

# INSTRUCTION MANUAL



For 1/12 & 1/10 Scale Car  
Support Both Sensor or Sensor-less Brushless Motor

## INTRODUCTION

Thank you for purchasing G-FORCE TS90 90A Sensored ESC. Please read the Instruction Manual thoroughly before you use the product. These operating instructions are designed to ensure that you quickly become familiar with its features and functions and make full use of this product.

## SAFETY NOTE

- It is not a toy and suitable for users older than 14 years old.
- Never allow water, moisture, oil or other foreign materials to get inside ESC, motor, or on the PC Boards. It may damage the ESC completely.
- Never disassemble the ESC and modify the components on the PC Boards.
- Suggest using the original wires and connectors which are packed in the box.
- Never solder one part for more than 5 seconds as some components will get damaged by high temperature.
- Never run the ESC w/o load at full throttle and it may damage the bearings and other moving parts.
- Please make sure the location where to fix the ESC has good airflow ventilating so that the heat could dissipate quickly.
- To avoid short circuit, please keep the ESC connectors far away from other metal parts.
- Never connect the battery in polarity in reverse.
- Please remove the pinion gear before performing calibration and programming functions with this system. Please keep your hands, hair, cloth, clear from the gear train and wheels of an armed high performance
- Before you switch on the ESC, please make sure all the cables are well solder with the connectors (It is easy to get loose when running) . What's more, make sure the cables not touch the moving parts.
- Electronic motor timing will increase the temperatures of ESC and brushless motor. Use extreme caution when setting up and testing your application to avoid overloading and overheating.
- Incorrect timing setting may cause permanent damage to the ESC and motors. Please choose proper ratio and timing setting according to motor's instruction.
- To avoid signal interference, please always turn on the transmitter first THEN turn on the speed control. Do the opposite when powering it off.

- Never use faulty accessories, e.g. motor which may damage the ESC. Always insulate exposed wiring with heat shrink tubing or electrical tape to prevent short circuits, which can damage ESC too.
- Always disconnect the battery pack from the speed control when not in use to avoid short circuits and possible fire hazard. When the ESC is switched off, there is still small current and it may cause over discharge of the battery after some time.
- The ESC can support 4-9 cells NiMH or 2-3 cells LiPo battery.

Note: We will not be responsible for any damage caused by non-compliance with above instruction.

## PREPARATION

### 1) Plan Speed Control Placement

Choose a location for the speed control that is protected from debris. To prevent radio interference, place the speed control as far away from the radio receiver as possible and keep the power wires as short as possible. Select a location that has good airflow ventilating. If the ESC gets air flow, it will run cooler; and that means it will be more efficient.

### 2) Mount Speed Control in Vehicle

Use double-sided tape to mount the speed control in vehicle (do not use CA glue).

### 3) Soldering

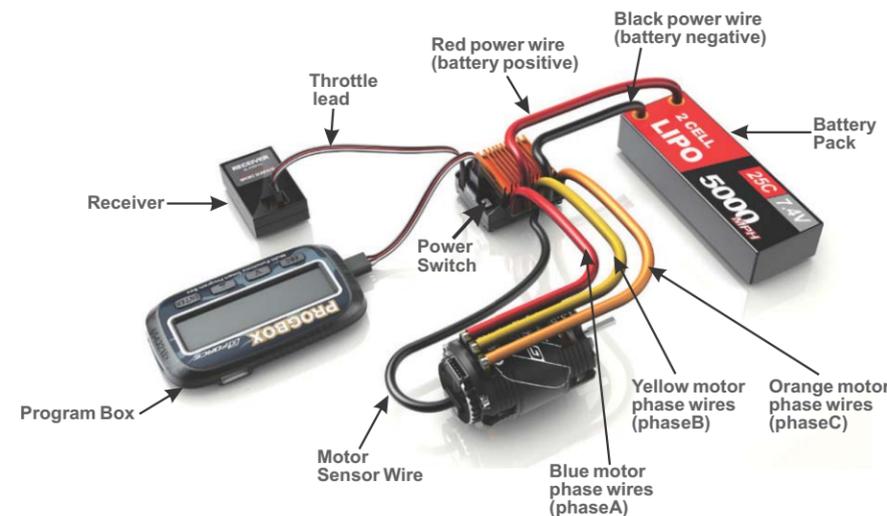
Cut the ESC's BLUE, YELLOW & ORANGE silicone motor power wires to the desired length and strip about 3.2mm-6.35mm (1/8"-1/4") of insulation from the end of each wire. "Pre-tin"the wire by heating the end and applying solder until it is thoroughly covered.

