

01 Introduction

XERUN USER MANUAL

Brushless Electronic Speed Controller
XERUN XR8 Plus / XR8 SCT



Thank you for purchasing the XERUN XR8 PLUS / XERUN XR8 SCT. HOBBYWING'S high performance sensored brushless motor electronic speed controller! 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 damage 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, HOBBYWING, are only responsible for our product cost and nothing else as result of using our product.

02 Warnings

- 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 vehicle to lose control or other unpredictable issues like damage to the device.
- Read through the manuals of all power devices and chassis and ensure the power configuration is rational before using this unit.
- Please use a soldering iron with the power of at least 60W to solder all input/output wires and connectors.
- Do not hold the vehicle in the air and run it up to full throttle, as rubber tires can "expand" to extreme size or even crack to cause serious injury.
- Stop using the ESC when its casing temperature exceeds 90°C/194°F, otherwise the ESC may get destroyed and may also get your motor damaged. We recommend setting the "ESC Thermal Protection" to 105°C/221°F (this refers to the internal temperature of the ESC).
- Always disconnect and remove batteries after use, as the ESC will continue to consume current if it's still connected to batteries (even if the ESC is turned off). Long-time contact will cause batteries to completely discharge and result in damage to batteries or/and ESC. **This will not be covered under warranty.**

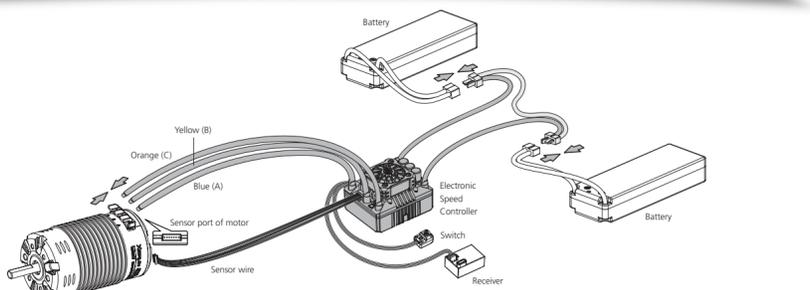
03 Features

- Compatible with sensored/sensorless brushless motors. In sensored mode, it's compatible with most popular sensored brushless motors on the market. In sensorless mode, it's compatible with 99% of brushless motors on the market.
- Full sensored mode supported (when pairing this XR8 SCT/Plus ESC with a HOBBYWING matching sensored) for a very linear & smooth power band.
- Turbo Timing technology (implemented by this XR8 SCT/Plus ESC) to unleash the maximum power of a HOBBYWING matching sensored motor.
- Super internal switch-mode BEC with switchable voltage of 6V/7.4V and cut./peak current of 6A/15A for easily driving big torque servos and high voltage servos.
- Highly reliable electronic switch avoids troubles which may happen to traditional mechanical switch due to dirt, water, dash and etc.
- Aluminum cases build highly efficient heat dissipation system.
- Separate programming port to easily connect the LCD program box to the ESC.
- Proportional brake with 9 levels of Maximum Brake Force and adjustable Drag Brake Force range from 0 to 100%.
- 9 levels of acceleration/punch from "soft" to "aggressive" for different vehicles, tires and tracks.
- Innovative "COAST" function will make the RC vehicle coast like a real car after you release the throttle trigger, avoid the sudden slow-down (this sudden slow-down often happens to motors with very strong magnetic force), and brings you the great control feel.
- Capacitor Protection: Innovative Capacitor Protection effectively protects capacitors from exploding and causing irreversible damage to the ESC because of overload.
- Multiple protections: motor lock-up protection, low-voltage cutoff protection, thermal protection, overload protection, and fail safe (throttle signal loss protection).
- Advanced programming via the portable multifunction LCD program box or WiFi module.
- Firmware upgrade via HOBBYWING multifunction LCD program box or WiFi module (item sold separately).

