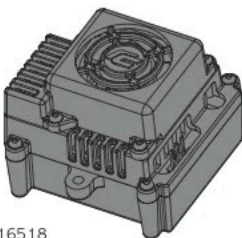


使用说明书
 instruction manual


Replacement Part No: 16518

单独一个风扇配件: 16528 ARC-3 Replacement Fan

- Before connecting the ESC to the relevant connection parts, please make sure that all the wires and connection parts are well insulated/protected. A short circuit might lead to severe ESC defects.
- Please be sure to connect all parts carefully. If the connection is insufficient, you may not be able to control the car normally and in unpredictable situations may lead to equipment damage.
- Before using the ESC, please carefully review the power equipment manual as well as the manuals of other equipment used. This is to ensure to avoid overheating the motor due to wrong power configurations and eventually damage the ESC.
- Do not modify the ESC in any way, neither the connectors nor the cables. Every part of the ESC will only be warranty tested. Any changes to the ESC, tempering or changes to the specifications or materials of the ESC will void the warranty.
- During high-speed operation, the tires of the car might "inflate" due to the extreme rotation speeds, so please do not power the car to full speed in "no load situation = wheels off the ground", otherwise the tires may burst and cause serious damage or even injury.
- Do not use the ESC or motor if their external temperature exceeds 90°C/194°F, as high temperatures will damage the ESC and motor.
- After each usage, always disconnect the battery and the ESC. If the battery is not disconnected, the ESC will continue to consume power. If the battery remains connected for a long time, the remaining battery capacity/energy will eventually be completely consumed. This might cause the battery or the ESC to malfunction. We are not responsible for any damage caused.
- Do not allow children to use this product without adult supervision.
- The ESC may become very hot while in operation; always avoid any direct contact.
- The ESC equipment should never be close to flammable objects.
- If the ESC is overheating, smoke can be seen or even fire, please stop operating the equipment. Immediately, disconnect and remove the battery and seek help if available.

02
Feature of product

- Multiple protection functions: low voltage protection, ESC overheating protection.
- Built-in switch mode BEC continuous current 3.0A, output voltage 6V.
- High speed fan-controlled cooling system
- External power switch
- This product is not waterproof. Do not operate under wet conditions
- Power Overload protection

03
Product Specifications

Model	arc3
current	50A
Support motor type	Sensor-less brushless motor
Mainly applicable models	TC, Off-Road
Number of battery cells	2-3S Lipo
BEC output	6V output, continuous current 3.0A
Fan power	6V stable input from BEC
Size/weight	46.5mm*52.5mm*37mm/104g

04
Sensorless Brushless Motor Connection info

Please refer to the instructions and wiring diagram for correct wiring:

1. Connect the motor:

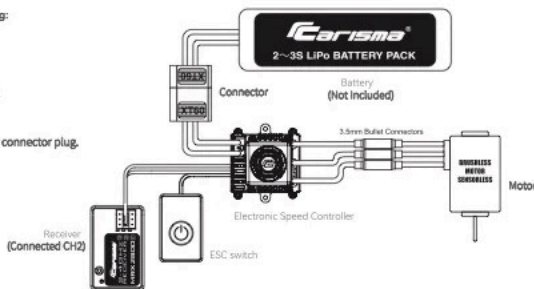
 When connecting a sensorless brushless motor:
 ESC wire sequence #A/#B/#C/ from ESC to correspond with #A/#B/#C wires of the motor. If car/motor rotation is reversed , swap either AB/BC or AC wires.

2. Connect the receiver:

 Insert the BEC control cable as shown in the picture into the receiver connector plug.
 Please note the polarity as well plug position in receiver; channel 2 is normally the connection point.

3. Connect the battery:

 The battery and ESC are polarity connected.
 Black to black = negative (-); red to red = positive (+)
 Please avoid any reverse connections, it will damage the ESC.

 The ESC is equipped with an XT60 connector.
 Always use batteries with XT60 connectors.

05
Setting up the ESC

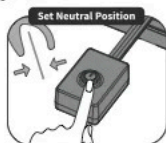
The power system is intended for professional use only. For the safety of yourself and others around you, we strongly recommend that you remove the small gear of the motor or remove the wheels before calibrating and setting the system.
5A Set the throttle travel

Before first use of ESC, or in case the remote control has been changed, or setting changes as throttle "TRIM", DIR, EPA and other parameters, it is necessary to reset the throttle high point, otherwise the ESC may cause irregular performance or even will malfunction. Also make sure that the radio trim setting/values of throttle high point as well brake high point are set to 100%. In addition if applicable, we strongly recommend to enable the failsafe function of the remote controller at the same time.

