Thank you for purchasing NEM Brushless Electronic Speed Controller (ESC)

High power systems for RC model can be very dangerous and we strongly suggest that you read this manual carefully. NEMhobby have no control over the use, installation, application, or maintenance of these products, thus no liability shall be assumed nor accepted for any damages, losses of costs resulting from the use of this item. Any claims arising from the operating, failure or malfunctioning etc. will be denied. We assume no liability for personal injury, property damage or consequential damages resulting from our product or our workmanship. As far as is legally permitted, the obligation for compensation is limited to the invoice amount of the product in question.

NEM ESC's high power BEC has been specifically designed for extreme aerobatics and therefore has the capability to support the higher momentary peak demand loads to eliminate the possibility of unwanted shutdowns, and is also capable of supporting continuous simultaneous multiple servo operations typically found in CCPM equipped hardcore 3D E-helicopters.

Wires Connection:

NEM MR series ESC (programmed by Prog-card/TRX)			
Model No.	**BEC**	**LIPO**	**NICD/NIMH**
NEM-MR-25A-BEC	BEC 5V/2A	2-4 Cell	5-12 Cell
NEM-MR-35A-BEC	BEC 5V/3A	2-4 Cell	5-12 Cell

The speed controller can be connected to the motor by soldering directly or with high quality connectors. Always use new connectors, which should be soldered carefully to the cables and insulated with heat-shrink tube. The maximum length of the battery pack wires shall be within 6 inches.



- Solder controller to the motor wires.
- Solder appropriate connectors to the battery wires.
- Insulate all soldering connectors with heat shrink tubes.
- Plug "JR" connector into the receiver throttle channel.
- Controller Red and Black wires connects to battery pack Red and Black wires respectively.

I.Features:

- Extremely low internal resistance
- Super smooth and accurate throttle linearity
- Safety thermal over-load protection
- Auto throttle shut down in signal lose situation
- Supports high RPM motors
- Power arming protection (prevents the motor from accidentally running when switched ON)
- New Advanced programming software
- **Built-in Intelligent ESC Safety Functions:**

  1. Over-heat protection: When the temperature of ESC exceeds 110 deg C, the ESC will reduce the output power to allow it too cool.
  2. Lost Throttle signal protection: The ESC will automatically reduces output power to the motor when it detects a lost of throttle signal for 2 second, a subsequent loss of throttle signal beyond 2 seconds, will cause the ESC automatically to cut power to the motor.
- **All programmable functions to meet your specific needs, which makes it very efficient and user friendly:**

1. User-programmable brake setting (we recommend using brake for only folding props applications).

Brake: ON/OFF

*** *ON*** ——Set the propeller to the brake position when the throttle stick is at the minimum position (Recommended for folding props).

*** *OFF*** ——Set the propeller to freewheel when the throttle stick is at the mini- mum position.

2. User-programmable battery type (LiPo or NiCd/NiMh)

Battery type: LiPo or NiCad/NiMh

*** *NiCad/NiMh*** ——Set Low voltage protection threshold for NiCad/NiMh cells.

*** *LiPo*** ——Set Low voltage protection threshold for LiPo cells and auto- matically detects the number of cells within the pack.

Note: Selecting the NiCad/NiMh option for the battery type, triggers the ESC to automatically set the cutoff threshold to the factory default of 65%. The cutoff threshold can then be subsequently altered through the Low Voltage protection function, if required. The ESC will read the initial voltage of the NiCad/NiMh pack once it is plugged in and the voltage read will then be used as a reference for the cutoff voltage threshold.

3. User-programmable low voltage cutoff setting

Low Voltage Protection Threshold (Cutoff Threshold): *Low / Medium / High*

*** *For LI-xx packs*** ——number of cells are automatically calculated and requires no user input apart from defining the battery type. This ESC provides 3 setting options for the low voltage protection threshold; Low (2.8V)/ Medium (3.0V)/ High (3.2V). For example: the voltage cutoff options for an 11.1V/ 3 cell Li-Po pack would be 8.4V (Low)/ 9.0V(Med)/ 9.6V(High).

*** *For NI-xx packs*** ——low / medium / high cutoff voltages are 50%/60%/65% of the initial voltage of the battery pack. For example: A fully charged 6 cell NiMh pack's voltage is 1.44V×6=8.64V,when "LOW" cutoff voltage is set, the cutoff voltage is: 8.64V×50%=4.3V and when "Medium" of "High" is set, the cutoff voltage is now 8.64V×65%=5.61V.

