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Thank you for purchasing this HOBBYWING product! Brushless power systems can be very dangerous. Any improper use may cause personal injury and damage to the product and related devices. We strongly recommend reading through this user manual before use. Because we have no control over the use, installation, or maintenance of this product, no liability may be assumed for any damages or losses resulting from the use of the product. We do not assume responsibility for any losses caused by unauthorized modifications to our product. we have the right to modify our product design, appearance, features and usage requirements without notification. We, HOBBYWING, are only responsible for our product cost and nothing else as result of using our product.

01 Warnings

- Read through the manuals of all power devices and aircraft and ensure the power configuration is rational before using this unit.
- Ensure all wires and connections are well insulated before connecting the ESC to related devices, as short circuit will damage your ESC . Ensure all devices are well connected, in order to prevent poor connections that may cause your aircraft to lose control or other unpredictable issues like damage to the device. If necessary, please use a soldering iron with enough power to solder all input/output wires and connectors.
- Do not lock up the motor during high speed rotation. The ESC and Motor may get damaged. (If this situation occurs, lower the throttle to the lowest position or disconnect the battery immediately.)
- Do not use this unit in extremely hot ambient temperatures or continue to use when the ESC gets hot. High temperatures will activate the ESC thermal protection, and may cause damage to the ESC.
- Always disconnect and remove batteries after use, as the ESC will continue to consume current if it's still connected to batteries. Long-time connections will cause batteries to completely discharge and result in damage to batteries or/and ESC. This will not be covered under warranty.

02 Features

- ESC which features a high performance 32-bit ARM M4 microprocessor (with a running frequency of up to 120MHz) is compatible with various brushless motors.
- DEO (Driving Efficiency Optimization) Technology greatly improves throttle response & driving efficiency and reduces ESC temperature.
- Separate programming cable for connecting ESC to a LED program box and allows users to program the ESC anytime, anywhere. (For detailed info, please refer to the user manual of HOBBYWING LED program box.)
- Normal/Reverse brake modes (esp. reverse brake mode) can effectively shorten the landing distance for the aircraft.
- Search mode can help users find the aircraft by the alarm beeps after the aircraft falls into the complex environment.
- Multiple protection features like start-up, ESC thermal, capacitor thermal, over-current, over-load, abnormal input voltage and throttle signal loss effectively prolong the service life of the ESC.

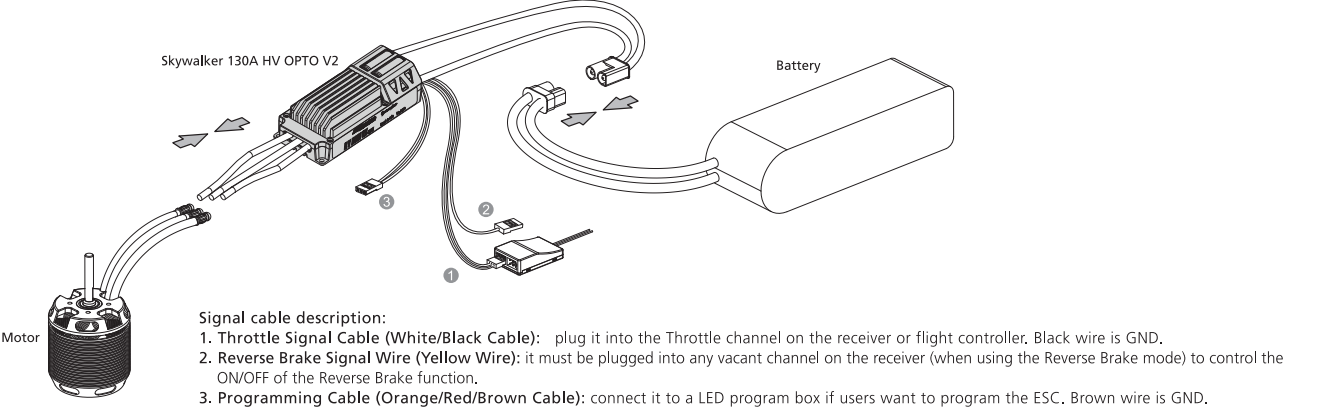
03 Specifications

Model (Regular)	Cont. Current	Peak Current	Input Voltage	BEC Output	Weight	Size (L x W x H)
Skywalker 130A HV OPTO V2	130A	160A	6-14S LiPo	No BEC	253.2g	104*48*29mm
Skywalker 160A HV OPTO V2	160A	200A	6-14S LiPo	No BEC	262.8g	104*48*29mm

