

ORCA®

Oe1-1s

MARKII

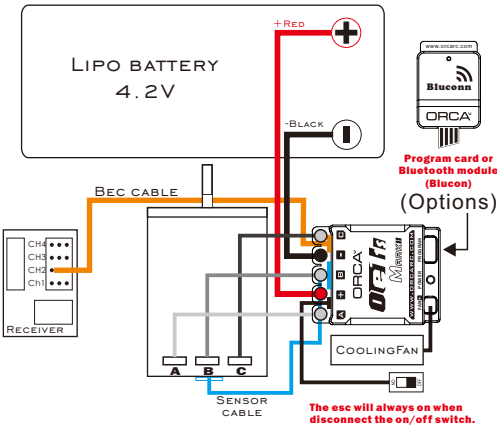
Instruction Manual Version 1.2

Thank you for choosing ORCA Products. Welcome to the power and convenience of Brushless RC. By purchasing the Oe1-1s MarkII Competition Brushless Electronic Pro 1Cell Speed Control ("ESC") you have chosen one of the most advanced speed controls in RC Racing. The Oe1-1s MarkII allows customization for multiple programmable parameters (using the ESC's Program Card or ORCA bluetooth module to connect smart phone for remote control, which can be purchased separately). Please read this manual thoroughly to familiarize yourself with the installation, setup and operation. By operating this product, you accept the ORCA Warranty Terms.

SPECIFICATION

*** 32 bit processor	*** Low resistance FET
ESC System:	Brushless
Forward/Brake/Reverse:	Yes (Factory preset at Forward/Brake)
Dimensions:	30.54(L) x 34(W) x 13.75(H)mm
Weight:	29.3g (excluding wires)
Voltage Input:	3.7V-4.4V
Peak Current:	760A
Continuous current:	160A
Motor Limit:	Over 3.5Turns
Motor Type:	Sensored 540 sized brushless motors
B.E.C.:	8A_6V/7V
Internal Capacitors:	Yes
Polarity Reverse Protection:	Yes

INSTALLATION & CONNECTORS



- * Install/Solder the relevant battery connector (Battery Specific) to the battery wires. Red to +ve and Black to -ve.
- * Connect supplied BEC wire(200mm) to 3pin port match the (+ - +) between the receiver connector and ESC.
- * Connect the 3 motor wires to the motor; you can either solder the wires directly to the motor or use your favorite connectors. Match the label of the ESC Output (A, B, C) to the Labels on the motor when soldering. Avoid soldering each joint for longer than 5 seconds. Prior to operation make sure you have not created a short by either creating a wire bridge or solder bridge on the solder tabs on the motor.
(WARNING! Improper wiring may damage the ESC and void the warranty.)

- * Connect the sensor cable to the ESC sensor plug and the motor to the motor connector.
- * Connect the receiver cable to the CH2/throttle pin of the receiver.
- * The fan port voltage is drawn directly from the battery.
- * The motor configuration A+B-C can be changed to C+B-A in the "ESC motor link" "E" Enter program and before setup of the program. Ensure that your physical wiring configuration of A+B-C match the Initial setup options of the Program Card.
(WARNING! Improper configuration may damage the ESC.)

RADIO & ESC SETUP

Transmitter Settings:
Throttle Travel Maximum / 100%
Brake Travel Maximum / 100%
Throttle Exponential Start with 0%
Throttle Neutral Trim Center / 0
Throttle Servo Reverse (Futaba, KO)
Initial set-up of the throttle end-points of the ESC:
* Connect the power wires of the ESC to a fully charged battery set; making sure the polarity is correct.
* Bind your receiver and transmitter first if your radio requires you to do so.
* Turn on the transmitter and hold the throttle at full brake position.
* Turn on ESC and listen for 2 beeps.
* After you hear the 2 beeps, apply full throttle and listen for another 2 beeps.
* Once you hear the 2 beeps, release the throttle to neutral position.
* A beep will then sound, signifying that the ESC endpoints have been successfully set.
Note! If you do not hear the beeping sound as described above, try reversing the throttle.

