

QUICRUN

USER MANUAL

Brushless Electronic Speed Controller

QUICRUN WP 10BL60 G2
QUICRUN WP 12BL45 G2
QUICRUN WP 16BL30 G2

20250311

HW-SMA336DUL00



Thank you for your purchase. Please read the following statement carefully before use, once used, it is considered to be an acceptance of all the contents. Please follow the manual instructions carefully during the installation. Modification may result in personal injury and product damage. We reserve the rights to update the design and performance of the product without notice. We, HOBBYWING, are only responsible for our product cost and nothing else as result of using our product.

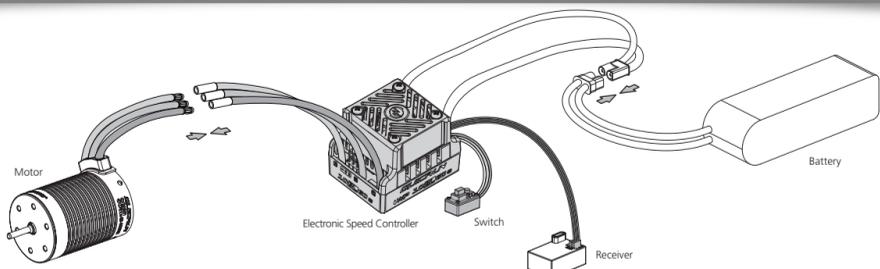
02 Warnings

- Read the manuals of all the items being used in the build. Ensure gearing, setup, and overall install is correct and reasonable.
- It is important to ensure that all wires soldered are properly secured to avoid short circuits from happening. A good soldering station is recommended to do such a job to avoid overheating the circuit board as well as to ensure connections are properly soldered.
- Even though the product has relevant protective measures, always use it in a safe manner in accordance with the operating environment noted in the manual (e.g. voltage, current, temperature and etc).
- The battery must be disconnected after use. There is a small draw even when the system is off, and will eventually fully drain the battery. This may cause damage to the ESC, and will NOT BE COVERED UNDER WARRANTY.

03 Specifications

MODEL	QUICRUN WP 10BL60 G2	QUICRUN WP 12BL45 G2	QUICRUN WP 16BL30 G2
Cont. / Peak Current	60A / 360A	45A / 200A	30A / 100A
Motor Type	Sensorless / Sensored Brushless Motor (only in sensorless mode)		
Applications	1/10 On-road, Buggy, Short course truck	1/14&1/12 On-road&Off-road	1/16&1/18 On-road&Off-road
Recommended Motor	With 2S Lipo: KV < 6000 With 3S Lipo: KV < 3500 (3652/3660 size motor)	With 2S Lipo: KV < 6000 With 3S Lipo: KV < 4000 (28XX size motor)	With 2S Lipo: KV < 8000 With 3S Lipo: KV < 4500 (24XX/20XX size motor)
Lipo/NiMH Cells	2-3S Lipo, 6-9 Cells NiMH	2-3S Lipo, 6-9 Cells NiMH	2-3S Lipo, 6-9 Cells NiMH
BEC Output	6V/3A	6V/7.4V, 4A	6V/7.4V, 1.5A
Cooling Fan	Powered by built-in BEC		
Size	46mm(L) x 36.5mm(W) x 34.3mm(H)	39.2mm(L) x 29.2mm(W) x 25.6mm(H)	33.4mm(L) x 26.8mm(W) x 15.1mm(H)
Weight	82.6g (w/wires&output connectors)	57g (w/wires&connectors)	38.5g (w/wires&connectors)
Programming Port	Shared with fan port	Independent programming port	Independent programming cable

