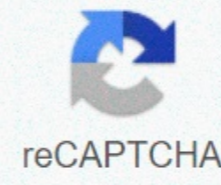




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Castle sidewinder 3 flashing red

Thread: Castle sidewinder ESC Question 11-21-2014, 9:08 am #1 entry date: March 2014 Location: Ft. Polk, Los Angeles Functions: 19 Castle sidewinder ESC question my question does not work properly, fully charged in the battery plugged and turns but slaps and flashes yellow/green light. I have lights on my RC work and I have steering but no engine at all. I bought ESC from a hobby store no longer in business and originally programmed it so I don't have the software to connect it to my computer. Does this fried thing or does anyone have any idea what the problem could be? 11-21-2014, 10:29 am #2 I want to be Dave Joining Date: February 2013 Location: NW Indiana Posts: 3,196 Re: Castle sidewinder ESC question You can download the software from the castle site for free, you can buy a castle link with USB cable for about 24 bucks I think.... Then you can plug it in and see what's going on. 11-21-2014, 12:07 pm #3 Quarry Creeper Date Join: May 2014 Location: Burlington, on Canada Posts: 327 Re: Castle sidewinder question esc may just need to be recalibrated. Read also this document (link below) for more information, but try making calibration steps first. quote: How to calibrate step 1 ESC: Start with the ON transmitter, battery-cut, and switch in ESC in off mode (if ESC has a switch). Step 2: Connect a battery to your CASTLE ESC. (Note: If you don't have a switch, press the full control switch on the transmitter before connecting the battery.) Step 3: Press the full throttle on the transmitter and turn on the ESC ON key. If all your connections are correct, you will hear one multi-toned loop configuration of the engine (all tones are played by esc vibrating engine). Step 4: After a second or two, the green LED will flash on the ESC quickly and the engine will loop 4 times quickly in a row (accept the full throttle endpoint). After green LED flashes and tones, the RED LED ESC will flash. At this point the end point is set full throttle inside esc and now it's looking for a full brake endpoint (red LED flashing). Step 5: Move the suffocating trigger to full brake mode and hold the full brake. After a few seconds, the RED LED ESC will flash and loop 4 times quickly (accept the full brake endpoint). Step 6: After accepting the full brake endpoint esc will then flash the yellow LED. Now relax the trigger to a neutral position. ESC will now ring 4 times and the yellow LED flash quickly to accept a neutral position. After accepting a neutral position, esc will ring twice, flash all the bulbs, and will light up the yellow LED (pure yellow for all ESCs except Mamba Max Pro which flashes). This is a tone arming and indicating that ESC is now armed and the car will respond to the throttle inputs of your transmitter. 11-21-2014, 09:46 pm #4 Newbie Joining Date: March 2014 Location: Ft. Polk, LA Posts: 19 Re: Castle sidewinder esc Question Well I tried to recalibrate but no luck, nothing has changed just flashing all the lights and went. It still has lights on the work rig as well as the steering. So the ESC must at least have some kind of action but I'm puzzled. My other case is that buying a castle link and USB cable won't work because I had to have that solid wire everything from ESC to rx. Last summer the wires had got caught between stimulating and pinion and shredded so the easiest repair I could think of just hardwire and hamid everything. And yes I'm sure that communication is still good 11-21-2014, 10:58 PM #5 Rock Stack Join date: May 2009 Location: Wausau Functions: 81 Re: Castle sidewinder ESC double question check your wires and make sure all that is true, if on/off gone and esk needs to be recalibrated be full throttle forward when connecting the battery (make sure the engine is cut first) and follow the steps as posted above for each signal not. It may take a few attempts to get it 11-22-2014, 09:59 am #6 crawler quarry Joining date: May 2014 Location: Burlington, on Canada Posts: 327 Re: Castle sidewinder ESC Quote: Originally published by crawlinsfun ... It may take a few attempts to get it sounds like stupid advice but I agree, try again and follow the instructions exactly. You may take some relationships. I'm not sure why but this was my experience. 