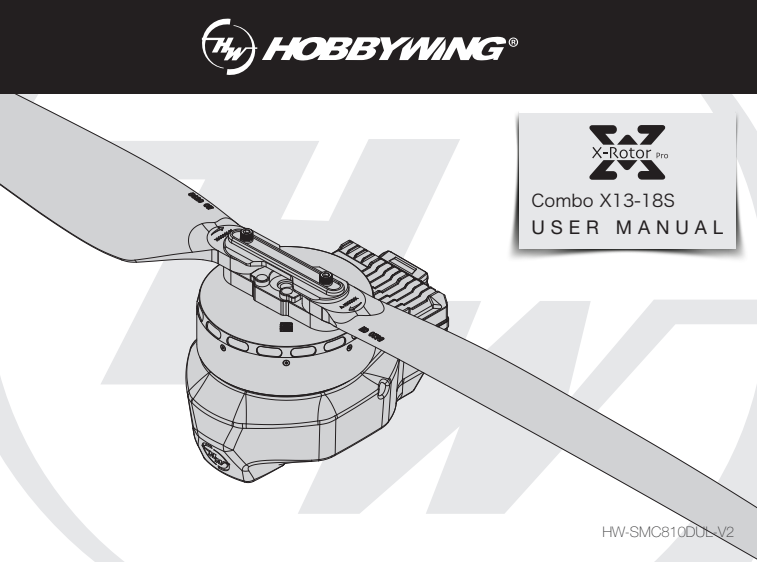


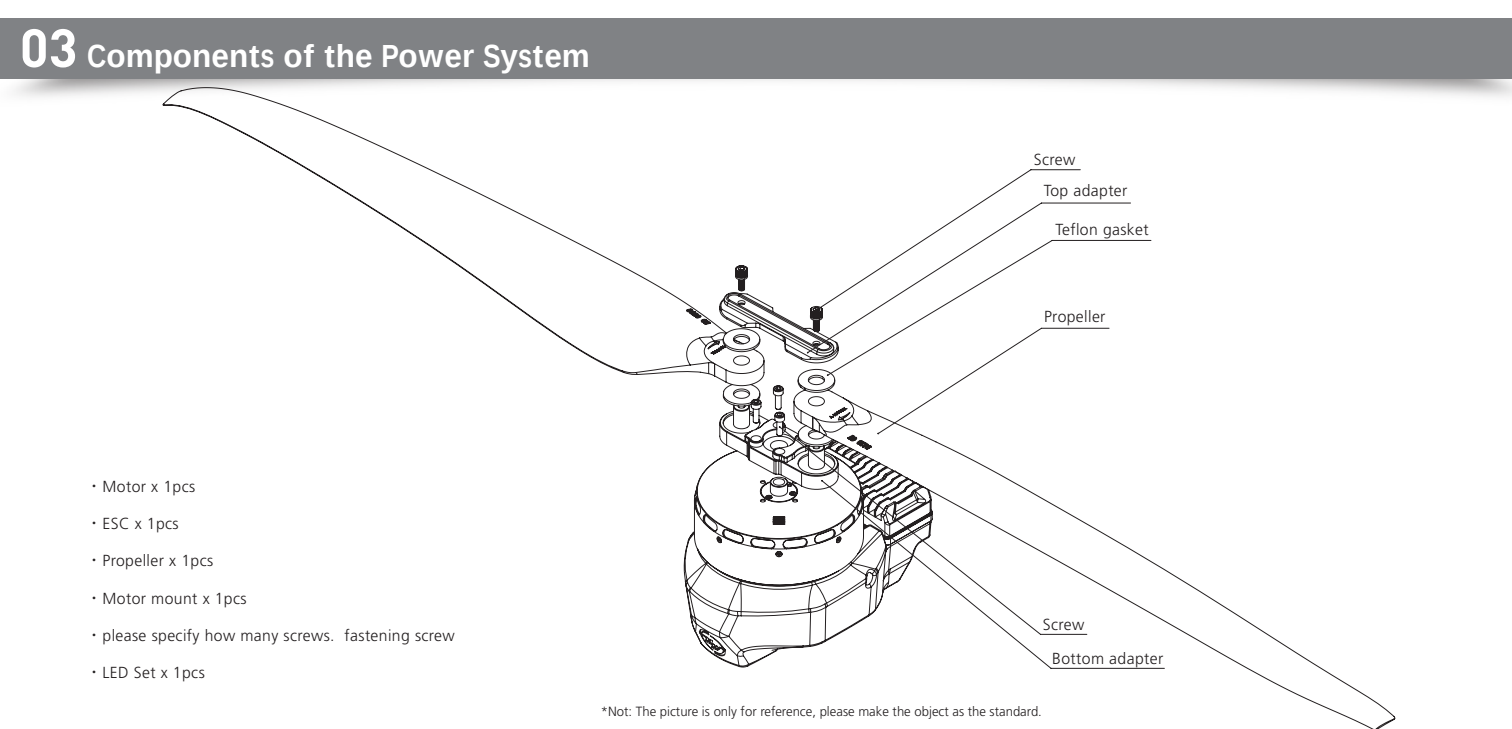


01 Introduction

The COMBO-XRotor-X13 brushless power system is a plant protection power system that adapts to a single-rotor load of 25-27kg/rotor. The maximum thrust of a single-rotor is 53kg+; it is suitable for a 50mm carbon fiber tube arm; the overall waterproof level is IPX6, and it is resistant to rain, rain pesticides, salt spray, high temperature, dust, impact, mud and sand resistance; the ESC uses FOC vector control, based on PM5M system algorithm optimization, the system has digital throttle and analog throttle, which can make the flight more stable; the system has power-on automatic detection, power-on voltage abnormal protection, over-current protection, stall protection and other protection functions; use CAN communication, with real-time data transmission; built-in fault storage function, and records fault data.

