

USER MANUAL

QUICRUN

Brushless Electronic Speed Controller
16BL30 • 10BL60 • 8BL150

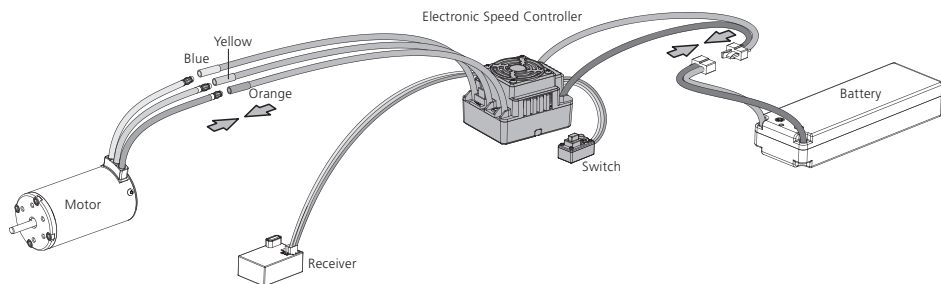


01 Features

- Water-proof and dust-proof for all-weather use.
- (Note: please uninstall the cooling fan before using this ESC in water; Clean and dry it soon after the use for avoiding the connectors get rusty.)
- External programming port, easy to connect to the Program Card when setting the ESC;
- Proportional brake with 4 steps of maximum brake force adjustment and 8 steps of drag brake adjustment;
- 9 steps of acceleration(punch) adjustment from "soft" to "Very aggressive" to fit for different kinds of models, tires and tracks;
- Multiple protections: Low voltage cut-off protection / Over-heat protection / Throttle signal loss protection / Motor lock-up protection;
- One-button(the "SET" button on the ESC) to set the ESC, and easy to reset all parameters to the factory default settings;
- Compatible with the optional device-the portable Digital LED Program Card, especially convenient for outdoor use.

02 Begin to Use a New Brushless ESC

1 Connections



This brushless system is powerful and dangerous, for the safety of your own and those people around you, please turn on the ESC while keeping all the wheels in the air.

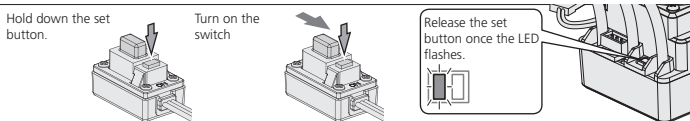
Specifications

Model	QuicRun-WP-16BL30	QuicRun-WP-10BL60	QuicRun-WP-8BL150
Continuous Current / Peak Current / Resistance	30A/180A/0.002 Ω	60A/360A/0.001 Ω	150A/950A/0.00035 Ω
Motor Type Supported	Sensorless Brushless Motor (compatible with sensored motor but not in sensored operating mode)		
Car Applicable	1:18 & 1:16 On-road / Off-road / Buggy / Monster	1:10 On-road / Off-road / Buggy / Monster	1:8 Buggy / Monster
Motor Limit	For 2S Lipo or 6 cells NiMH: 1. On-road: 2435-size or smaller motor with the KV<8000 2. Off-road / Buggy / Monster: 2435-size or smaller motor with the KV<5000 For 3S Lipo or 9 cells NiMH: 1. On-road: 2435-size or smaller motor with the KV<5500 2. Off-road / Buggy / Monster: 2435-size or smaller motor with the KV<3500.	For 2S Lipo or 6 cells NiMH: 1. On-road: 3656-size or smaller motor with the KV<6000 2. Off-road / Buggy / Monster: 3656-size or smaller motor with the KV<4000 For 3S Lipo or 9 cells NiMH: 1. On-road: 3656-size or smaller motor with the KV<4000 2. Off-road / Buggy / Monster: 3656-size or smaller motor with the KV<3000.	For 4S Lipo or 12 cells NiMH: 4274-size or smaller motor with the KV<3000 For 6S Lipo or 18 cells NiMH: 4274-size or smaller motor with the KV<2400
Battery	4-9 Cells NiMH, 2-3S Lipo	4-9 Cells NiMH, 2-3S Lipo	9-18 Cells NiMH, 3-6S Lipo
BEC Output	6V/1A (Linear Mode)	6V/3A (Switch Mode)	6V/3A (Switch Mode)
Dimensions / Weight	36x28x16mm / 38g	48.5x38x32mm / 90g	59.5x48x42mm / 178g
External Program Port	Not Available	Available	Available
Working voltage of Fan	No cooling fan	From BEC(6V)	From BEC(6V)

