



SUMMIT ESC Manual

1. Initialization process

Turn on the correct power (tone: 4-2-4) -> Battery cells number prompt -> throttle signal is correct (tone: 4-2-4) -> Finish, ready to run.

* If the throttle signal alarm occurs, please follow the status table.

2. Battery cells number prompt

* Summit ESC is designed for lithium-ion polymer batteries. The number of cell is automatic recognized, and the sound is prompted.

* **Prompt the battery** number of cells = long tone times x 3 + short tone times (1 or 2)

* For example: one long tone and one brief tone are 4S batteries, two long tone are 6S batteries, two long tone and two brief tone are 8S batteries, and four long tone are 12S batteries

* If the battery number of cells is difference from actual battery number of cells, please check the battery and to ensure it is fully charged.

3. Throttle calibration

*Whenever the model data in the remote control is used with the Summit ESC for the first time, it is strongly recommended to do "throttle calibration".

* If the calibration is not calibrated, the lowest throttle signal may be high and the ESC alarm will not work. It is also possible that the throttle signal is low and the ESC brake function is activated..

* The transmitter is turned on, the throttle stick is placed at the highest position, and the Summit power is turned on (tone: 4-2-4) -> Battery cell number prompt (tone 4) -> Wait for about 3 seconds, long tone (tone 2) -> Immediately lower the throttle, long tone (tone 4) -> complete throttle calibration -> check throttle signal (tone: 4-2-4) -> Summit ready to run

* If the remote throttle signal is reversed at the first time, the throttle calibration procedure will be entered. Please pay special attention to this, power off, adjust the throttle signal positive and negative.

4. Change the direction of motor rotation

The Summit ESC can change the direction of motor rotation by setting, without having to go through the physical way of changing the two-phase motor line.

The transmitter is turned on, the throttle stick is placed at the highest position, and the Summit power is turned on (tone: 4-2-4) -> Battery cells number prompt (tone 4) -> Wait for 3S or so, single long tone (tone 2), This is the entrance to the "throttle calibration". Do not do any operation -> Wait for 3S or so, double long tone, enter the motor rotation direction detection program -> Move the motor to the correct direction by hand -> If you hear a long prompt Tone, indicating that the new direction of rotation has been recorded -> move the throttle to the lowest position (tone: 4-2-4) -> Summit is ready to run.

* Do the throttle calibration first, then do the operation to change the direction of rotation. If the motor rotates in the right direction, do not operate.

* In this operation, the motor must be in a state where no propeller is installed.

* This operation only records the direction of the motor once. If it needs to be re-recorded, it must be



powered off and repeat the appeal step.

* This operation does not change the throttle calibration value.

5. Timing and applicable motor

Summit ESC uses intelligent algorithms and automatic timing, so users no longer need to experiment with different timing and motor compatibility. Summit is applicable to Dualsky ECO, EA, DA, GA, MR, HD, etc series motors. It is also applicable to the same type of high quality senseless brushless outer rotor motor on the market. At the same time, there is also good compatibility with the senseless brushless inner rotor brushless motor.

6. Set idle speed and energy recovery

After the Summit throttle is calibrated, the default minimum throttle is the Freewheel. At this time, if the throttle trim is pushed up a few and the motor is rotating, the gas engine idle speed effect can be simulated. The idle speed has the following advantages:

* Motor acceleration response is fast * Stay in energy recovery mode * Better deceleration than freewheel.

7. Set the brake

If the lowest point of the throttle is lowered from the unpowered position (by trim or throttle curve), the throttle enters the brake zone. The braking force of the Summit series can be finely adjusted in the range of 0-100%. The lower the throttle position, the greater the braking force, which is very suitable for aerobatics such as F3A.

8. Set the throttle to lock switch

On the ground, if the throttle is accidentally touched, the propeller will rotate at high speed, which is very dangerous. Summit ESC can't be avoided either. It is recommended to set the throttle lock by the Throttle cut function, one more protection. At the same time, this function works well with the idle function.

