makes the motor enter the speed-governing state. In "Helicopter (Store Governor)" mode, if user wants to re-standardize the speed, he needs to set the flight mode to "Helicopter (Elf Governor)" and save this mode first, and then reset the flight mode back to "Helicopter (Store Governor)", then the ESC will re-standardize the motor speed when the motor rotates for the first time after the ESC is powered off and then on again.
- For ensuring the speed-governing effect, we recommend setting the throttle amount to 85% or below in both speed-governing modes (Helicopter (Store Governor) & Helicopter (Elf Governor)), so there will be sufficient compensating room to maintain the consistency of the RPM. We recommend replacing the motor or adjusting the gear ratio if the expected RPM still cannot be reached when the throttle amount exceeds 85%. (**Note:** You need to re-standardize the RPM after replacing the motor, blades, body frame or adjusting the gear ratio.)
- In "Helicopter (Store Governor)" mode, if you fly your aircraft with another pack that has poor discharge capability after the RPM standardization (with a pack which has good discharge capability), the pack has poor discharge capability will get damaged.
- In "Helicopter (Store Governor)" mode, different battery packs can bring the same stable RPM only if they have the same cell count. This won't change even when you change the battery pack. However, battery packs with different cell count don't have the same effect. For instance, in "Helicopter (Store Governor)" mode, you can not use a 4S to calibrate the motor RPM and then use a 6S to drive the motor, hoping it can run at the same RPM.
- User can decide the control feel via adjusting Governor Parameter P/I. In "Helicopter (Store Governor) or Helicopter (Elf Governor)" mode, connect your ESC to a smart phone or PC, then you can check the throttle vs speed chart.

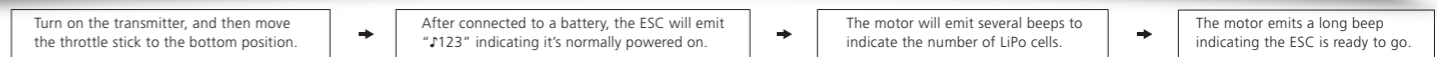
- LiPo Cells:**  
The ESC will automatically calculate the number of LiPo cells you have plugged in as per the "3.7V/Cell" rule if "Auto Calc." is selected. Or user can set this item manually.
- Voltage Cutoff Type:**  
The ESC will gradually reduce the output to 50% of the full power in 3 seconds after the voltage cutoff protection is activated, if soft mode is selected. It will immediately cut off all the output when hard mode is selected.
- Cutoff Voltage:**  
2.8V-3.8V (custom), 3.0V (default).
- BEC Voltage:**  
5-8V (adjustable), 0.1V (step), 6V (default).
- Start-up Time:**  
4-25s (adjustable), 1s (step), 15s (default). (Note: It only functions in Helicopter (Store Governor) and Helicopter (Elf Governor))
- Governor Parameter P:**  
Control the ESC maintaining the stability of the current motor speed.
- Governor Parameter I:**  
Control the dynamic response. To be specific, control the supplement extent when the actual motor speed is below expectation. If you choose a very big value, then the supplement may be too much. If select a very small value, then the supplement may not sufficient.
- Auto Restart Time:**  
The ESC will cut off its output when the throttle amount is between 25% and 40%. If you increase the throttle amount to above 40% within preset time period (0-90s), the motor will rapidly start up and accelerate to the speed (in the programmed Restart Acceleration Time) corresponds to the specific throttle amount, complete the shutdown and restart up. If you move the throttle stick to over 40% beyond the preset time period, the ESC will enter the soft start-up process. (Note: This function won't effect unless the throttle amount is over 25% and it only effects in "Helicopter (Store Governor) and Helicopter (Elf Governor)" mode.)
- Restart Acceleration Time:**  
1-3s (adjustable), 0.5s (step), 1.5s (default). This item controls the time the motor will cost to restart and accelerate to the full speed. (This function only effects in "Helicopter Governor Elf/Store" mode)
- Brake Type:**
  - 11.1 **Proportional Brake:** when the throttle range on the transmitter is between 20% and 100%, the corresponding ESC throttle output is between 0% and 100%. When the throttle range on the transmitter is between 20% and 0%, the corresponding brake force is between 0 and 100%.
  - 11.2 **Reverse:** after selecting this option, the RPM signal wire will turn into a reverse signal wire (the signal range is in line with the throttle range). After setting a channel on the transmitter, when the reverse signal length is above 20% signal length, the Reverse mode will be activated. The reverse signal length must be below 20% signal length when the ESC is powered on for the first time. When the reverse signal length is below 20% signal length, 0-100% throttle corresponds to "CW"; when the reverse signal length is above 20% signal length, the motor will stop spinning CW (and then spin CCW); at this time, 0-100% throttle corresponds to "CCW". Any signal loss will activate the throttle signal loss protection, no matter it happens to the RPM signal wire or the throttle signal cable during the flight.
- Brake Force:**  
0-100% (adjustable), 1% (step), 0 (default). (Note: this function only effects in "Normal Brake" mode.)
- Timing:**  
0-30° (adjustable), 1° (step), 15° (default).
- Motor Rotation:**  
CW/CCW. User can adjust this item via a multifunction LCD program box.
- DEO (Freewheel):**  
User can decide this function "Enabled" or "Disabled" in "Fixed Wing" mode or in "Helicopter (Linear Throttle)" mode. This item has been preset to "Enabled" and cannot be adjusted in "Helicopter (Store Governor) and Helicopter (Elf Governor)" mode. This function can bring better throttle linearity.

