

:: ESC Manual

XP DIGITAL #29138 XP SC500-BL Brushless ESC

Introduction

Congratulations on your XP Brushless Electronic Speed Control (ESC) purchase. The latest electronics technology along with the design and engineering experience that is responsible for multiple World Championship titles has been incorporated into its design.

Your XP Brushless ESC is water-resistant for maximum durability. Its light and compact design allows for easy installation in most 1/10 vehicles. Simple calibration and a wide variety of tuning options make this ESC perfect for both casual enthusiast and racers. When paired with a Reedy Brushless Motors, you create a potent combination of power and efficiency that brings performance to a new level. More power and less maintenance elevate the fun factor by increasing top speeds and reducing down time.

Please read the following before installing and operating your new ESC.

Features

- Adjustable LiPo Low-Voltage Cutoff
- LiPo Cell Count Auto Detect
- Reversible With Reverse Lockout
- Fully Proportional Brakes
- Adjustable Drag Brakes
- Adjustable Throttle Profile
- Hard Case with Aluminum Heat Sink
- Water Resistant
- Heavy Duty Silicone Wires
- Deans® Ultra Plug® Connector
- 3.5mm Motor Connectors
- Pre-Wired For Optional Cooling Fan

Specifications

| | |
|--------------------|-------------------------------------|
| | #29138 |
| Description | XP SC500-BL |
| Cells | 2-3 LiPo, 6-8 NiMH |
| On Resistance | 2.5 mΩ |
| Brakes | Proportional |
| Motor Limit | 2 LiPo, 3900kV; 3 LiPo, 3300kV |
| Reversible | Yes, w/Brakes Only Option |
| Low Voltage Cutoff | Adjustable, w/Cell Auto-Detect |
| Dimensions | 46mm x 42mm x 26mm |
| Weight | 100g (3.5oz) |
| Power Wires | 14-Gauge Silicone |
| Connector Type | Battery/Deans®, Motor/3.5mm sockets |

Installation

- Mount your ESC securely using double-sided tape.
- Install your ESC in a position that allows easy access to all connectors.
- Plug the ESC's receiver wire into the receiver (refer to radio manufacturer's manual).
- To prevent radio interference, arrange ESC wiring so that it is not in close proximity to the receiver antenna wire.
- Connect the three motor leads exiting the ESC to the three leads exiting your motor. If the motor runs backwards when giving it forward throttle, reverse any two motor leads. The motor will now run the desired direction.
- Always power ON your transmitter before the ESC and power OFF the ESC before the transmitter.

Safety Precautions

This product is a sophisticated hobby product and not a toy. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this product in a safe and responsible manner could result in injury or damage to the product or property. This product is not intended to be used by children without direct adult supervision. It is essential to read and follow all instructions and warnings found in this manual prior to installation, set up, and use, in order for the product to operate properly and to avoid damage or injury.

Throttle/Brake Calibration

Your new ESC must be calibrated before use. Before calibration, be sure to set your radio's throttle and brake EPAs to 100% and your throttle trim to neutral. Then follow the steps outlined below.

| Procedure | Signal From ESC | |
|--|-----------------|--------------------------|
| | Audio | LED |
| Power ON transmitter | | |
| Throttle trigger position to maximum throttle (hold) | | |
| Power ON ESC | bibibibibi | red static/6 green flash |
| Throttle trigger position to neutral | bibi-bibi | red static/4 green flash |
| Throttle trigger position to maximum brake | bibi-bibi | red static/4 green flash |
| Throttle trigger position to neutral | | red static |
| Power OFF ESC, Power OFF transmitter | | |

Once the calibration procedure is complete, turn on your transmitter, then your ESC, and begin operating your vehicle. Note: If you choose to make settings adjustments at this time, you can do so immediately after step #6 of the throttle calibration procedure.

Programmable Settings

Your ESC comes with pre-programmed default settings. But you can also change the settings based on the type of vehicle and battery used as well as personal performance preferences based on the track you are driving on and your driving style.

Drag Brake - Drag brake is the amount of braking achieved when the throttle is returned to neutral. A setting of 0% means the vehicle will free wheel to a stop while higher settings will stop the car faster. Please note that regardless of the drag brake setting, you will still be able to use the brake trigger to manually slow the car.

Throttle Profile - This setting adjusts the power delivery of your ESC/motor combination. The Very Soft setting can be used on loose or bumpy track to reduce wheel spin while the Maximum setting works well when high traction is available. Four settings provide options for any track condition.

