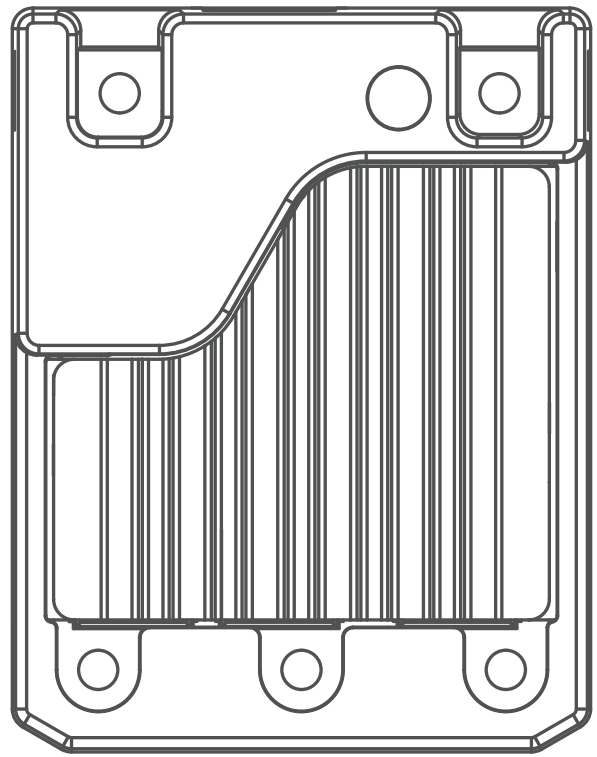
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TYROTE
Pole 30SL

使用说明书

User Manual



CAYOTE TEAM

Warnings

This product is a high-performance electronic speed controller (ESC) designed for RC model vehicles.
Improper installation or operation may cause personal injury or equipment damage.
Please read this manual carefully before use and always disconnect the battery after operation.

Disclaimer

Thank you for choosing this product. Please read this manual carefully before installation and operation.
The manufacturer is not responsible for any damage or loss caused by improper use, incorrect installation, or failure to follow this manual. Any damage resulting from unauthorized disassembly or modification is not covered.
Product design, specifications, and instructions may change without prior notice.

Safety Notes

Ensure all wires and connectors are properly insulated before connecting the ESC.
Confirm all components are connected correctly and securely.
Use properly matched motor and battery specifications to avoid system overload.
Ensure adequate cooling during operation. ESC temperature should not exceed 90°C / 194°F.
Disconnect the battery from the ESC after use to prevent battery over-discharge.

警告

本产品为RC模型车的高性能电子调速器（ESC）。
错误的安装或操作可能造成人身伤害或设备损坏。
使用前请仔细阅读本说明书，并在使用后断开电池连接。

免责声明

感谢您选择本产品。安装及使用前请仔细阅读本说明书。
对于因不当使用、错误安装或未按照说明书操作所造成的损失或损坏，本公司不承担责任。用户自行拆解或改装产品所导致的问题亦不在责任范围内。
本公司保留在不另行通知的情况下，对产品设计、规格及说明进行更新或调整的权利。

注意事项

连接电调前，请确保所有电线和接头绝缘良好，避免短路。
请确认所有设备连接正确且牢固。
使用前请确保电机与电池规格匹配，避免系统过载。
使用过程中保持良好散热，电调温度勿超过 90℃ / 194°F。
使用结束后请断开电池与电调连接，避免电池过度放电。