CAUTION: By very careful not to splash yourself with hot solder.

Place the ESC's BLUE Phase 'A' motor wire onto motor's 'A' solder tab and solder. Use soldering iron to apply heat to exposed wire; begin adding solder to tip of soldering iron and wire. Add just enough solder to form a clean and continuous joint from the plated area of the solder tab up onto the wire. Solder the ESC's YELLOW Phase'B' motor wire to the motor's 'B' solder tab and Solder the ESC's ORANGE Phase 'C' motor wire to motor's 'C' solder tab.

## CONNECTION

- 1) Connect the motor sensor harness to ESC. Insert the 6 pin connector on the end of the motor's sensor wires into ESC's sensor harness socket.
- 2) Connect Throttle lead to ESC and other end to the Receiver (Throttle Channel, Ch2)
- 3) Connect the motor and the ESC.
- 4) Connect ESC to batter pack.



## ESC CALIBRATION

Calibration is necessary for the first use of the ESC, or whenever used with a new/different transmitter. Individual transmitter's signals for full throttle, full brake and neutral vary. You must calibrate your ESC so that it will operate more effectively with your transmitter.

### How to calibrate the ESC?

- ESC switch OFF.
- Connect the ESC to the battery and the motor.
- Turn on the transmitter.
- Press and hold the ESC switch for few seconds, the motor will ring long beep once. After that, the red LED will blink the motor will ring like beep-beep-beep... in a row which indicates it is time to set the neutral position, full throttle and full brake one by one. You could release the ESC switch now.
- Keep the throttle trigger in neutral position, press the ESC switch once, the green LED will blink once then extinguish and the motor will ring beep once which indicates the neutral position has been set.
- Hold full throttle and press the ESC switch once, the green LED will blink twice then extinguish and the motor will ring twice like beep-beep which indicates the full throttle has been set.
- Move the throttle trigger to full brake and hold full brake, press the ESC switch once, the green LED will blink three times then extinguish and the motor will ring three times like beep-beep-beep which indicates the full brake has been set.
- After the calibration is finished, keep the throttle in neutral position, the red LED will stay ON, the ESC and the motor is ready to work.



## ESC ON/OFF AND LED INDICATOR

1. ESC ON/OFF: When the ESC is OFF, press the switch once, the motor will ring beep once and the red LED will stay on (Motor boost and turbo timing is on), then the ESC is ready to work. When the ESC is on, press the switch once, the LED will extinguish and the ESC is OFF.

Note 1: After running at full load, the ESC will be very hot. In this case, please turn off the ESC after it cools down.

Note 2: When the motor is running, the ESC can't be powered off by pressing the switch; when the motor stops working, the ESC can be powered off. In an emergency, please disconnect the battery to power off the ESC.

Note 3: When the motor is running, keep the trigger of the transmitter to full brake for 8 seconds, the ESC will be off.

### 2. Explanation of LED Indicator

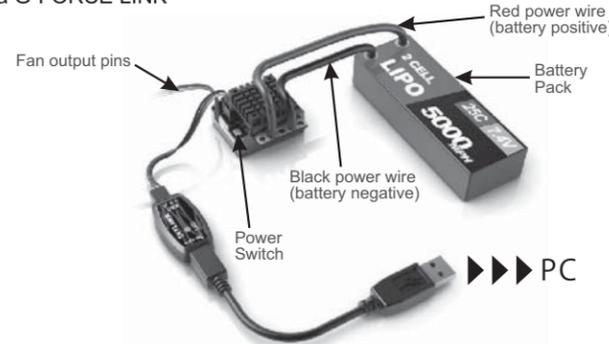
|  |   |
|--|---|
| The throttle trigger is in neutral position  | Red LED is blinking (zero timing)                     |
| The throttle trigger is in neutral position  | Red LED stays on (Motor boost and turbo timing is on) |
| The motor is running while the throttle trigger doesn't reach to the highest throttle/brake position | Green LED is blinking.                                |
| The throttle trigger is at the highest throttle/brake position.                                      | Green LED stays ON                                    |

