

ZTW Addendum

We have found that some of the ZTW 100A ESCs included in the Cessna 170 and RV-8s may not be calibrated properly from the factory, which may cause issues with motor function. For this reason, we recommend that all customers with the ZTW 100A ESC in one of our products re-calibrate the ESC to ensure proper performance. Here's how:

THROTTLE CALIBRATION PROCEDURE

1. Remove the Prop Adapter, Spinner, and propeller from the motor.
2. Turn on your radio and position the throttle stick to the top position (Full Throttle).
3. Lower the throttle trim all the way to the minimum setting.
4. Power the ESC by connecting the battery pack to the ESC.
5. Immediately following the motor beeping twice, lower the throttle stick to the minimum position (No Throttle).
6. The motor will emit several beeps indication the ESC has been calibrated and the throttle has been initialized.
7. Remove power from ESC.
8. Reinstall Prop Adapter, Spinner, and propeller.

THROTTLE CALIBRATION VIDEO

Please visit <https://www.youtube.com/watch?v=gKYXdhnzeYY&feature=youtu.be> to view the throttle calibration procedure.

Please note, it is mandatory for proper operation during flight, you must increase the throttle trim so that the motor begins to slowly rotate (idle).

60+ SIZE MOTOR OPERATION SUGGESTIONS

To ensure smooth operation and avoid de-syncing of motor and ESC, we recommend the following:

If available in transmitter, use throttle slow feature. Throttle slow should be set to 0.5 seconds in both up and down direction.