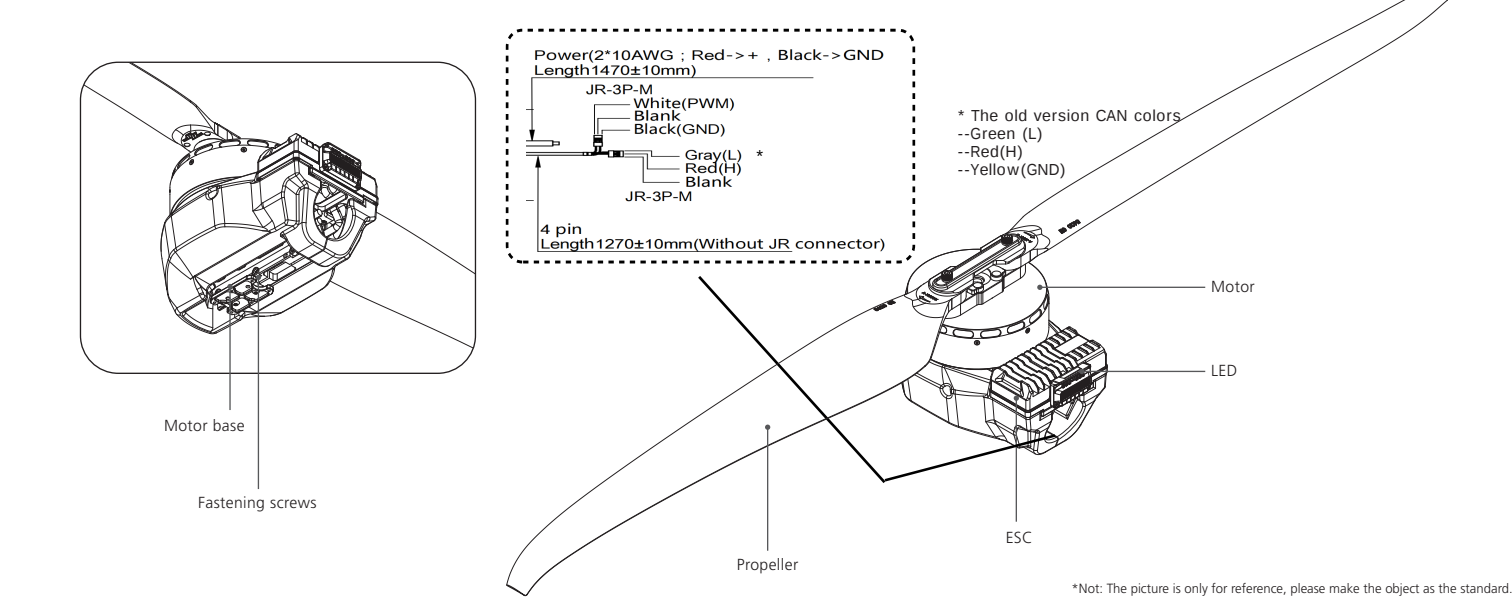
02 Safety Precautions

- When use it please keep away from crowd, high voltage cable and obstacles and conform to safety regulations.
- Never approach to the high-speed rotating propeller & motor to avoid being injured by propeller.
- Check all the components conditions before use. If there is any damaged component, please contact after-sale service for replacement.
- Check if the mounting screws, and all connecting parts before flight.
- Always make sure the motor is horizontal before flight.
- The X13 power system is connected to a circular tube arm with a diameter of 50mm.
- The color of the power system navigation light can be selected. After removing the light housing, you can select the desired color by flipping the dial switch.
- The CAN function can only be used when the flight controller has a CAN Channel.
- This function can be realized only when the flight controller has a CAN channel.
- There is no digital throttle for UART communication. UART communication is optional for this power system.



04 Power system installation

- The whole power system has been assembled before leaves the factory. Unpack and take out the power system to install on the rack agricultural as per the rotation direction of motor.
- The gray and red (yellow, red and green) cables are the data output. Upgrade signal wire (ESC system is upgradable) and digital throttle using the Hobbywing CAN protocol. The blank (yellow wire) is ground wire, the red wire is CAN-High(CH), and the gray(green) wire is CAN-Low(CL).
- The optional UART communication power system. Yellow, red and green cables are the data output and update signal line (the ESC system can be updated).
- The black and white is the PWM throttle wire, the black wire is ground wire, and the white wire is signal wire.
- The data signal line outputs in real time; the input and output throttle, motor speed, bus current, phase current, bus voltage, capacitor temperature, Mosfet temperature and other data.