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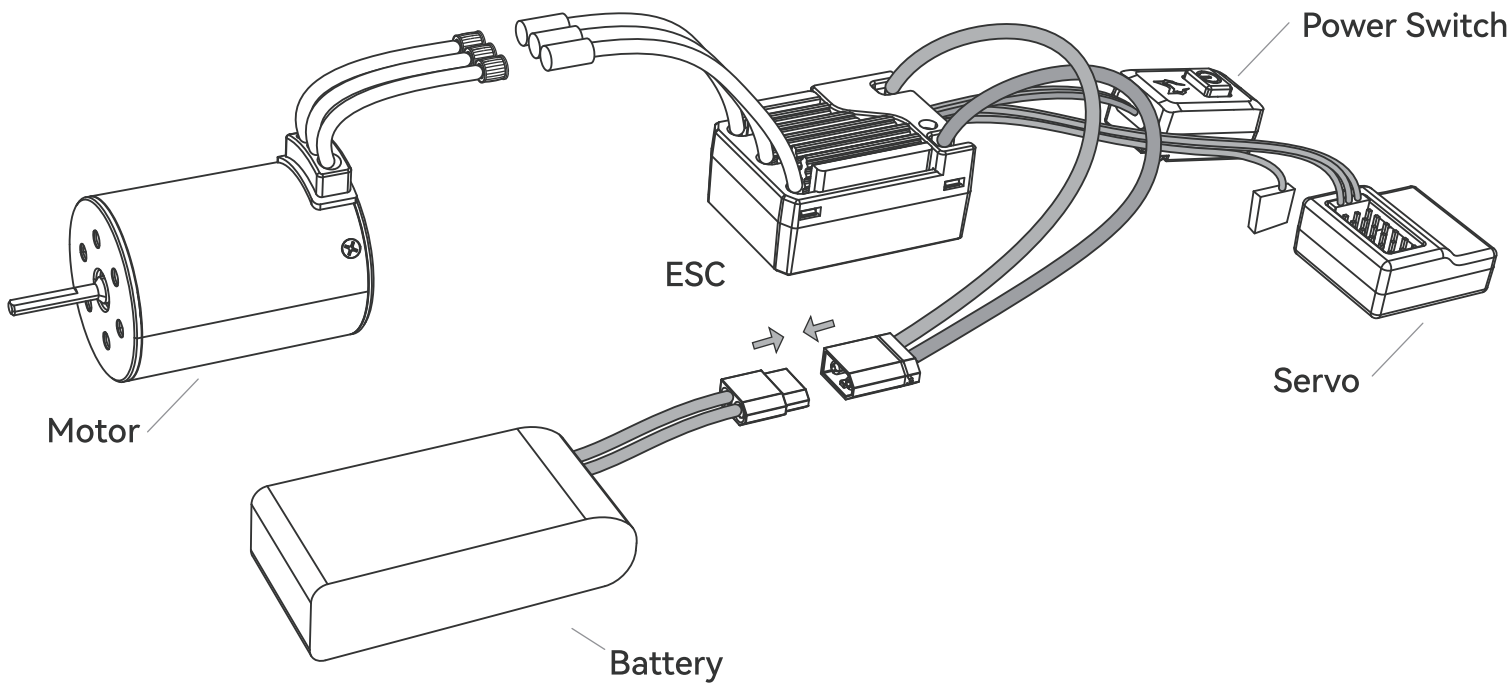
01-产品特色 - - -

01 Specifications

Model	TYROTE Pole 30SL
Continuous/Peak current	30A / 100A
Suggested application	Suitable for 1/16&1/18 on-road, short course truck, buggy and monster truck
Number of battery cells	2-3S LiPo or 6-9S NiMH
Support motor type	Sensorless brushless and sensored brushless motor (sensorless mode only)
Motors	24xx/20xx size motor 2S Lipo: KV≤8000, 3S Lipo: KV≤4500
BEC output	6V / 7.4V adjustable, continuous current 1.5A
Dimension/weight	36.0(L)*28.0(W)*18.5(H)mm/48.5g
Parameter setting method	Xlink/Qlink Programming Box

02 Connections

Please refer to the instructions for correct wiring:



1.Connect the motor:

The ESC and motor do not have a strict wiring sequence requirement. The ESC's #A/#B/#C terminals can be connected to the motor's three wires in any order.

2.Connect the receiver:

Insert the throttle control cable of the ESC into the throttle channel of the receiver. Because the red wire in the cable outputs 6V/7.4V voltage to the receiver and steering gear, please do not provide additional power to the receiver,For extra receiver power, disconnect the red wire.

3.Connect the battery

The input wires of the ESC have polarity. When inserting the battery, please make sure that the (+) pole of the ESC is connected to the (+) pole of the battery, and the (-) pole is connected with the (-) pole. Reversing the polarity will damage the ESC.

03 Setting up the ESC



This power of this system is very high.For the safety of you and others around you,we strongly recommend that you remove the small gear of the motor before calibrating and setting the system,and turn on the ESC switch with the wheels suspended!

1 Calibration

When using the ESC for the first time or after adjusting the transmitter's throttle "TRIM," D/R, EPA, or other related parameters, you must recalibrate the throttle range. Failure to do so may result in malfunction or improper operation. Additionally, we strongly recommend enabling the fail-safe function on the transmitter. Set the throttle channel's fail-safe (F/S) function to either disable output or neutral throttle position. This ensures that if the receiver loses signal from the transmitter, the motor will stop running.

Throttle calibration steps are shown in the figures below:

Step 1	Turn on the radio and set the throttle channel's "D/R", "EPA", and "ATL" to 100% (if the radio has no display, set the corresponding knobs to their maximum positions). Then set the throttle channel "TRIM" to 0 (if the radio has no display, set the corresponding knob to the middle position). This step can be skipped if the radio is using default settings.
Step 2	With the ESC powered off, press and hold the ON/OFF button. Release it immediately once the red LED on the ESC starts flashing and a beep sounds; the ESC is now in remote setup mode.
Step 3	Move the throttle trigger to the neutral position and briefly press the ON/OFF button. The green LED will flash once, and the ESC will beeps once.
Step 4	Move the throttle trigger to full forward throttle and briefly press the ON/OFF button. The green LED will flash twice, and the ESC will beeps twice.
Step 5	Move the throttle trigger to full reverse throttle and briefly press the ON/OFF button. The green LED will flash three times, and the ESC will beeps three times.