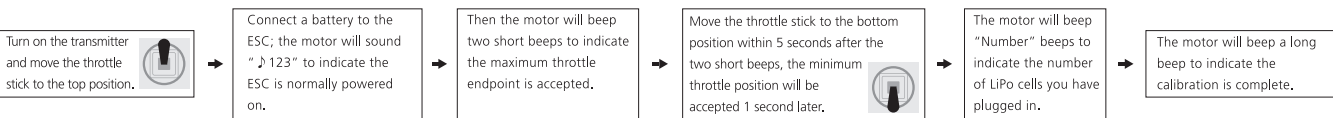
04 User Guide

Attention! The default throttle range of this ESC is from 1100μs to 1940μs (Futaba's standard); users need to calibrate the throttle range when they start to use a new SKYWALKER brushless ESC or another transmitter.

1 Connections



2 ESC/Radio Calibration



3 Normal Start-up Process

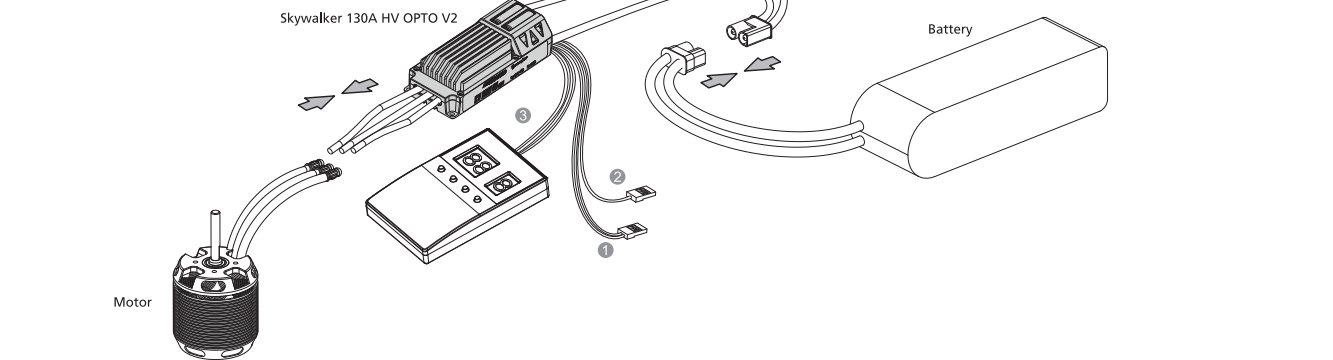


Note: In order to shorten the ESC chirping battery number time. The number of lithium batteries is displayed as follows:
 one long beep means 5cells, so: 6S: one long one short beep; 8S: one long three short beeps; 10S: Two long beeps; 12S: Two long two short beeps; 14S: Two long four short beeps;

05 ESC Programming

1 Program your ESC with a LED Program Box

1. Wiring:



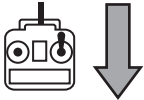
- Plug the programming cable (on your ESC) into the programming port on the LED program box.
- Connect a battery to your ESC after connecting a LED program box to the ESC, all programmable items will show up a few seconds later. (If the ESC is already connected to the battery, disconnect the battery and then reconnect it.)
- You can select the item you want to program and the setting you want to choose via "ITEM" & "VALUE" buttons on the program box, and then press the "OK" button to save all new settings to your ESC.
- Disconnect ESC and battery, then reconnect the battery, the ESC will start up and run with the new parameters.

2 Program your ESC with the Transmitter

It consists of 4 steps: Enter the programming → Select parameter items → Select parameter values → Exit the programming

I. Enter the Programming

Turn on the transmitter, move the throttle stick to the top position, and connect a battery to the ESC, 2 seconds later, the motor will beep "B-B-" first, then emit 56712 5 seconds later to indicate that you are in the ESC programming mode.



II. Select Parameter Items

After entering the programming, you'll hear the following 12 kinds of beeps circularly. Move the throttle stick to the bottom position within 3 seconds after you hear the beeps for your selection, you'll enter the corresponding parameter item.

1	"B-"	Brake Type	(1 Short B)	7	"B——B-B-"	Timing	(1 Long B & 2 Short Bs)
2	"B-B-"	Brake Force	(2 Short Bs)	8	"B——B-B-B-"	Active Freewheeling	(1 Long B & 3 Short Bs)
3	"B-B-B-"	Voltage Cutoff Type	(3 Short Bs)	9	"B——B-B-B-B-"	Search Mode	(1 Long B & 4 Short Bs)
4	"B-B-B-B-"	LiPo Cells	(4 Short Bs)	10	"B——B——"	Factory Reset	(2 Long Bs)
5	"B——"	Cutoff Voltage	(1 Long B)	11	"B——B——B-"	Exit	(2 Long Bs & 1 Short B)
6	"B——B-"	Start-up Mode	(1 Long B & 1 Short B)				

Note: A long "B——" equals to 5 short "B-", so a long "B——" and a short "B-" represent the 6th item in "Select Parameter Items".