11-22-2014, 8:18 pm #7 entry date: March 2014 Location: Ft. Polk, Los Angeles Posts: 19 Re: Castle sidewinder ESC question Well I give it a few attempts and see what happens 11-23-2014, 01:29 am #8 MWRCA'er Join date: April 2004 Location: Machesney Park IL Posts: 3,995 Re: Castle sidewinder ESC question looks like a choke trim has got bumped or modified on your radio. I've been with the center trim and recalibrate esc as mentioned above. If the trim is from the adjustment the arm will esc but the lights will flash and you will think you are trying to recalibrate it instead then just go to the drive. 11-27-2018, 12:42 pm #1 first and foremost I'm new to the oblique world and RC game. I'll start with the problem..... On a fully charged battery my slant goes great for about 5-10 minutes (depending on how hard we use it) then closes and esc is flashing red. If I let it sit for a few minutes I can turn it back for a short period of time. Now on what I'm running. Oblique 4x4 with Castle Scramble Tires Sidewinder 3 ESC w Field Castle Link 1406 Auto Poison 5000 11.1v 3S Lipo 54/13 Gears Are You Preparing Wrong? Can they be bad batteries? Shooting the ESC? If you go to 2s will solve the problem? Thanks in advance for help. I tried to include all information required if I'm missing something let me know. 11-27-2018, 12:49 #2 Welcome to Traxas Forums! There are other teachers here that will know better, but 3 Sidewinder Castle is not a good choice for the ESC in our heavy 4x4 excavators. SW3s are more suitable for a mini 1/16 cutting scale. Get sw8, MM2 or MMX. They will serve you well good luck and have fun! Creativity is intelligence having fun. -Einstein 11-27-2018, 12:55 pm #3 3s and s sidewinder 3 don't play well together, are you sure it's only red? Thermal can be shut down, but I think this is red and yellow flashing. I know that the 3 cell battery will thermal sv3 in a short time. I sent from my SM-N960U using Tapataik I'm okay I'll fix it when I break it 11-27-2018, 12:59 pm #4 what's happening with your ESC is it's going to shut down thermal. The side castle is designed for a lightweight 2wd car. One in my 4x4 was slanted and it didn't last very long. It ended up again with esc stock and engine. VXL and older 2 pole Traxxas 3500kv engine. You need a 1/8th sidewinder scale for a 4x4 slant. Getting ready to down will not help. ESC is not big enough, nor put out enough amp to weigh 4x4 slanted. 11-27-2018, 2:49 pm #5 Thanks for the help! So theoretically if I get a new ESC should solve my problem and I can keep my current engine and 3S lipos? 11-27-2018, 3:28 pm #6 What 1406 engine are you running? Depending on what kV, you may not have up-to-the-task to run a heavy 1/10 Scale 4x4 Slash. Creativity is intelligence having fun. -Einstein 11-27-2018, 3:51 pm #7 4600 KV is what it says on the side 11-27-2018, 04:06 pm #8 the castle says for 2WD short cycle trucks on 2S LiPo and conservatively oriented. 1/10th 2WD Stadium trucks and wagons on 2s for bashing and limited runs on 3s with conservative gearing. Great for 1/10th car-wide on the roads for 2s and 3s use. Not for use in short-wheel drive cycle trucks. post edited by zedorda; 11-27-2018 at 04:08 pm 11-27-2018, 4:10pm #9 LOL thanks to looks like a new engine and ESC or can I fall to 2S Lipo? If possible which would be better? 11-27-2018, 4:12 pm #10 11-27-2018, 4:49 pm #11 If you're going to connect with 3s. No. This engine will be slow with 3S, although you can gear on the moon and not overheat. For 3S I would recommend 1415 2400kv or 1512 2650kv, I have no experience with sidewinder 1/8 but peanuts likes to esc, and it is likely that the temperature does not rise for your application. Just out of curiosity, why put the sv3 and 4600kv engine in your truck? Was she recommending you? I sent from my SM-N960U using Tapataik I'm okay I'll fix it when I broke it 11-27-2018, 5:01 pm #12 picked up the used truck and that's what it was..... It was part of a business deal and I put tires on it. So I'm sure somewhere in this forum there's a post that explains KV and its importance.... 