- The throttle pulse width was fixed at 1050~1950μs.
- The CAN digital throttle needs to be adapted separately by the flight controller and the Hobbywing CAN protocol. Please obtain the protocol from Hobbywing sales, after-sales service, agents, flight control manufacturers, etc.



05 Specifications

Recommend Take-off Weight: 25-27kg/rotor(54V, Sea Level) Recommended Battery: 18S LiPo(Max 78.3V) Maximum Thrust: 53kg+(70V, Sea Level) Operating Temperature: -20°C-50°C Mounting Arm Tube Outer Diameter: 50mm Protection Grade: IPX6 Total Weight: 4087g (INC. prop) Support throttle Frequency: 50-500Hz	ESC Continuous Current: 80A (Non-hermetic Ambient Temperature <60°C) Maximum Current.: 200A (Non-hermetic Ambient Temperature <60°C) Recommended Battery: 18S LiPo Throttle Pulse Width.: 1050-1950μs Motor Stator Size: 138*25 Motor Size: 148*63.5mm KV: 60	Propeller Diameter Pitch: 56*20 inch Single propeller weight: 292g Weight (INC. adapter): 805g
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Voltage (V)	Propeller	Throttle (%)	Thrust (g)	Ampere (A)	Power (W)	Speed (RPM)	Efficiency (g/W)
70	HW5620	32%	9254	10.5	721.7	991	12.8
		33%	9514	10.9	749.3	1004	12.7
		36%	11268	13.7	945.4	1091	11.9
		39%	13287	17.2	1190.0	1183	11.2
		42%	15487	21.4	1477.5	1275	10.5
		45%	17812	26.1	1882.7	1364	9.9
		48%	20221	31.3	2161.3	1450	9.4
		51%	22693	36.9	2550.9	1532	8.9
		54%	25218	43.0	2971.1	1611	8.5
		57%	27794	49.6	3423.3	1688	8.0
		60%	30426	56.6	3918.4	1762	7.8
		63%	33118	64.3	4436.6	1836	7.5
		66%	35874	72.5	5086.4	1908	7.2
		69%	38691	81.4	5623.4	1980	6.9
		72%	41557	91.1	6289.6	2050	6.6
		75%	44447	101.4	7082.5	2119	6.3
		78%	47319	112.3	7753.4	2186	6.1
		81%	50109	123.5	8524.6	2248	5.9
		84%	52731	134.5	9286.5	2305	5.7
		87%	55070	144.8	9995.8	2355	5.5
		90%	56981	153.4	10594.6	2396	5.4
		100%	57893	157.7	10886.6	2415	5.3