2 Instructions for switching on and off and beeping

1)Instructions switch on and off

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:

Under normal conditions, when powered on, the motor will emit beeping sounds to indicate the number of LiPo cells.

For example:

"Beep beep" indicates a 2-cell LiPo.

"Beep beep beep" indicates a 3-cell LiPo.

3 Programming options

ITEM		VALUE								
No.	Setting Item	1	2	3	4	5	6	7	8	9
1	Running Mode	Fwd/Brk	**Fwd/Rev /Brk**	Fwd/Rev						
2	Max. Reverse Force	**25%**	50%	75%	100%					

3	Max. Forward Force	25%	50%	**75%**	100%					
4	Cutoff Voltage	Disable	Auto (3.0V/cell)	Auto (3.25V/cell)	**Auto (3.5V/cell)**					
5	BEC Voltage	**6.0V**	7.4V							
6	Punch Rate	LV1	LV2	LV3	LV4	**LV5**	LV6	LV7	LV8	LV9
7	Neutral Range	6%	**8%**	10%	12%					
8	Max. Brake Force	0%	13%	26%	39%	52%	**65%**	78%	91%	100%
9	Drag Brake Force	**0%**	13%	26%	39%	52%	65%	78%	91%	100%
10	LiPo Cells	**Auto**	2S	3S						

1、 Running Mode:

Option 1: Forward with Brake

Racing mode. It has only forward and brake functions, as used in professional competition racing. Reverse mode is disabled.

Option 2: Forward/ Reverse with Brake

This mode provides a reverse function and is usually used for training. The "forward and reverse with brake" mode adopts the intelligent reverse mode. When the accelerator trigger is pushed from the midpoint area to the reverse area for the first time, the motor will brake. When the accelerator trigger returns to the midpoint area and is pushed to the In the reverse zone, if the motor has stopped at this time, a reverse action will occur. If the motor

has not stopped, it is still braking, and the accelerator trigger needs to be returned to the midpoint and pushed to the reverse zone. The purpose of doing this is to prevent accidental reversing due to multiple point brakes during vehicle driving.

Option 3: Direct forward and reverse

This mode adopts single-click reverse mode, that is, when the throttle stick is pushed from the midpoint area to the reverse area, the motor will immediately generate a reverse action. This mode is generally used for special vehicles like crawler.

2、 Cutoff Voltage:

This function is mainly to prevent irreversible damage caused by excessive discharge of lithium batteries. The ESC will monitor the battery voltage at all times, once the voltage is lower than the set threshold, the ESC will immediately reduce the power to 20%. After entering the voltage protection, the red LED will continue to flash with "☆☆, ☆☆, ☆☆, ☆☆...". If you use NiMH batteries, please set it to "no protection" or customize the protection threshold.

Option 1: No protection

When set to no protection,the ESC will not cut off the power due to low voltage. When using a lithium battery,it is not recommended to set it to “Unprotected”, otherwise the battery may be damaged due to excessive discharge. In order to avoid the power drop caused by entering the protection state during the competition, it is recommended to set it to “no protection”(but the battery may be damaged due to over-discharge,which will lead to cell inflation).

Option 2: 3.0V/cell

Threshold = 3.0V * detected cells; Suitable for batteries with weak discharge capability.

Option 3:3.25V/cell

Threshold = 3.25V * detected cells; Suitable for normal-discharge batteries.

Option 4: 3.5V/cell

Threshold = 3.5V * detected cells; Suitable for high-discharge batteries.

3、Punch Rate:

This parameter is used to control the output speed of the throttle. Setting a suitable throttle acceleration can assist the driver to control the throttle when the vehicle is started, and avoid tire slippage when the vehicle is refueled quickly, and the start is too violent to cause poor control in the corner and instant start. If the current is too large, it will be unfavorable to the motor/ESC/battery. The acceleration is divided into 9 gears and can be adjusted. When it is set to 1, the accelerator of the throttle will be slower,and there will be more restrictions on the output when the accelerator is fast; the larger the value is, the faster the acceleration will be. The output is less restricted. In general, for a driver who can control the throttle proficiently, a higher acceleration can be set to reduce the limitation of the ESC on the throttle response.

4、Drag Brake Force:

Drag brake, also known as automatic brake, refers to the braking force applied by the ESC to the motor when the throttle stick returns to the neutral range. This function assists fingers to control the brake and effectively reducing the difficulty of braking control. It is commonly used in on-road cars for deceleration when entering and exiting corners.

5、Max. Brake Force:

This ESC provides a proportional braking function. The braking force is related to the position of the throttle stick. The maximum braking force refers to the braking force generated when the throttle stick is at the brake limit position. Please select the appropriate maximum braking force parameter according to the specific conditions of the vehicle and the track and your personal habits.

6、 Max. Reverse Force:

It refers to the maximum reverse force that can be produced when the throttle stick is pushed to the maximum reverse position. Different parameter values can be selected to produce different reverse speeds (generally, it is recommended to use a relatively small reverse speed to avoid mistakes due to too fast reverse).