04 Specifications

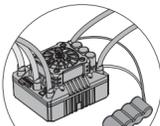
Model	XERUN XR8 PLUS	XERUN XR8 SCT
Cont. / Peak Current	150A / 950A	140A/880A
Motor Type	Sensorless / Sensored Brushless Motor	Sensorless / Sensored Brushless Motor
Main Applications	1/8" Scale On-road / Buggy / Truggy for High-level Races	1/10" SCT/Truck/Monster Truck & 1/8" Buggy/On-road Racing
Motor Limit	45 LiPo / 12cell NiMH: KV≤3000 for 4274 size or smaller motor; 65 LiPo / 18cell NiMH: KV≤2400 for 4274 size or smaller motor.	With 25 LiPo / 6cell NiMH: 3660 size motor, KV<=6000; With 35 LiPo / 9cell NiMH: 3660 size motor, KV<=4000; With 45 LiPo / 12cell NiMH: 3660 size motor, KV<=3000 4268 size motor, KV<=2500.
LiPo / NiMH Cells	2-65 LiPo / 6-18S NiMH	2-45 LiPo / 6-12 Cell NiMH
BEC Output	6V/7.4V Switchable, Continuous Current of 6A (Switch-mode BEC)	6V/7.4V Switchable, Continuous Current of 6A (Switch-mode)
Cooling Fan	Powered by the stable BEC output voltage of 6V/7.4V	Powered by the stable BEC voltage of 6V/7.4V
Connectors	Input End: No, Output End: No.	Input End: No Connectors Output End: No Connectors
Size/Weight	58.7 x 48 x 36.9 mm (w/Fan) / 127g (W/O Wires)	54.1 x 37.2 x 36.1 mm (w/Fan) / 90.5g (W/O Wires)
Programming Port	FAN / PRG Port	FAN / PRG Port

05 Connections



This is an extremely powerful brushless power system. For your safety and the safety of those around you, we strongly recommend removing the pinion gear before performing calibration and programming functions with this system, and keeping wheels in the air when you turn on the ESC.

- Motor Wiring**
The sensored motor wiring is different from the sensorless motor wiring; please make sure that you will strictly follow the introductions below.
A. Sensored Motor Wiring
There is strict wiring order from the ESC to the motor, the three A/B/C ESC wires must connect to the three A/B/C motor wires correspondingly and then connect the ESC sensor port and the motor sensor port with the stock 6-pin sensor cable.
Note 1:
1) If you don't plug the sensor cable in, your ESC will still work in sensorless mode even if you're using a sensored motor.
2) After you install the motor, if you find the car runs in reverse, then please correct the motor rotation in the 6th programmable item.
B. Sensorless Motor Wiring
There is no polarity on the A/B/C wires between ESC and motor, so do not worry about how you connect them initially. You may find it necessary to swap two wires if the motor runs in reverse.
- Receiver Wiring**
Plug the throttle control cable (also called Rx cable) on the ESC into the throttle (TH) channel on receiver. The red wire in the throttle control cable will output the BEC voltage of 6V/7.4V to the receiver and servo, so please do not connect any additional battery to the receiver. Otherwise, your ESC may get damaged.
- External Capacitor Module (also called CapPack) Wiring (This operation is Optional and it's for XR8 Plus ESC only)**
When using a 6S, if the capacitor temperature often goes above 85°C, you need to connect an external capack (item sold separately) to the ESC, otherwise, the insufficient capability of the on-board/built-in capack may cause capacitors to swell or even explode and the ESC to work abnormally or even get damaged. Based on our test results, an external capack is needed for the following two types of vehicles.
External Capack Wiring Diagram (as shown on the right side). Connect a capack to the ESC input end and ensure red/positive (+) to red/positive (+), black/negative (-) to black/negative (-).
A. The vehicle weighs really heavy, the total weight (battery, ESC, motor, steering servo and etc. included) exceeds 7KG, for example, CEN-GST.
B. The vehicle weighs not heavy, but the chassis is designed for super high-speed (over 100km/h) races, for instance, Traxxas XO-1.
Note 2: For the above two kinds of vehicles, we strongly recommend using HOBBYWING EZRUN MAX6 ESC instead, because the MAX6 ESC has greater power output than XR8.
- Battery Wiring**
Proper polarity is essential here! Make absolutely sure positive (+) of ESC connects to positive (+) of battery, and negative (-) of ESC connects to negative (-) of battery when you plug in your battery! If reverse polarity is applied to your ESC from the battery, it will damage your ESC. This will not be covered under warranty!

