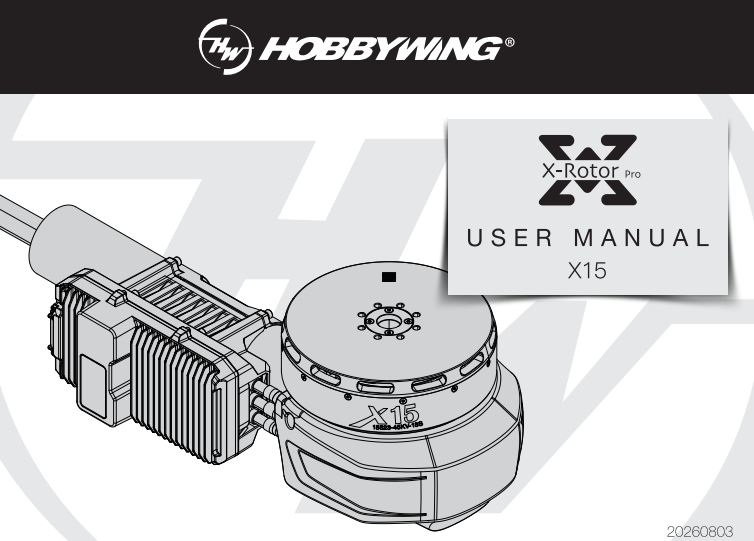




Thank you for purchasing this product! The brushless propulsion system is highly powerful, and improper use may lead to personal injury and equipment damage. Therefore, we strongly recommend that you carefully read this manual before using the equipment and strictly follow the specified operating procedures. Once you use the product, it is deemed that you have read and accepted all the contents of this manual. We shall not assume any liability arising from the use of this product or any unauthorized modification of the product, including but not limited to liability for incidental or consequential damages.

This propulsion system is an industrial-grade accessory for unmanned aircraft. If you have more specialized application requirements, please contact us.



01 Introduction

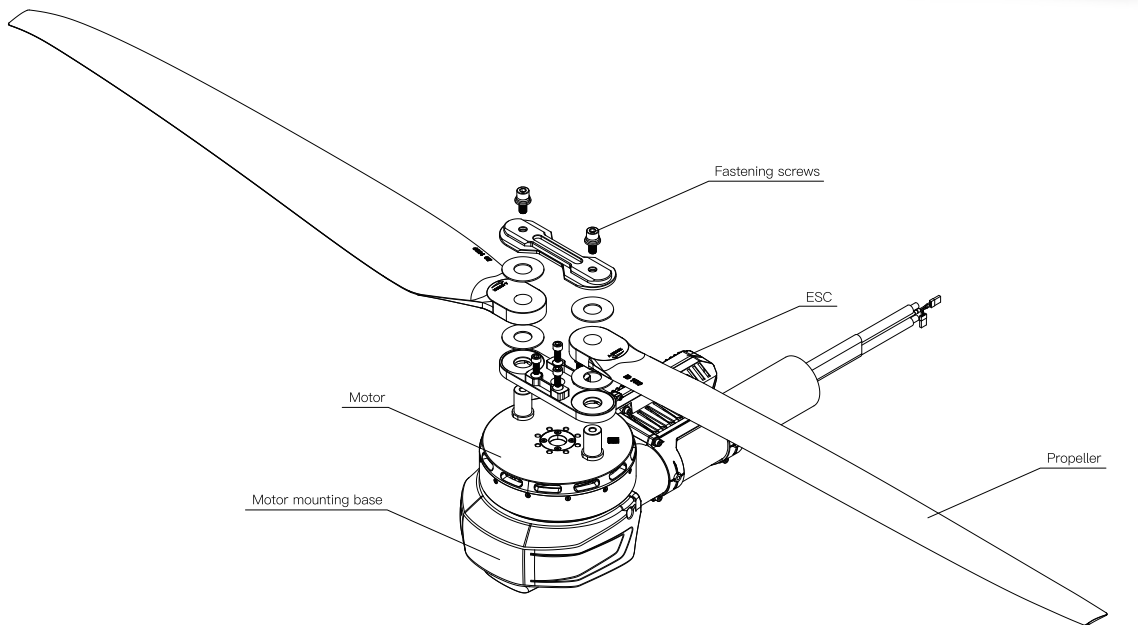
X15 brushless propulsion system is an industry version multi-rotor propulsion system that adapts to a maximum single-axis takeoff weight of 32.5~37.5 kg load, with a maximum single-axis thrust of 72 kg . It is compatible with 60 mm carbon fiber tube arms and suitable for various small to medium-sized drones. The overall protection level is IPX6, can be used in complex environments. It is designed for agriculture, education and training, logistics, fire fighting, surveying, inspection and other fields of multi-rotor drone applications, providing a one-stop power solution. For the drone application scenario of the heavy-loaded industry, the FOC algorithm has been specifically optimized. This propulsion system supports both digital and analog throttle modes, which are of mutual redundancy and seamless switch. This product is equipped with protection functions such as power-on self-check, power-on abnormal voltage protection, overcurrent protection, stall protection, etc. The ESC communication protocol is Cyphal (i.e., UAVCAN), users can freely choose either HWCAN (default at factory) or DroneCAN, making it compatible with mainstream closed-source and open-source flight controllers on the market, offering real-time data transmission. Built-in black box functions, which are highly beneficial for post-event data analysis. Additionally, it has OTA upgrade capabilities and can upgrade the propulsion system firmware through the flight controller.

02 Precautions

- When flying, please stay away from crowds, high-voltage lines, obstacles, etc., and be sure to comply with local laws, regulations, and safe flight regulations.
- Do not fly in extreme weather conditions such as strong winds, heavy rain, snow, heavy fog, thunder and lightning, sandstorms, icing, etc.
- Do not use when the ambient temperature exceeds 40°C or is below -10°C. If used outside the ambient temperature operating range, the ESC may malfunction and cause the aircraft to crash.
- The matching propeller is designed for plain-area applications and is intended for use at altitudes below 2000 meters. For operation above 2000 meters, the flight load should be reduced.
- The material of the propeller is carbon fiber reinforced nylon composite, which is not suitable for coaxial applications. Please do not use the propeller in coaxial power systems.
- The driven algorithm of ESC included in the propulsion system is FOC and requires strict matching of only one configuration of motor and propeller model. Please use the original factory-matched propeller model to avoid triggering ESC protection due to improper propeller matching, and even causing a crash.
- This product is an integrated propulsion system, **please do not modify this product without permission** (including but not limited to modifying it into a coaxial structure, replacing the motor, replacing the ESC, using non-matching model propellers, using propellers not from Hobbywing, etc.). **If any loss is caused after unauthorized modification, the manufacturer shall not be liable.**
- Before each takeoff, please confirm that the single-axis takeoff weight (total takeoff weight ÷ number of axis) does not exceed the maximum single-axis takeoff weight of a single power unit. The redundant thrust between the maximum single-axis takeoff weight and the maximum thrust is only used for aircraft maneuvering and wind resistance, do not use the maximum thrust as the single-axis takeoff weight! Overloading will cause the temperature of the motor and ESC to rise rapidly and may lead to a crash. The manufacturer shall not be liable for any losses caused by overloading.**
- Do not disassemble the ESC or motor without permission to avoid damaging the motor or affecting the ESC's protective capabilities.
- If you need to change or weld the input and output connectors of the ESC, please use a welding device with sufficient power and ensure that the welding is firm and reliable.
- Please make sure to carefully connect all components. If there is poor contact, you may not be able to control the aircraft properly, or other unpredictable situations such as equipment damage may occur.
- When installing and testing the product, please remove the propeller to prevent unknown risks. Before use, please check whether all components are in good condition. If any damage is found, please contact after-sales service in time for replacement.
- Please maintain a safe distance from the propeller that is rotating at high speed to prevent being cut by the blades. Do not install the propeller during ground testing to avoid unnecessary risks.
- Before flight, check whether the screws of the connecting structural parts are secured and whether the motor is level. If necessary, the pre-reserved holes on the side/above of the motor mounting base can be fixed with rivets (if any). If any blade damage is found, please replace it immediately. Note that the two blades on the same blade holder must have the same unique identification code; if one blade is damaged, both blades must be replaced together.
- Motors and ESCs will generate heat during operation, and long-duration/heavy-loaded flights will produce high temperatures. Do not touch the motors and ESCs immediately after landing to avoid burns.
- Please use original factory parts for repair and replacement. For parts purchase, please contact the distributors or Hobbywing official. Do not use parts from other manufacturers.
- When using batteries with this system, do not use types that exceed the recommended specifications or have insufficient discharge rates, and refer to the recommended voltage range to select a suitable battery. When the voltage is low, for example, when using a 6S battery, the system will pass the self-check and the motor will rotate, but the thrust cannot meet the actual requirements. It is recommended to use it only for debugging without propellers.
- The CAN digital throttle must be used in conjunction with a flight controller, i.e., the flight controller must have CAN throttle output functionality. If there are multiple ESCs on one aircraft, then Node IDs and Throttle IDs of different ESCs on one aircraft must not be the same. Otherwise, when using the CAN function, multiple ESCs with the same Node ID or Throttle ID will be recognized as one ESC. For related usage methods of flight controller, please contact the manufacture of flight controller, no further explanation will be provided here.
- When using the CAN digital throttle as priority, it is recommended to set the flight controller's idle throttle value to 6%.
- The ESC does not come with a CAN termination resistor by default and needs to be uniformly matched according to the overall CAN topology.
- After completing each operation, you can rinse the motor with water, and take care to keep the motor clean.