## ESC PROGRAMMING

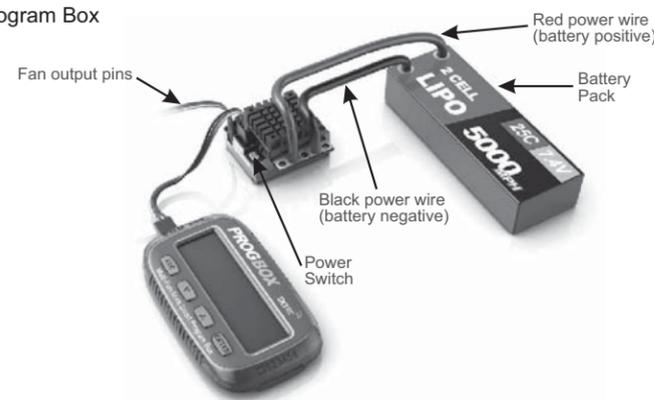
The ESC can be programmed by program box, PC (connected with G-FORCE LINK).

How to program the ESC?

### 1. PC via G-FORCE LINK



### 3. Program Box



## Programmable Items and Description

| Section          | Program Item              | Description                             |                               |                 |         |
|------------------|---------------------------|---|-------------------------------|-----------------|---------|
| General Setting  | Running Mode              | Forward/Brake                           | Forward/Brake/Reverse         | Forward/Reverse |         |
|                  | Motor Direction           | Normal                                  | Reverse                       |                 |         |
|                  | Reverse Speed             | 25-100% (in 1% increment)               |                               |                 |         |
|                  | Voltage Cutoff *          | 3.0-11V (in 0.1V increment)             | Auto (3.2V)                   |                 |         |
|                  | ESC Overheat Protection   | 85°C/185°F                              | 105°C/221°F                   | 125°C/257°F     | Disable |
|                  | Motor Overheat Protection | 85°C/185°F                              | 105°C/221°F                   | 125°C/257°F     | Disable |
| Throttle Control | Punch Rate Switch Point   | 1-99%(in 1% increment)                  |                               |                 |         |
|                  | 1st Stage Punch Rate      | 1-30(in 1 increment)                    |                               |                 |         |
|                  | 2nd Stage Punch Rate      | 1-30(in 1 increment)                    |                               |                 |         |
|                  | TH Input Curve            | Linear                                  | Custom                        |                 |         |
|                  | Throttle Dead Band        | 0.002-0.150ms                           |                               |                 |         |
|                  | Throttle Status           |   |                               |                 |         |
| Brake Control    | Drag Brake                | 0-100%(in 1% increment)                 |                               |                 |         |
|                  | Brake Strength            | 0-100%(in 1% increment)                 |                               |                 |         |
|                  | Initial Brake             | =Drag Brake                             |                               |                 |         |
|                  | Brake Rate Switch Point   | 1-99%(in 1% increment)                  |                               |                 |         |
|                  | 1st Stage Brake Rate      | 1-20(in 1 increment)                    |                               |                 |         |
|                  | 2nd Stage Brake Rate      | 1-20(in 1 increment)                    |                               |                 |         |
| Boost Timing     | Brake Input Curve         | Linear                                  | Custom                        |                 |         |
|                  | Boost Timing              | 0-64 deg (in 1° increment)              |                               |                 |         |
|                  | Boost Start RPM           | 1000-35000RPM (in 500RPM increment)     |                               |                 |         |
|                  | Boost End RPM             | 3000-60000RPM(in 500RPM increment)      |                               |                 |         |
|                  | Boost Liner Slop          | Linear                                  | Custom                        |                 |         |
| Turbo Timing     | Boost Constrain by TH     | Yes                                     | No                            |                 |         |
|                  | Turbo Timing              | 0-64 deg (in 1° increment)              |                               |                 |         |
|                  | Turbo Activation Method   | Full TH                                 | RPM                           | Full TH+RPM     |         |
|                  | Turbo Full TH Delay       | Instant                                 | 0.01-1S(in 0.05S increment)   |                 |         |
|                  | Turbo Start RPM           | 9000-50000RPM/MIN(in 1000RPM increment) |                               |                 |         |
| Turbo Timing     | Turbo Engage Slop         | 1-64 deg/0.1S (in 1° increment)         |                               |                 |         |
|                  | Turbo Deactive Slop       | Instant                                 | 1-64 deg/0.1S(in 1°increment) |                 |         |

\*If you set the cut-off voltage manually, please note the adjustable votage is TOTAL cut-off voltage of the battery pack. In AUTO mode, the default cut-off voltage is 3.2V/S, for example, the cut-off voltage of a 4S battery pack is 3.2V\*4=12.8V in AUTO mode.

