

## System List

### ■ MODEL COPY & ERASE [MODEL COPY/ERASE]

#### ■ Function Explanation

In this screen, copying and erasing of model data is carried out. This can be carried out on both the transmitter memory and on an SD Card. In addition, it is possible to copy model data between other matching JR transmitters that have been connected using a trainer cable.

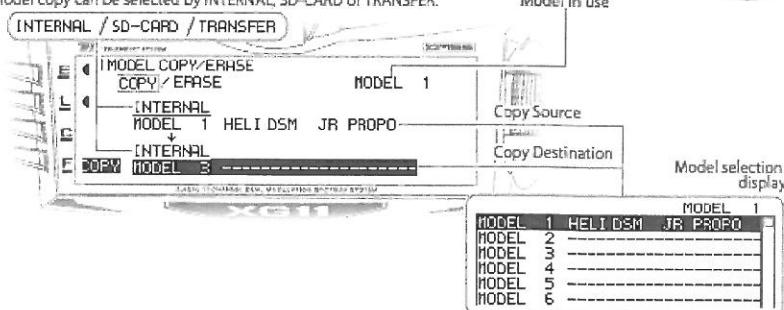
#### ■ Setting Method

For safety reasons, a screen initially appears confirming that you wish to stop radio wave transmission. Select "YES" to continue to this function screen. No RF output is transmitted.

##### ● MODEL COPY

Model copy can be selected by INTERNAL, SD-CARD or TRANSFER.

Model in use



##### ● Copy Source

The Copy Source can be selected as the Internal Memory "INTERNAL", SD CARD as "SD-CARD", and between transmitter and transmitter as "TRANSFER".

If "Transfer" is selected, the Copy source will be the current model number. If you wish to select from "INTERNAL", or "SD CARD" be sure to select the particular Model before proceeding.

##### ● Copy Destination

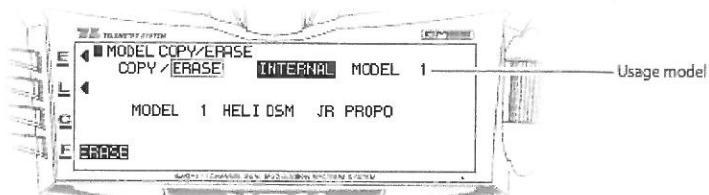
The Copy Destination can be selected from "INTERNAL", "SD CARD", or "TRANSFER".

If wish to select the Destination as "INTERNAL" or "TRANSFER", Choose the Stored Model number first.

● If data exists on the Copy destination, it cannot be written over. Be sure to erase the data first before copying. When the SD CARD is chosen, be sure to Input the File name first. If the File name on SD card is exactly the same as a previous entry, this cannot be copied over. Modify the file name and try again.

## System List

### ● Model Erase



Model data stored on the 'INTERNAL' memory or SD CARD can be erased. Be sure to double check the model being erased before continuing.

- ※ If the currently selected model is erased, the new model creation wizard will automatically start. If wish to use the current model number, be sure to copy it to another model number first and erase the particular model by Model Select.
- ※ The 'TRANSFER' of data between transmitters can be only achieve when the Trainer cable (Sold Separately) has been plugged in to the XC11 and the transmitter power switch is turned off.
- ※ When a model transferred from another transmitter is used, it will be necessary to carry out binding with the receiver again.

### ■ Caution Note

- While this screen is displayed, and during copy procedure, NEVER remove the SD Card under any circumstances. There will be a danger of destroying Model Data which is on the card.
- Only remove the insert or remove the SD card when the transmitter power is switched off.
- Actually operate the servos and carefully confirm the settings before flying.

## System List

### ■ Model Type Select [TYPE SELECT]

#### ■ Function Explanation

This function allows selection of model type.

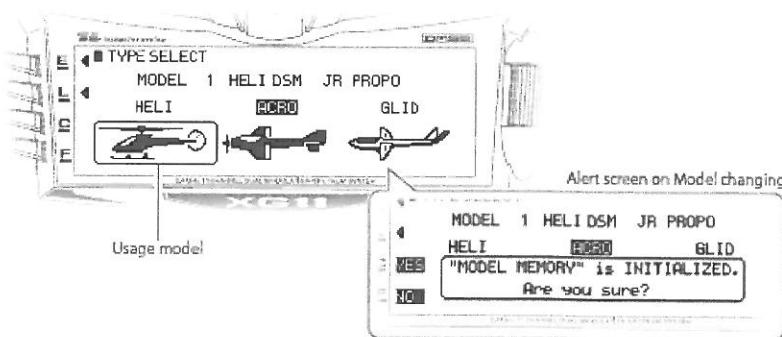
The type can be switched between Helicopter ↔ Airplane ↔ Glider.

Additionally, this screen will be automatically displayed when creating a new model.

#### ■ Setting Method

When entering this function screen from the System List, the model type of the currently selected model can be changed. Select the type that you wish to change to by rotating the dial, then press the dial to confirm. After doing so, you will be asked whether the current model data is to be reset, so select "YES" to implement the reset.

For safety reasons, a screen initially appears confirming that you wish to stop radio wave transmission. Select "YES" to continue to this function screen. Now no RF output will be transmitted.



#### TIPS

- The connections with the receiver should be made as shown in the figure below.