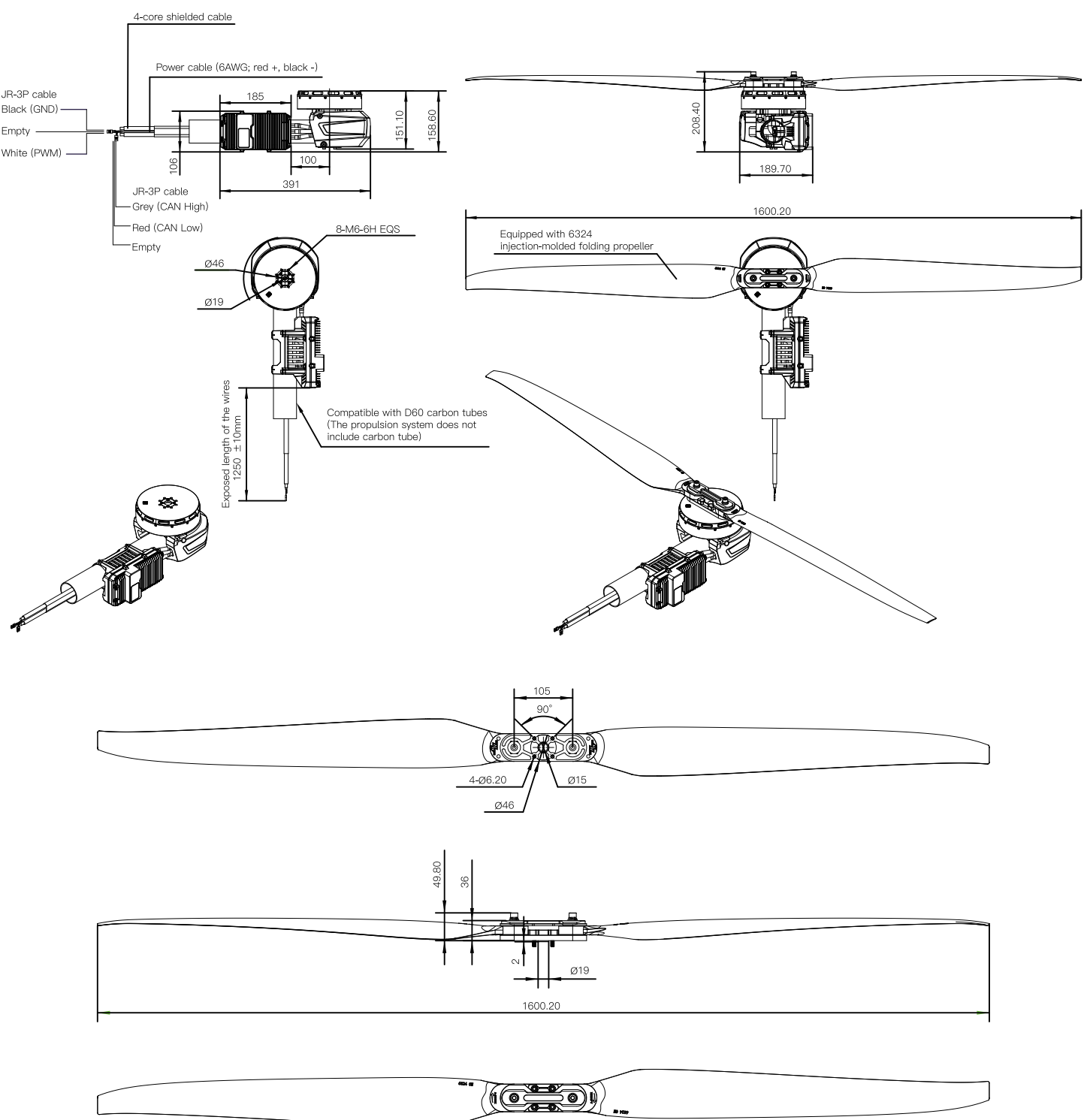
03 Propulsion System Composition

- Motor x1 pcs
- ESC x1 pcs
- Propeller x 1 pcs
- Motor mounting base x1 pcs
- Fastening screws x several
- LED set

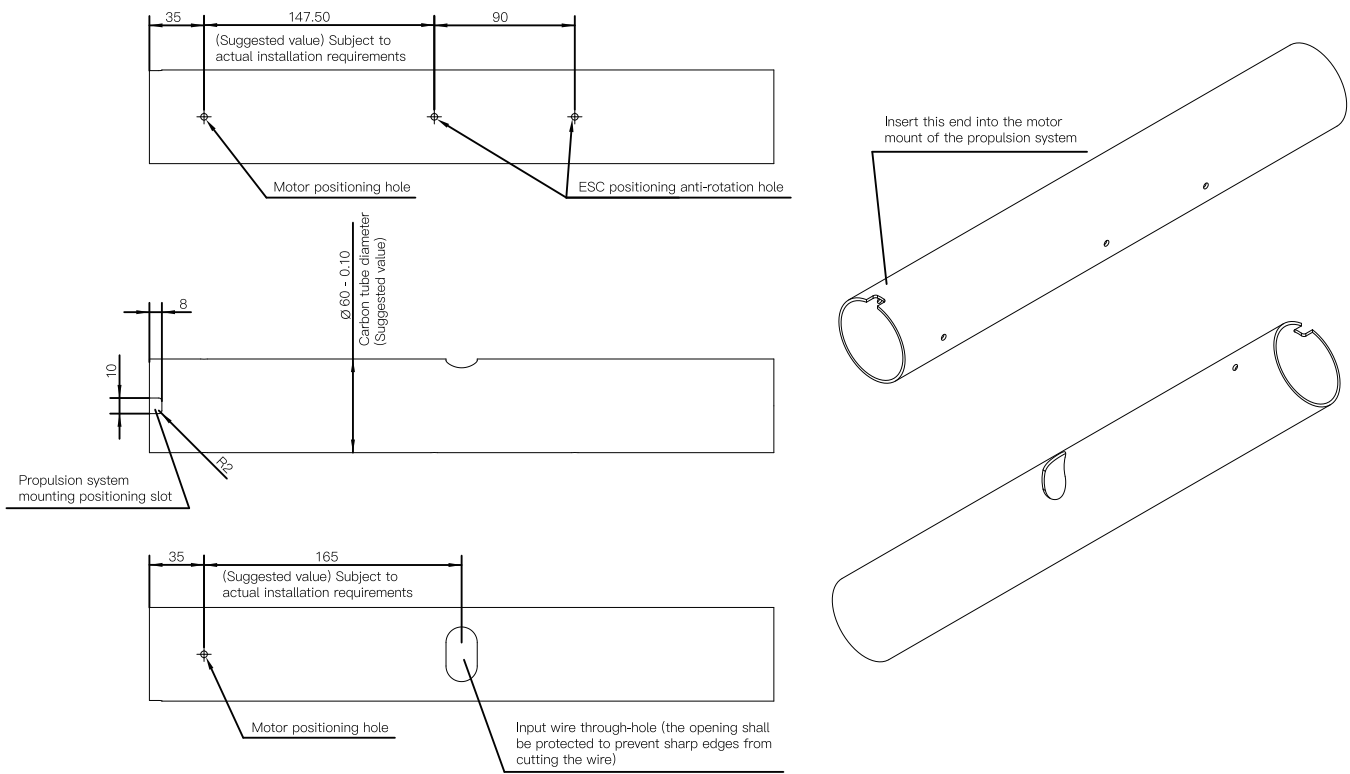


- When installing the propulsion system on the drone frame, please pay attention to the rotation direction of the motor.
- The red, and gray cable serves as the data output and upgrade cable (which can be used for upgrading the firmware of ESC). The red wire is CAN-High (hereinafter referred to as CH), and the grey wire is CAN-Low (hereinafter referred to as CL); the black and white cable is the ESC throttle signal cable, with the black wire being GND and the white wire being the throttle (PWM) signal wire. The ESC throttle signal cable needs to be plugged into the corresponding motor control interface on the flight controller.
- The data output cable can output data such as throttle, RPM, bus current, bus voltage, capacitor temperature, MOSFET temperature, etc. in real time.