04 Connections



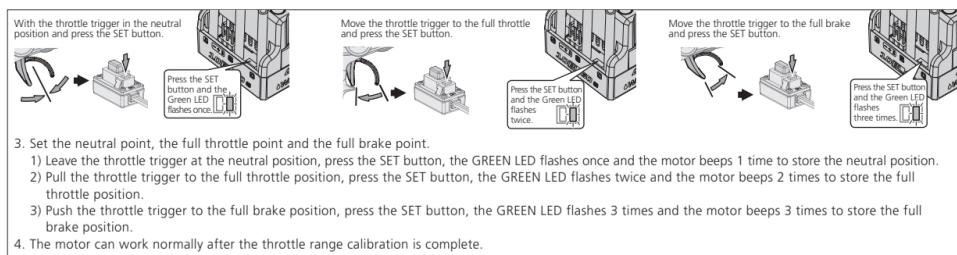
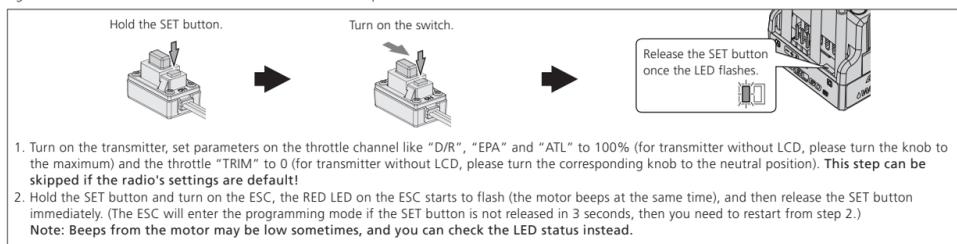
Refer to the wiring instructions and wiring diagram:

- Motor connection:**
There are no wire sequencing requirements needed when using a sensorless brushless motor, you can swap two wires if the motor runs in opposite direction.
- Receiver connection:**
Connect the ESC throttle cable to the throttle channel on the receiver. Since the red wire in the throttle cable outputs BEC voltage to the receiver and servo, please do not supply additional power to the receiver, otherwise the esc may be damaged. If additional power is required, disconnect the red wire on the throttle plug from the receiver.
- Battery connection:**
Make sure that the (+) pole of the ESC is connected to the (+) pole of the battery and (-) to the (-). If the connection is reversed, the ESC will be damaged and will not be covered by the warranty service.

05 ESC Setup

1 Set the Throttle Range - ESC Calibration Process

The calibration must be done on the first use of the ESC, or if a new radio or receiver is installed, otherwise the esc may not work correctly. We recommend to set the no signal protection for throttle channel of transmitter (F/S) to "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. The throttle calibration steps is as follows:



2 Instruction for programmable items

The highlighted options are the default settings of the ESC.

Item	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
1 Running Mode	Forward with brake	Forward / Reverse with Brake	Forward with reverse						
2 Cutoff Voltage	Disabled	2.6V/Cell	2.8V/Cell	3.0V/Cell	3.2V/Cell	3.4V/Cell			
3 Punch	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Level 9
4 Drag Brake Force	0%	5%	10%	20%	40%	60%	80%	100%	
5 Max. Brake Force	25%	50%	75%	100%	Disabled				
6 Max.Reverse Force	25%	50%	75%	100%					
7 Neutral Range	6%	9%	12%						
8 Timing	0°	3.75°	7.5°	11.25°	15°	18.75°	22.5°	26.25°	
9 Lipo Cells	Auto	2S	3S						
10 BEC Voltage	6.0V	7.4V							

Note: For QUICRUN WP 10BL60 G2 ESC, there is no "BEC voltage" parameter item.

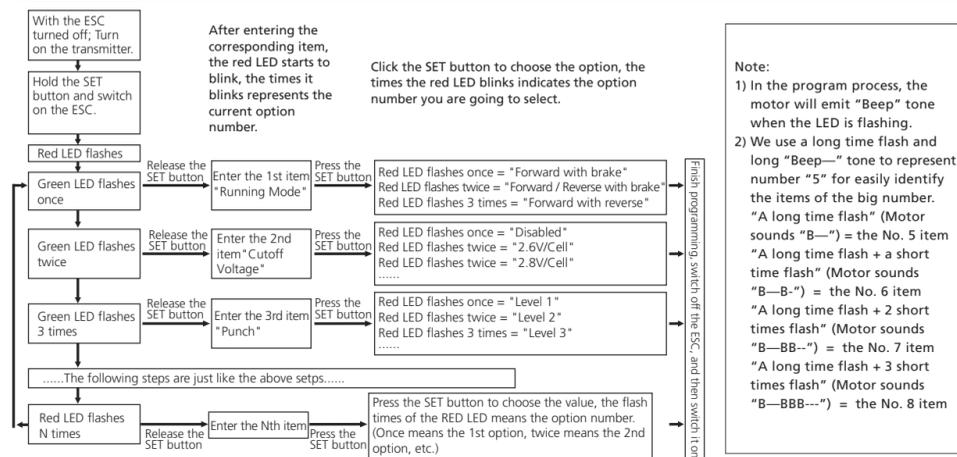
1. Running Mode:

- Option 1: Forward with brake**
Racing mode, it has only forward and brake functions.
- Option 2: Forward/Reverse and 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 position. If the motor stops when the throttle trigger return to the neutral position and then re-push the trigger to reverse position, the vehicle will reverse, if the motor does not completely stop, then your vehicle won't reverse but still brake. This method is for preventing vehicle from being accidentally reversed.
- Option 3: Forward and Reverse**
The motor will reverse immediately when the throttle trigger is pushed to reverse position. This mode is generally used in special vehicles.
- 2. Low Voltage Cut-Off:**
This function is mainly to prevent excessive discharge of lithium batteries causing damage. The ESC monitors the battery voltage at all times, and once the voltage falls below the set threshold, the power output is reduced and then the power output is completely cut off after 40 seconds. When the voltage protection is entered, the red LED flashes in the "☆-, ☆-, ☆-". For NiMH batteries, it is recommended to set this parameter to "Disabled".

- Punch:**
Set in 1-9 stages, the higher the set value, the faster the acceleration. Kindly take into consideration according to the site, tire grip characteristics, vehicle configuration, etc. An aggressive setting may cause the tire to slip, and the large accelerated current will have adverse effects on the esc/motor/battery equipment.
- Drag Brake Force:**
Refers to the brake force generated by the motor when the throttle trigger returns to neutral position. Choose the appropriate value according to the type of vehicle, configuration, site, etc.
- Max. Brake Force:**
This ESC provides proportional braking function; the braking effect is decided by the position of the throttle trigger. It sets the percentage of available braking power when full brake is applied. Large amount will shorten the braking time but it may damage your pinion and spur gear.
- Max. Reverse Force:**
Refers to the reversing speed. Selecting different parameter values can produce different reversing speed. It is recommended to use a smaller reversing speed to avoid errors caused by reversing too quickly.
- Neutral Range:**
As not all transmitters have the same stability at "neutral position", please adjust this parameter as per your preference. You can adjust to a bigger value when this happens.
- Timing:**
The Timing has three functions. 1) The maximum rpm of the motor can be slightly increased, the higher the timing, the higher the maximum rpm, and the bigger the current at the same time; 2) Compatible with different motors, some motors may work abnormally under the default timing, and need to be adjusted to a suitable timing to work properly; 3) By adjusting the timing, the motor can work at the optimal efficiency point.
- Lipo Cells:**
Set the correct value according to the actual number of Lipo batteries used. The default is automatically calculated.
- BEC Voltage:**
Generally, 6.0V is suitable for standard servos, while 7.4V is suitable for high-voltage servos. Please set according to the servo specifications.
WARNING! Do not set the BEC voltage above the maximum operating voltage of the servo and receiver, as this may damage the servo/receiver or even the ESC.

3 Programming method

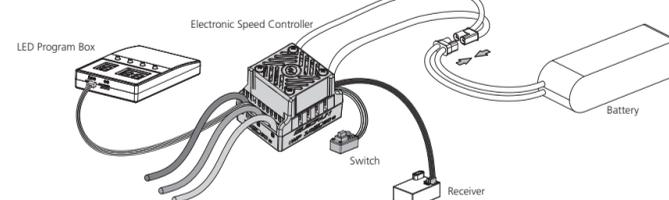
1. Program your ESC with the SET Button



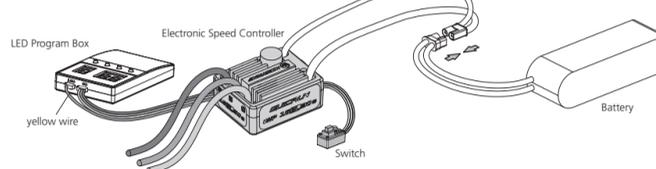
2. The LED or LCD G2/Pro program box is used to set the parameters

Below is an example of the setting method using the LED program box, the connection method for the LCD Program Box Pro/G2 is the same.

QUICRUN WP 10BL60&12BL45 G2: The ESC is in off state, connect the interface marked with "- +n" on the ESC to the interface marked with "- +n" on the program box using a cable with JR plug at both ends, then power on the ESC, after a few seconds, all parameters of the ESC can be displayed. Using the "ITEM" and "VALUE" buttons on the program card to quickly select and change the values. Press "OK" to save the parameters.