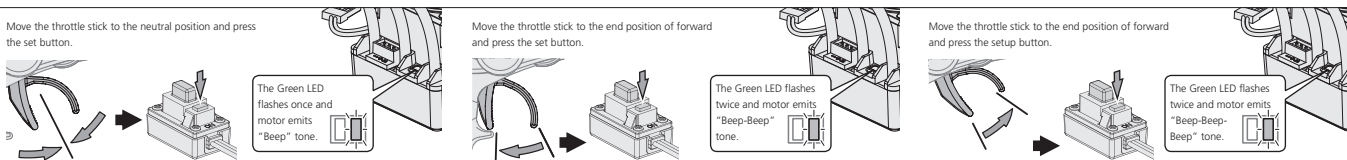
2 Set up Throttle Range



In order to make sure the ESC fits the throttle range of your transmitter, you must calibrate it when you begin to use a new ESC, or a used transmitter if some of its settings have been changed, like the Throttle Trim, D/R, EPA or other parameters. Otherwise, the ESC cannot work properly. Besides, we strongly recommend users to enable the "failsafe" function of the transmitter, set the "F/S" of the throttle channel to the Shutdown mode or set the protection value to the neutral position, so the car can be stopped if the receiver fails to get the radio signals from the transmitter. Please calibrate the throttle range according to the following steps.



- Turn on the transmitter, and set parameters (of the throttle channel) like "D/R", "EPA", "ATL" to 100% (if there is no LCD display on the transmitter, please adjust the corresponding knob to its limit). Set the throttle trim to 0 (if there is no display, then adjust the knob to the neutral position). For FUTABA™ and similar transmitters, set the throttle direction to "REV", while the throttle direction of others to "NOR". Please disable the built-in ABS brake function in your transmitter.
- Hold the SET button while sliding the switch to the ON position, and then release the "SET" button the moment when the Red LED starts to blink. (If you don't release the SET button in 3 seconds, the ESC will enter the program mode, in such a case, please switch off the ESC and re-calibrate the throttle range again from Step 1.)



Set the 3 points according to pictures
 • The neutral point. • The end point of the forward direction. • The end point of the backward/brake direction.
 When the process of calibration is finished, the motor can be started after 3 seconds.

3 Check the LED Status in Normal Running

- When the throttle stick is in the neutral range, neither the Red LED nor the Green LED lights up;
- When the car moves forward, the Red LED solidly lights; the Green LED also lights up when the throttle stick is at the top position (100% throttle);
- When the car brakes, the Red LED solidly lights; the Green LED also lights up when the throttle stick is at the bottom position and the maximum brake force is set to 100%;
- When the car reverses, the Red LED solidly lights; the Green LED also lights up when the throttle stick is at the bottom position and the maximum reverse force is set to 100%.

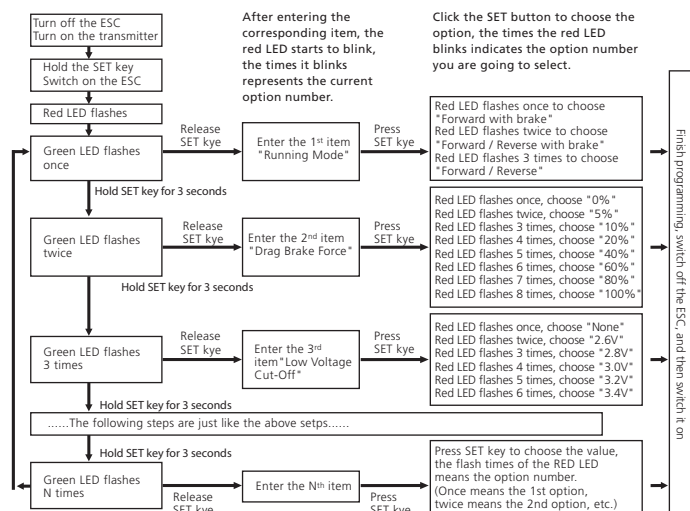


Explanation for the Beep Sound

In normal case, when the ESC is switched on, the motor will emit several "Beep" tones to express the cell count of the battery pack. For example, "Beep-Beep-" means 2S LiPo, "Beep-Beep-Beep-" means 3S LiPo, "Beep-Beep-Beep-Beep-" means 4S LiPo.

03 Program the ESC

1 Program the ESC with the SET Button



- In the programming process, the motor will emit "Beep" tone while the LED is flashing.
- If the "N" is bigger than the number "5", we use a long time flash and long "Beep—" tone to represent "5", so it is easy to identify the items of the big number.

For example, if the LED flashes as the following:

- "A long time flash + 1 short time flash" (Motor sounds "B—B") = the No. 6 item
- "A long time flash + 2 short time flash" (Motor sounds "B—BB") = the No. 7 item
- "A long time flash + 3 short time flash" (Motor sounds "B—BBB") = the No. 8 item, and so on.

2 Set the ESC by the Program Card

The Program Card is optional equipment which needs to be purchased separately. It has 3 digital LEDs to display the programmable items' number and the options' number.
 (Please refer to the user manual of the program card for detail info)



The QuicRun-WP10BL60 and QuicRun-WP8BL150 can only be connected to the program card via the external programming port.

