

01 Disclaimer



Thank you for purchasing this HOBBYWING product! This is a powerful brushless system. Any improper use may cause personal injury and damage to the product and related devices.

XERUN USER MANUAL

Brushless Electronic Speed Controller XERUN XR8 PRO G3

30230428

02 Warnings

- Please connect all parts properly. Poor connection or short circuit will damage the device and you would not control the vehicle normally. Please check power devices and instructions to ensure the matching of power is reasonable.

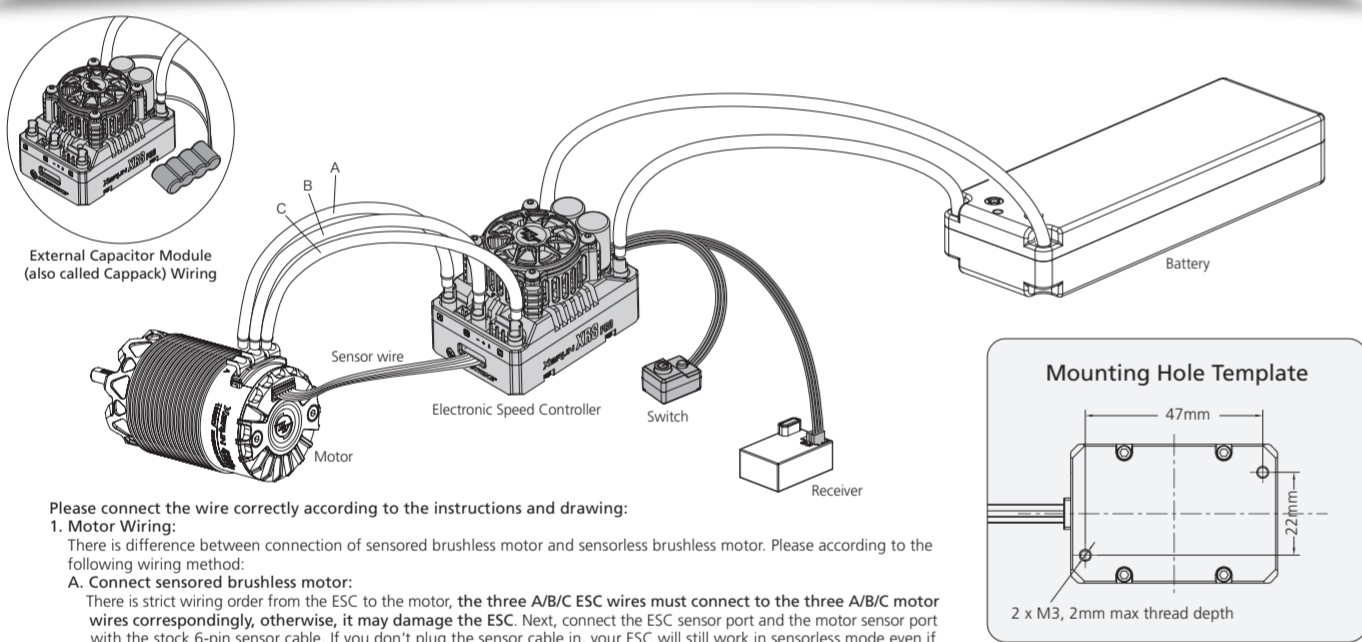
03 Features

- Built-in 3 common profiles, suitable for all 1/8 Racing, select and use instantly. (e.g. Zero timing-Blinky mode, 1/8 Off-Road Racing, 1/8 On-Road Racing mode). There are 32 built-in adjustable parameters to set various power requirements. The parameters can be imported and exported, which is convenient for drivers to communicate with and learn from each other.

04 Specifications

Table with 2 columns: Mode and XERUN XR8 PRO G3. Rows include Cont./Peak Current, Motor Type, Applications, Motor Limit, LiPo Cells, BEC Output, Cooling Fan, Size/Weight, and Programming Method.

05 Connections



Please connect the wire correctly according to the instructions and drawing:

- 1. Motor Wiring: There is difference between connection of sensored brushless motor and sensorless brushless motor. Please according to the following wiring method. A. Connect sensored brushless motor: 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, otherwise, it may damage the ESC.

06 ESC Setup

Warning! This is an extremely powerful system. For your safety and the safety of those around you, we strongly recommend removing the pinion gear attached to the motor before calibrating and setting this system.