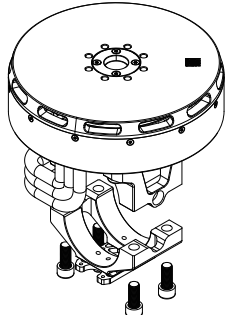
04 Dimensions



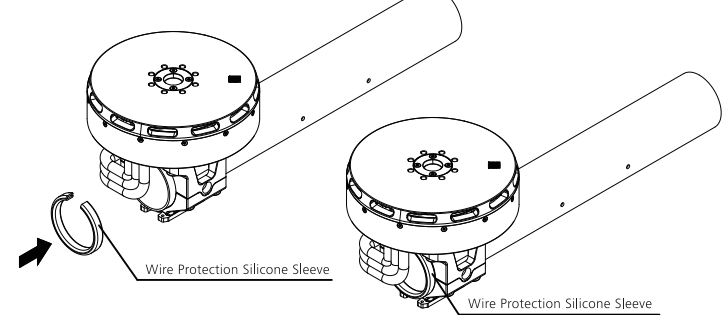
Carbon Tube Processing Diagram



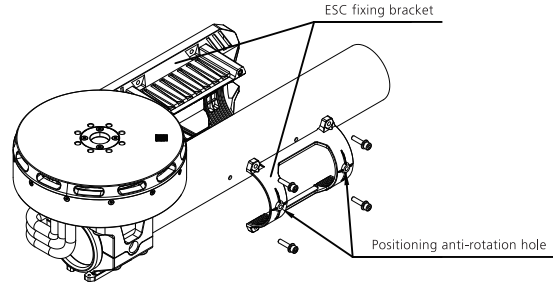
1. Loosen the 4*M8 screws on the tube clamp that secure the carbon tube.



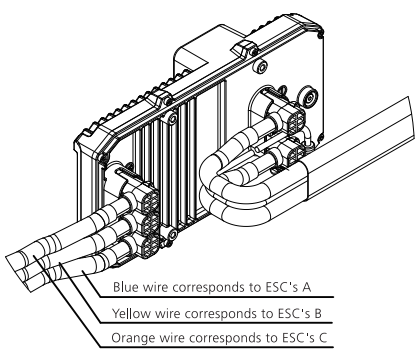
3. Install a protective silicone ring on the end of the carbon tube to prevent the sharp edge of the carbon tube end from cutting the wiring harness/pipeline.



4. Use 4 pieces of M4*18 screws with washers to preliminarily fasten the ESC fixing bracket to the carbon tube. Adjust it to the proper position and then preliminarily tighten the screws to make them slightly clamp the carbon tube (Note: Do not fully tighten the screws at this time, otherwise it will affect the subsequent ESC installation). There are 2 pre-reserved anti-rotation positioning holes on the ESC bracket, which can be matched with the ESC anti-rotation positioning holes on the carbon tube for positioning and anti-rotation by using a pull rivet.



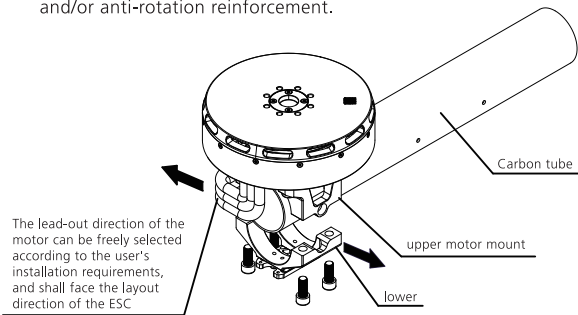
6. Connect the three-phase wires of the motor to the ESC, and pay attention to the correct insertion sequence of the wires.



2. Insert the carbon tube arm between the upper and lower motor mounts, and slide the positioning block on the upper motor mount into the power kit mounting positioning groove on the carbon tube until it bottoms out. Use a torque wrench to tighten the upper and lower motor mounts to the specified torque, so that they clamp the carbon tube arm securely.

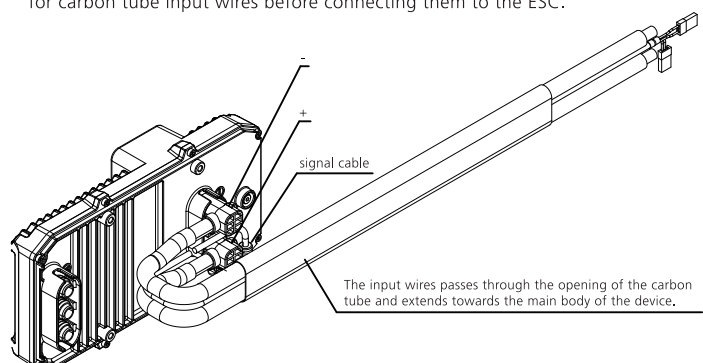
The following precautions should be observed:

- 2.1 It is recommended to apply medium-strength threadlocker (e.g., Loctite 243) to the 4 screws securing the upper and lower motor mounts for anti-loosening purposes, to improve installation reliability.
- 2.2 When tightening the screws, they should first be pre-tightened in a cross-pat tern sequence. After all 4 screws are pre-tightened, proceed to fully tighten them to ensure consistent clamping effect on both sides. The recommended tightening torque is 8±0.8 N·m, and should be adjusted appropriately based on the actual tube diameter deviation and structural strength requirements.
- 2.3 Positioning holes are provided on both sides of the upper motor mount for optional use. Corresponding holes can be drilled into the carbon tube, and pull rivets, screws, or other fasteners may be used to provide additional fixation and/or anti-rotation reinforcement.

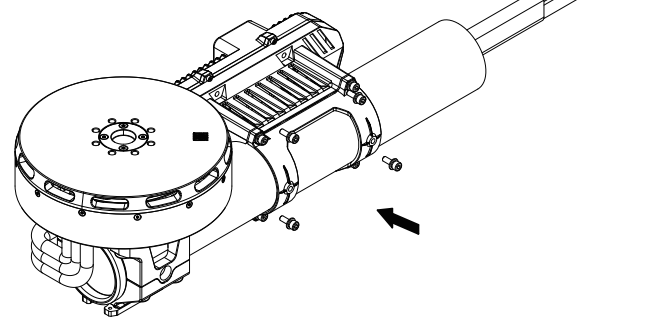


The installation of the motor part has been completed.

5. After correctly connecting the input wires (including the positive/negative poles and signal terminals) to the ESC, route the input wires through the wire passage hole for carbon tube input wires and lead them towards the fuselage. Alternatively, you may first thread the input wires through the wire passage hole for carbon tube input wires before connecting them to the ESC.



7. Adjust the wiring, and secure the ESC to the ESC mounting bracket using 4 pcs of M4*12 washer-equipped screws; then tighten the 4 pcs of M4*18 screws that fasten the ESC bracket to the carbon tube.



* The X15 propulsion system is delivered as a split-unit package. Motor rotation is governed by the three-phase lead connections, and can be reversed by interchanging any two of the three-phase wires.