External Programming Port for Connecting Program Card.

04 Reset All Items to Default Values

At any time when the throttle is located in neutral zone (except in the throttle calibration or parameters program process), press and hold the "SET" key for over 3 seconds, the red LED and green LED will flash simultaneously, which means each programmable item has been reset to its default value. The ESC needs to be restarted to complete the reset process.

05 Programmable Items

- Running Mode:** With "Forward with Brake" mode, the car can go forward and brake, but cannot go backward, this mode is suitable for competition; "Forward / Reverse with Brake" mode provides backward function, which is suitable for daily training. Note: "Forward/Reverse with Brake" mode uses "Double-click" method to make the car go backward. When you move the throttle stick from forward zone to backward zone for the first time (The 1st "click"), the ESC begins to brake the motor, the motor speeds down but it is still running, not completely stopped, so the backward action is NOT happened immediately. When the throttle stick is moved to the backward zone again (The 2nd "click"), if the motor speed is slowed down to zero, then the backward action will happen. The "Double-Click" method can prevent mistakenly reversing action when the brake function is frequently used in steering. By the way, in the process of braking or reversing, if the throttle stick is moved to forward zone, the motor will run forward at once. "Forward/Reverse" mode uses "single-click" method to make the car reverse. When moving the throttle stick from neutral zone to backward zone, the vehicle reverses immediately, so this mode is usually used in rock crawling.
- Drag Brake Force:** Set the amount of drag brake applied at neutral throttle to simulate the slight braking effect of a neutral brushed motor while coasting.
- Low Voltage Cut-Off:** The function mainly prevents the Lipo battery from over discharging. The ESC detects the battery voltage at any time, if the voltage is lower than the threshold for 2 seconds, the output power will be reduced 70%, after 15 seconds the output power will be completely shut off and the red LED flashes in such a way: ☆-, ☆-, ☆-. Please stop your car at the track side as soon as possible to avoid obstructing other racing cars. Note: For NiMH battery, if the voltage of the whole NiMH battery pack is higher than 9.0V, it will be considered as a 3 cells Lipo battery pack; If it is lower than 9.0V, it will be considered as a 2 cells Lipo battery pack. For example, if a NiMH battery pack is 8.0V, and the threshold is set to 2.6V/Cell, so it will be considered as a 2 cells Lipo battery pack, and the low-voltage cut-off threshold for this NiMH battery pack is 2.6x2=5.2V.
- Start Mode (Also called "Punch" or "Acceleration"):** Level 1 has very soft start acceleration, while level 9 has very quick start acceleration. From Level 1 to Level 9, the start force is increasing. If you choose "Level 7" to "Level 9", you should use good quality battery with powerful discharge ability, otherwise you cannot get the burst start effect as you want. If the motor cannot run smoothly (the motor is cogging), sometimes it is caused by the weak discharge ability, please use a better battery or increase the gear ratio.
- Maximum Brake Force:** The ESC provides proportional brake function. The brake force is related to the position of the throttle stick. Maximum brake force refers to the force when the throttle stick is located at the top point of the backward zone. A very large brake force can shorten the brake time, but it may damage the gears.
- Maximum Reverse Force:** Sets how much power will be applied in the reverse direction.
- Initial Brake Force:** It is also called "minimum brake force", which refers to the force when the throttle stick is located at the initial position of the backward zone. The default value is equal to the drag brake force, so the brake action can be very smoothly.
- Throttle Neutral Range:** This setting adjusts the width of the neutral range.
- Timing:** This function can be used to fine-tune the output power of the motor, the bigger the timing, the faster the motor runs or the larger output power of the motor. As the Boost Timing technology has been introduced into this ESC, so under the sensored mode, adjust the ESC timing can greatly increase the motor RPM. Therefore, please remember to enlarge the gear ratio of the chassis and carefully check temperatures of the motor and the ESC after increasing the timing.
- Over-Heat Protection:** If this function is activated, the output power will be cut off when the temperature is higher than the factory-preset value for 5 seconds. When the protection happens, the Green LED will flash in such a way "☆-, ☆-, ☆-".
- Motor Rotation:** Face to the motor shaft (that means the endbell of the motor is far from your face), and move the throttle stick to forward zone. If this programmable item is set to "CCW", the shaft runs counter-clockwise; if it is set to "CW", the shaft runs clockwise.
- Cell Count:** We strongly suggest you set the "Cell Count" manually instead of using the "Auto-identification" mode.