CUSTOMIZING THE ESC

Due to the different requirements of each style and class of racing, it is important to customize your ESC to match your Program Card or ORCA Bluetooth app. Customization of the ESC is done using the Program Card or Bluetooth app (Sold Separately):



To begin, connect the battery wires to a charged battery, then connect supplied 4pin wire (200mm) to the ESC throttle port (4pin port) and Program Card or ORCA Bluetooth app. Turn on the ESC and the Program Card will activate automatically. Note that the screen will show "Loading" during initialization - indicating that the ESC is copying the current setup in the ESC to the Program Card. Once loading is completed, the screen will show "ORCA OE1-1S MarkII" and "Program". You can now begin programming your ESC. Press "Enter" to access Program Mode. There are 4 Modes available: Blinky, Modify, Open Stock and Off road profiles are pre-loaded within the firmware.

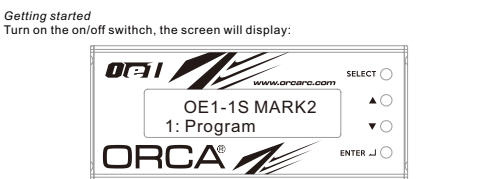
TIPS! Whenever in doubt, double check your ESC setting by initializing the Program Card again and checking each menu setting.
Navigation around the Program Menu is done using the 4 buttons on the right hand side of the Program Card. The function of each button varies depending on which screen the display is showing:
"Select" button-----go to next select
"A" button-----go to back page
"Up" button-----Scroll up
"Down" button-----Scroll down
"Enter" button - Send Changes from Program Card to the ESC and overwrite old data in the ESC

NOTE! The Program Card is not included and is sold separately.
The Program Card will compare the Parameters within the card and ESC before sending. If changes are detected, you will hear a series of beeps and the Program Card will display:



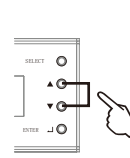
TIPS! Do not worry about making mistakes. You will not damage the ESC during setting. If in doubt, you can always reload the default set up and start over again.

OPERATION



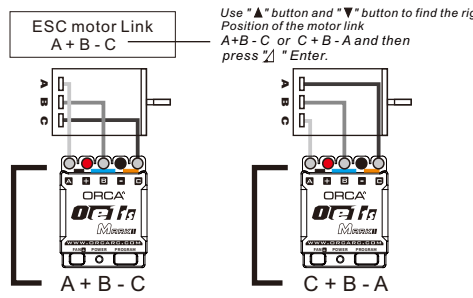
Use "▲" button and "▼" button to find [Program], [Data Record], [Update] Press "▲" button to "Use" to each Mode presented above each other and will require setup.

Press "SELECT" button for 2 seconds to go back to the previous screen.



- ORCA OE1-1S
3: Update
- ORCA OE1-1S
2: Data Record
- ORCA OE1-1S
1: Program

1. Program

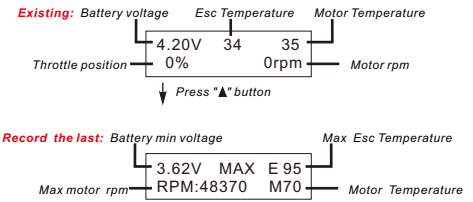


A+B-C or C+B-C must match the Initial Setup options of the Program Card or Bluetooth app.(WARNING! Improper configuration may damage the ESC.)

BLINKY MODE 1: Quick Setup

Use "SELECT" button to find "BLINKY MODE" or "OPENSTOCK MODE"

2. Data Record



Please double press "Enter" button to clear the data, otherwise this data will keep forever.

3. Update

Updating of ESC Firmware:
* Scroll to the "Update" menu and press "Enter". This will show the current ESC Firmware Version.
* Press "Enter" again to access the SD cards Firmware folder. Select the firmware Version that you would like to use to update the ESC. Press "Enter" again and the update will commence (It will take around 1 minute to complete the update).



Updating of Program Card Firmware:
* Depress and hold the Program card "Enter" button while turning on the ESC. It will display the current Program card firmware Version.
* Press "Enter" again to access the SD cards Firmware folder. Select the Firmware Version that you would like to use to update the Program Card. Press "Enter" again and the update will commence (It will take around 1 minute to complete the update).

Preparing the SD card for use:
Format a microSD card using FAT32 file structure using a personal computer. If you are using a Micro SD Card larger than 32GB, you will need to use a 3rd party SW Package to do this. Create a new folder called "Firmware". Download the latest firmware from www.orca.com/firmware/ and copy the file to the "Firmware" folder on the Micro SD card. Once completed, install the MicroSD card into the microSD card slot of the Program Card. Both the Program Card and ESC Firmware Files need to be copied in the "Firmware" Folder. A maximum of 10 of each ESC/Program card firmware can be present in the folder at any one time.