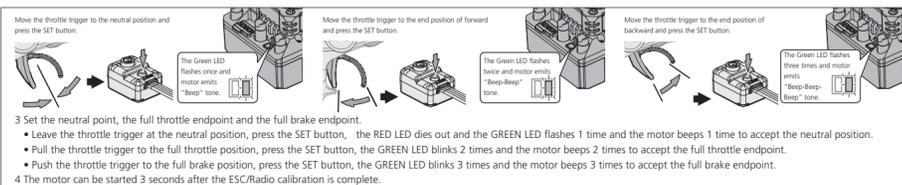
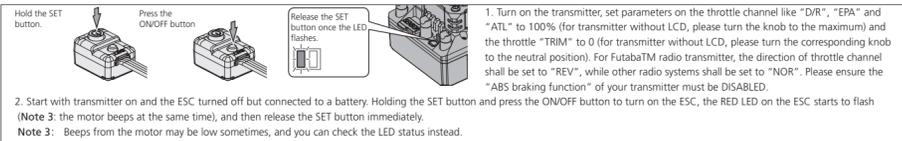


External Capacitor Module (also called CapPack) Wiring

06 ESC Setup

1 ESC/Radio Calibration

In order to make the ESC match the throttle range, you must calibrate it when you begin to use a new ESC, or a new transmitter, or after you change the settings such as the TRIM, D/R, EPA and other parameters of throttle channel on your transmitter, otherwise the ESC cannot work properly. We strongly recommend activating the "Fail Safe" function of the radio system and set it (F/S) to "Output OFF" or set its value to the "Neutral Position" to ensure the motor can be stopped when there is no signal received from the transmitter. About setting the throttle range, let's take Futaba™ transmitter as an example.



2 Power ON/OFF & Warning Tones

- Power ON/OFF:**
Start with the ESC turned off, press the ON/OFF button to turn on the ESC.
(Start with the ESC turned on) press and hold the ON/OFF button to turn off the ESC.
- Warning Tones:**
Turn on the ESC in the normal way (that is to turn it on without holding the SET button); the motor will beep the number of LiPo cells you have plugged in. For example, 3 beeps indicate a 3S LiPo, 4 beeps indicate a 4S LiPo, and 6 beeps indicate a 6S LiPo.

3 Programmable Items

(Those "black background and white text" options are the factory default settings)

Basic Setting	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
1. Running Mode	Fwd/Brk	Fwd/Rev/Brk	Forward and Reverse						
2. LiPo Cells	Auto Calculation	2S	3S	4S	6S				
3. Cutoff Voltage	Disabled	Auto	Customized (5.0-20V)						
4. ESC Thermal Protection	105°C/221°F	125°C/257°F	Disabled						
5. Motor Thermal Protection	Disabled	105°C/221°F	125°C/257°F						
6. Motor Rotate	CCW	CW							
7. BEC Voltage	6.0V	7.4V							
8. Brake Force	12.5%	25%	37.5%	50.0%	62.5%	75.0%	87.5%	100%	Disabled
9. Reverse Force	25%	50%	75%	100%					
10. Start Mode (Punch)	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Level 9
Advanced Settings									
11. Drag Brake	0%-100% adjustable (Default: 0%)								
12. Coast	0%-20% adjustable (Default: 0%)								
13. Neutral Range	6%	9% (Normal)	12%						
14. Drive Mode	Sensored/Sensorless Hybrid		Full-Sensored						
15. Boost Timing	0-15 degrees adjustable (default: 0 degree).								
16. Turbo Timing	XR8-PLUS: 0-15 degrees adjustable, XR8-SCT: 0-20 degrees adjustable (default: 0 degree)								
17. Turbo Delay	Instant	0.05s	0.1s	0.15s	0.2s	0.25s	0.3s	0.35s	0.4s