05 Specifications

Propulsion System		ESC	Motor
Maximum single-axis takeoff weight: 32.5~37.5 kg (at sea level)		Voltage range: 36~78.3 V	KV value: 45KV
Maximum thrust: 72 kg (at sea level)		Continuous current: 100 A (non-enclosed environment temperature ≤ 35/40°C)	Motor size: Ø167.1 mm * H60.6 mm
Rated voltage: 69V		Peak current: 300 A (non-enclosed environment temperature ≤ 35/40°C) (3s)	
Compatible lithium batteries: 18S (LiPo)		PWM pulse width: 1050~1950 μs	Propeller
Operating ambient temperature: -10~40 °C		PWM throttle frequency: 50~500 Hz	Model: MFP 63x24
Recommended outer diameter of carbon tube: 60mm		PWM signal level: 5V/3.3V	Weight: 1190 g*
Total weight (with cables, with propeller): 5908 g		Throttle range calibration: Solidified and cannot be calibrated (can be changed via DataLink software)	Installation dimensions: D46~4*M6, center hole diameter D19
Ingress Protection level: IPX6		Black box function: Fault data + Log	Mounting screws & Tightening torque: M6*14, 8N·m
Efficiency of maximum single-axis takeoff weight: 8.2~7.6 g/W		Logging time: Default 2h (max 48h by changing Storage Interval)	Propeller material: Carbon fibre-reinforced nylon composite material
Throttle source: PWM + CAN		Communication & digital throttle interface: CAN	
Rated output power (Max continuous): 4180 W		Throttle source: PWM+CAN	
Configuration Method: Via DataLink software		CAN communication protocol: HWCAN / DroneCAN	
Power cable specifications: 6AWG 1500 mm		CAN resistor: No termination resistor	
Signal cable length: 1500 mm		CAN sampling point: 83.3%	
		CAN default baud rate: 500 kbps	
		Pinout of signal cable: Black---PWM GND, White---PWM Signal, Red---CAN High, Grey---CAN Low	

06 Thrust Test Data Table

Voltage(V)	Propeller	Throttle(%)	Thrust(g)	Current(A)	Power(W)	Speed(RPM)	Efficiency(g/W)	Torque(N·m)	Power Output(W)	Temperature(°C)
69V (18S LiPo)	MFP 63x24	33%	13281	17.8	1226.2	1008	10.8	8.76	924.6	/
		35%	14471	19.7	1358.7	1051	10.7	9.51	1046.6	
		37%	15808	21.9	1513.4	1096	10.4	10.36	1189.0	
		39%	17259	24.5	1688.7	1144	10.2	11.28	1351.2	
		42%	19695	28.8	1986.3	1217	9.9	12.77	1627.3	
		45%	22065	33.6	2321.1	1289	9.5	14.33	1934.2	
		48%	24627	38.9	2687.7	1360	9.2	15.95	2271.4	
		51%	27257	44.7	3086.1	1429	8.8	17.62	2636.5	
		54%	29949	50.9	3515.5	1497	8.5	19.32	3028.5	
		57%	32707	57.6	3979.5	1564	8.2	21.08	3452.3	
		60%	35544	64.9	4482.7	1630	7.9	22.89	3906.9	
		63%	38474	72.9	5030.3	1696	7.6	24.77	4398.9	
		66%	41511	81.5	5630.3	1763	7.4	26.72	4932.7	
		69%	44664	91.1	6289.8	1831	7.1	28.76	5514.1	
		72%	47933	101.6	7012.7	1901	6.8	30.89	6148.9	
		75%	51305	113.0	7802.0	1970	6.6	33.08	6823.8	
		78%	54748	125.3	8652.7	2040	6.3	35.32	7544.8	
		81%	58209	138.3	9550.3	2108	6.1	37.55	8288.5	
		84%	61811	151.6	10470.1	2173	5.9	39.71	9035.6	
		87%	64844	164.7	11372.5	2231	5.7	41.71	9744.0	
		90%	67766	176.8	12205.3	2281	5.6	43.46	10380.3	
		100%	72647	197.1	13608.4	2358	5.3	46.19	11404.8	

* The above data was measured by HOBBYWING Laboratory at room temperature 25°C, at sea level, with varying throttle input, for reference only.

The ESC included in the propulsion system is specifically designed for industrial drones, without low voltage protection or over-temperature protection.

After the propulsion system is powered on, it enters power-on self-check mode. If the self-check is successful, it will emit a string of beeps before it can operate normally. If the self-check fails, the motor cannot be driven with LED flashing as a warning.

When the power-on voltage is lower than 24V or exceeds 81V, it will warn of overvoltage or undervoltage through LED flashing and emitting beeps (refer to "Explanation of Motor Warning Beeps & LED Flashing, and Fault Troubleshooting"), and cannot pass the power-on self-check to operate normally. During flight, there is no abnormal voltage protection. It is necessary to always monitor the power supply voltage. When the voltage drops below 24 V, some electronic components may malfunction, potentially leading to a crash. Please land the aircraft immediately.

When a motor stall is detected by the ESC, the motor will attempt to restart. If the stall continues during this period, the ESC will completely shut down the output and no longer attempt to restart the motor. At this time, the propulsion system must be repowered and the fault must be resolved, before the fault LED flashing can be cleared and power output can be restored.

When the instantaneous current is abnormal and exceeds the threshold for a period of time, the ESC will turn off the output and continuously attempt to restart the motor. If multiple restarts fail, the propulsion system must be repowered to restore normal operation.

When the ESC detects a loss of throttle signal for more than 30ms, it maintains the throttle output at the last moment. And if the loss exceeds 1s, the output will immediately shut down to prevent greater losses caused by the continued high-speed rotation of the propeller. After the signal is restored, the ESC will restore power output accordingly.

When the motor is started for the first time, there will be a delay of about 3s. During this period, the motor will run at a low speed to unfold the folding propeller, and the motor cannot run at full speed until the blades are fully unfolded. During this period, regardless of how much percentage of throttle is received, the motor speed will not change. When used with a flight controller, the automatic delay of the flight controller needs to be adjusted. Otherwise, it may lead to issues such as catapult takeoff of the aircraft. For open-source Ardupilot, modify the MOT_SPOOL_TIME and TKOFF_SLEW_TIME to appropriate values to match the propulsion system delay. For closed-source flight controller, please contact the manufacturer of flight controller.

The motor & ESC have no temperature protection, when the MOSFET temperature exceeds 110°C or the capacitor temperature exceeds than 100°C, the ESC LED will flash (refer to "Explanation of Motor Warning Beeps & LED Flashing, and Fault Troubleshooting") and send over-temperature fault information externally through the data interface, but the motor will not stop rotating or reduce output. When the motor and ESC continue to overheat, there is a risk of burnout. Please land the aircraft in time or reduce throttle output.

During the process of reducing throttle, the motor & ESC will generate back electromotive force (EMF), the ESC will perform corresponding logical processing to prevent high-voltage back EMF from damaging internal components. The back EMF voltage limit threshold is 80 V.

Note: The LED light color of Hobbywing propulsion system is adjustable, and it does not indicate status information by light color, but represents the operating status through the flashing mode.