1. Set the throttle range

When first use the ESC or the transmitter changes "TRIM" tune, D/R, EPA and other parameters, the throttle range is need to reset. We strongly recommend to open the fail safe function of the transmitter, set the signal protection of throttle channel("F/S") to close the output or set the protection value to the throttle neutral position.

Diagram and text instructions for setting the throttle range. Includes steps for turning on the transmitter, setting trim to 0, and adjusting the throttle range using the SET button and throttle trigger. Includes a diagram of the ESC with labels for SET button, ON/OFF button, and throttle trigger.

2. Power on/off and Beep illustration

- 1) Illustration of power on/off: Short press the ON/OFF key to turn on the ESC in the off state, and long press the ON/OFF key to turn off the ESC. 2) Beep illustration when turn on the ESC: When turn on ESC under normal conditions (i.e. it is started without pressing the SET key), the motor will emit several Beeps to indicate the LiPo cells. For example, "Beep, Beep, Beep" means 3S, "Beep, Beep, Beep, Beep" means 4S.

3. Programmable Items

Table with 5 columns: Type, ID, Item, Parameters, and Parameters. Rows include General Setting (1A-1K), Throttle Control (2A-2F), Brake Control (3A-3F), and Timing (5A-5D).

- 1A: Running Mod: Racing mode. It has only forward and brake functions. Option 2: Forward/Reverse with Brake: This option is known to be the "training" mode with "Forward/Reverse with Brake" function. The vehicle only brakes on the first time you push the throttle trigger to the reverse/brake zone.

- 3C: Brake Rate Control: It's adjustable from 1 to 20 (step: 1), the lower the brake rate, the more limit on the brake response. A suitable rate can aid the driver to brake his vehicle correctly. Generally, you can set it to a high value to have a quick brake response. 3D: Brake Control: Option 1: Traditional: This mode is the braking method under conventional square wave drive, which is the same as the previous version of esc. The traditional braking method, due to its braking force being affected by the motor speed, can cause the braking not being linear/smooth.

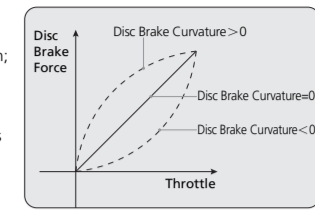


Diagram of Disc Brake Curvature

4. Preset modes

In order to make one firmware applicable to all different racing conditions, there are 3 groups of preset modes in the ESC. Users are able to change the settings of the modes provided and match suitable gear ratio. Plug-and-rew. screws. Users can change the settings as per the control feel, track, and rename the setting mode.

Table with 3 columns: Mode #, Modes/Profiles, Applications. Rows include Mode 1 (Zero Timing), Mode 2 (1/8 Off-Road), and Mode 3 (1/8 On-Road).

5. Programming:

Here is the method of setting parameters of ESC: Note! This ESC has a separate programming port. Please don't connect the throttle control cable to the setting card, otherwise the setting card cannot work. 1) LCD G2 programming box set the parameters: Please refer to the instructions of LCD G2 programming box for details.



- 2) Use OTA Programmer to set parameters (Please refer to instructions of OTA Programmer for details): This ESC allows OTA Programmer connecting to the computer, that is, plug the programming wire of OTA Programmer to the programming port. Then use mobile phone to install HOBBYWING HW LINK App to set parameters.

6. Factory reset

- Here is the method of restore factory reset: 1) Restore the default values with a multifunction LCD G2 program box. After connecting the program box to the ESC, continue to press the "ITEM" button on the program box until you see the "RESTORE DEFAULT" item, and press "OK(R/P)" to factory reset your ESC.

07 Explanation for LED status

- 1. During the Start-up Process: The red light flashes quickly while the motor beeps; the esc has not detect the neutral of the throttle. (the neutral of the throttle does not match the transmitter) The GREEN LED flashes "N" times indicating the number of LiPo cells you have connected to the ESC. 2. In Operation: The throttle trigger is at the neutral: 1) In the normal mode (blinky mode), the RED LED turns on solid.

08 Trouble Shooting

Table with 3 columns: Troubles, Possible Causes, and Solutions. Rows include issues like 'The LED isn't on and the motor cannot start', 'The motor cannot start and emit Bi-Bi', 'Power on and inspect LiPo', 'The vehicle ran backwards when you pulled the throttle trigger', 'The motor suddenly stopped or significantly reduced the output in operation', 'The motor stuttered but couldn't start', 'The vehicle could run forward (and brake), but could not reverse', 'Connect LCD G2 program box, display "CONNECTING ESC" all the time', and 'The throttle travel setting (calibration) could not be completed'.