7、 Neutral Range:

This parameter adjusts the range of the midpoint of the throttle to suit different remote controllers and drivers' control habits. Some poor-quality remote controllers tend to drift in the midpoint position, causing the car to move forward or backward slowly.When this phenomenon occurs, please set the area width to a large value.

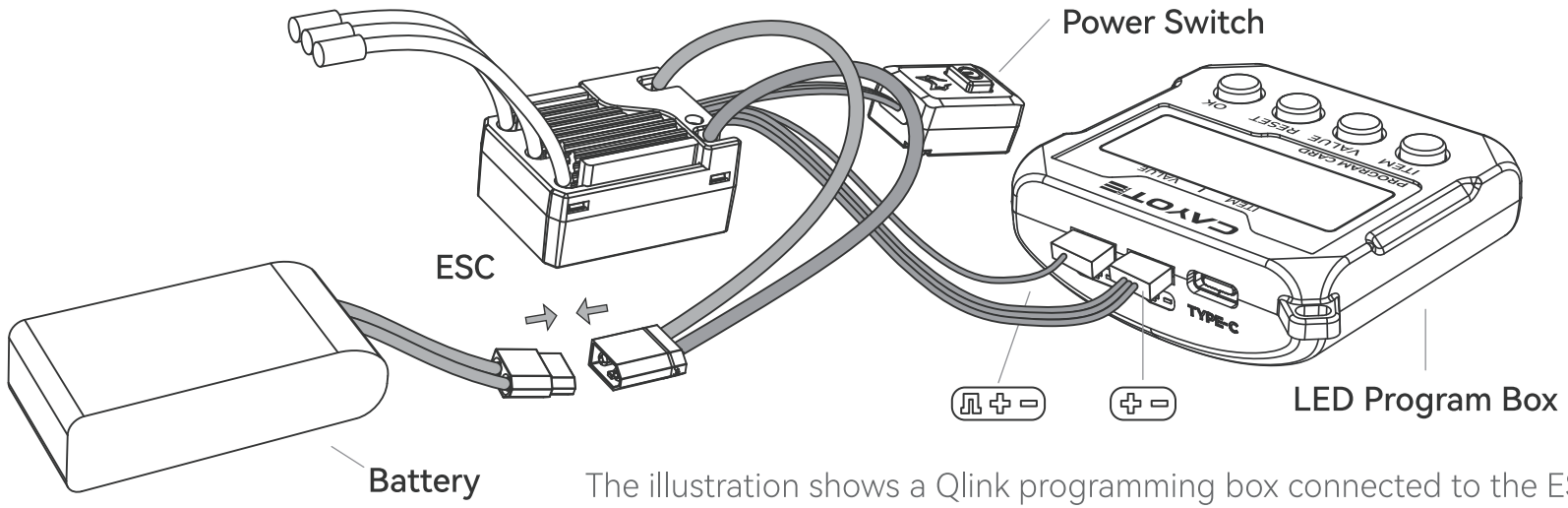
8、 Lipo Cells:

The ESC only supports LiPo batteries and automatically detects the number of cells. If you use the same battery regularly, manually setting the cell count is recommended to prevent misjudgment, which could cause incorrect low-voltage protection operation.

9、 BEC Voltage:

BEC voltage support 6.0V/7.4V adjustable, generally 6.0V is suitable for ordinary steering gear; If the high voltage steering gear is used, it can be set to a higher voltage. For details, please refer to the steering gear voltage label; Warning! The BEC voltage set should not exceed the maximum operating voltage of the steering gear, or it may damage the steering gear and even damage the electrical regulation!

4 Programming methods



The illustration shows a Qlink programming box connected to the ESC; the Xlink programming box connects in the exact same way.

1.Parameter Configuration Using a Programming Box

This product supports rapid parameter adjustment via an Xlink/Qlink programming box. The operation is simple and intuitive, requiring no complex configuration.

The operating steps are as follows:

① Connect the white, red, and black throttle wires from the ESC to the port on the programming box labeled "⊕⊖" (red is positive, black is negative); simultaneously, connect the separate yellow programming signal wire to the port on the programming box labeled "⎍⊕⊖" (the yellow wire corresponds to the signal port).

② Connect a power source to the ESC and turn on the ESC switch.

③ Wait a few seconds; the programming box screen will automatically display the current ESC parameters.
④ Use the buttons on the programming box to configure settings:
* Press "ITEM" to select the specific setting item you wish to adjust.
* Press "VALUE" to modify the parameter value corresponding to the selected setting item.
⑤ Once configuration is complete, press the "OK" button to save; the new parameters will be saved into the ESC.

2.ESC Firmware Upgrade

Connect the Xlink or Qlink programming box to your computer, download and install the Clink software, and then use Clink to perform the ESC firmware upgrade.