- Running Mode**
Option 1: Forward with Brake.
The vehicle can go forward and brake but cannot reverse in this mode. This mode is usually for racing.
Option 2: Forward/Reverse with Brake.
This mode provides the braking function, it's usually for training. "Forward/Reverse with Brake" mode adopted the "DOUBLE-CLICK" method, that is your vehicle only brakes (won't reverse) when the 1st time you push the throttle trigger forward (away from you) (1st push). If the motor stops when you quickly release the throttle trigger and then re-push the trigger quickly (2nd push), the vehicle will reverse. If the motor does not stop, then your vehicle won't reverse but brake, you need to push the throttle trigger one more time. The vehicle only reverses after the motor stops. This method is for preventing vehicle from being accidentally reversed.
Option 3: Forward and Reverse
This mode is often used by special vehicles (rock crawler). It adopts the "SINGLE-CLICK" method. The vehicle will reverse immediately when you push the throttle trigger forward.
- LiPo Cells**
"Auto Calculation" is the default setting, the XERUN XR8 PLUS can identify 2S, 3S, 4S and 6S while the XERUN XR8 SCT can identify 2S, 3S and 4S when setting this item to "Auto Calculation". If LiPo batteries are often used with the same cell count, we would strongly recommend setting this item manually to avoid the incorrect "calculation" (for instance, the ESC may take a not fully charged 3S LiPo as a fully charged 2S LiPo) which may cause the low-voltage cutoff protection to not function ideally.
Note 4: You need to set this item to "Auto Calculation." when you use a NiMH pack or a 5S LiPo, AND customize the "Low Voltage Cutoff" threshold.
- Cutoff Voltage**
Sets the voltage at which the ESC lowers or removes power to the motor in order to protect the LiPo battery from irreversible damage caused by over discharge. The ESC will monitor the battery voltage all the time, it will immediately reduce the power to 50% and cut off the output 10 seconds later when the voltage goes below the cutoff threshold. The RED LED will flash a short, single flash that repeats (☆, ☆, ☆) to indicate the low-voltage cutoff protection is activated. If you use a NiMH pack, then please set the "Cutoff Voltage" to "DISABLED".
Option 1: Disabled.
The ESC won't cut off the power due to low voltage after you select this option. We do not recommend using this option when you use any LiPo battery, otherwise you will irreversibly damage it. However, for avoiding losing power in racing due to low voltage, we recommend using this option (this still may cause damage to your battery pack). You need to select this option when you use a NiMH pack.
Option 2: Auto.
The ESC will automatically calculate the corresponding cutoff voltage as per the number of LiPo cells it detects and the "3.1V/cell" rule. For example, if the ESC detects a 4S LiPo, then the cutoff voltage for the battery shall be 3.14x12.4V.
Option 3: Customized.
The customized cutoff threshold is a voltage for the whole battery pack (the voltage is adjustable from 5.0V to 20V for the XERUN XR8 PLUS, 5.0V to 14.0V for the XERUN XR8 SCT). Please calculate the value as per the number of LiPo cells you are using. For example, when you use a 4S and you want the cutoff voltage for each cell is 3V, then you need to set this item to 12V.
Note 5: please set this item to CUSTOMIZED when you use a 5S LiPo.
- ESC Thermal Protection**
The ESC will automatically cut off the output and the GREEN LED will flash a short, single flash that repeats (☆, ☆, ☆) when the temperature gets up to the value you preset and activates the ESC thermal protection. The output won't resume until the temperature gets down.
Warning! Never set the ESC Overheat protection to DISABLED unless in some special situations like racing, otherwise you may damage your ESC and even damage your motor.
- Motor Thermal Protection**
The motor will automatically cut off the output and the GREEN LED will flash a short, double flash that repeats (☆☆, ☆☆, ☆☆) when the temperature gets up to the value you preset and activates the motor thermal protection. The output won't resume until the temperature gets down.
Warning! Never set the Motor Overheat Protection to DISABLED unless in some special situations like racing, otherwise you may damage your ESC and even damage your motor. For non-HOBBYWING motor, different thermal sensor may cause the ESC to trigger the Motor Thermal Protection early or later. In this case, please set the Motor Overheat Protection to DISABLED and check the motor temperature with an infrared thermometer (or bare hand if you don't have the device, but be careful all the time) regularly.
- Motor Rotate**
Pull the throttle trigger with the motor shaft faces you, the motor spins counter clockwise if this item is set to CCW; the motor spins clockwise if it's set to CW. In general, the vehicle goes forward when the motor rotates counter clockwise. However, some chassis manufacturers design their products base on the completely different theories, so your vehicle may go backward when the motor spins counter clockwise. In that case, you need to set this item to CW instead.
- BEC Voltage**
Option 1: 6.0V.
It's applicable to ordinary servos. Do not use this option with high voltage servos; otherwise your servos may not function normally due to insufficient voltage.
Option 2: 7.4V.
It's applicable to high voltage servos. Do not use this option with ordinary servos; otherwise your servos may be burnt due to high voltage.
- Brake Force**
This ESC provides the proportional braking function; the braking effect is decided by the position of the throttle trigger. It sets what percentage of available braking power is applied with full brake. Large amount will shorten the braking time but it may damage your pinion and spur. Please select the most suitable brake amount as per your car condition and your preference.
- Reverse Force**
Different reverse amount will bring different reversing speed. For the safety of your vehicle, we recommend using a low amount.
- Start Mode / Punch**
You can choose the punch from level 1 (very soft) to level 9 (very aggressive) as per the track, tires, grip, your preference and etc. This feature is very useful for preventing tires from slipping in the starting-up process. In addition, "level 7", "level 8 and "level 9" have strict requirement on battery's discharge capability. It may affect the starting-up if the battery discharges poorly and cannot provide large current in a short time. The car stutters or suddenly loses power in the starting-up process indicating the battery's discharge capability is not good; you need to reduce the punch or increase the FDR (Final Drive Ratio).