Form 1: Parameter List of QuicRun-WP16BL30 and QuicRun-WP10BL60:
 (Italics in the form below indicate factory defaults)

Programmable Items	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
1. Running Mode <i>Note 1</i>	Fwd/Br	Fwd/Rev/Br	Fwd/Rev						
2. Drag Brake Force	0%	5%	10%	20%	40%	60%	80%	100%	
3. Low Voltage Cutoff	Disable	2.6V/Cell	2.8V/Cell	3.0V/Cell	3.2V/Cell	3.4V/Cell			
4. Start Mode (Punch)	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Level 9
5. Max. Brake Force	25%	50%	75%	100%	Disable				
6. Max. Reverse Force	25%	50%	75%	100%	Disable				
7. Initial Brake Force	drag brake force	0%	20%	40%					
8. Throttle Range	6% (Narrow)	9% (Normal)	12% (Wide)						
9. Timing	0.00 deg	3.75 deg	7.50 deg	11.25 deg	15.00 deg	18.75 deg	22.50 deg	26.25 deg	

Note 1: Fwd=Forward, Rev=Reverse, Brk=Brake
Note 2: When set to the "Auto-identification" mode, the battery pack can only be identified as 2S, 4S and 6S Lipo. Because the normal voltage of each Lipo cell varies from 2.6V to 4.2V, it's not easy to correctly calculate the cell count of a discharged Lipo battery pack. Therefore, we strongly suggest you set the "Lipo Cells" manually.

Form 2: Parameter List of QuicRun-WP-8BL150
 (Italics in the form below indicate factory defaults)

Programmable Items	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
1. Running Mode <i>Note 1</i>	Fwd/Br	Fwd/Rev/Br	Fwd/Rev						
2. Drag Brake Force	0%	5%	10%	20%	40%	60%	80%	100%	
3. Low Voltage Cutoff	Disable	2.6V/Cell	2.8V/Cell	3.0V/Cell	3.2V/Cell	3.4V/Cell			
4. Start Mode (Punch)	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Level 9
5. Max. Brake Force	25%	50%	75%	100%	Disable				
6. Max. Reverse Force	25%	50%	75%	100%	Disable				
7. Initial Brake Force	drag brake force	0%	20%	40%					
8. Throttle Range	6% (Narrow)	9% (Normal)	12% (Wide)						
9. Timing	0.00 deg	3.75 deg	7.50 deg	11.25 deg	15.00 deg	18.75 deg	22.50 deg	26.25 deg	
10. Overheat Protection	Enable	Disable							
11. Motor Rotation	CCW	CW							
12. Cell Count <i>Note 2</i>	Auto-identification	2S LiPo	3S LiPo	4S LiPo	5S LiPo	6S LiPo			

06 Trouble Shooting

Trouble(s)	Possible Causes	Solution(s)
Turn on the switch, no LED lights up, and neither the motor nor fan works.	No battery voltage is input to the ESC. The switch of the ESC is damaged	Check the connections between the battery and the ESC, re-solder the connectors if needed. Change the switch.
After power on, motor doesn't work but emits "beep-beep-, beep-beep-" alert tone. (there's 1 second pause between 2 "beep-beep-").	The voltage of the battery pack is not in the normal range, it's too high or too low.	Check the voltage of the battery pack.
After power on, the Red LED turns solid red but the motor doesn't work. The car runs backwards when accelerating forward on radio.	The throttle signal wire is oppositely inserted or into the incorrect channel. The wire connections between the ESC and the motor need to be changed.	Plug the signal wire (Rx lead) correctly into the throttle channel (usually Channel #2) of the receiver. Swap any two wire connections between the ESC and the motor.
The car suddenly slows down, then stops about 15 seconds later.	Low voltage cutoff protection (Red LED blinks) Overheat protection (Green LED blinks)	Check the battery voltage. If still has some capacity, lower the cut-off threshold voltage; if not, replace a new battery. Wait several minutes to cool the ESC. Increase the gear ratio or the T number (Turns) of the motor.
The motor stutters, and cannot start up.	The connections between motor and ESC are not reliable. The ESC is damaged.	Check all the solder joints and ensure they are well soldered. Check connectors. Contact the distributor for after-sales service.
The vehicle can go forward but cannot reverse.	The throttle neutral point drifts to the brake area.	Calibrate the throttle neutral point again to ensure that no LED lights when the throttle stick is at the neutral position.