04 LED indicator guide

1.Throttle at neutral, LED off.
2.Forward, green LED flashes; at full throttle, green LED stays on.
3.Reverse, red LED flashes; at full throttle, red LED stays on.
4.Low voltage, the red flashes 2 times in a cycle.
5.ESC is overheated, the red flashes 3 times in a cycle.

05 Troubleshoot guide

Symptom	Possible cause	Solution
After power-on, the indicator light is off, the motor cannot be started.	1.The battery voltage is not input to the ESC. 2.The ESC switch is damaged. 3.The positive and negative poles of the ESC are reversed	1.Check whether the connecting wire is defective or not, and whether the solder joint is defective. 2.Replace the switch/ 3.Adjust the positive and negative poles.
After powering on, the motor either fails to start or starts slowly (stopping after about 10 seconds), accompanied by a single flashing red light.	The battery pack voltage is out of the normal range.	Check the battery pack voltage and recharge or replace the battery in time.
After power-on and lithium cell detection (after the green light flashes) , the green light flashes continuously.	1.The ESC does not detect the throttle signal. 2.The midpoint of the ESC throttle does not match the remote control.	1. Check whether the BEC/throttle cable is inserted backwards, whether the channel is inserted incorrectly, and whether the controller is turned on. 2. Return the throttle stick to the neutral position and recalibrate the throttle stroke.

The remote control increases the accelerator, but the car reverses.	The frame is inconsistent with the motor steering of the mainstream frame.	Swap any two of the three phase wires of motor A, B and C.
During the rotation of the motor, it suddenly stops or the power output is significantly reduced.	1.The receiver encounters interference. 2.The ESC enters the battery low voltage protection state. 3.The ESC enters the over-temperature protection state.	1. Check the cause of interference in the receiver and check the battery power of the transmitting machine. 2. The red light blinks for voltage protection. Please replace the battery. 3. The green light flashes for temperature protection, please continue to use after the ESC / motor temperature decreases.
The motor shakes and cannot be started.	1.ESC-motor connection has cold solder joint. 2.ESC or motor fault.	1.Check each welding point, re-weld if necessary. 2.Contact the seller to deal with maintenance matters.
Moving forward normally, but unable to reverse.	1.The neutral point of the throttle channel deviates from the center position into the brake range. 2.The parameter item "Running Mode" is set incorrectly. 3.The ESC is damaged.	1.Readjust the midpoint 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. 2.The parameter item "running mode" needs to be set to "forward and reverse with brake". 3.Contact the buyer to deal with maintenance matters.

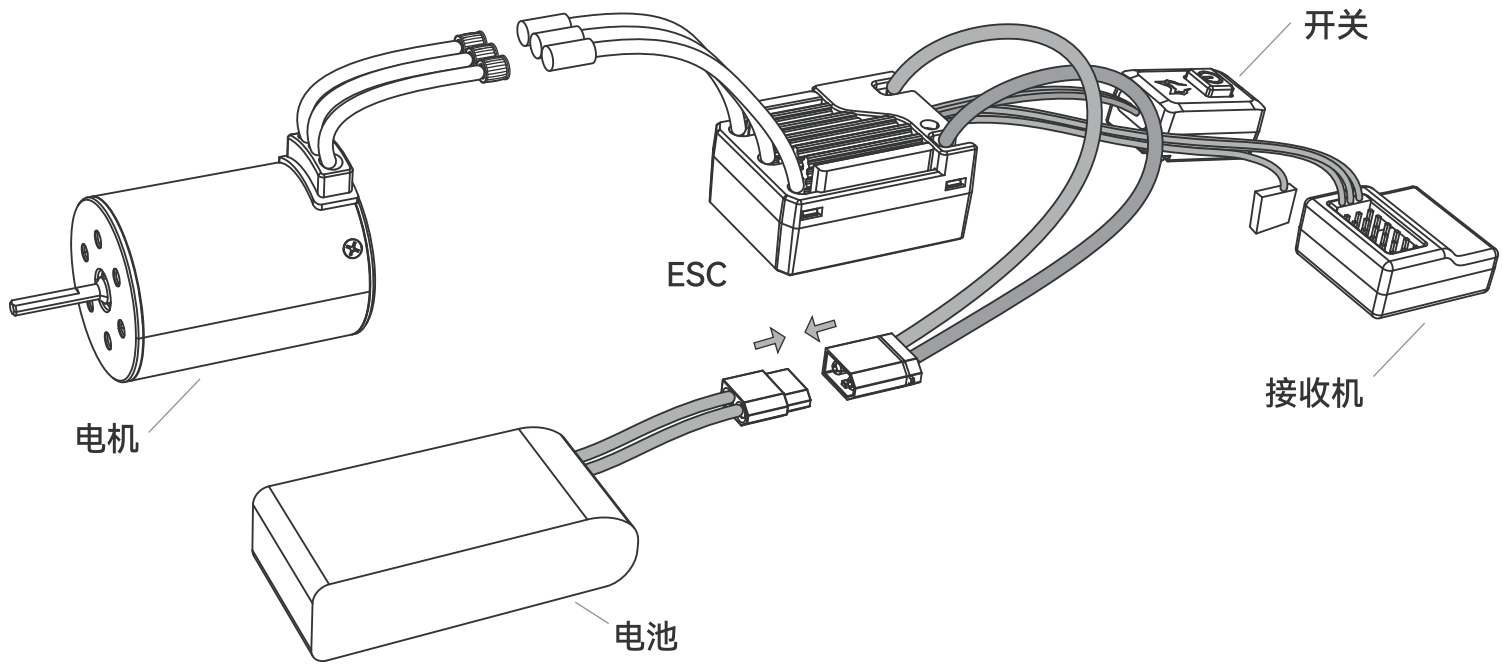
Unable to connect to the programming box	1.Improper use of ESC programming interface. 2.ESC throttle is not reset to zero.	1.Use the correct interface to connect the program box. 2.Restart the ESC and reconnect the program box.
The throttle travel setting could not be completed.	1. The ESC throttle cable is not inserted into the correct channel of the receiver. 2. The ESC throttle cable is inserted backwards. 3. The forward and reverse travel setting of the throttle is not set to 100%.	1. Insert the throttle cable into the TH channel marked on the receiver. 2. Check that the sequence of the receiver markings is inserted correctly. 3.Throttle forward and backward travel is set to 100%.