9. Switch and sleep

With the BEC's Summit ESC, the BEC output can be controlled by the FSS-4 switch. When the BEC is turned off, the ESC also goes to sleep. The switch is of the Fail safe type, no switch or switch failure occurs, and the ESC remains in operation.



The Summit HV series without BEC enters the sleep state when the throttle signal disappears for more than 3S. After the signal is recovered, it must be lowered to the minimum throttle before the ESC can be restarted. With this function, the model can be installed and connected to the main battery in advance, and the remote control system is not turned on and placed in the waiting area.

* Sleepy ESC has a few milliamps of power for flight applications and is not recommended for more than 24 hours.

10. Summit ESC has the following protection features:



* Arc protection * Power-on overvoltage and under voltage protection * Unsafe throttle signal protection * Low voltage protection * Out of control protection * Stall protection * Out of step protection * Over current protection * Over temperature protection * Short circuit protection

SUMMIT ESC status and tones					
Subject	Tones	Built-in LED		ExternalLED	Operation
		Red	Green	HV ONLY	
No throttle signal	1 short and long tone repeat (Summit HV sleep)	Off	Off	On	Check the throttle/receiver and it will return to normal when there is signal
Unsafe throttle signal	1 short tone repeat	Off	On	On	The throttle is too high, returning to normal after the throttle is low
Throttle signal loss	N/A	Off	Off	Off	In working state, throttle signal loses more than 0.2S, motor stops, motor resumes when throttle is normal; throttle loses more than 3S, it enters to no throttle signal processing mode.
Power-on under voltage	3 short tone repeat	Off	On	On	Battery voltage is too low (less than 13.2V), check the input voltage and then power on again
Power-on overvoltage	4 short tone repeat	Off	On	On	The battery voltage is too high (higher than 4.2V/CELL), check the input voltage and power on again.
Working low voltage protection	N/A	Off	Single flash	Slow flash	Low battery voltage, motor power limit of 60% (multi-rotor version is not limited to power)
Out of step protection	N/A	On	Off	On	Try to recover after the throttle is lowered
Stall protection	N/A	On	Off	On	Try to recover after the throttle is lowered
Short circuit protection	N/A	Three flash	Off	Slow flash	Internal operation
Over current protection	N/A	Double flash	Off	Slow flash	Internal operation
Over temperature protection	N/A	Single flash	Off	Slow flash	Internal operation



10. Disclaimer

Thank you very much for using this product. Please read this statement carefully before use. By using it, you agree to the full terms of this statement. Please use this product strictly in accordance with the precautions in the manual. We do not assume any liability arising out of the use of this product or illegal modification or mishandling, including but not limited to indirect or joint liability, and the maximum compensation is not higher than the price of the product itself.

11. Precautions

Please use this product to fly legally according to local laws and regulations, and be sure to stay away from crowds, high-voltage lines, and public places. This product has strong power and high speed operation of the propeller. Users must be at least 18 years of age and have the appropriate expertise. Do not approach the motor or propeller that is rotating at high speed to avoid being cut. Before flying, please check all the components are intact, the propeller and motor are installed correctly, and the screws are not loose.

12. Warranty regulations

Dualsky electronic products are warranted for 12 months from the date of sale. If you want to claim during the warranty period, please contact your dealer immediately.

The cashier receipt at the model store can prove that the goods are under warranty. Please note that the warranty period will not be extended under any circumstances. Warranty service is provided free of charge for any functional defects, production failures or material defects during the warranty period. We will not accept any further claims, such as indirect damage to the goods at the time of return, The user need to pay the retuning shipping cost. We will pay for the shipping cost when return the goods back to user. If shipping costs are not prepaid, we will not accept the returned goods. We do not accept the damage caused by transportation and do not make up for the loss of transportation. We recommend that you buy the insurance for transportation and send your equipment to the service center.

We can process your claim if the following conditions are met:

- Provide cashier receipts
- Operate the ESC correctly according to the instructions
- Use recommended power supplies and accessories
- Not due to the damage caused by water ingress, reverse polarity, heavy load.
- Please provide a concise and accurate description of the fault to help us solve the problem.