III. Select Parameter Values

The motor will beep different kinds of beeps circularly, move the throttle stick to the top position after you hear some kind of beeps will get you to the corresponding parameter value, then you'll hear the motor emit "1515" to indicate the value is saved, then get back to "Select Parameter Items" and continue to select other parameter items that you want to adjust.

Items	Values (Bs)	1 B-	2 B-B-	3 B-B-B-	4 B-B-B-B-	5 B---	6 B——B-	7 B——B-B-
1	Brake Type	Disabled	Normal	Reverse	Linear Reverse			
2	Brake Force	Low	Medium	High				
3	Voltage Cutoff Type	Soft	Hard					
4	LiPo Cells	Auto Calc.	6S	8S	10S	12S	14S	
5	Cutoff Voltage	Disabled	Low	Medium	High			
6	Start-up Mode	Normal	Soft	Very Soft				
7	Timing	5°	10°	15°	20°	25°		
8	Active Freewheeling	On	Off					
9	Search Mode	Off	5min	10min	15min			

VI. Exit the Programming

Move the throttle stick to the bottom position within 3 seconds after you hear "Two long and Two short beeps" (emitting from the motor) can get you exit the programming mode. The motor beeps "Number" beeps to indicate the number of LiPo cells you have plugged in, and then a long beep to indicate the power system is ready to go.

06 Programmable Items

Items	Values	1	2	3	4	5	6	7
1	Brake Type	*Disabled	Normal	Reverse	Linear Reverse			
2	Brake Force	*Low	Medium	High				
3	Voltage Cutoff Type	*Soft	Hard					
4	LiPo Cells	*Auto Calc.	6S	8S	10S	12S	14S	
5	Cutoff Voltage	Disabled	*Low	Medium	High			
6	Start-up Mode	*Normal	Soft	Very Soft				
7	Timing	5°	10°	*15°	20°	25°		
8	Active Freewheeling	*On	Off					
9	Search Mode	*Off	5min	10min	15min			

Note: Those values marked with * in the form below are the factory default settings.

- Brake Type**
 - 1.1 Normal Brake**

After selected this option, the brake function will be activated when you move the throttle stick to the bottom position. In this mode, the brake amount equals to the brake force you've preset.
 - 1.2 Reverse Brake**

After selected this option, the Reverse Brake signal wire (its signal range must be the same as the throttle range) must to be plugged into any vacant channel on the receiver, and you can control the motor direction via that channel. The channel range of 0-50% is the default motor direction, and the channel range of 50% to 100% will cause the motor to spin in the reverse direction. The channel stick should be within the channel range of 0-50% (0 would be better) when the first time you power on the ESC. After the Reverse function is activated, the motor will stop first and then spin in the reversed direction and then increase to the speed corresponding to the throttle input. Any signal loss, including the reverse break signal will cause the signal loss protection to be a ctivated.
 - 1.3 Linear Reverse Brake**

After selected this option, the Reverse Brake signal wire must to be plugged into any vacant channel on the receiver, and you can control the motor direction via that channel. This channel should be set to a linear switch (usually a knob on the transmitter).Turn the linear channel switch to activate the reverse function. The speed of the motor is controlled by the linear channel switch. When reversed, the initial throttle value is started at 10%, and the throttle stroke of the linear switch is cured to 1.34ms-1.79ms. The channel stick should be at 0% throttle position when the first time you power on the ESC. Any signal loss, including the reverse break signal will cause the signal loss protection to be activated.
- Brake Force**

This item is only effect in the "Normal brake" mode .The higher the level, the stronger the braking effect , where the low/medium/high corresponds to the braking force: 60%/90%/100% .
- Voltage Cutoff Type**
 - 3.1 Soft Cutoff**

After selected this option, the ESC will gradually reduce the output to 60% of the full power in 3 seconds after the low-voltage cutoff protection is activated.
 - 3.2 Hard Cutoff**

After selected this option, the ESC will immediately cut off the output when the low-voltage cutoff protection is activated.
- LiPo Cells**

The ESC will automatically calculate the number of LiPo cells you have plugged in as per the "3.7V/Cell" rule if "Auto Calc." is selected, or you can set this item manually.
- Cutoff Voltage**

