

YOKOMO SCR-BL Speed Controller Instruction Manual

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SPEC

1. Input voltage: 7.2V to 8.4V (Ni-cd / Ni-MH), 7.4V (Li-Po)
2. Number of Ni-cd / Ni-MH cells 6 to 7 (7.2V / 8.4V), but there is no integrated Li PO low voltage protection!
3. Number of Li-Po cells: 2 (7.4V)
4. Output voltage: Forward continuous maximum current 70A Instantaneous maximum current 500A / 10 seconds, Reverse continuous maximum current 100A (FET specified)
Steady current (forward): 5 minutes / 70A, 30 seconds / 80A, 1 second / 106A
Steady current (backward): 5 minutes / 35A, 30 seconds / 40A, 1 second / 53A
- 3
Maximum output current: 504w BEC 5V 1 A (maximum 1.5A)
4. Size / Weight: 33.4mm x 36mm x 33.2mm 70g
5. Available turns: 15 turns or more L\$7.2V (Ni-MH 6 cells)), 17 turns or more t8.4V (Ni-MH 7 cells))
6. Pulse frequency: 1 KHz

Battery voltage automatic cutoff setting

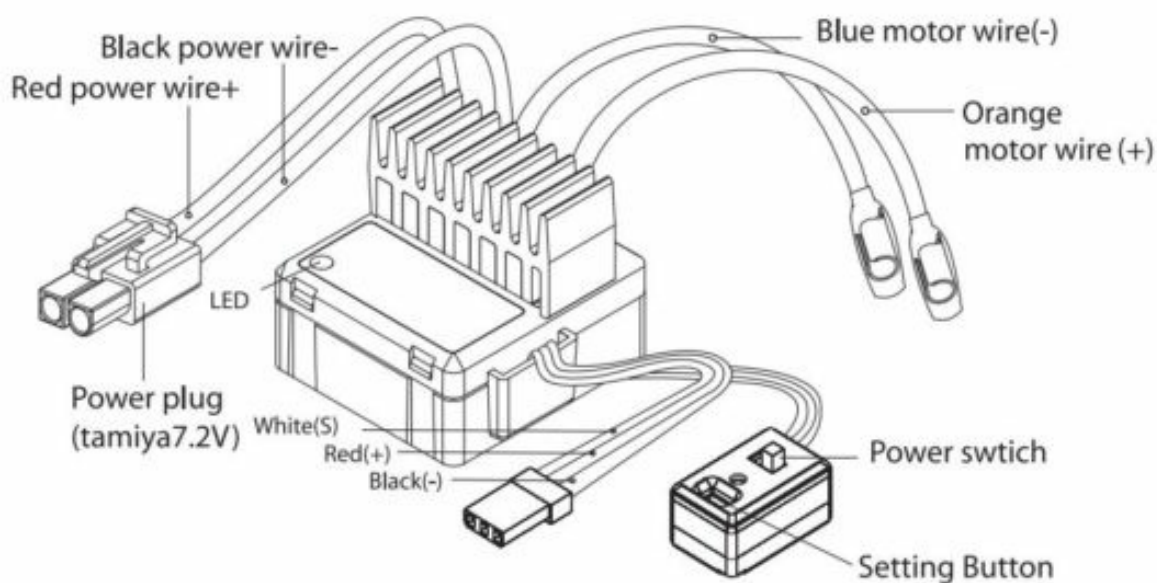
Battery \ Volt	7.2V	7.4
AUTO	Initial setting voltage × 70%	
Ni-cd / Ni-MH	5.4V	-
Li-PO	-	6.0V

※ Please set in the ESC setting.

ESC Overheat protector

When the motor temperature reaches 98 °C (± 3-5 °C) ESC will intermittently repeats on and off .

ESC wiring diagram



The receiver connector connects to CH2. The polarity matches Sanwa, KO and Futaba receivers. Check the polarity for other brands of receivers before plugging in.

Throttle Neutral setting



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 Brake	Reverse	Full Reverse	Low Voltage protection	RX Signal interrupt
LED lamp	Green	Red blink	Red	Red slow blink	Red	Red slow blink	Red	Green blinking fast	Green and red blinking

Caution

1. After driving, ESC is hot around heatsink and motor case, so don't touch it.
2. Always use connectors and wires with good current ratings. Replace the original ESC connector, or extend the connecting wire to make adjustments to avoid poor connector contact, melting due to overheating, and abnormal power cutoff .
3. Connect the battery just before driving and disconnect it after driving. Also, do not solder the battery directly to ESC, use the appropriate connector in between.
4. Always connect a power source with the correct voltage and polarity to the ESC. Using power sources with different voltages or polarities can damage the ESC. Also, do not solder the ESC wire directly to the battery, be sure to use a connector in between.