- Drag Brake**
Drag brake is the braking power produced when releasing the throttle trigger to neutral zone. This is to simulate the slight braking effect of a neutral brushed motor while coasting. (Attention! Drag brake will consume much power, so please apply it cautiously.)
- Coast**
It allows the motor to gradually lower RPM when reducing the throttle from full or near full speed back to neutral. The vehicle will not abruptly slow when the throttle is reduced to return to the neutral position. The bigger the value, the more the "COAST" will be felt. Example, COAST of 0 deactivates, and a COAST of 20% would be the maximum amount of COAST.
What is COAST?
When a vehicle is operated with smaller pinions and larger spur gears the vehicle tends to create a feel of braking known as "gear brake". HOBBYWING COAST technology is to allow the car to roll (coast) as if the vehicle was geared with a larger pinion. The Coast function brings better and smoother control feelings to racers. Also some drivers will refer to this feel as how the traditional brushed motor feels --- they "COASTED" more because the armature with the wire on it was heavy and harder to stop spinning - in the brushless motor the rotor being relatively light stops spinning more abruptly.
Note 6: The "Coast" will be void (even if you set it to any value besides 0) if the above " drag brake " is not "0%".
- Neutral Range**
Adjust the throttle neutral zone as per your preference (as shown). Because the neutral position on some transmitters is not stable and it can cause the vehicle to go forward/backward slowly, so please set the throttle neutral width to a bigger value when this issue happens.
- Drive Mode**
Option 1: Sensored/Sensorless Hybrid.
The ESC drives the motor in sensored mode during the low-speed start-up process, after that the ESC will switch to driving the motor in sensorless mode.
Option 2: Full Sensored.
You can select this option only when using a HOBBYWING matching motor (that means HOBBYWING new 1.8th motor without Hall sensor interference), the control feeling will be better, the efficiency of the power system will be higher, and the turbo timing of the ESC can be activated to get the maximum burst power.
Note 7: 1) The Full Sensored mode can be effective only when you're pairing this XR8 SCT/Plus ESC with a HOBBYWING's matching motor like XERUN 4268/4274 G2.
2) If you're using some other motor besides a HOBBYWING matching motor, the ESC will still identify the motor and automatically switch the drive mode to Sensored / Sensorless Hybrid even if you've set it to Full Sensored.
- Boost Timing**
Boost Timing is adjustable from 0 degree to 15 degrees, it has three effects:
1) Compatible with different motors. Some motors may function abnormally with the default Boost Timing (0), you need to adjust the timing to a proper degree and then they will work fine.
2) Fine tune the maximum RPM of the motor through adjusting this Boost Timing. The bigger the timing, the higher the RPM, and the more electric energy it will consume.
3) Make the motor operate at the optimum efficiency point through adjusting this Timing.
Note 8: The Boost Timing becomes effective only when you set the Drive Mode to Sensored/Sensorless Hybrid. In other words, it doesn't effect in the Full Sensored mode.
- Turbo Timing**
Turbo Timing is adjustable from 0 degree to 15 degrees for the XERUN XR8 PLUS while 0 degree to 20 degrees for the XERUN XR8 SCT, the corresponding turbo timing (you set) will initiate at full throttle. It's usually activated on pretty long straightaway and makes the motor unleash its maximum potential.
- Turbo Delay**
Turbo delay is the time from the throttle stick/trigger is moved to the full throttle position and keeps at that point to the moment Turbo Timing is really activated. If you set this item to "INSTANT", then the Turbo Timing will be activated right after the throttle stick/trigger is moved to the full throttle position. If set it to any other values, then you need to keep the throttle stick/trigger at the full throttle position for a while (as you set) till the Turbo Timing initiates.
Note 9: "Turbo Timing" and "Turbo Delay" only function when you set the "Drive Mode" to "Full Sensored".