11-27-2018, 6:21 pm #13 this is set up for smaller 2wd vehicles such as bandits. It is not made for 4x4 oblique by any means, the temperature will rise until the 2s run and head down. Heck stock engine is only 3500kv and you will get hot on 3s. With this setting you pay 51k rpms at 11.1vdc. The fully charged Lipo 3s is 12.6vdc so that it is 57,960 rpm that you have to push this engine to. way a lot of rpm for that engine. That's why you're going to shut down the thermal fast! This and the fact that the S s wasn't made for that car was there and I did it and I was running 3800kv engine on the 2s and ss sidewinder ESC. I've entered into the smoke you really need to get a bigger 1/8th side gauge or flatter MM2. Like said 2400kv or 2650kv castle engines are more suitable for that car. You are pushing this kinetic route beyond his capacity I'm surprised that he hasn't separated from you after 11-28-2018, 10:50 am #14 would my current be preparing OK to bash with this setting? posted by koliver811; 11-28-2018 at 11:03 am 11-28-2018, 11:18 am #15 I would like to bump it off some. I ran mine 18/50 for a long time. Best for temporary gun, gear and engine temperature monitor. Her son is fine I fixed it when I broke it 11-28-2018, 11:51 am #16 what could be a safe bracing? Also what is a good temperature? When you say bumps will it be for speed or torque? 11-28-2018, 1:42 pm #17 Gearing is very personal. What works for one will not work with another. The 2400kv engine on the 3s will spin slower than your 4600kv engine on 3s, to make up for the gearing. Safe timers are less than 180f, the closer you get the more engine wear. The 2400kv is the longest it can, it produces more torque than 1406 which is why you can prepare without heat issues. I recommend spending some time reading through some topics, and there is a lot of amazing information here. I think I spent like 6 months reading all I could before the first post. My wife thought I was obsessed! Her son is fine I'll fix it when I break it 11-28-2018, 1:56 pm #18 thanks for the advice I'll start reading... The good thing about gears is that it seems to be very inexpensive! 11-28-2018, 02:14 pm #19 make sure you have a temporary gun and run your rig how and where you want. Test-test editing fun! Creativity is intelligence having fun. -Einstein 11-28-2018, 3:21 pm #20 start with the above gear. 18/50 or even 18/54 would be a good start. Like it will spin much slower then 4600kv engine. At 11.1vdc will spin around 26k rpm. With fully charged 3s lipo-being 12.6vdc you'll get right at 30k rpm. So gear accordingly, as well as like told her a temporary gun is on hand to check the timers. No more heating! Running 18/54 Now I have to do some reinforcement for tie rods and shocks. Thanks for the help 02-12-2019, 8:13 pm #34 originally published by Start 222 with the above gears. 18/50 or even 18/54 would be a good start. Like it will spin much slower then 4600kv engine. At 11.1vdc will spin around 26k rpm. With fully charged 3s lipo-being 12.6vdc you'll get right at 30k rpm. So gear accordingly, as well as like told her a temporary gun is on hand to check the timers. No longer very expensive check out the auction site or the nearest shipping port for one. Hopefully all this helps and enjoy that combo. It's a darn good one! How did you find out? I also bought a new 2400Kv castle and draws 17/54 and wow is sweet for my pieces. 02-12-2019, 08:19 #35 originally published by koliver811 Quick Update I installed mamba x narration and we are hassle-free! No more heating! Running 18/54 Now I have to do some reinforcement for tie rods and shocks. Thanks for helping how are you liking esc/motor setup so far? 02-12-2019, 8:49 pm #36 originally published by TundraLu How did you find it? I also bought a new 2400Kv castle and draws 17/54 and wow is sweet for my pieces. Volt application x KV = rpm 12.6 (charged 3s) x 2400 (kv) = 30,240rpm. that is unloading a rpm. Oblique 4x4 Ult 2150kv Rastler vXL Ford GT VXL