07 Protective function

- **Start protection:**
When the power is connected normally, the ESC will first start the self-test. If the self-test is successful, it will run normally after beeping. If the self-test fails, it will not start and the flashing light will act as warning sign.
- **Stall Protection:**
When the ESC detects that the motor is locked, the ESC will completely turn off the output and will not restart the motor. At this time, it is necessary to power cycle to clear the error and restart the ESC to restore power output.
- **Current protection:**
When it detects that the instantaneous current abnormality reaches close to 320A, the ESC will restart immediately, and the output will be turned off if the number of detections reaches 6 consecutive times. After the motor stops, it will return to normal after power on again.
- **Throttle signal loss protection:**
When the ESC detects that the throttle remote control signal is lost for more than 0.25 seconds, it will immediately turn off the output to avoid greater losses caused by the continued high-speed rotation of the propeller. After the signal is restored, the ESC will immediately restore the corresponding power output.
- **Temperature protection:**
This power system has no temperature protection, and will only send out an alarm when the temperature of the ESC is higher than 110°C. The flashing lights will be 1 long and 3 short, and 1 long and 4 short. When the temperature exceeds 130 degrees, the ESC may be burnt. Upon seeing the prompt, please land immediately.

Symptom	Tone	Possible causes	Possible solutions
Motor fails to start after power on	"Beep beep beep" rapid monotone	Throttle is not reset to zero	Push the throttle to the lowest point or recalibrate the throttle point
Motor fails to start after pown on	"Beep, Beep, Beep" (2 second for each interval)	No throttle signal input on the receiver throttle channel	Check if transmitter and receiver is normal. Check if wiring of throttle channel is normal
The power-on voltage is lower than 24V or higher than 82V	"Beep , Beep , Beep" (1 second for each interval)	Battery voltage is too low or too high	Replace with a suitable battery

Dial code on/off 1	Dial code on/off 2	Dial code on/off 3	LED color
ON	ON	ON	White
ON	OFF	ON	Blue
ON	ON	OFF	Purple
ON	OFF	OFF	Blue
OFF	ON	ON	Yellow
OFF	OFF	ON	Green
OFF	ON	OFF	Red
OFF	OFF	OFF	LED Off

Flashing of LED	Meaning	Solution
Single short flash	Over-voltage	Replace the battery (Voltage below 81V)
2 short flash	Under-voltage	Replace the battery (Voltage higher 24V)
3 short flash	Over-current	• Check the motor for foreign objects and check the propeller, then power on again • Contact after-sales service
Single long flash	Throttle lost	• Check connection between signal line to the flight controller • Check whether the remote controller and flight controller are turned on • Check the resistance of the black and white wires, if there is a short circuit, contact the after-sales service
Single long flash + Single short flash	Throttle not reset to zero	This problem occurs during the rotation of the motor. Please check the aircraft battery and circuit. There is a short circuit on the circuit.
Single long flash + 2 Short flash	Mosfet overheated (Over 110°C)	Cool down the power system and power on again
Single long flash + 3 Short flashes	Capacitor overheated (Over 110°C)	Cool down the power system and power on again
Single long flash + 4 Short flashes	Stall protection	• Restart after the throttle is reset to zero • Please check if there is any foreign matter in the motor, remove the foreign matter before starting
2 long flashes	ESC open-circuit	• Please check whether the motor circuit is intact • Contact after sales service
2 long flashes + Single short flash	ESC short-circuit	• Please check whether the motor is in good condition • Contact after sales service
2 long flashes + 2 Short flash	Motor short-circuit	• Please check whether the motor is in good condition • Contact after sales service
2 long flashes + 3 Short flash	Phase A operational amplifier is abnormal	• Re-power on to return to normal • Contact after sales service
2 long flashes + 4 Short flash	Phase B operational amplifier is abnormal	• Re-power on to return to normal • Contact after sales service
3 long flashes	Phase C operational amplifier is abnormal	• Re-power on to return to normal • Contact after sales service