ESC Setting

※ For experts

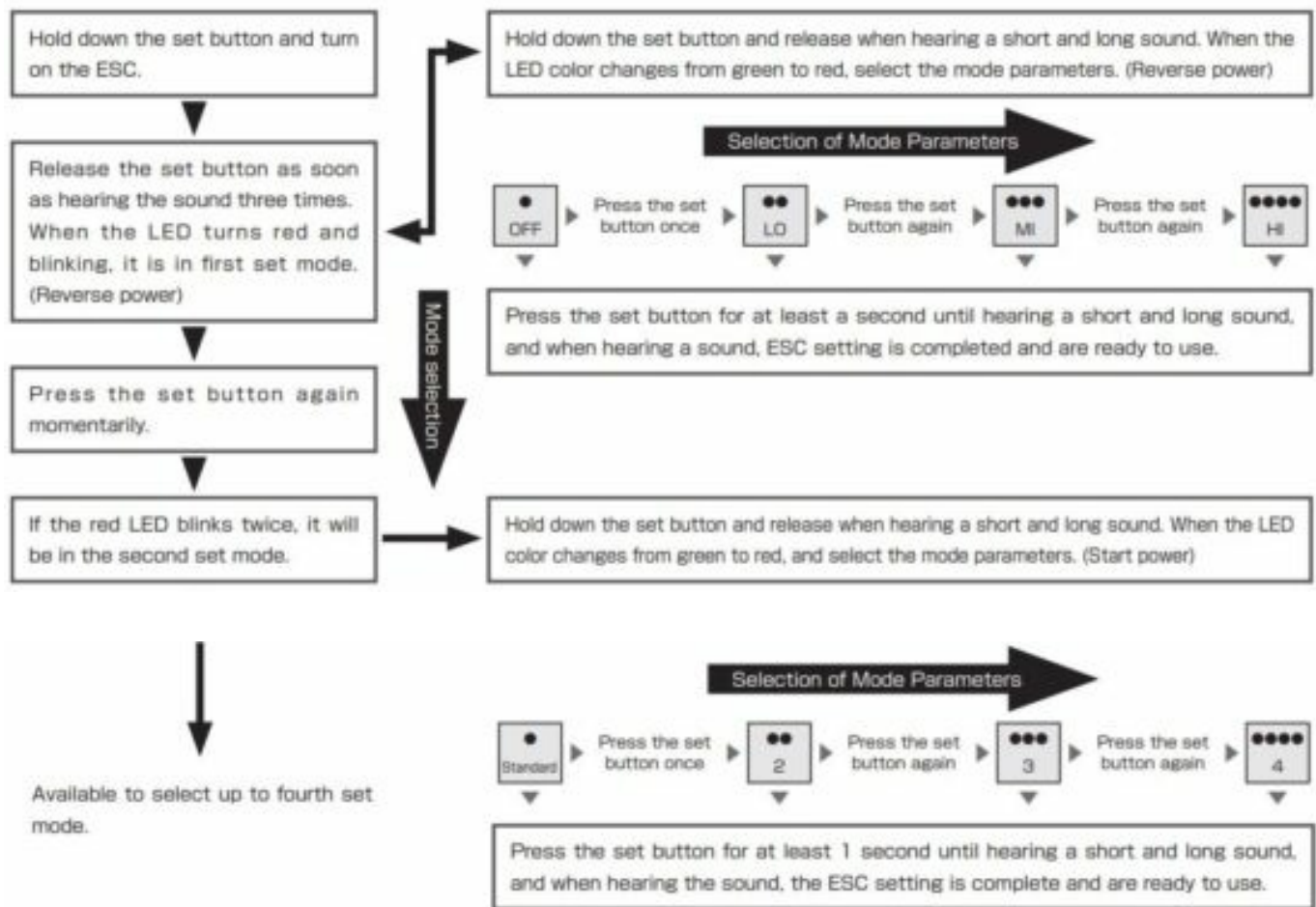
LED display: [Red] Selection of setting mode [Green] Selection of mode parameters

Detailed settings: (● number of blinks ● = 1 time ●● = 2 times ●●● = 3 times ●●●● = 4 times)

Setting mode (Red)			
Mode LED	Number of blinks	Setting mode (red)	Select Mode Parameter
Red	●	Reverse power	OFF LO MI HI
Red	●●	Start power	Proportional from low speed to high speed
Red	●●●	Drag brake	Proportional from low speed to high speed
Red	●●●●	Battery type	Auto Ni-cd./Ni-MH Li-Po

Mode Parameter (Green)				
	●	●●	●●●	●●●●
Reverse Power	OFF	LO	MI	HI ※
Start Power	Standard ※	LO	MI	HI
Drag Brake	OFF ※	LO	MI	HI
Battery Type	AUTO	Ni-cd / Ni-MH ※	Li-Po 7.4V	-

※ = default value



The above instructed LEDs are built into ESC. The other LEDs installed in ESC only lights up in red.

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References

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