4 ESC Programming

- Program your ESC with a multifunction LCD program box**
You can program this XERUN XR8 Plus / XERUN XR8 SCT through a multifunction LCD program box or a PC (HOBBYWING USB LINK software needs to be installed on the PC). Before the programming, you need to connect your ESC and the LCD program box through a cable with two JR male connectors and turn on the ESC, then the boot screen will show up on the LCD, press any button on the program box to initiate the communication between your ESC and the program box. The "CONNECTING ESC" will be displayed, a few seconds later; the program box will display the current mode like profile 1 and then the 1st programmable item like Running Mode. You can adjust the setting through "ITEM" & "VALUE" buttons, and then press the "OK" button to save new settings to your ESC.
- Program your ESC with a WiFi module**
You can also program this XR8 SCT/Plus ESC via a WiFi module & a smart phone (HOBBYWING WiFi LINK software needs to be installed on the smart phone). Before the programming, you need to plug the programming cable on WiFi module into the programming port on the ESC and turn on the ESC. For detailed information about ESC programming via WiFi module, please refer to the user manual of Hobbywing/WiFi Express.



The programming port of this ESC is also the fan port, so you need to unplug the fan first and then plug (one end of) the programming cable in the PRG/FAN port and the other end (of the programming cable) in the ESC port on the LCD program box. Please don't use the throttle control cable (also called Rx cable) on the ESC to connect the program box; otherwise the program box won't function.

5 Factory Reset

- Restore the default values with the SET button**
Press and hold the SET button for over 3 seconds anytime when the throttle trigger is at the neutral position (except during the ESC calibration) can factory reset your ESC. RED & GREEN LEDs flash simultaneously indicating you have successfully restored all the default values within your ESC. Once you power the ESC off, and then back on, your settings will be back in the default mode.
- Restore the default values with a multifunction LCD program box**
After connecting the program box to the ESC, continuously press the "ITEM" button on the program box until you see the "RESTORE DEFAULT" item, and then press "OK" to factory reset your ESC.
- Restore the default values with a WiFi module (& WiFi Link)**
After connecting the WiFi module to the ESC, open the HOBBYWING WiFi LINK software on your smart phone, select "Parameters" followed by "Factory Reset" to reset the ESC.

07 Status of LEDs

- During the Start-up Process**
1) The RED LED keeps flashing rapidly indicating the ESC doesn't detect any throttle signal or the neutral throttle value stored on your ESC may be different from the current value stored on the transmitter.
2) The GREEN LED flashes "N" times indicating the number of LiPo cells you have connected to the ESC.
- In Operation**
1) RED & GREEN LEDs die out when the throttle trigger is in the throttle neutral zone.
2) The RED LED turns on solid when your vehicle runs forward. The GREEN LED will also come on when pulling the throttle trigger to the full (100%) throttle endpoint.
3) The RED LED turns on solid when you brake your vehicle, the GREEN LED will also come on when pushing the throttle trigger to the full brake endpoint and setting the "brake amount/maximum brake force" to 100%.
4) The RED LED turns on solid when you reverse your vehicle.
- Some Protection is Activated**
1) The RED LED flashes a short, single flash that repeats (☆, ☆, ☆) indicating the low voltage cutoff protection is activated.
2) The GREEN LED flashes a short, single flash that repeats (☆, ☆, ☆) indicating the ESC thermal protection is activated.
3) The GREEN LED flashes a short, double flash that repeats (☆☆, ☆☆, ☆☆) indicating the motor thermal protection is activated.
4) The RED & GREEN LEDs flash a short, single flash that repeats (☆, ☆, ☆) at the same time indicating the drive mode has been automatically switched to sensorless mode from sensored mode because of abnormal sensor signal when pairing the ESC with a sensored motor.