Throttle calibration steps are shown in the figure below:



While ESC is turned off, press and hold the power button and release it when a beep sound can be heard. The LED will flash.



Hold the throttle trigger in the middle neutral/off power position and short press the power button; the ESC will confirm the neutral point setting with 1 short beep.



Pull the trigger to full throttle and hold this position. Short press the power button once; the ESC will confirm the full throttle endpoint position with 2 short beeps.



Push the trigger to full brake and hold this position. Short press the power button once; the ESC will confirm the full brake endpoint position with 3 short beeps.

With the ESC turned off, press and hold the power button until there is a beep and release it. At this time, the ESC is in the state of remote control waiting to be set. Put the throttle trigger in the middle neutral position of the throttle, short press the power button, and the ESC beeps once. Pull the trigger at full throttle direction, short press the power button and the ESC beeps twice. Push the trigger at full brake, short press the power button, and the ESC beeps 3 times.

At this point, the ESC is memorized with the throttle travel positions.

5B Instructions for switching on and off and beeping

1) Instructions for switching on and off:

1. Short press the ON/OFF button to turn it on when it is off; press and hold the ON/OFF button to turn it off when it is on.

2) Instructions for beeps when starting up:

When starting up under normal conditions, the motor will emit a number of beeps indicating the number of Lithium Cells. Example: "Beep Beep" means 2 Lithium Batteries, "Beep Beep Beep" means 3 Lithium Batteries.

06

Description of the ESC Status Indicator (LED)

1 Start-up phase

Everything is OK/Standby, LED green/rev active.
No receiver signal, no LED.

2 Itinerary stage

Maximum forward throttle (full power), LED flashes green.
Maximum reverse throttle (full brake), LED flashes red.
The ESC is overheated and the LED flashes green/rev alternately.
Low voltage protection, LED flashes red slowly.

07

Troubleshooting quickly

Symptom	Possible cause	Solution
After battery is connected to the ESC and trying to operate it, either the LED light does not function, or the motor does not function/beep, and/or the fan does not work.	<ol style="list-style-type: none"> The battery voltage is too low The ESC switch or the fan are damaged The positive and negative poles of the ESC are reversed 	<ol style="list-style-type: none"> Check whether the battery is charged, and connecting wires are correctly connected. The switch or fan to be repaired/replaced Adjust the positive and negative wire to the correct sequence
After system is powered-on, a battery failure signal is detected (the green light flashes all the time, and the motor emits a ringing sound)	<ol style="list-style-type: none"> The ESC does not detect the throttle signal The midpoint of the ESC throttle does not match the remote control 	<ol style="list-style-type: none"> Check whether the throttle cable is inserted backwards in the receiver, or the channel is inserted incorrectly, or radio is switched on. Recalibrate the ESC accordingly
The throttle is moved in forward position, but the car reverses	The vehicle motor position is opposite of normal.	Swap either A/B/C or BC wire position
During vehicle operation, it suddenly stops or the power output is significantly reduced	<ol style="list-style-type: none"> The receiver encounters interference The ESC enters the battery low voltage protection mode The ESC enters the over-temperature protection mode 	<ol style="list-style-type: none"> Check the cause of interference in the receiver and check the battery power of the transmitter. The LED flashing red indicates voltage protection, please replace/charge the battery. The LED flashes green/rev alternately for temperature protection. Please wait for the ESC temperature to drop before continuing using it.
The motor shakes/shutters and cannot be started	<ol style="list-style-type: none"> The plug of the electric motor connection has incorrect connection. Internal electrical component failure 	<ol style="list-style-type: none"> Check each welding point and re-weld if necessary. Contact the dealer/supplier or tech support to deal with maintenance matters
Moving forward normally, but unable to reverse	<ol style="list-style-type: none"> The midpoint of the accelerator channel of the remote control deviates from the braking area The parameter item "Run Mode" is set incorrectly The ESC is damaged 	<ol style="list-style-type: none"> Re-adjust the neutral position of the throttle channel so that when the throttle stick of the remote controller is in the middle position, the indicator light on the ESC will not light up Re-adjust the calibration sequence Contact the dealer/supplier to deal with maintenance matters
When setting the throttle range, when pressing the SET button to set the midpoint, the green light does not flash and there is no sound confirmation	<ol style="list-style-type: none"> The ESC throttle cable is not inserted into the correct channel of the receiver The ESC throttle cable is inserted backwards The forward and reverse throttle travel setting is not set to 100% 	<ol style="list-style-type: none"> Insert the throttle cable into the TH channel marked on the receiver. Check that the sequence of the receiver markings is inserted correctly. Throttle forward and backward travel is set to 100%



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