QUICRUN

车用无刷电子调速器

使用说明书

16BL30 • 10BL60 • 8BL150

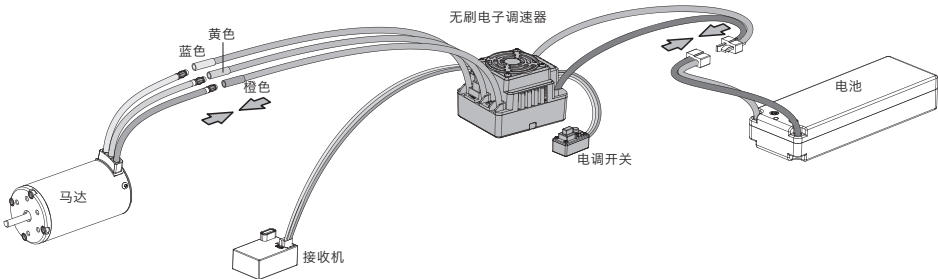


01 产品特色

- 全防水设计,适应各种气候环境; (注: 浸水工作时, 建议将风扇取下, 并在使用后尽快将电调洗净吹干,防止插头氧化);
- 具有独立的参数设定接口(注: QUICRUN-WP16BL30除外),连接参数设定卡时无需将电调控制线从接收机中拔出,使用更为方便;
- 高品质用料,具有强大的耐电流能力;
- 比例式刹车:4段初始刹车力度调节、4段最大刹车力度调节、8段拖刹力度调节;
- 9种启动加速度(也叫Punch)调整, 从“柔和”到“非常劲暴”,适应不同特性的车型、轮胎及场地;
- 多重保护功能: 电池低压保护、过温保护、油门失控保护、堵转保护;
- 可使用电调上的SET按键设置和更改电调参数, 且有单键恢复出厂默认参数的功能;
- 兼容便携式车用电调编程设定卡(显示屏为数码LED), 设定卡具有友好的人机界面,便于在赛场使用。

02 首次使用车用无刷电子调速器

1 连接电子调速器



本系统功率强劲,为安全起见,请在车轮悬空的情况下开启电调上的控制开关!

产品规格

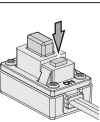
型号	QuicRun-WP-16BL30	QuicRun-WP-10BL60	QuicRun-WP-8BL150
持续/峰值电流/内阻	30A / 180A / 0.002 欧姆(单桥臂)	60A / 360A / 0.001 欧姆(单桥臂)	150A /950A / 0.00035 欧姆(单桥臂)
支持电机类型	无感无刷电机(亦可使用有感电机, 但是不支持有感驱动模式)		
主要适用车型	1:18 及 1:16 电房 / 电越 / 卡车 / 大脚车	1:10 电房 / 电越 / 卡车 / 大脚车	1:8 卡车 / 大脚车
无刷马达T数	使用 2S 锂电或 6 节镍氢时: 1) 电房:2435 或更小尺寸电机, KV≤8000; 2) 电越/卡车/大脚:2435 或更小尺寸电机,KV≤5000; 使用 3S 锂电或 9 节镍氢时: 1) 电房:2435 或更小尺寸电机,KV≤5500; 2) 电越/卡车/大脚车:2435 或更小尺寸电机,KV≤3500;	使用 2S 锂电或 6 节镍氢时: 1) 电房:3656 或更小尺寸电机,KV≤6000; 2) 电越/卡车/大脚车:3656 或更小尺寸电机,KV≤4000; 使用 3S 锂电或 9 节镍氢时: 1) 电房:3656 或更小尺寸电机,KV≤4000; 2) 电越/卡车/大脚车:3656 或更小尺寸电机,KV≤3000;	使用 4S 锂电时或 12 节镍氢时: 4274 或更小尺寸电机,KV≤3000; 使用 6S 锂电时或 18 节镍氢时: 4274 或更小尺寸电机,KV≤2400;
电池节数	4-9 Cells NiMH, 2-3S Lipo	4-9 Cells NiMH, 2-3S Lipo	9-18 Cells NiMH, 3-6S Lipo
BEC 输出	6V/1A (线性稳压方式)	6V/3A (开关稳压方式)	6V/3A(开关稳压方式)
尺寸 / 含线重量	36x28x16mm / 38 克	48.5x38x32mm / 90 克	59.5x48x42mm / 178 克
独立参数设定接口	无(通过油门控制线连接参数设定卡)	有	有
风扇取电方式	无风扇	从内置BEC取得稳定的6V供电	从内置BEC取得稳定的6V供电

2 设定油门行程

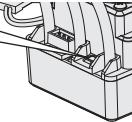
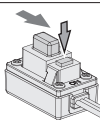


电调第一次使用或遥控器更改过油门“TRIM”微调、D/R、EPA 等参数后,均需重设油门行程,然可能会导致无法使用或误动作。另外我们强烈建议同时开启遥控器的失控保护功能,将遥控器油门通道的无信号保护(“F/S”)功能设置为关闭输出方式或将保护值设置为中点位置,使得当接收机无法收到遥控器信号后,电机能够停止运转。油门校调步骤如下图所示:

按住按键

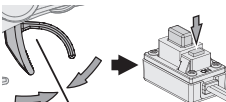


开关打到ON

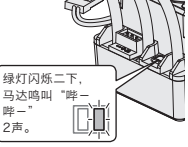
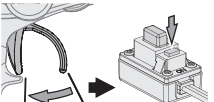