Operating Situation	Motor Beeping Sound	Meaning	Possible Reasons	Solution
Normal operation	Normal self-check beeping sound	Normal operation	\	\
Normal operation, but motor emitting a "buzzing" sound after the throttle is down to zero and motor stops spinning	\	Running normally, no need to worry about it	It is normal for the ESC & motor to continue running after stopping rotation, so there is no need to worry	\
Normal operation	\	Operating under full throttle	\	\
The motor fails to start after power-on	"Beep, beep", "Beep, beep", (each interval is approx. 1s)	Overvoltage	Battery voltage is too high, power-on voltage is higher than 81V	Replace with a fully charged battery with the appropriate voltage
The motor fails to start after power-on	"Beep, beep", "Beep, beep", (each interval is approx. 1s)	Undervoltage	Battery voltage is too low, power-on voltage is below 6.5V	Replace with a fully charged battery with the appropriate voltage
Motor stops in the air or restarts	\	Triggered overcurrent protection	Motor and propeller combination not match the ESC firmware If folding propellers are used, it is possible that the blades and propeller adapters are too loose and have lost their lifting force, causing the blades to swing when the motor accelerates or decelerates The motor experiences a slight stall but does not trigger stall protection	Please use the motor and propeller combination that matches the ESC program, and do not modify or replace it without authorization If using folding propellers, please tighten the blade mounting screws or replace the washer to restore the lifting force between the blade and the propeller adapter Check whether the propeller has any foreign objects and whether any foreign objects have entered the motor to cause the stall After resolving the issue, repowering the propulsion system to restart operation
The motor fails to start after power-on	"Beep, beep, beep..." (each interval is approx. 1s)	Throttle signal lost	No valid throttle signal input The throttle channel on receiver has no throttle signal output The ESC throttle signal cable is not plugged into the corresponding motor control interface on the flight controller Wiring harness connections and soldering have issues such as poor contact, loose connection, cold solder joint, detachment, etc. Flight controller not working, throttle lock engaged, flight controller output range does not match, flight controller output capacity insufficient, etc.	Check if the transmitter and receiver are working properly together Check if the ESC throttle signal cable is correctly plugged into the corresponding motor control interface on the flight controller Check if the hardware wiring is reliable Check whether the flight controller output signal, flight controller throttle lock settings check if throttle output range of the flight controller/transmitter match the PWM solidified throttle range of the ESC Check the resistance between the PWM throttle wires (black and white wires). If there is a short circuit, contact the seller for after-sales service
The motor fails to start after power-on	The rapid single tone of "beep beep beep..."	Throttle not returned to zero point	Throttle is not at zero point when powering on	Check if the percentage of throttle is 0% Check whether the throttle output range of the flight controller/transmitter matches the PWM solidified throttle range of the ESC
Normal operation	\	MOSFET overtemperature (above 110°C)	The installation location of the ESC affects heat dissipation The sun is directly overhead at noon in summer and the temperature is too high Single-takes takeoff weight exceeds the maximum single-takes takeoff weight Motor and propeller combination not match the ESC firmware During ground testing, the thrust is greater than the maximum single-takes takeoff weight for an extended period of time	Please land the aircraft in time or reduce throttle output to avoid burning out the motor/ESC Wait for the ESC to cool down before powering it on again to resume operation Please install the ESC in a well-ventilated area When exposed to high temperatures and direct sunlight at noon in summer, the flight load should be appropriately reduced compared to the maximum single-takes takeoff weight Before each takeoff, please confirm that the single-takes takeoff weight does not exceed the maximum single-takes takeoff weight Please use the motor and propeller combination that matches the ESC program, and do not modify or replace it without authorization During bench testing, please always monitor the thrust and throttle points. If MOS overloading occurs, the test should be stopped promptly and cooling measures should be taken
Normal operation	\	Capacitor overtemperature (above 100°C)	Parameters in flight controller are not properly set, resulting in excessive oscillation in throttle output Too many times performing rapid acceleration and deceleration during the test	Please land the aircraft in time or reduce throttle output to avoid burning out the motor/ESC Wait for the ESC to cool down before powering it on again to resume operation Please correctly set the flight controller parameters Avoid too many times of rapid acceleration and deceleration during the test
Motor stops in the air or restarts	\	Trigger stall protection	Foreign objects entering the motor cause severe stuttering or jamming After the aircraft accidentally crashed, the propeller hit the ground, resulting in severe stuttering or jamming Motor and propeller combination not match the ESC firmware	Check whether the propeller has hit any foreign objects and whether any foreign objects have entered the motor to cause the stall After resolving the issue, set the throttle to zero to restart operation Please use the motor and propeller combination that matches the ESC program, and do not modify or replace it without authorization
The motor fails to start after power-on	No beeping sound during self-check	\	\	Please check if the motor wiring is in good condition If no issues are found, contact the seller for after-sales service
After power-on, the motor fails to startup & rotate normally, accompanied by "clicking" jitter	No beeping sound during self-check	Motor phase loss/ open circuit	\	Check the connection of phase wires between the motor and ESC Check if the motor is in good condition If no issues are found, contact the seller for after-sales service
The motor can rotate after power-on	No beeping sound during self-check	Drive exception	\	Contact the seller for after-sales service
Motor stops in the air or restarts	\	\	The battery power is insufficient Motor and propeller combination not match the ESC firmware If folding propellers are used, it is possible that the blades and propeller adapters are too loose and have lost their lifting force, causing the blades to swing when the motor accelerates or decelerates Power cables, motor wires, or signal cable have issues such as poor contact, loose connection, cold solder joint, disconnection, short circuit, etc. in connection or soldering Motor stall Throttle signal lost or interfered with Strong electromagnetic radiation interference (such as radar, high-power antennas, base stations, etc.)	Please use batteries with appropriate voltage and capacity During flight, please monitor the battery level and land in time when the battery is low Please use the motor and propeller combination that matches the ESC program, and do not modify or replace it without authorization If using folding propellers, please tighten the blade mounting screws or replace the washer to restore the lifting force between the blade and the propeller adapter Check the wiring of the propulsion system Check whether the propeller has hit any foreign objects and whether any foreign objects have entered the motor to cause the stall Check for poor contact, cold solder joints, or short circuits between the signal cables and the flight controller; check if the signal cables are too close to the power cables, use isolated power supply for the flight controller; use digital throttle, and check if the flight controller output is normal Before takeoff, please check the surrounding electromagnetic environment to see if there is strong interference, and stay away from strong electromagnetic radiation sources Contact the seller for after-sales service
During flighttesting, the motor/ESC smokes/ burns out (or capacitor explodes)	\	\	The positive and negative power cables are connected reversely Excessive high voltage input The power supply has no energy absorption capacity or insufficient energy absorption capacity When quickly decreasing the throttle, excessive high Back EMF (Back Electromotive Force) will be generated, and excessive high voltage will burn out the ESC Motor/ESC damage (wire insulation damage, exposed wiring, ESC water ingress, wrong wiring, motor foreign object ingress scratching the coil, etc.) Single-takes takeoff weight exceeds the maximum single-takes takeoff weight Motor and propeller combination not match the ESC firmware During bench testing, the thrust is greater than the maximum single-takes takeoff weight for an extended period of time Parameters in flight controller are not properly set, resulting in excessive oscillation in throttle output Abnormally intense vibration caused damage to the ESC components Rapid acceleration when the temperature is too low (<30°C to <40°C) Other situations (collision, bumps, etc.)	Contact the seller for after-sales service

