







XRotor 15A

Brushless Electronic Speed Controller
Released



Temperature Comparison

Throttle Amount	XRotor-15A ESC	BLHeli-12A ESC
50%	62.5°C	90.6°C
60%	71.5°C	104°C
70%	82.5°C	118°C
100%	89.7°C	120°C

Test Equipment & Conditions:

XRotor-15A ESC & BLHeli-12A ESC (both use the default settings without any adjustment),
2204 size 2300KV motor, 5030 three-blade propellers, the input voltage of 12.6V, and each test was run for 8 minutes.

Operating Current Comparison

Model Thrust(g)	XRotor-15A ESC		BLHeli-12A ESC	
	Current(A)	Efficiency(g/w)	Current(A)	Efficiency(g/w)
100	2.1	4.18	6.1	1.44
150	3.2	4.11	8.8	1.50
200	4.5	3.90	9.2	1.91
250	6.4	3.43	9.8	2.24
300	8.2	3.21	10.2	2.58
350	10.5	2.92	10.7	2.87

Test Equipment & Conditions:

XRotor-15A ESC & BLHeli-12A ESC (both use the default settings without any adjustment),
2204 size 2300KV motor, 5045 propellers, the input voltage of 11.4V.

Conclusion: The XRotor-15AESC is much better than other ESCs for QAV 250/300.



OneShot Mode
Supported

OneShot Mode Supported

Besides regular throttle signals with a refresh rate below 500Hz, the XRotor-15A ESC also supports OneShot mode throttle signals. In this mode, the communication between the flight controller and ESC becomes more agile, the throttle linearity is better, and the response speed is much faster.

DEO (Driving Efficiency Optimization)

The XRotor-15A ESC adopted the DEO technology which has multiple advantages:

- Active braking. When reducing the throttle amount, the motor will decelerate very quickly. This feature enables pilot to more easily perform all maneuvers like sharp turns, altitude rapid changes, and sudden braking.
- Higher driving efficiency, longer flight time.
- Lower ESC temperature.

* Different companies call this technology by different names; "SimonK" calls it "Comp_PWM", "BLHeli" calls it "Dampening-light" and Kontronik calls it "Active Freewheeling".



Rapider throttle
response



Higher efficiency and
longer flight time



Lower temperature rise

Highly Intelligent

Highly intelligent and adaptive default settings meet almost all applications. The ESC is extremely easy to use.



Twisted-Pair Signal Cable Reduces Interference

The twisted-pair throttle signal cable effectively reduces interference produced in signal transmission and makes the flight much more stable and reliable.



Twisted-pair Throttle Cable