4. User-programmable factory-default-setup restoration

*** *Factory default :***

Brake:	OFF
Battery type Detect:	LiPo with Automatic Cell
Low voltage cutoff threshold:	Medium (3.0V/60%)
Timing setup:	Automatic
Soft Acceleration Start Up:	Medium
Governor mode:	OFF
Frequency:	8kHz
Low voltage cutoff type:	Reduce power

5. User-programmable timing settings (to enhance ESC efficiency and smoothness)

Timing setup: Automatic / Low / High
*** *Automatic*——**ESC automatically determines the optimum motor timing.
*** *Low (7-22 deg)*——**Setting for most 2 pole motors.
*** *High (22-30 deg)*——**Setting for motors with 6 or more poles.
In most cases, automatic timing works well for all types of motors. However for high efficiency we recommend the Low timing setting for 2 pole motors (general in-runners) and high timing for 6 poles and above (general out-runners). For higher speed, High timing can be set. Some motors require different timing setups therefore we suggest you to follow the manufacturer recommended setup or use the automatic timing setting if you are unsure.

Note: Run your motor on the ground first after making any changes to your motor timing!

6. User-programmable soft acceleration start-up (for delicate gearbox and heli. applications)

Soft Acceleration Start ups: Very Soft/ Soft Acceleration/ Start Acceleration
*** *Very Soft*—**Provides initial slow 1.5 sec ramp-up from start to full rpm intended to protect delicate gears from stripping under instant load. This setting is recommended for either fixed wing models equipped with gearboxes or helicopters.
*** *Soft Acceleration*—**Provides initial slow 1 sec ramp-up from start to full rpm. This setting is recommended for either fixed wing models equipped with gearboxes or helicopters.
*** *Start Acceleration*—**Provides quick acceleration start ups with a linear throttle response. This is recommended for fixed wing models fitted with direct drive setups.
7. User-programmable governor mode (for heli. applications)

Active RPM Control (Heli. Governor Mode):
*** *Rpm control off***
*** *First range*——**There will be a 5-second delay from start to full rpm, but if the throttle is cutoff after starting, then the next start will be as normal start.
*** *Second range*——**There will be a 15-second delay from start to full rpm, but if the throttle is cutoff after starting, then the next start will be as normal start.

Note: Once the Governor Mode is enabled, the ESC's Brake and Low Voltage Cutoff Type settings will automatically be reset to No Brake and Reduce Power respectively regardless of what settings they were previously set.

8. User-programmable motor rotation (clockwise \ counter-clockwise)

Motor Rotation: Reverse
Motor rotation is usually reversed by swapping two motor wires. However, in cases where the motor cables have been directly soldered to the ESC cables, motor rotation can be reversed by changing the setting value on the ESC.

9. User-programmable switching frequency

Switching Frequency: 8 kHz/16kHz
*** *8 kHz*——**Sets ESC switching frequency for two pole motors, e.g. in-runners.
*** *16KHz*——**Sets ESC switching frequency for motors with more than two poles, e.g. out-runners.

Note: Although 16 kHz is more efficient with our Thrust motors, the Setup Default is 8 kHz due to the higher RF noises caused at 16 kHz.

10. User-programmable low voltage cut-off type (power reduction or immediate shut-down)

Low Voltage Cutoff Type: Reduce Power / Hard cutoff
*** *Reduce Power*—**ESC reduces motor power when the pre-set Low Voltage Protection Threshold value is reached (recommended)
*** *Hard Cutoff*—**ESC instantly cuts motor power when the pre-set Low Voltage Protection Threshold value is reached.

II.Using Your New NEM ESC:

1. Improper polarity or short circuit will damage the ESC. Therefore it is your responsibility to double check all plugs for proper polarity and firm fit BEFORE connecting the battery pack.

2. Powering up the ESC for the first time and setting the Automatic Throttle Calibration:

NEM ESC features Automatic Throttle Calibration to attain the smoothest throttle response and resolution throughout the entire throttle range of your transmitter. This step is done once to allow the ESC to "learn and memorize" your Transmitter throttle output signals and only repeated if you change your transmitter.

***** Switch your Transmitter ***ON*** and set the throttle stick to ***maximum*** position.
***** Connect the battery pack to the ESC. Wait for about 2 seconds, the motor will beep for twice, then put the throttle in the minimum position, the motor will also beep, which indicates that your ESC has got the signal range of the throttle from your transmitter.

The throttle is now calibrated and your ESC is ready for operation.