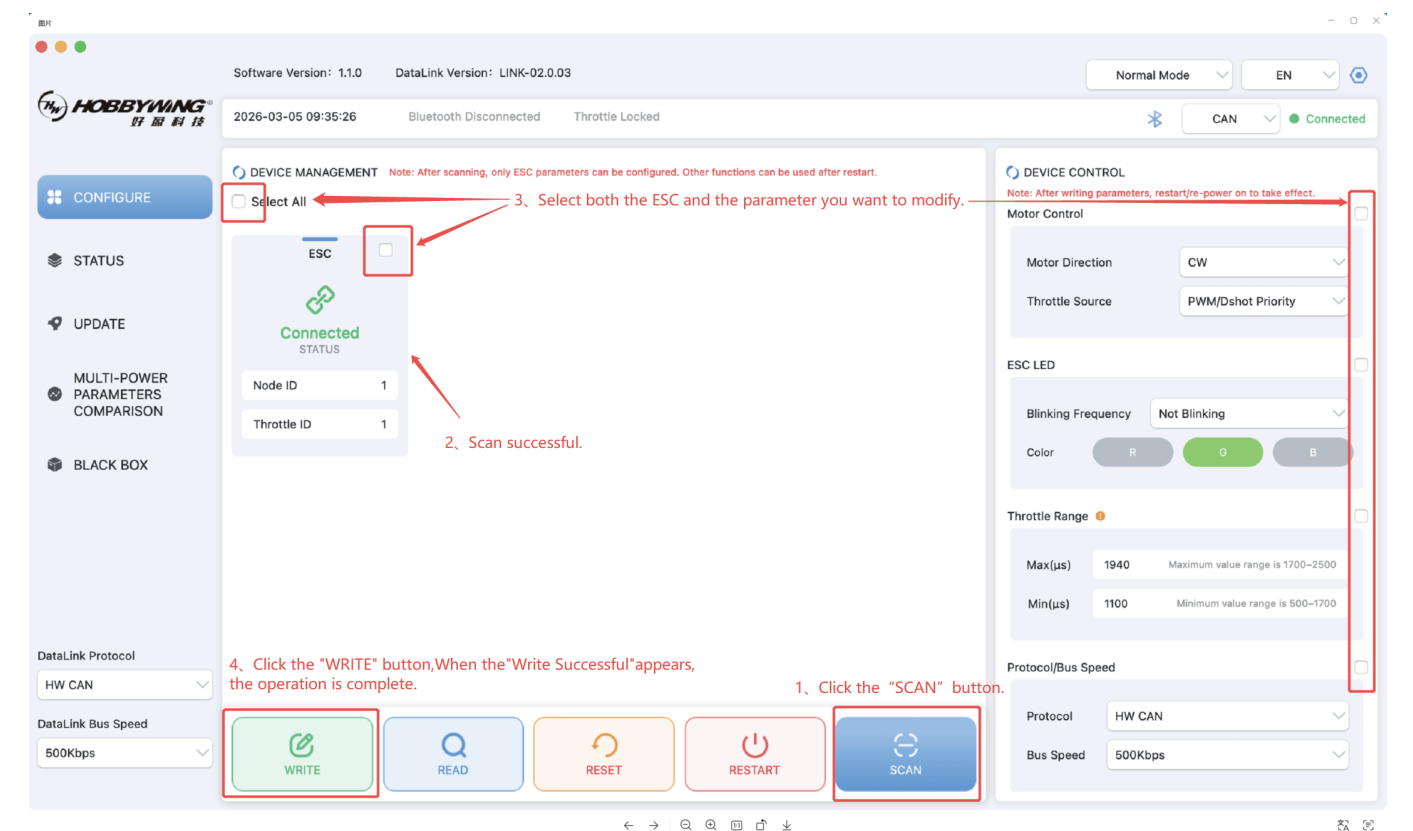
- Basic function settings can be accessed via two methods: computer (MAC/Windows) and mobile APP. This manual only covers the usage on the computer; for the usage on the mobile, please refer to the corresponding user guide, which will not be detailed here.
- This software platform only supports parameter configuration for ESCs with CAN communication; if the ESC uses UART communication, please contact Hobbywing technical support.
- Basic function parameters include: **setting Node ID and Throttle ID, changing motor direction, modifying throttle priority, changing LED color and blinking frequency, modifying throttle range, modifying ESC protocol and bus speed (bus rate)**, all of which can be set on this interface.
- This function requires the DataLinkBox G3 and DataLink V3 software. DataLink V3 software can be obtained from the Hobbywing official website, Hobbywing official technical support, or distributors.
- DataLinkBox G3 can be powered via USB-C or XT30, either method can be used. There is no need for duplicate power supply.
- If there are no other requirements, the ESC defaults to factory settings: Node ID is 1, Throttle ID is 1, CAN protocol is HW CAN, and bus rate is 500 Kbps;
- If there are multiple ESCs on one aircraft, then Node IDs and Throttle IDs of different ESCs on one aircraft must not be the same. Otherwise, when using the CAN function, multiple ESCs with the same Node ID or Throttle ID will be recognized as one ESC.

Connect the computer and the DataLinkBox G3 via a USB-C data cable (or Bluetooth);

ESC ----> DataLinkBox G3: "Red Gray" ----> "H L" of CAN1/CAN2 ports, "Black / White" ----> "- / 5" of PWM port;

2) **Operation**

Run the DataLink V3 software, ensure that the ESC is connected and powered on → Click the "SCAN" button on the home page "CONFIGURE" → The ESC connected appears in the "DEVICE MANAGEMENT", indicating a successful scan → Select both the ESC and the parameters to be modified simultaneously → Click "WRITE", and a "Writing Completed" prompt pop-up window will appear → Power off all devices (power-off has no specific sequence and will not damage the devices).



- **SCAN:** This refers to scanning the current connected ESC information via DataLinkBox G3. For multiple ESCs, they are distinguished by Node ID value. The scanned ESCs will flash cyclically in "red, green, blue" colors (if there are LEDs on the ESCs).
- **READ:** Read the selected ESC parameter data (only one ESC can be selected for reading).
- **WRITE:** After confirming the parameters to be changed, click "Write" to save them to the ESC. After modifying the parameters, click the "Read" button to confirm whether the parameters have been successfully written.
- **RESET:** Restore factory settings.
- **RESTART:** Which is software reset. The saved parameters will take effect after the software reset, with the effect equivalent to repowering.

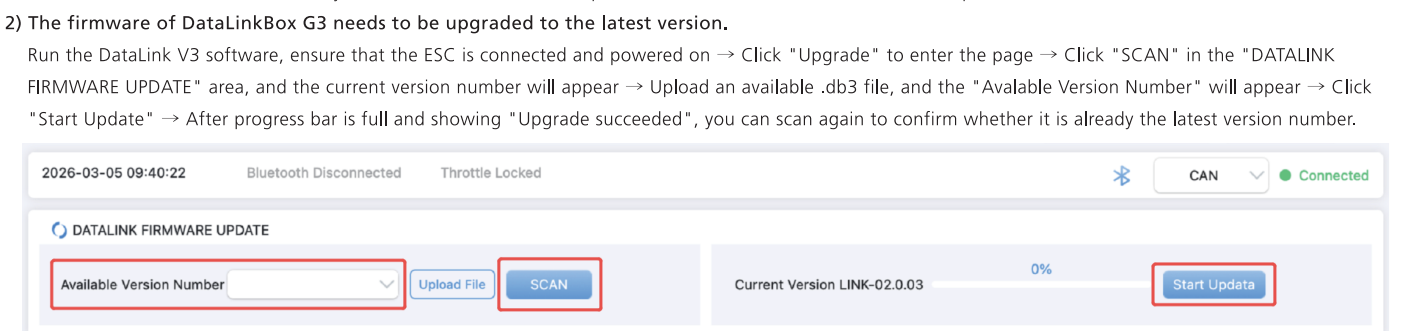
1. Exercise caution when changing parameters, as incorrect settings may lead to the crash of your aircraft. If unsure, please contact Hobbywing's official technical support.
2. If the parameter writing fails, the reason may be ESC firmware restrictions that do not support writing. You can contact Hobbywing's official technical support.

- Firmware upgrades can be performed through three methods: online upgrade via computer (MAC/Windows), online upgrade via mobile APP, and OTA upgrade via flight controller. This manual only covers the usage method for the computer, please refer to the corresponding user guide for the mobile device. Flight controller upgrade requires flight controller cooperation and is not detailed here.

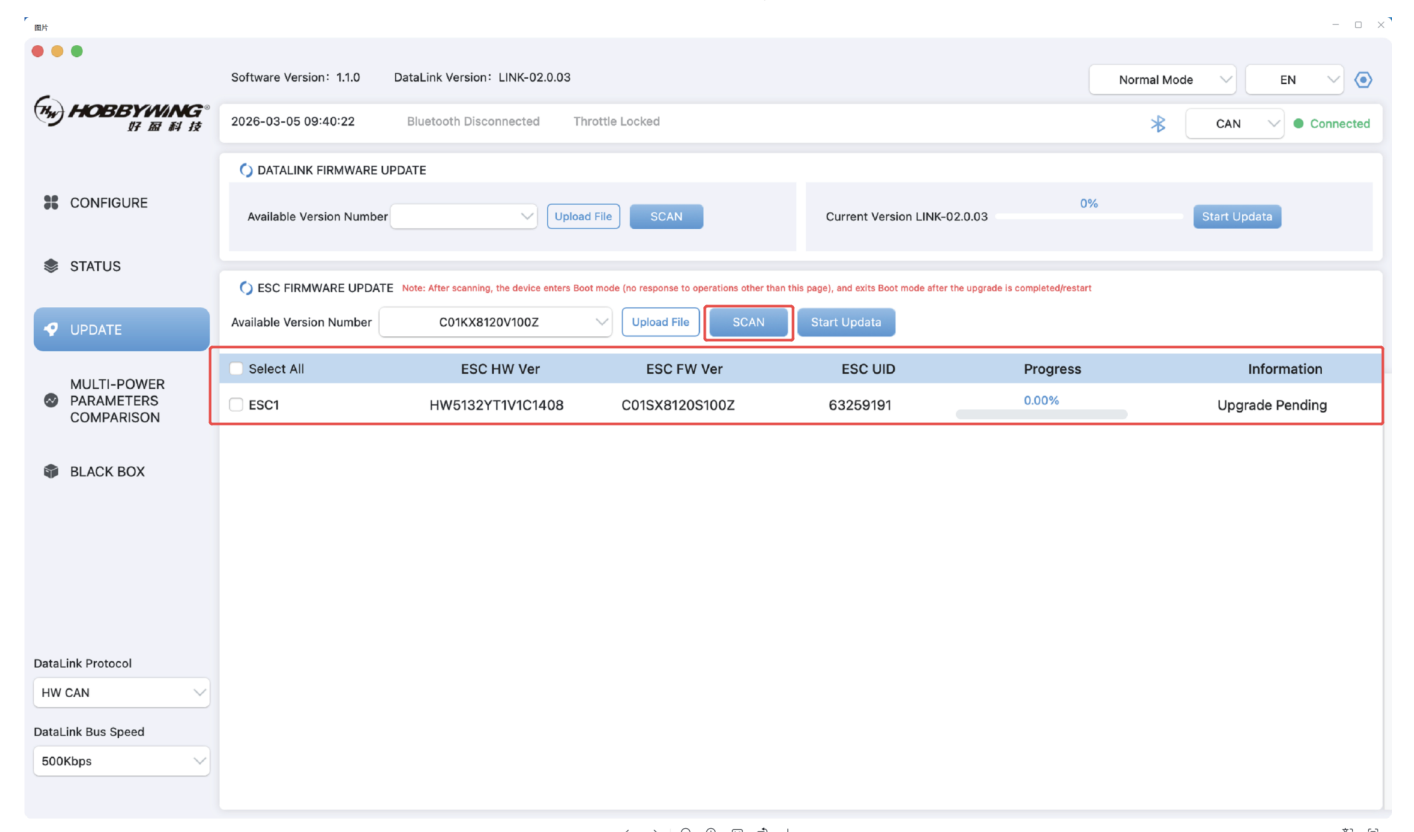
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- The computer supports multiple ESCs to be upgraded online simultaneously. This function requires the use of the DataLinkBox G3 and the DataLink V3 software package dedicated for upgrade.
- The DataLink V3 software can be obtained from the Hobbywing official website, Hobbywing official technical support, or distributors.
- For obtaining the firmware for upgrade, you can contact Hobbywing's official technical support.