01 产品规格

型号	TYROTE Pole 30SL
持续/峰值电流	30A / 100A
主要适用车型	1/16&1/18平跑/越野/短卡/大脚车
电池节数	2-3S LiPo或6-9S NiMH
支持电机类型	无感无刷电机、有感无刷电机（只工作在无感模式）
支持有刷马达KV	使用2S锂电时:KV≤8000 ； 使用3S锂电时:KV≤4500; 24xx/20xx尺寸电机
BEC输出	超稳定电压6V/7.4V，持续电流1.5A
尺寸/重量	36.0(长)*28.0(宽)*18.5(高) mm / 48.5g
参数设定方式	通过Xlink/Qlink编程盒调参

02 连接电子调速器

请参照说明及接线图正确接线：



1.连接马达：

电调与马达相连无严格的线序要求，电调的#A/#B/#C可以与电机的三线随意对接，若出现转向相反，任意交换两条马达线即可。

2.连接接收机：

将电调的油门控制排线插入接收机的油门通道(即THROTTLE通道)。因为排线中的红色供电线输出6V/7.4V电压给接收机及舵机，所以请勿给接收机额外供电。若需要给接收机额外供电，请断开红色供电线。

3.连接电池

电调的输入线有极性之分，插入电池时，请确保电调的(+)极与电池的(+)相连，(-)极与(-)极相连，如果电调与电池接反，会导致电调损坏。

03 设置电子调速器

本系统功率强劲，为了您及周边他人的安全，我们强烈建议您在校准及设定该系统前拆下电机小齿，并在车轮悬空的情况下开启电调开关！

1 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，不然可能会导致无法使用或误动作。另外我们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油门中立点位置，使得当接收机无法收到遥控器信号后，马达能够停止运转。

油门校调步骤如下图所示：

步骤一	打开遥控器，将油门通道的“D/R”、“EPA”、“ATL”等参数调整为100%（即对应旋钮调整至最大位置），油门通道的“TRIM”调整为0（即对应旋钮调整至中间位置）。若遥控器为默认设置，直接从步骤二开始。
步骤二	将电调处于关机状态，长按“开关”键，直至电调红色LED灯闪烁并伴随电调鸣音后立即松开，这时电调处于遥控待设置状态。
步骤三	将油门扳机处于油门中位，短按一下开关键，绿灯闪烁1次，马达鸣音1声。
步骤四	将扳机处于正向全油门，短按一下开关键，绿灯闪烁2次，马达鸣音2声。
步骤五	将扳机处于反向全油门，短按一下开关键，绿灯闪烁3次，马达鸣音3声。

2 开关机及鸣音说明

1）开关机说明：

关机状态下短按开关键开机；开机状态下长按开关键关机。

2）开机鸣音说明：

在正常情况下开机，电调会发出几声“哔”鸣音表示锂电节数。例如：“哔哔”表示2 节锂电，“哔哔哔”表示3节锂电。备注：电机鸣叫的同时，电调指示灯同步闪烁。表示3节锂电。

3 编程项目说明

设定项目名称		设定项值								
编号	设定项	1	2	3	4	5	6	7	8	9
1	运行模式	正转 带刹车	**正反转 带刹车**	直接 正反转						
2	最大倒车力度	**25%**	50%	75%	100%					
3	最大前进力度	25%	50%	**75%**	100%					
4	低压保护阈值	不保护	自动 (3.0V/节)	自动 (3.25V/节)	**自动 (3.5V/节)**					
5	BEC电压	**6V**	7.4V							
6	油门加速度	LV1	LV2	LV3	LV4	**LV5**	LV6	LV7	LV8	LV9
7	油门中点范围	6%	**8%**	10%	12%					
8	最大刹车力度	0%	13%	26%	39%	52%	**65%**	78%	91%	100%
9	拖刹力度	**0%**	13%	26%	39%	52%	65%	78%	91%	100%
10	锂电节数	**自动**	2节	3节						