1. 打开遥控器,将油门通道的“D/R”、“EPA”、“ATL”等参数调到100%(如遥控器无显示屏,则将对应旋钮调到最大位置),油门通道的中点微调“TRIM”调为0(如遥控器无显示屏,则将对旋钮调到中间位置)。FUTABA及类似的遥控器需要将油门通道方向设为“REV”,其它品牌遥控器的油门通道方向应设为“NOR”。请务必关闭遥控器自带的ABS刹车功能。
 2. 电调开关置于OFF状态。持续按住SET按键不松开,将电调开关打到ON,电调上红色LED立即开始闪烁(同时马达鸣叫**备注1**)。立即松开按键(如果未在3秒内及时松开按键,电调将进入参数设定模式,此时需从步骤1重新开始操作)。
备注1: 马达鸣叫声音可能较小,在这种情况下,观察LED 状态即可。

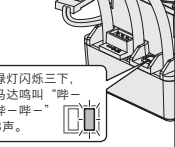
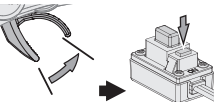
摇杆置于中点,按一下setup按钮。



摇杆置于正向最高点,按一下setup按钮。



摇杆置于反向最高点,按一下setup按钮。



3. 此时需要设定三个点: 油门中点、正向最高点和反向最高点。
 1) 油门摇杆留在中点位置,按一下SET键,红灯熄灭,绿灯闪烁1次,马达鸣叫“哔”1声,表示已存储中点位置; 2) 油门摇杆打到正向最高点,按一下SET键,绿灯闪烁2次,马达鸣叫“哔-哔-”2声,表示已存储油门正向最高点; 3) 油门摇杆打到反向最高点,按一下SET键,绿灯闪烁3次,马达鸣叫“哔-哔-哔-”3声,表示已存储油门反向最高点; 4) 油门行程校调完毕,三秒钟后,电机即可正常操作。

3 接线及基本设置完成,电机已经可以正常运行

行驶过程中指示灯(LED)状态说明如下:

- 油门摇杆处于中点区域,红色和绿色 LED 均熄灭;
- 前进时,红色 LED 恒亮;当油门处于正向最大(100%油门)时,绿色 LED 也会点亮;
- 刹车时,红色 LED 恒亮;当油门处于反向最大且最大刹车力度设为 100%时,绿色 LED 也会点亮;
- 倒车时,红色 LED 恒亮;当油门处于反向最大且最大倒车力度设为 100%时,绿色 LED 也会点亮。

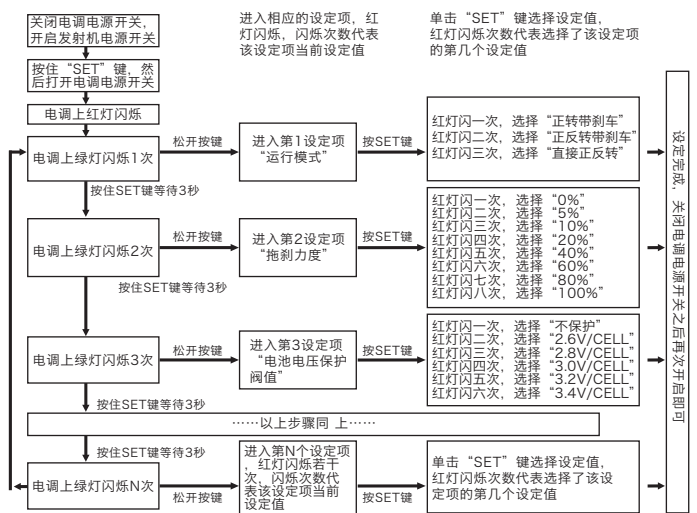


开机鸣音说明

在正常情况下开机(即不按 SET 键的情况下开机),电机会发出几声“哔”鸣音表示锂电节数。例如:“哔哔”表示2节锂电池,“哔哔哔”表示3节锂电,“哔哔哔哔”表示4节锂电。

03 设置调速器参数

1 利用电调上的SET按键进行参数设置



04 恢复出厂参数设定

在油门摇杆处于中立点位置的任意时刻 (除进行油门校调或编程设定时), 按住 SET 键3 秒以上, 可恢复出厂设定。红绿灯同时闪烁时表示恢复设定成功, 出厂设定需重新上电方可生效。