3 Replacing the propeller

- Use the appropriate tools to take out the two propeller fastening screws and replace them with new propellers. If you need to replace the propeller clips, continue to take out the fastening screws and replace the whole set of propeller clips and propellers.
- Installing the propeller clip blades
Firstly, install the bottom cover on the motor, followed by the propeller blades, propeller gaskets, upper cover (propeller clips) and the final screws in order; pay attention to the installation of the propeller screws
After clamping, the propeller should rotate freely, and make sure that the propeller clamp and the motor fastening screw are tightened and thread locker is used at the same time.

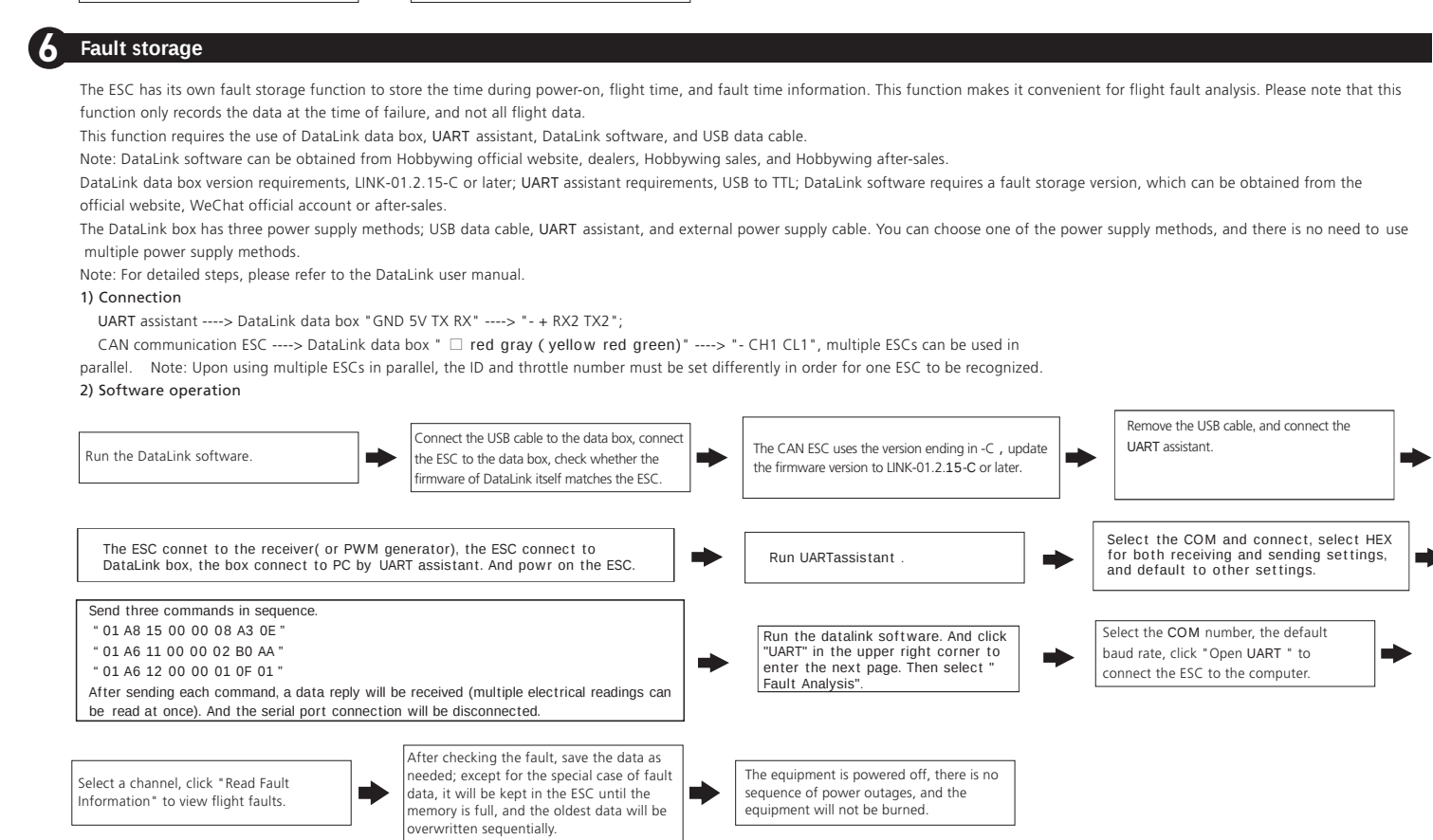
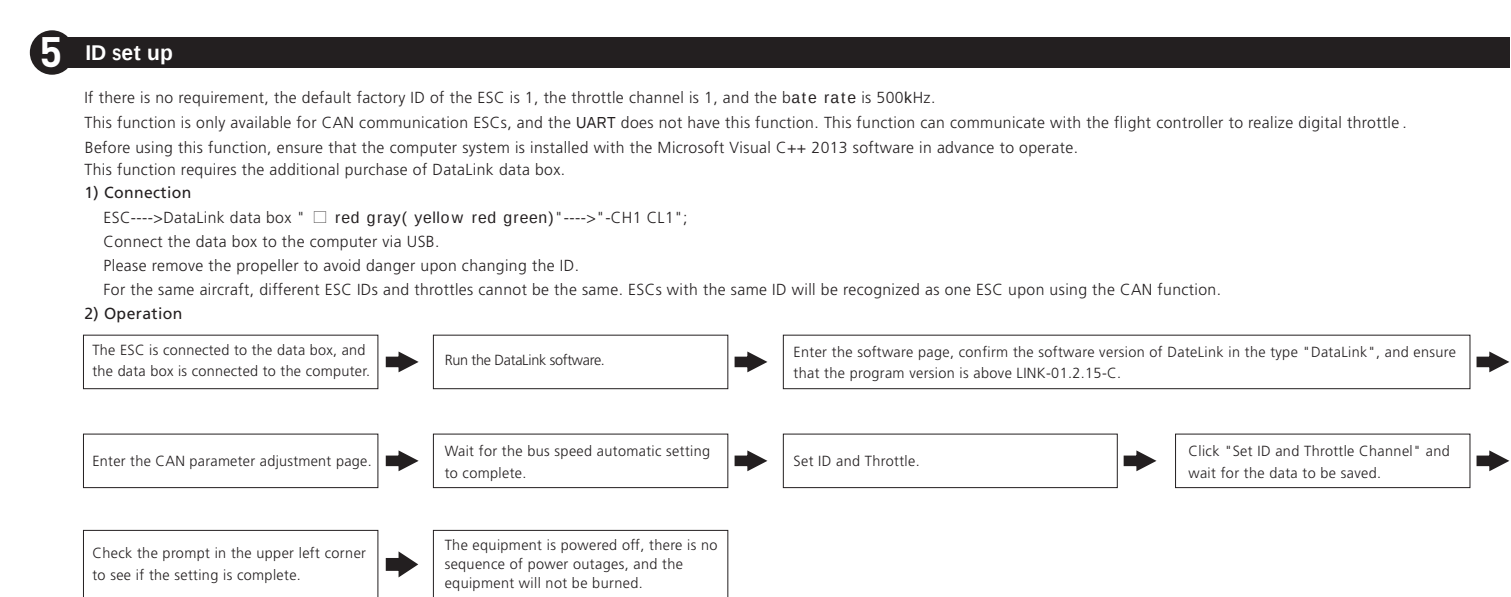
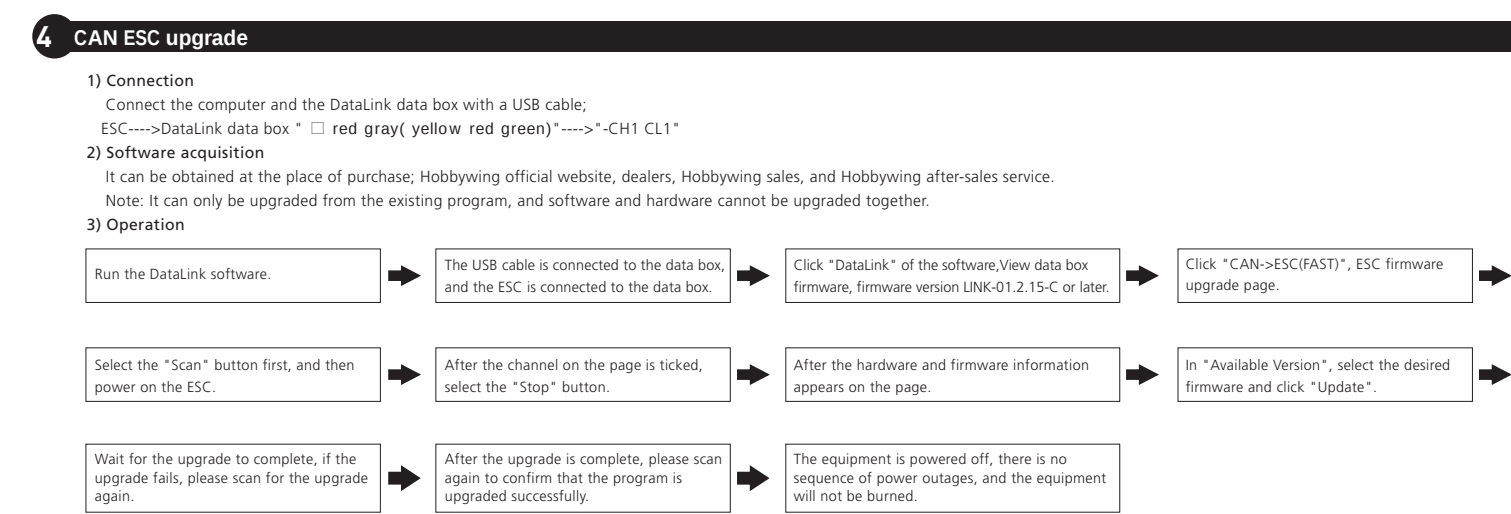
4 Firmware upgrade