08 Trouble Shooting

Trouble(s)	Possible Causes	Solution(s)
The ESC was unable to start the status LED, the motor, and the cooling fan after it was powered on.	1. No power was supplied to the ESC. 2. The ESC switch was damaged.	1. Check if all ESC & battery connectors have been well soldered or firmly connected. 2. Replace the broken switch.
The ESC was unable to start the motor after it was powered on, but the motor beeped a short, double beep that repeats with GREEN LED on the ESC blinked. (The interval between two beeps was 1 second.)	The battery voltage was beyond the normal operating voltage range of the ESC.	Check the battery voltage.
After the ESC was powered on and finished LiPo detection, the GREEN LED flashed N times, and then the RED LED flashed rapidly.	1. The ESC didn't detect any throttle signal. 2. The neutral throttle value stored on your ESC is different from the one stored on the transmitter.	1. Check if the throttle wire is reversely plugged in or in the wrong channel and if the transmitter is turned on. 2. Re-calibrate the throttle range after you release the throttle trigger to the neutral position.
The vehicle ran backward when you pulled the throttle trigger towards you.	Your chassis is different from popular chassis.	Set the "Motor Rotation" to "CW".
The motor suddenly stopped or significantly reduced the output in operation.	1. The receiver was influenced by some foreign interference. 2. The ESC entered the LVC protection. 3. The GREEN LED keeps flashing indicating the thermal shutdown protection is activated, please let your ESC cool down before using it again.	1. Check all devices and try to find out all possible causes, and check the transmitter's battery voltage. 2. The RED LED keeps flashing indicating the LVC protection is activated, please replace your pack. 3. The GREEN LED keeps flashing indicating the thermal shutdown protection is activated, please let your ESC cool down before using it again.
The motor stuttered but couldn't start.	1. Some soldering between the motor and the ESC was not so good. 2. The ESC was damaged (some MOSFETs were burnt).	1. Check all soldering points, please re-solder if necessary. 2. Contact the distributor for repair or other customer services.
The vehicle could run forward (and brake), but could not reverse.	1. The throttle neutral position on your transmitter was actually in the braking zone. 2. Set the "Running Mode" improperly. 3. The ESC was damaged.	1. Re-calibrate the throttle neutral position. No LED on the ESC will come on when the throttle trigger is at the neutral position. 2. Set the "Running mode" to "Forward/Reverse with Brake". 3. Contact the distributor for repair or other customer services.
The car ran forward/backward slowly when the throttle trigger was at the neutral position.	1. The neutral position on the transmitter was not stable, so signals were not stable either. 2. The ESC calibration was not proper.	1. Replace your transmitter 2. Re-calibrate the throttle range or fine tune the neutral position on the transmitter.
The LCD program box kept displaying "CONNECTING ESC" after you connected it to your ESC.	The programming cable with 2 JR male connectors was plugged into the wrong port at the ESC end.	The programming port of this ESC is also the fan port, so please unplug the fan and then plug the programming cable with 2 JR male connectors to the fan port.
When pressing the SET button to set the throttle neutral position, the GREEN LED didn't flash and no beep was emitted, or you were unable to set the full throttle endpoint and the full brake endpoint after the neutral position was accepted.	1. The ESC throttle cable wasn't plugged in the correct channel on the receiver. 2. The ESC throttle cable was reversely plugged in.	1. Plug the throttle cable into the throttle (TH) channel on your receiver. 2. Plug in the throttle cable properly by referring to relevant mark shown on your receiver.
GREEN & RED LEDs flash rapidly at the same time when the throttle stick/trigger is at the neutral position.	When pairing with a sensored motor, the ESC will automatically switch to sensorless mode from sensored mode when errors occur.	1. Check if the sensor cable is loose or poor contact exists. 2. The Hall sensor inside the motor is damaged.