III.ESC Normal start up procedure:

1. Switch your Transmitter ***ON*** and set the throttle to its ***minimum*** position.
2. Connect the battery pack to the ESC.
3. When the ESC is first powered up, it emits two sets of audible tones in succession indicating the status of its state.

***** The first set of tones denotes the number of cells in the LiPo pack connected to the ESC. (Three beeps (∗∗∗) indicates a 3 cell LiPo pack while 4 beeps (∗∗∗∗) indicates a 4 cell LiPo pack).
***** The second set denoting Brake status (one beep(∗) for Brake "ON" and two beeps (∗∗) for Brake "OFF").

Now, the ESC is ready for use, feel the precisely resolution and power behind your stick!.

IV.Entering the Programming Mode:

1. Switch your Transmitter ***ON*** and set the throttle to its ***maximum*** position.
2. Connect the battery pack to the ESC.
3. Wait until you hear two short beeps (_ _**) confirming that the ESC has now entered the programming mode.
4. If within 5 seconds, the throttle stick is lowered to its ***minimum*** position, an audible tone is emitted confirming that the ***throttle calibration*** setting has changed. If the throttle stick is left in the ***maximum*** position beyond 5 seconds, the ESC will begin the sequence from one function and its associated setting options to another. (Please refer to Table One to cross reference the functions with the audible tones).
5. When the desired tone for the function and setting option is reached, move the throttle stick down to its ***minimum*** position. ESC will emit two beeps (**) confirming the new setting has been stored.
6. The ESC only allows the setting of one function at a time. Should you require making changes to other functions, disconnect the battery pack and wait 5 seconds to reconnect the battery and repeat the above steps.

PROGRAMMING MODE AUDIBLE TONES (Table One)

Programming Mode Audible Tones	ESC Functions
1 Throttle Calibration	
(within the first 4 Sec) ●● ●● ●● ●●	
2 Brake	
_* _* _* _*	Brake On /Off
3 Battery type	
～ ～ ～ ～	NiCad
～～ ～～ ～～ ～～	LiPo
4 Low Voltage Cutoff Threshold	
*_*_* *_*_* *_*_* *_*_*	Low2.8V/50%
*_*_*_* *_*_*_* *_*_*_* *_*_*_*	Medium3.0V/60%
*_*_*_*_* *_*_*_*_* *_*_*_*_* *_*_*_*_*	High3.2V/65%
5 Restore Factory Setup Defaults	
— — — —	Restore Factory Default Vlue
6 Timing Setup	
- - - -	Automatic (7-30°)
- - - - - - - -	Low (7-22°)
- - - - - - - - - - - -	High (22-30°)
7 Soft Acceleration Start Ups	
⋁⋁ ⋁⋁ ⋁⋁ ⋁⋁	Very Soft
⋁ ⋁ ⋁ ⋁	Soft Acceleration
⋁⋁⋁ ⋁⋁⋁ ⋁⋁⋁ ⋁⋁⋁	Start Acceleration
8 Governor Mode	
_*_ _*_ _*_ _*_	Rpm off
_**_ _**_ _**_ _**_	Heli first range
_***_ _***_ _***_ _***_	Heli second range
9 Motor Rotation	
W W W W	Positive/ Reverse
10 Switching Frequency	
// // // //	8kHz
\\ \\ \\ \\	16kHz
11 Low Voltage Cutoff Type	
_ _ _ _	Reduce Power
‾ ‾ ‾ ‾	Hard Cut Off

Alert Tones:

NEM ESC is equipped with audible alert tones to indicate abnormal conditions at power up.

1. If ESC can't enter into working mode after powering up, it indicates that you have not setup throttle calibration.
2. Continuous beeping tone (****)——Indicates that throttle stick is not in the minimum position.
3. Single beeping tone followed by a one second pause (* * * *)—Indicates that the battery pack voltage is not within the acceptable range. (The ESC automatically checks and verifies the battery voltage once the battery is connected).
4. A single beeping tone followed by a short pause (* * * *)——Indicates that the ESC is unable to detect the normal throttle signal from the receiver.