Connect the computer and the DataLinkBox G3 via a USB-C data cable (or Bluetooth);

ESC ----> DataLinkBox G3: "Red Gray" ----> "H L" of CAN1/CAN2 ports, "Black / White" ----> "-" / "+" of PWM port;



Click "SCAN" in the "ESC FIRMWARE UPDATE" area, then "ESC N (N is the ESC serial number)" appears → Click "Stop", then the ESC hardware version (ESC HW Ver), ESC firmware version (ESC FW Ver), and ESC UID will appear → Upload an available .db3 file, and the 'Available Version Number' will appear → Click "Start Update" → After progress bar is full and showing "Upgrade succeeded", you can scan again to confirm whether the ESC FW Ver is already the latest version now → Power off all devices (power-off has no specific sequence and will not damage the devices).



1. After each scanning/upgrade of the ESC firmware version, the ESC must be repowed before performing other operations; otherwise, any subsequent operations before repowering will not respond!
2. Do not upgrade the DataLinkBox G3 firmware and ESC firmware simultaneously, otherwise there is a risk that the ESC firmware may be erased and become unusable!

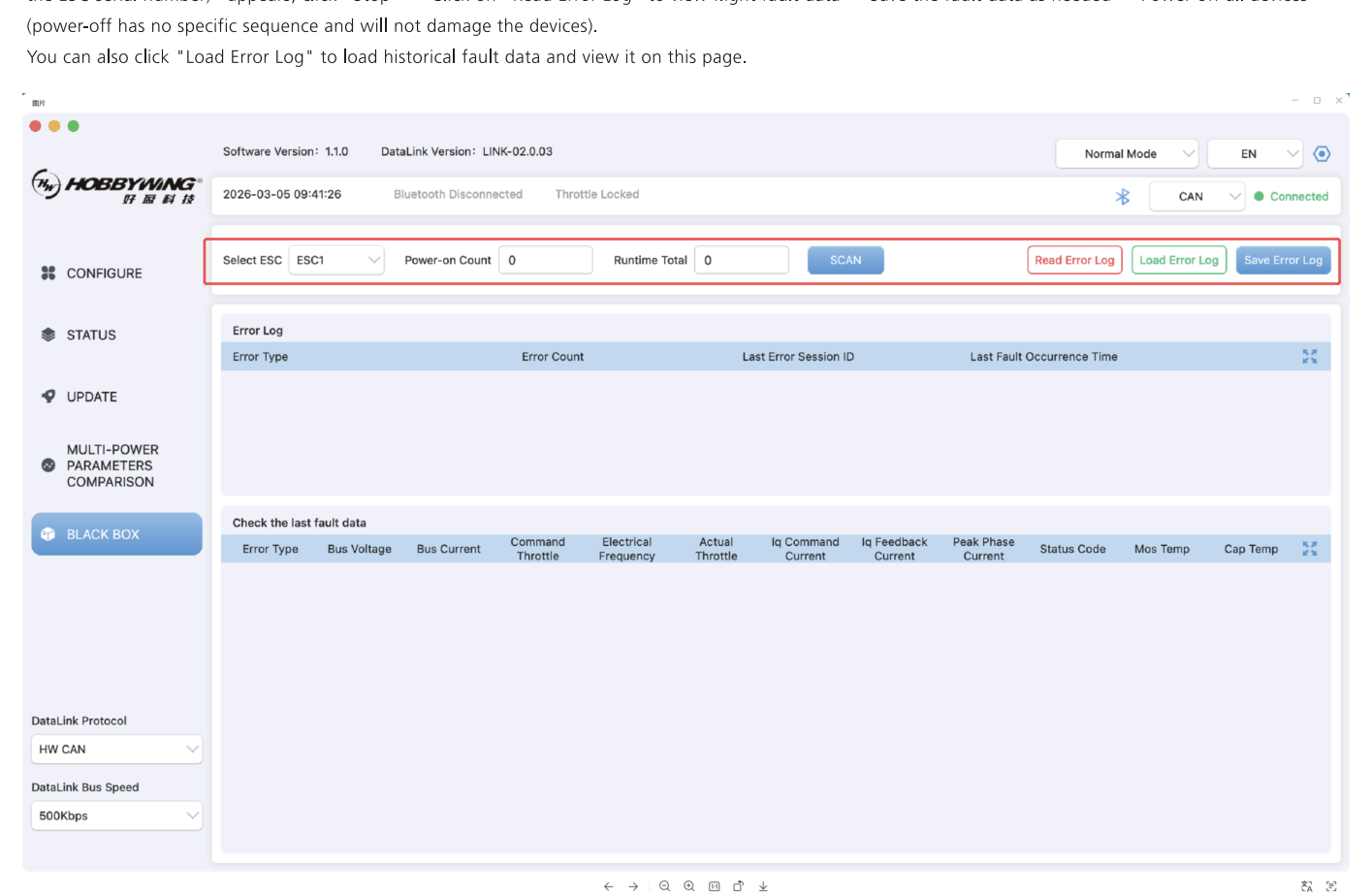
- The ESC comes with a built-in black box function, which can store fault data such as power-on counts, fault counts, and fault types, facilitating the analysis of flight faults.

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- This function requires the DataLinkBox G3 and DataLink V3 software. DataLink V3 software can be obtained from the Hobbywing official website, Hobbywing official technical support, or distributors.
- DataLinkBox G3 can be powered via USB-C or XT30, either method can be used. There is no need for duplicate power supply.