There are two ways to update the firmware: online update via a computer or using flight control pass through. The process using the flight controller pass through are as follows. This function uses DataLink data box, special DataLink software for upgrade package, and USB data cable.

DataLink data box version requirements, LINK-01.2.15-C or higher version, LINK-01.2.09-U or higher version; DataLink software contact Hobbywing to obtain.

Note: Please ensure that the computer has already installed the Microsoft Visual C++ 2013 before or later using. An upgrade package contains only one program for each ESC. For other programs, please obtain a new upgrade package. For additional details, please refer to the DataLink user manual. The upgrade package can be obtained at the place of purchase; Hobbywing official website, dealers, Hobbywing sales, Hobbywing, and after-sales service. The FOC ESC will not support any other firmware, and can only be updated to the official firmware.

Note: It can only be upgraded from the existing system. Software and hardware cannot be upgraded together.



Note: This function requires the UART assistant. Before using it, please ensure that the UART assistant is in working conditions. If it cannot be used, please replace the UART assistant and try again.

10 After-sale maintenance

In the event that the equipment of the power system is damaged, please contact Hobbywing after-sales customer service immediately. Under the premise of not affecting the performance, make sure that you can use the Hobbywing power system kit accessories for replacement after contacting the customer service. Users are prohibited from configuring accessories by themselves (such as screws, propeller clips, propellers) for replacement.