05 编程项目说明

- 运行模式(Running Mode):** “正转带刹车”模式下, 车辆仅能前进和刹车, 但不能倒车, 该模式通常用于竞赛; “正反转带刹车”模式则提供了倒车功能, 通常用于训练。“正反转带刹车”模式采用双击式倒车方式, 即油门摇杆在第一次从中点区域推至反向区域时, 电机只是刹车, 不会产生倒车动作; 当油门摇杆快速回到中立点区域并第二次推至反向区域时, 如果此时电机已停止, 则产生倒车动作, 如果电机未停止, 则不会倒车, 仍是刹车, 需要再次将油门回到中点并推向反向区, 此时如果电机已经停止才会倒车, 这样做的目的是防止车辆行驶过程中因多次点刹而造成误倒车。“直接正反转”模式采用单击式倒车方式, 即油门摇杆从中点区域推至反向区域时, 电机立即产生倒车动作, 该模式一般用于攀岩车等特殊车辆。
- 拖刹(Drag Brake)力度:** 拖刹是指当油门摇杆从正向区域转入中点区域内时, 对电机产生一个微量的制动力, 这样做可以模拟有刷电机的碳刷对电机转子的阻力, 适合减速入弯等场合(值得注意的是, 拖刹会消耗比较多的电量, 选择合适的拖刹力度即可)。
- 电池低压保护阈值(Low Voltage Cut-Off):** 这项功能主要是防止锂电池过度放电而造成不可恢复的损坏。电调会时刻监视电池电压, 一旦电压低于设定的阈值, 将切断动力输出。当进入电压保护后, 红色 LED 会以“☆-☆-☆-”方式闪烁。
- 启动加速度(Start Mode / Punch):** 可根据个人习惯、场地、轮胎抓地特性等条件, 选择从1级(“非常柔和”)到9级(“非常劲暴”)等9种启动加速度, 这个功能对于防止启动时轮胎打滑非常有用。此外, 使用“7级”——“9级”模式时, 对电池的放电能力要求较高, 若电池放电能力较差, 不能提供瞬时大电流, 则反而会影响启动效果。当启动时出现停顿或瞬间失去动力时, 则可能是电池放电能力不足引起的, 这时需要降低启动加速度或将齿轮增速比增大。
- 最大刹车力度(Brake Force):** 本电调提供比例式刹车功能, 刹车力度的大小和油门摇杆的位置相关, 最大刹车力是指油门摇杆处于刹车极限位置时所产生的制动力。非常大的刹车力度会缩短刹车时间, 但会对齿轮造成损坏。“Disable”选项会禁止电调的刹车功能, 刹车功能将被由伺服器(舵机)驱动的传统碳刹实现。请根据车辆的具体情况 & 个人的使用习惯, 选择合适的最大刹车力参数。
- 最大倒车力度(Reverse Force):** 选择不同的参数值可以产生不同的倒车速度(一般情况下推荐使用比较小的倒车速度)。
- 初始刹车力度(Initial Brake Force):** 也叫做最小刹车力度, 是指在刹车初始位置作用于电机上的制动力, 在它的作用下可以达到类似点刹的效果, 默认值是等于拖刹力度, 以便形成柔顺的刹车效果。
- 油门中立点区域宽度(Neutral Range):** 请根据个人习惯进行调整。
- 进角(Timing):**此功能有三个作用: a) 兼容不同的电机, 某些电机在默认进角下工作异常, 需要调整到合适的进角方可正常工作; b) 通过调整进角, 可以微调电机输出的最大转速, 进角越高, 则最大转速也越高, 同时消耗的功率也越大; c) 通过调整进角, 可使电机工作在最佳效率点。进角为一个高级参数选项, 请仔细测试更改进角后的实际运行效果, 再决定是否确实需要更改。
- 过热保护(Over-Heat Protection):** 电调升温达到厂方预设特定值时自动关闭输出, 且绿灯闪烁, 直到温度降低才恢复输出。电调过热保护时, 绿灯闪烁方式为单闪:“☆-, ☆-”。
- 电动转动方向(Motor Rotation):** 电机轴正面朝向使用者面部(即电机尾部远离使用者面部), 遥控器正向往加大油门时, 若设置成 CCW, 电机轴逆时针转动; 若设置成CW, 电机轴顺时针转动。
- 锂电池节数(Lipo Cells):** 我们强烈建议您手工设定锂电节数而不是采用自动判别的方式。

表1: QuicRun-WP-16BL30及QuicRun-WP-10BL60参数表:

编程项目	选项1	选项2	选项3	选项4	选项5	选项6	选项7	选项8	选项9
1. 运行模式	正转带刹车	正反转带刹车	直接正反转						
2. 拖刹力度	0%	5%	10%	20%	40%	60%	80%	100%	
3. 电池低压保护阈值	不保护	2.6V/Cell	2.8V/Cell	3.0V/Cell	3.2V/Cell	3.4V/Cell			
4. 启动模式(Punch)	1级	2级	3级	4级	5级	6级	7级	8级	9级
5. 最大刹车力度	25%	50%	75%	100%	Disable				
6. 最大倒车力度	25%	50%	75%	100%					
7. 初始刹车力度	等于拖刹值	0%	20%	40%					
8. 油门中立点区域宽度	6% (窄)	9% (正常)	12% (宽)						
9. 进角	0.00度	3.75度	7.50度	11.25度	15.00度	18.75度	22.50度	26.25度	

备注: 设定为“自动判别”时, 电调仅可以自动判别2节、4节和6节的锂电。电调上电时, 若电池电压低于 8.8V, 则判别为2节锂电; 若电池电压在 8.8V到 17.6V之间, 则判别为4节锂电; 若高于 17.6V, 则判别为6节锂电。我们强烈建议您手动选择电池锂电节数。