Note: The output power of the motor will be improved when you adjust the motor timing. Electronic motor timing will increase the temperatures of ESC and brushless motor. Use extreme caution when setting up and testing your application to avoid overloading and overheating. Incorrect Boost and Turbo timing setting may cause permanent damage to the ESC and motors. Please choose proper ratio and timing setting according to motor's instruction.

Here is some suggestions about motor timing,

| Motor Turns  | 3.5T/4.0T | 4.5T/5.5T | 6.5T/7.5T | 8.5T/9.5T | 10.5T/11.5T | ≥13.5T |
|--------------|-----------|-----------|-----------|-----------|-------------|--------|
| Boost Timing | 0         | 0         | 10        | 15        | 20          | 30     |
| Turbo Timing | 10        | 15        | 45        | 55        | 45          | 55     |

## Profiles Preset

The users could preset and store 10 sets of profiles in the ESC. These data could be called out for application at any time without any special program setting. The user could also reset the profile according to his request. There is one factory default setting called Modify in the ESC. This mode can be used for modify class of touring car racing.

### Setting Details of Modify Mode

#### Modify Mode Setting Value

| Section          | Program Item              | Description    |
|------------------|---------------------------|----------------|
| General Setting  | Running Mode              | Forward/Brake  |
|                  | Motor Direction           | Normal         |
|                  | Reverse Speed             | 25%            |
|                  | Voltage Cutoff            | 3.2V/1S (Auto) |
|                  | ESC Overheat Protection   | 105°C/221°F    |
|                  | Motor Overheat Protection | 105°C/221°F    |
| Throttle Control | Punch Rate Switch Point   | 50%            |
|                  | 1st Stage Punch Rate      | 5              |
|                  | 2nd Stage Punch Rate      | 5              |
|                  | TH Input Curve            | Linear         |
|                  | Throttle Dead Band        | 0.080ms        |
|                  | Throttle Status           |                |
| Brake Control    | Drag Brake                | 10%            |
|                  | Brake Strength            | 75%            |
|                  | Initial Brake             | =Drag Brake    |
|                  | Brake Rate Switch Point   | 50%            |
|                  | 1st Stage Brake Rate      | 10             |
|                  | 2nd Stage Brake Rate      | 16             |
| Boost Timing     | Brake Input Curve         | Linear         |
|                  | Boost Timing              | 0°             |
|                  | Boost Start RPM           | 15000RPM/MIN   |
|                  | Boost End RPM             | 25000RPM/MIN   |
|                  | Boost Liner Slop          | Linear         |
| Turbo Timing     | Boost Constrain by TH     | Yes            |
|                  | Turbo Timing              | 0°             |
|                  | Turbo Activation Method   | Full TH        |
|                  | Turbo Full TH Delay       | 0.1S           |
|                  | Turbo Start RPM           | 20000RPM/MIN   |
| Turbo Timing     | Turbo Engage Slop         | 48°/0.1S       |
|                  | Turbo Deactive Slop       | 30°/0.1S       |

## SPECIFICATION

|                        |  |
|------------------------|--|
| Constant/Burst Current | 90A/450A   |
| Motor Compatible       | Brushless Sensor & Sensorless ESC                                  |
| Car Compatible         | 1/10 and 1/12 Buggy and Touring Car                                |
|                        | 1/10 and 1/8 Crawlers  |
| Motor Limits           | 5-6S NiMH or 2S LiPo--≥5.5T(1/10 Touring Car), ≥8.5T(1/10 Buggy)   |
|                        | 8-9S NiMH or 3S LiPo--≥10.5T(1/10 Touring Car), ≥17.5T(1/10 Buggy) |
| Resistance             | 0.0005ohm  |
| Battery Cell Count     | 4-9S NiMH or 2-3S LiPo   |
| BEC Output             | 6V@3A, linear  |
| Size                   | 39x38x20mm (LxWxH)   |
| Weight                 | 38g (w/o wire)   |
| FAN                    | 8V@0.2A , MAX 12.6V  |

REMARK: All the testing results are working with 540 class motors with standard timing.



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