1、运行模式（Running Mode）：

选项1：正转带刹车

此模式下，车辆仅能前进和刹车，但不能倒车，该模式通常用于竞赛。

选项2：正反转带刹车

此模式则提供了倒车功能，通常用于训练。“正反转带刹车”模式采用的是智能倒车方式，当油门扳机第一次从中点区域推至反向区域时，电机将产生刹车，当油门扳机回到中点区域并第二次推至反向 区域时，如果此时电机已停转，则产生倒车动作，如果电机未停转，仍是刹车，需要再次将油门扳机回到中点并推至反向区域。 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。

选项3：直接正反转

此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，该模式一般用于特种车辆。

2、低压保护阈值：

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，电调立即将动力降为20%，当进入电压保护后，红色 LED 会以“☆☆，☆☆，☆☆，☆☆.....”持续双闪，若使用NiMH电池，请设为“不保护”或自定义保护阀值。

选项1：不保护

设置为不保护时，电调不会因为电池低压而切断动力。使用锂电时，不建议设为“不保护”，否则电池可能因为放电过度而损坏。比赛时为了避免进入保护状态而导致动力下降，建议设置为“不保护”（但有可能因为过放而损坏电池）。

选项2：3.0V/节

电调根据自动检测到的锂电节数，按3.0V/节*锂电节数算出对应的低压保护阈值。适用于放电能力较弱的电池。

选项 3：3.25V/ 节

电调根据自动检测到的锂电节数，按 3.25V/ 节 * 锂电节数算出对应的低压保护阈值。适用于放电能力一般的电池。

选项 4：3.5V/ 节

电调根据自动检测到的锂电节数，按 3.5V/ 节 * 锂电节数算出对应的低压保护阈值。适用于放电能力较强的电池。

3 、油门加速度：

此参数用于控制油门输出快慢，设置适合的加速度可以辅助车手在车辆启动时对油门的控制，避免当快速加油时，出现轮胎打滑、启动过于暴力造成弯内不好控制、启动瞬间电流过大而对电机 / 电调 / 电池不利等结果。加速度分 1-9 可设置，当设置为 1 时，则油门加速较慢，对于快速加油门时的输出有较多的限制；设置值越大，则加速越快，对油门输出的限制越少。一般情况下，对于能够熟练控制油门的车手，可以设置较高的加速度，以减少电调对油门响应的限制。

4 、拖刹力度：

拖刹又名自动刹车，是指当油门摇杆收油后处于中点区域内时，电调对电机产生的刹车力，这样做可以辅助手指去控制刹车，有效降低刹车的控制难度，常用于平跑车减速入弯及出弯等场合。

5、最大刹车力度：

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刹车力。请根据车辆和赛道具体情况及个人的使用习惯，选择合适的最大刹车力参数。

6、最大倒车力度：

指油门摇杆打到反向最大的位置所能产生的最大倒车力度，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，以免因倒车太快而导致失误）

7、油门中点范围

该参数调整油门中点区域范围以适合不同的遥控器和车手操控习惯。有些品质欠佳的遥控器中点位置容易漂移，导致

车子缓慢前进或后退，出现此现象时， 请把区域宽度设成更大值。

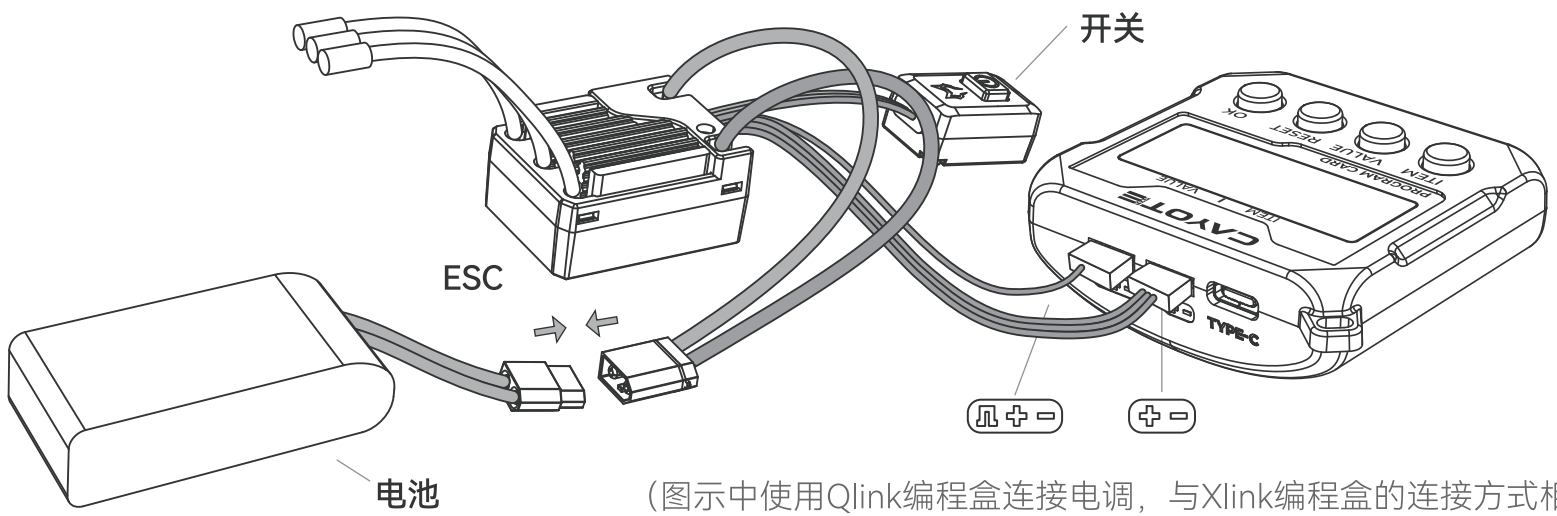
8、锂电节数:

电调仅适配锂电，此项设置默认自动识别电池节数，不同的锂电节数设置与选择将对应不同的低压保护阈值。

9、BEC电压:

电调仅适配锂电，此项设置默认自动识别电池节数，不同的锂电节数设置与选择将对应不同的低压保护阈值。

4 编程方法



（图示中使用Qlink编程盒连接电调，与Xlink编程盒的连接方式相同）

1、使用编程盒进行参数设置

本产品支持通过Xlink/Qlink编程盒快速完成参数调整，操作简单直观，无需复杂设置。

操作步骤如下：

① 将电调上的白红黑油门线接入编程盒中标示着“”的接口（红正黑负），同时，将另一根单独的黄色编程信号线接入编程盒中标示着“”的接口（黄色线对应着信号接口）

② 给电调接通电源，并打开电调开关

③ 等待数秒，编程盒屏幕将自动显示当前电调参数

④ 使用编程盒按键进行设置：

*按“ITEM”选择需要调整的设定项

*按“VALUE”修改各设定项对应的参数数值

⑤ 设置完成后，按“OK”键保存，新参数将存入电调

2、电调固件升级

通过Xlink/Qlink编程盒连接到电脑，在电脑上下载安装Clink程序软件，通过Clink进行电调固件升级。

04 电调状态指示灯（LED）说明

（1）油门扳机处于中点区域，灯熄灭。

（2）前进时，绿灯闪烁；当扳机处于最大油门位置时，绿灯常亮。

（3）倒车时，红灯闪烁；当扳机处于最大油门位置时，红灯常亮。

（4）低电压，红灯循环闪烁2下。

（5）ESC过温，红灯循环闪烁3下。

05 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	1.电池电压没有输入到电调。 2.电调开关损坏。 3.电调正负极接反。	1.检查连接线是否有不良，焊点是否不良。 2.更换开关。 3.调整正负极。
上电后电机无法启动或者启动缓慢（约 10 秒停止），伴有红灯单闪	电池组电压不在正常范围内	检查电池组电压，及时充电或更换电池
上电并完成锂节检测后（绿灯快闪后），绿灯一直单闪，并且电机发出一声鸣音	1. 电调未检测到油门信号。 2. 电调油门中点与遥控器不匹配。	1. 检查油门线是否插反、通道是否插错、控是否有开启。 2. 油门摇杆归中位，重新校准油门行程。
遥控器正向加大油门，车子反而倒退	该车架同主流车架的电机转向不一致。	将电机A/B/C三相线中任意两根互换位置。

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.红灯间隔闪烁为电压保护，请更换电池。 3.绿灯间隔闪烁为温度保护，请等电调/电机温度降低后继续使用。
电机抖动，无法启动	1.电调和电机连接处有虚焊。 2.电调或电机故障	1.检查各焊接点，必要时重新焊接。 2.联系购货商处理维修事宜。
前进正常，但无法倒车	1.遥控器油门通道中点偏离到刹车区域。 2.参数项“运行模式”设置错误。 3.电调损坏。	1.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。 2.参数项“运行模式”需设置为“正反转带刹车”。 3.联系购货商处理维修事宜。
无法连接编程盒	1.未正确使用电调编程接口。 2.电调油门未归零。	1.使用正确的接口连接编程盒。 2.将电调重启后重新连接编程盒。
无法完成油门行程设定	1.电调油门线未插到接收机正确的通道。 2.电调油门线插反。 3.油门正反向行程设定没有设置到100%。	1.将油门线插到接收机标示的TH通道。 2.查看接收机标示顺序正确插入。 3.油门正反向行程设定为100%。

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