Detailed Explanation of each ESC Menu items

Quick Setup:

- 1.) Throttle Feel** - Level 1_Throttle response more "Soften". Level 5_Throttle response more "Aggressive".
- 2.) Punch** - Allows to change the punch of the ESC from Level 1 to Level 15. Level 1_Get less initial power when acceleration speed with minimum wheel spin. Level 15_Get highest initial power but more easy to get wheel spin.
- 3.) Party Mode** - Allows to easy adjust the curve of power by party mode, it must use with "PM limiter" together, it can increase or decrease how many % (Party mode) of power from throttle 0% to XX% (Party mode limiter).
- 4.) PM Limiter** - This is a limiter to limit the throttle from 0% to XX%, function with "Party Mode" only.
- 5.) Timing** - Allows you to adjust the timing of the motor (0°-100° Mode 1° increments). Generally speaking, in brushless systems, an increase in timing will result in an increase in the RPM of the motor. However, increase in timing can also decrease the efficiency of the system, thus generating heat on the ESC and motor.
- 6.) Turbo Timing** - Turbo Timing is unique to brushless systems because the ESC can simulate motor timing advance. While mechanical timing advance in a brushed motor system is limited by the physical phasing of the motor, brushless ESC timing advance can push beyond that physical limit. As a result motors can run at a super-high RPM in the Turbo Timing mode, resulting in a sensation of having a 2nd gear/Turbo for top speed. This menu allows you to adjust the amount of Turbo Timing in your rake ESC in 1° increments. (The "Turbo Timing" should never be greater in value than Timing)
- 7.) Turbo down rank** - This is an opposite side Turbo timing for braking, preset -8, if you set the value to -1, this will smooth the throttle response as you show from top speed. If you value set to -30 this will have more drag brake effect when you release throttle from top speed (Suggest use between -4 to -14)
- 8.) Drag Brake** - Also known as trail braking - allows you to set the automatic brake force applied when the throttle returns to neutral position (60steps from 0% to 60%). Drag Brake affects how a car handles off-throttle (entering a corner). With drag brake on, there will be more weight shift to the front tires thus increasing the front end grip when you let go the throttle.
- 9.) Brake Type** - Brake Type-1 is a traditional brake system in ORCA ESC, it can provide most aggressive brake feeling for driver. Brake Type-2 is a new brake system, most smooth feeling, predictable and will not lock the car suddenly, most suitable for blinky class.

Advance Setup:

- 1.) PWM (Pulse Width Modulation)**
- Allows you to change the forward drive frequency of the ESC (2K to 32K step by 500HZ)
• The 2K setup will give you good punch at the low end.
• The 32K setup will result in strong mid to top end.
• Experiment to find out what suits your driving style best.
(Lower PWM will lower ESC temperatures while higher PWM settings may increase ESC temperatures and Higher PWM will course ESC more heat.) Ensure that your physical wiring configuration of A-B-C match Initial Setup options of the Program Card.
- 2.) (Throttle)Compress** - This is for throttle curve, the higher the number, the more responsive the throttle feels at bottom end. 0% is linear throttle response. That's mean throttle compress. That will course you more sensitive in the throttle bottom.
- 3.) Timing start** - Allows you to adjust early or later to add timing in bottom power, this will make it easy to get a smooth power band in bottom power.
- 4.) Timing End** - Set the end point of timing, this will affect the power band in middle power. the turbo will start after the timing end point.
- 5.) Turbo delay** - Delay how long to start your turbo timing when you touch the throttle turbo point.
- 6.) Turbo start** - Allows you to adjust which throttle point to start the turbo and not only full throttle to start turbo and let it easy to get a smooth power band for all kind of motors.
- 7.) Turbo Punch** - let you adjust the top speed power band of turbo, turbo punch + get more aggressive and turbo punch - get more smooth of top end power.
- 8.) Brake Freq.** - Brake Frequency operates similar to PWM except it affects the braking instead of the throttle(100Hz / step from 900hz to 8000hz)
• At 1k Hz, the Drag brake and the Brake force will feel the punchiest.
• At 8K Hz, the Drag brake and the Brake will feel very smooth.
- 9.) Initial Brake** - When the Initial brake setup in 0%, the initial brake force start same with drag brake. When the initial brake leave 0%, the initial brake force will start with your initial brake setup.
*** (This function item 9 explain is suitable for firmware version 6.3 or above.)
- 10.) Maxbrake Force** - Control the maximum brake force when you full brake.