Connect the computer and the DataLinkBox G3 via a USB-C data cable (or Bluetooth);

ESC ----> DataLinkBox G3: "Red Gray" ----> "H L" of CAN1/CAN2 ports, "Black / White" ----> "- / S" of PWM port;

Run the DataLink V3 software, ensure that the ESC is connected and powered on → Click "BLACK BOX" to enter the page → Click on "SCAN", when "ESC N (N is the ESC serial number)" appears, click "Stop" → Click on "Read Error Log" to view flight fault data → Save the fault data as needed → Power off all devices

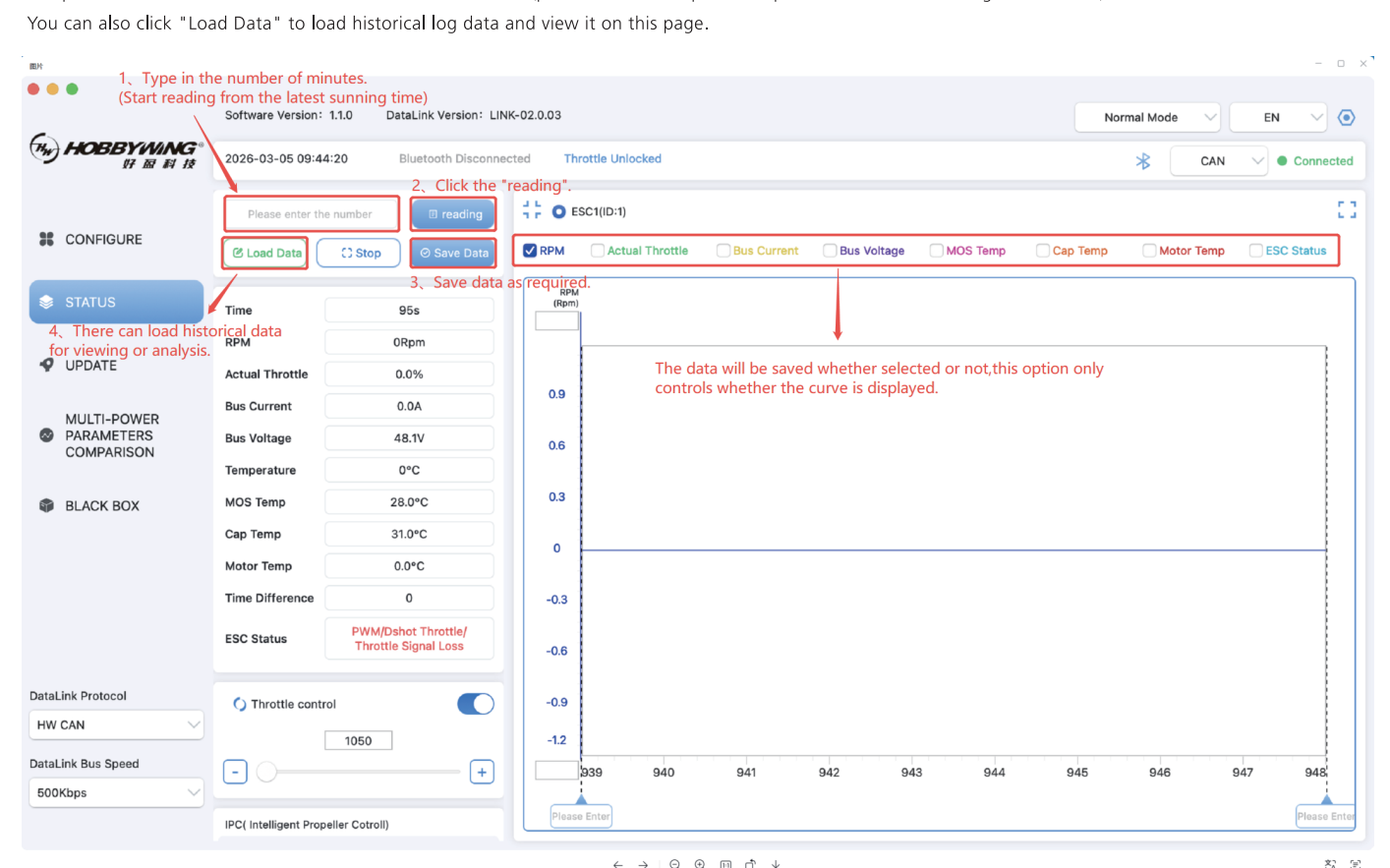


- The ESC comes with a built-in log function, which can record input throttle, RPM, ESC temperature, ESC status, etc. during flight, facilitating the analysis of flight data.
- This function requires the DataLinkBox G3 and DataLink V3 software. DataLink V3 software can be obtained from the Hobbywing official website, Hobbywing official technical support, or distributors.

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ESC ----> DataLinkBox G3: "Red Gray" ----> "H L" of CAN1/CAN2 ports, "Black / White" ----> "- / S" of PWM port;

Run the DataLink V3 software, ensure the ESC is connected and powered on → Click "STATUS" to enter the page → Enter the number of minutes and click "reading" → The fluctuating data curve in the right graph indicates that reading is in progress → When the data curve stops fluctuating, it indicates that reading is completed. Save the data as needed → Power off all devices (power-off has no specific sequence and will not damage the devices).



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- For drones that are used for the first time or have not been used for a long time, after removing the propellers, use the flight controller's motor rotation direction check/motor test function to confirm if the position of the rotating motor corresponds to the selected frame type in the flight controller, and ensure the rotation direction is consistent with the frame type specifications. When the motor is running, check if the motor rotation has any up-and-down wobble (visual inspection).

- Before installing the propellers on the air shaft, please carefully inspect the blades for cracks and nicks. For blades made of carbon fiber reinforced nylon composite (carbon plastic), cracks and nicks smaller than 1mm do not affect actual use. If they are larger, please replace them immediately. For blades made of carbon fiber composite (carbon fiber), cracks and nicks smaller than 0.5mm do not affect actual flight; if they are larger, please replace them immediately.
- If using folding propellers, please unfold the blades to 180 degrees fully extended before takeoff. During the unfolding process, check the tightness between the blades and the propeller adapter. If they are loose, use an Allen wrench to tighten the assembling screws of the folding propeller until a certain folding force is restored between the blades and the propeller adapter. If the washer is worn, please replace it promptly to restore the folding force.
- When installing the propellers, please check whether the installation of the propellers and motors is correct, and whether the propeller rotation direction matches the motor rotation direction. After completing the installation of the propellers, conduct another check before each flight using the motor rotation direction check/motor test function of the flight controller to ensure that the motor rotation direction and propeller installation are correct. If there are any abnormalities, please correct them immediately.

Prior to each flight, thoroughly check the motor to check for any jamming of the motor and propeller, and ensure that the motor is properly secured. If there are folding propellers/foldable arms, check whether the folding propellers and foldable arms are fully extended and whether the foldable arms are locked. During the inspection, shake the relevant parts by hand, and if any looseness is found, tighten them promptly. If these parts are not securely fastened, flight safety will be affected, so be sure to check carefully! If any components are found to be aged or damaged, replace them promptly.

- During Flight:**
- During flight, if any abnormal conditions are detected (such as unstable attitude, ESC LED flashing, abnormal RPM, any fault reported via CAN communication, abnormal noise, etc.), please immediately land the aircraft and conduct an inspection.

• Please use the motor according to its recommended application environment. Pay attention to whether the ambient temperature is too high or too low.

- After flight:**
- After every day's flight, power off the drone and wait for the motors and ESC to return to normal temperature before cleaning. Do not clean the aircraft that are powered on or have just finished flying! It is recommended to use an air pump dust blower gun aimed at the bottom of the motor and the motor cooling vents, or areas where the motor enameled wire can be directly blown, and blow from multiple angles to significantly reduce the probability of dust accumulation inside the motor. In addition, the motor itself has good waterproof performance and can operate normally and be cleaned under low-pressure running water. However, it should be noted that after the cleaning is completed, please drain the internal water by running the motors or shaking them. Some motors have laser-printed labels. Due to the material, after cleaning, promptly wipe off water stains on the motor surface with an anti-static non-woven cloth to prevent rusting. After cleaning out foreign objects and water stains, it is recommended to wrap the motor with an anti-static bag (or box) to prevent magnetic impurities.
- For drones after flight or long-term storage, if there is dust, pesticide, etc., on the propellers and motors, wipe them off with a damp cloth.
- It is recommended to conduct a thorough inspection and maintenance of the motor after every 20 hours or 200 sorties of flight or one month of long-term storage, including: checking whether the motor rotation has any up-and-down wobble (visual inspection); whether the three-phase wires are firmly connected to the ESC; whether there are any broken enameled wires; whether the mounting screws of the mounting base and propellers are loose; whether the blades are damaged, etc.
- It is recommended to return to the factory for maintenance once every 500 hours of flight to prevent issues that are not easily detected during routine maintenance.
- Storage & Maintenance:**
- Please store the propulsion system in a dry (humidity < 85%), dust-free, and confined space.
 - Please avoid high-temperature environments. It is recommended to store at a temperature between -10°C and 35°C to extend the service life of the propulsion system.
 - Propeller storage should follow the above temperature and humidity conditions of the propulsion system, and propeller adapter and screws (if it is folding propeller) should be sealed for storage if possible.
 - If the motor will not be used for an extended period, apply a small amount of rust inhibitor (oil) to the rotor surface.
 - Propulsion systems should be stored in their original packaging whenever possible.