Run Mode - This gives the option of using reverse or eliminating it completely (for competition). With reverse activated, you will still have fully proportional braking. To make settings adjustments, you must first follow the calibration procedure. You will encounter a 5-second delay before entering step #1 of the settings adjustment mode. All changes will be made using your transmitter's throttle trigger. Note: Once you enter the settings adjustment mode, the ESC will scroll through all options. If you fail to choose a setting, the ESC will keep the previously saved setting.

For example, if you want to change the throttle profile from Soft to Standard, enter the settings mode. You will encounter the Drag Brake mode first at which time you can let the ESC scroll through the choices (the previously saved setting will be kept) until you reach the Throttle Profile choices. You must make the selection by pulling the throttle trigger to maximum after the ESC scrolls to the desired setting (in this case Standard) indicated by the appropriate audible tones. Once this setting (or any setting for that matter) is chosen, you can skip to Step #4 if no other changes are desired.

| Step # | Procedure | Signal From ESC | |
|--------|--|---------------------|---|
| | | Audio | LED |
| 1 | Drag Brakes | | |
| | 0% | 1-2 | |
| | 2.5% (default) | 1-2-2 | red static/green flashes |
| | 5% | 1-2-2-2 | |
| | 10% | 1-2-2-2-2 | |
| | Throttle trigger position to maximum to select value | bibi-bibi | red static/4 green flash |
| | Throttle position to neutral | | red static |
| 2 | Throttle Profile | | |
| | Very Soft | 1-1-1 | |
| | Soft (default) | 1-2-2-2 | red static/green flashes |
| | Standard | 1-2-2-2-2 | |
| | Maximum | 1-2-2-2-2-2 | |
| | Throttle trigger position to maximum to select value | bibi-bibi | red static/4 green flash |
| | Throttle position to neutral | | red static |
| 3 | Run Mode | | |
| | Reverse Off (Forward Only) | 1-2-2-2 | red static/green flashes |
| | 2-stage Reverse (default) | 1-2-2-2-2 | |
| | Throttle trigger position to maximum to select value | bibi-bibi | red static/4 green flash |
| | Throttle position to neutral | | |
| 4 | Power OFF ESC and transmitter | | |
| 5 | Power ON transmitter and ESC | melody bibi-bibi | 3 green flash, 2 red flash/green static or red static |

Battery Management System - A choice of either LiPo mode or NiMH mode adjusts the low voltage cutoff point. This is critically important when using LiPo batteries that should not, for performance and safety reasons, be discharged below 3.0V per cell. In LiPo mode, the ESC detects whether you are using 2 or 3 cells and adjusts the cutoff accordingly.

The ESC can be toggled between LiPo and NiMH by following the steps outlined below.

| Step # | Procedure | Signal From ESC | |
|--------|--|---------------------|---|
| | | Audio | LED |
| | Battery Management System | | |
| 1 | Power ON Transmitter | | |
| 2 | Trigger position to maximum brake (hold) | | |
| 3 | Power On ESC | bi-bi | 2 green lash/green static (LiPo Mode) or red static (NiMH Mode) |
| 4 | Throttle position to neutral | | |
| 5 | Power OFF ESC, then transmitter | | |
| 6 | Power ON transmitter, then ESC | melody bibi-bibi | 3 green flash, 2 red flash, green static or red static |

IMPORTANT! When the transmitter and ESC are turned on, the color of the ESC LED at neutral indicates which mode the ESC is in. When the LED is green, the ESC is in LiPo mode. When the LED is red, the ESC is in NiMH mode.

Vehicle Operation

To operate the vehicle, pull back on the throttle trigger to move forward and push forward on the throttle trigger to engage brakes. To engage reverse, push forward on the throttle trigger to maximum brakes. Hold the trigger in this position for at least .5 seconds before returning the throttle trigger to neutral. Now push the throttle trigger forward to reverse the vehicle.

Warranty

Your XP Electronic Speed Control is warranted to the original purchaser for 30 days from the date of purchase, verified by the sales receipt, against defects in material and workmanship. Product that has been mishandled, abused, used incorrectly, used for an application other than intended, or damaged by the user are not covered under warranty. Associated Electrics Inc. is not liable for any loss or damage, whether direct or indirect, incidental or consequential, or from any special situation, arising from the use, misuse, or abuse of this product.



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