If set off, the low-voltage protection function is disabled. In addition, the protection voltage value of the low-voltage protection function corresponding to the low/medium/three modes is about 2.8V/ section, 3.0V/ section and 3.4V/section. This value is the voltage of a single battery, multiplied by the number of lithium batteries automatically identified by the electronic governor or the number of lithium batteries manually set, which is the protection voltage value of the battery. (For example, if the low voltage protection threshold of 3 lithium batteries is medium, the protection voltage of the batteries is 3X3.0=9.0V) .
- Start-up Mode**

This is used to adjust the throttle response time of ESC acceleration from 0% to 100%. Normal/Soft/Very Soft correspond to approximately 400ms/900ms/1500ms respectively.
- Timing**

Can adjust the drive motor timing value.
- Active Freewheeling (DEO)**

Adjustable between "On" and "Off", and "On" is default.
 On: you can have better throttle linearity or smoother throttle response.
 Off: If the braking effect affects the feeling of flight during 3D flight, this function can be turned off.
- Search Mode**

After selected this option, ESC will drive the motor chirping prompt when the throttle is keep 0% and continues to the set time.

07 Troubleshooting & Multiple Protections

1 Troubleshooting

Troubles	Warning Tones	Causes	Solutions
The ESC didn't work after it was powered on while the motor kept beeping.	"BB, BB, BB....."	The input voltage was beyond the operating voltage range of the ESC.	Adjust the power-on voltage and ensure it's in the operating voltage range of the ESC.
The ESC didn't work after it was powered on while the motor kept beeping.	"B-, B-, B-, B-....."	The ESC didn't receive any throttle signal from the receiver.	Check if the transmitter and receiver are well bound, if any poor connection exists between the ESC and receiver.
The ESC didn't work after it was powered on while the motor kept beeping.	"B, B, B, B....."	The throttle stick has not been moved to the bottom position.	Move the throttle stick to the bottom position and calibrate the throttle range.
The ESC didn't work after the throttle calibration while the motor kept beeping.	"B, B, B, B....."	The throttle range you set was too narrow.	Re-calibrate the throttle range.
The ESC output suddenly reduced to 50% during the flight, the motor kept beeping after the flight completed but the battery was still connected to the ESC.	"BB, BB, BB....."	The ESC thermal protection has been activated.	Improve the heat dissipating condition (i.e, add a cooling fan) or reduce the ESC load.
The ESC output suddenly reduced to 50% during the flight, the motor kept beeping after the flight completed but the battery was still connected to the ESC.	"BBB, BBB, BBB....."	The low-voltage cutoff protection has been activated.	Change another pack; lower down the cutoff voltage or disable the LVC protection (we do not recommend this).

2 Multiple Protections

- Start-up Protection:**

The ESC will monitor the motor speed during the start-up process. When the speed stops increasing or the speed increase is not stable, the ESC will take it as a start-up failure. At that time, if the throttle amount is less than 15%, the ESC will try to restart automatically; if it is larger than 20%, you need to move the throttle stick back to the bottom position first and then restart the ESC. (Possible causes of this problem: poor connection/ disconnection between the ESC and motor wires, propellers are blocked, etc.)
- ESC Thermal Protection:**

When the operating temperature of the electric regulation exceeds 120 degrees Celsius, the electric regulation will reduce the output power for protection, and the output throttle will be reduced to 60% throttle maximum. to ensure that the motor is still powered to avoid falling due to insufficient power. After the throttle returns to zero, the electric modulation will drive the motor to sound the alarm.
- Throttle Signal Loss Protection:**

When the ESC detects loss of signal for over 0.25 second, it will cut off the output immediately to avoid an even greater loss which may be caused by the continuous high-speed rotation of propellers. The ESC will resume the corresponding output after normal signals are received.
- Overload Protection:**

The ESC will cut off the power/output or automatically restart itself when the load suddenly increases to a very high value. (Possible cause to sudden load increase is that propellers are blocked.)
- Low Voltage protection:**

When the battery voltage is lower than the cutoff voltage set by the ESC, the ESC will trigger the low-voltage protection. If the battery voltage is set to soft cutoff, the battery voltage will be reduced to a maximum of 60% of the full power. When set to hard cutoff, the output is cutoff immediately. After the throttle returns to 0%, the ESC will drive the motor to sound the alarm.
- Abnormal voltage input protection:**

When the battery voltage is not within the input voltage range supported by the ESC, the ESC will trigger the Abnormal input voltage protection, ESC will drive the motor to sound the alarm.

Resources & Specifications

📄 Visit www.hobbywing.com/en/products/hobbywing-skywalkerv2 for more details about Skywalker HV 130A&160A V2 OPTO RC Plane ESCs