QUICRUN WP 16BL30 G2: The ESC is in off state, connect the throttle cable (white/red/black) to the interface marked with "- +n" on the LED Program Box (red to positive, black to negative), and at the same time, connect the yellow signal cable to the interface marked with "- +n" on the LED Program Box (the yellow wire corresponds to the signal interface), then power on the ESC.



4 Factory reset

Below are several ways to recover factory parameters:

- The SET button:**
When the throttle trigger is in the neutral position, press and hold the SET button continuously for about 3 seconds, the red and green lights will flash at the same time, indicating that the factory reset is successful and needs to be re-powered before it can be run.
- The LED or LCD G2/Pro program box:**
After connecting the program box to the esc, follow the corresponding reset function of the program box to operate.

06 Explanation for LED status

- The run status indication:**
 - The throttle trigger is in the neutral point and the LED lights are off.
 - When advancing, the red light is constantly on, and when the throttle is at full throttle, the green light is on.
 - When reversing, the red light is constantly on; If the reversing force is set to 100%, the green light is also lit when the throttle is at the maximum of the reverse.
 - What the LED means when the relevant protection function is triggered:**
 - The red light flashes (single flash, "☆☆☆"): enters the low voltage protection state.
 - The green light flashes (single flash, "☆☆☆"): enters the esc overheat protection state.
 - The green light flashes (three flashes, "☆☆☆☆☆☆"): enters the current protection state.
 - The green light flashes (five flashes, "☆☆☆☆☆☆☆☆☆☆"): enters the capacitor overheat protection state.
- Notes:** The QUICRUN WP 16BL30 G2 ESC does not have capacitor overheat protection function.

07 Trouble Shooting

Troubles	Possible Causes	Solution
The light does not turn on after power-up, the motor does not start.	1. The battery voltage is not output to the ESC; 2. The switch is damaged.	1. Check the battery, and whether the connection between battery and esc is good and whether the plug is soldered well; 2. Replace the switch.
The motor does not start after power-up, with a "beep-beep- beep-beep-" warning tone accompanied by a flashing green light (approximately 0.5 seconds for each set of two-tone intervals).	The battery pack voltage is not within the range of support.	Check the battery voltage or change the battery for test.
After power on, the red light flashes quickly.	1. The throttle signal is not detected by the ESC; 2. The neutral point of the ESC is not calibrated correctly.	1. Check if the throttle wire is plugged into the correct channel. Check if your transmitter is turned on. Check if the receiver ok. 2. Recalibrate the throttle travel.
The car is going in the reversed direction when the forward throttle is applied.	The motor rotation direction is inconsistent with the forward direction of the vehicle	Swap any two of the three phase wires of motor A, B and C.
The motor suddenly stopped or significantly reduced the output in running.	1. Possible interference; 2. The ESC enters into low-voltage protection state; 3. The ESC enters into overheat protection state.	1. Check the cause of the interference in the receiver and check the battery level of the transmitter; 2. Replace the battery if red light keeps flashing; 3. The green light continues to flash for temperature protection, please continue to use after the ESC or motor temperature is reduced (it is recommended to reduce the load on the vehicle).
The motor stuttered and unable to start.	1. Poor connection between esc and motor; 2. The ESC or motor was damaged.	1. Check all plugs and soldering points, and re-solder them if necessary; 2. Contact the distributor or manufacturer.
Going forward normally, but not reverse.	1. The neutral point of the remote control throttle channel deviates from the brake area; 2. The parameter item "Runnig Mode" is set incorrectly; 3. The ESC is damaged.	1. Recalibrate the esc, when the throttle trigger is at the neutral point, the esc lights are off; 2. Set the "Running Mode" to "Forward/Reverse with Brake"; 3. Contact the distributor or manufacturer.
Unable to connect to LED or LCD Program Box.	The program box is connected incorrectly to the ESC.	Please refer to the instruction manual to check the connection.
The throttle travel setting could not be completed.	The ESC did not receive the correct throttle signal.	1. Check whether the throttle cable is correctly connected to the receiver. 2. If the servo works normally, you can connect the throttle cable of esc to the steering channel to have a test, or change the transmitter/receiver system for test directly.