表2: QuicRun-WP-8BL150 参数表:

编程项目	选项1	选项2	选项3	选项4	选项5	选项6	选项7	选项8	选项9
1. 运行模式	正转带刹车	正反转带刹车	直接正反转						
2. 拖刹力度	0%	5%	10%	20%	40%	60%	80%	100%	
3. 电池低压保护阈值	不保护	2.6V/Cell	2.8V/Cell	3.0V/Cell	3.2V/Cell	3.4V/Cell			
4. 启动模式(Punch)	1级	2级	3级	4级	5级	6级	7级	8级	9级
5. 最大刹车力度	25%	50%	75%	100%	Disable				
6. 最大倒车力度	25%	50%	75%	100%					
7. 初始刹车力度	等于拖刹值	0%	20%	40%					
8. 油门中立点区域宽度	6% (窄)	9% (正常)	12% (宽)						
9. 进角	0.00度	3.75度	7.50度	11.25度	15.00度	18.75度	22.50度	26.25度	
10. 过热保护	保护	不保护							
11. 电机转动方向	CCW逆时针	CW顺时针							
12. 锂电池节数	自动判别	2节锂电	3节锂电	4节锂电	5节锂电	6节锂电			

备注: 设定为“自动判别”时, 电调仅可以自动判别2节、3节、4节、5节和6节的锂电。电调上电时, 若电池电压低于 8.8V, 则判别为2节锂电; 若电池电压在 8.8V到 17.6V之间, 则判别为3节锂电; 若高于 17.6V, 则判别为4节锂电; 若高于 17.6V, 则判别为5节锂电; 若高于 17.6V, 则判别为6节锂电。我们强烈建议您手动选择电池锂电节数。

06 故障快速处理

故障现象	可能原因	解决方法
上电后指示灯不亮, 电机无法启动,风扇不转	1、电池电压没有输入到电调; 2、电调开关损坏。	1、检查电源输入通路是否有焊接不良情况, 并重新焊好; 2、更换开关。
上电后电机无法启动, 发出“哔-哔-哔-哔-”警示音(每组双音间隔时间为 1 秒)	电池组电压不在正常范围内。	检查电池组电压。
上电后红色LED恒亮, 电机无法启动	电调油门线接反或通道插错。	将电调的油门排线按正确方向插到接收机的“油门(TH)”通道(Throttle,通常为 CH2)。
遥控器正向往加大油门, 车子反而倒退	1、电调输出线和电机线连接的线路错误; 2、该车架同主流车架的电机转向不一致。	将电机的三条线中任意两条互换即可。
电机转动过程中, 突然停转或功率输出显著降低	1、接收机遇到干扰; 2、电调进入电池低压保护状态; 3、电调进入过温保护状态。	1、检查接收机出现干扰的原因,检查发射机器电池电量; 2、红灯持续闪烁为电压保护,请更换电池; 3、绿灯持续闪烁为温度保护,请等电调温度降低后继续使用。
电机抖动, 无法启动	1、电机和电机联接的插头有虚焊; 2、电调故障(部分功率管 MOSFET 烧坏)。	1、检查各焊接点,必要时重新焊接; 2、联系经销商处理维修事宜。
前进正常, 但无法倒车	遥控器油门通道中点偏离到刹车区域。	重新校调油门通道中点,使遥控器油门摇杆置于中位时,电调上的指示灯不亮。



- 指示灯闪烁的同时,电机会发出鸣音“哔”,以便于识别。
- 当 N ≥ 5 时,我们使用一次较长时间的指示灯闪烁(同时伴有一次较长时间的鸣音)来表示数字“5”。
比如,电调内绿灯长闪一次(同时电机发出一次长鸣音“哔——”),表示进入第 5 设定项;若电调内绿灯长闪一次再短闪一次(同时电机发出一次长鸣音“哔——”和一次短鸣音“哔”),表示进入第 6 设定项,依次类推,第 7 设定项为“哔——哔哔”,第 8 设定项为“哔——哔哔 哔”。

2 利用LED参数设定卡进行参数设置

编程设定卡为车用电调的升级选配件(需另外购买),体积小,适合外场使用。其界面直观,参数读取和设定过程十分简单快捷。调整参数时,只需将电调上的控制排线插入编程卡右上角标注着“+V”的插座中,然后给电调接上电源,数秒后该电调的各项参数即可显示出来。利用编程卡上的“ITEM”和“VALUE”按键即可快速选择编程项目和参数值,然后按“OK”键后,新参数即可存入电调中。(详情请参阅 LED 参数编程设定卡说明书)



QuicRun-WP-10BL60 和 QuicRun-WP-8BL150 仅能通过 其专用编程接口和设定卡相连!如使用电调上的接收机控制线连接设定卡,则设定卡无法工作。

在此独立编程口连接参数设定卡