### 07 Data Checking

The ESC will record the standardized RPM, minimum voltage, maximum current and maximum temperatures of the flight but won't save these data, so you need to keep the ESC on if you want to check the information of the flight.



### 08 Normal Start-up Process



### 09 Explanations for Warning Tones

- Input voltage is abnormal:**  
The ESC will measure the input voltage the moment when it's powered on. The motor will keep beeping "BB, BB, BB" (the interval between two BBs is 1 second) when the input voltage is beyond the normal range. The warning tone won't stop until the voltage turns normal.
- Throttle signal loss protection is activated:**  
The motor will beep "B-, B-, B-" (the interval between two B-s is 2 seconds) when the ESC doesn't detect any throttle signal.
- Throttle stick is not at the bottom position:**  
The motor will beep "B-B-B-B-B-" when the throttle stick is not moved to the bottom position.
- Throttle range is too narrow:**  
The motor will beep "B-B-B-B-B-" when the throttle range you set is too narrow (when designing this ESC, it requires that the entire throttle range you set cannot be less than 50% of the whole throttle range available on the transmitter). The warning tone indicates the throttle range you set is void and you need to set it again.

### 10 Explanations for Multiple Protections

- Start-up Protection:**  
The ESC will monitor the motor speed during the start-up process. When the speed stops increasing or the speed increase is not stable, the ESC will take it as a start-up failure. At that time, if the throttle amount is less than 15%, the ESC will automatically try to restart up; if it is larger than 15%, you need to move the throttle stick to back the bottom position and then restart up the ESC. (Possible causes of this problem: poor connection/disconnection between the ESC and motor wires, propellers are blocked, etc.)
- ESC Thermal Protection:**  
The ESC will gradually reduce the output but won't cut it off completely when the ESC temperature goes above 110°. For ensuring the motor can still get some power and won't cause crashes, so the maximum reduction is about 50% of the full power. The ESC will gradually resume its maximum power after the temperature lowers down. In addition, the ESC temperature cannot exceed 70°C when it's powered on. Otherwise, it cannot be started up. (Here we are describing the ESC's reaction in soft cutoff mode, while if in hard cutoff mode, it will immediately cut off the power.)
- Capacitor Thermal Protection:**  
The ESC will activate this protection when the operating temperature of capacitors goes over 130°. It protects capacitors in the same way as the ESC thermal protection does to the ESC.
- Throttle Signal Loss Protection:**  
When the ESC detects loss of signal for over 0.25 second, it will cut off the output immediately to avoid an even greater loss which may be caused by the continuous high-speed rotation of propellers or rotor blades. The ESC will resume the corresponding output after normal signals are received.
- Overload Protection:**  
The ESC will cut off the power/output or automatically restart itself when the load suddenly increases to a very high value. (Possible cause to sudden load increase is that propellers are blocked.)
- Over-current Protection:**  
The ESC will cut off the power when the current gets close to the short circuit current (of 300A). This protection may be activated by the burnt motor or some others.