V.General Safety Precautions:

- Do not install propeller (fixed wing) or drive pinion (helicopter) on the motor when you test the ESC and motor for the first time to verify the correct settings on your radio. Only install your propeller or pinion after you have confirmed that the settings on your radio is correct.
- Switch your Transmitter ***ON*** and ensure the throttle stick is in the minimum position before connecting the battery pack.
- Never switch your transmitter ***OFF*** while the battery is connected to your ESC.
- Never use ruptured or punctured battery cells.
- Never use battery packs that are known to overheat.
- Use batteries that are supported by the ESC and ensure the correct polarity before connecting. Wrong battery polarity will damage the ESC and void the warranty!
- Never short-circuit battery or motor terminals.
- Always use proper insulation material for cable insulation.
- Do not exceed the number of cells or servos specified by the ESC.
- Always use proper cable connectors.
- Install the ESC in a suitable location with adequate ventilation for cooling. NEM ESC has built-in over-temperature cut-off protection that will immediately cut power off the motor once the ESC temperature exceeds 230 Deg F/ 110 Deg C limit.
- Only connect your battery pack just before flying and do not leave your battery pack connected after flying.
- Handle your model with extreme care once battery pack is connected and keep away from the propeller at all times. Never stand in-line or directly in front of any rotating parts.
- Do not immerse the ESC underwater while powered up.
- Do fly at a designated flying site and abide by the rules and guidelines set by your flying club.

VI.Trouble Shooting:

Trouble	Possible Reason	Action
Motor doesn't work, but there are audible tones of automatic detection of the number of cells after powering up ESC.	The ESC throttle calibration has not set up.	Set up the ESC throttle calibration.
Motor doesn't work and no audible tone emitted after connecting the battery. Servos are not working either.	Poor/loose connection between battery pack and ESC	Clean the connector terminals or replace connector
	No power	Replace with a freshly charged battery pack
	Poor soldered connections (dry joints)	Re-solder the cable connections
	Wrong battery cable polarity	Check and verify cable polarity
	ESC throttle cable connected to receiver in the reverse polarity	Check the ESC cable connected to the ESC to ensure the connectors are in the correct polarity
	Faulty ESC	Replace ESC
Trouble	**Possible Reason**	**Action**
Motor doesn't work and no audible tone emitted after connecting the battery, BUT servos are working. Motor doesn't work after powering up the ESC. An alert tone with two beeping tones followed by a short pause (** ** ** **) is emitted.	Poor / loose connection between ESC and motor	Clean the connector terminals or replace connectors
	Burnt motor coils	Replace motor
	Poor soldered connections (dry joints)	Re-solder the cable connections
	The battery pack voltage is not within the accept -able range	Replace with a freshly charged battery pack Check battery pack voltage
Motor doesn't work after powering up the ESC. An alert tone with a single beeping tone followed by a short pause (* * * *) is emitted.	The ESC is unable to detect the normal throttle signal from the receiver	Check and verify the ESC cable is connected to the throttle channel on the receiver Check the transmitter and receiver to verify that there is throttle signal output. (Connect a spare servo to verify throttle channel operation)
Motor doesn't work after powering up the ESC. An alert tone with continuous beeping tones (****) is emitted.	The throttle stick is not in the minimum position at power up	Move the throttle stick to the minimum position
Motor doesn't work after powering up the ESC. ESC emits two long audible tones followed by two short beeps (_ _ * *).	Reversed throttle channel caused the ESC to enter the programming mode	Enter the servo reverse menu on your transmitter and reverse the throttle channel Note: For Futaba radios set the throttle channel to reverse
Motor runs in reverse rotation; Motor stops running in flight.	Wrong cables polarity between the ESC and the motor	Swap any two of the three cable connections between the ESC and the motor or access the Motor Rotation Function via the ESC programming mode and change the pre-set parameters
	Lost throttle signal	Check proper operation of the radio equipment Check the placement of the ESC and the receiver and check the route of the receiver's aerial and ESC cables to ensure there is adequate separation to prevent RF interference Install a ferrite ring on the ESC's throttle cable
Motor runs in reverse rotation; Motor stops running in flight.	Battery pack voltage has reached the Low Voltage Protection threshold	Land the model immediately and replace the battery pack
	Possible bad cable connection	Check and verify the integrity of the cable connections
Motor restarts abnormally ESC Overheats.	Possible RF Interference at the flying field	The normal operation of the ESC may be susceptible to surround -ing RF interference Restart the ESC to resume normal opera -tion on the ground to verify recurrence. If the problem persists, test the operation of the ESC at a different flying field
	Inadequate Ventilation	Relocate the ESC to allow better ventilation
	Servos drawing too much current and over loading the ESC	Use servos that are adequately sized for the ESC. The maximum BEC current drawn should be within the BEC limits
	Over sized motor or prop	Prop down or resize the motor