#### ■ Receiver connection channel list

RECEIVER	HELICOPTER	AIRPLANE	GLIDER
1) THRO	THRO	THRO	LAILE
2) AILE	AILE	AILE	RAILE
3) ELEV	ELEV	ELEV	ELEV
4) RUDD	RUDD	RUDD	RUDD
5) GEAR	GYRO	GEAR	GEAR
6) AUX1	PIT.	FLAP	FLAP
7) AUX2	GOV	AUX2	AUX2
8) AUX3	NEDL	AUX3	AUX3
9) AUX4	AUX4	AUX4	AUX4
10) AUX5	AUX5	AUX5	AUX5
11) AUX6	AUX6	AUX6	AUX6

#### ■ Caution Note

Because the previous data will be erased when the model type is changed, any important model data should be copied and backed-up beforehand. Also note that when the Model type is changed, the new model setup wizard will automatically start, so chose the Model Type and Wing Types accordingly.

## System List

### Model Name [MODEL NAME]

#### Function Explanation

In this screen, the inputting and modification of each model name can be carried out. Select the name from the list of characters and numbers. The Name can contain a maximum of 10 characters.



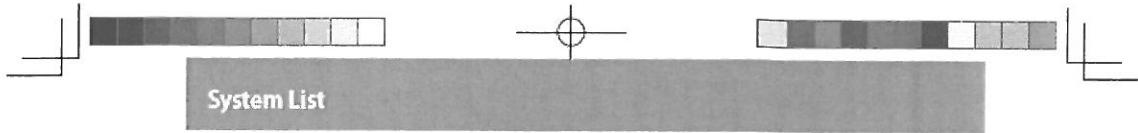
#### Setting Method

The name of the model that is currently being used can be registered and changed. First, move the cursor to the desired position, and press the dial. By doing this, the cursor will move to the list of characters, allowing you to select your desired characters and input it by pressing the dial. The LIST key enables you to return from character selection to the Name Input line. Because there is no Delete key, to correct an input you should return to the Name Input line and overwrite the name.



#### TIPS

- Since the Model Name is displayed on the Information display and during Model Selection, it is useful to use the brand name of the aircraft.



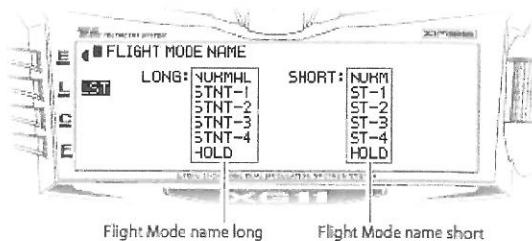
## System List

### Flight Mode Name [FLIGHT MODE NAME]

#### Function Explanation

In this screen, the name given to the Flight Modes can be changed.

The Flight Mode name display is shown with two names, one long name up to six (6) characters and one short name up to four (4) characters, which are used in each of the screens, and each can be freely changed.

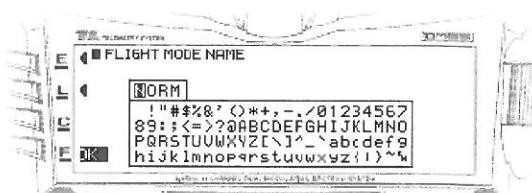


Flight Mode name long

Flight Mode name short

#### Setting Method

In each Flight Mode, there are displays of a long 6-character name and a short 4-character name. Rotate the dial to select the name that you wish to change, then press the dial and enter the name in the same way as you would for a model name.



#### TIPS

- The Flight Mode name is displayed on the Information display as well as each function showing flight mode condition.

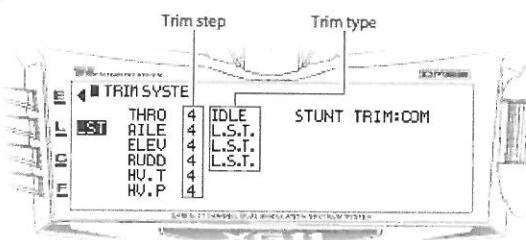
## System List

### Trim System [TRIM SYSTEM]

#### Function Explanation

In this screen, the various settings relating to the Trims can be changed. The resolution of each Trim, the Trim type, whether separate or common trims should be used for each flight mode can be set. Using this function, customers can easily change the trim settings.

#### Setting Method

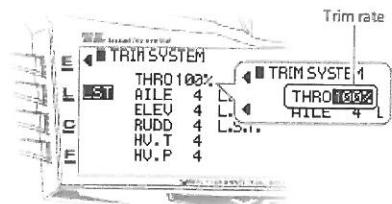


- Trim Step

It is possible to set the trim travel amount per one (1) click. The default is Four (4) steps per click. It is possible to set the step to be between one (1) step and ten (10) steps.

- Trim Rate

If the throttle trim is Analog, a throttle trim rate is provided. This Trim Rate shall limit the travel amount as a percentage of normal trim travel.



- Trim Type

**Normal Trim (NORM)** is the default trim type. The entire servo operation range will be changed when the trim is moved.  
**Limit Stroke Trim (L.S.T.):** the trim amount set at each stick center (neutral) position will be the maximum, while the effect of the trim will disappear at the stick end positions. End point travel adjustment will not be changed by the trim settings. It is possible to avoid damage to servos, linkages and control surfaces by using L.S.T.  
**Idle Trim (IDLE)** is a Helicopter function only. This trim only functions at the low position of the throttle stick.

#### For Helicopter

- Stunt Trim (STUNT TRIM)

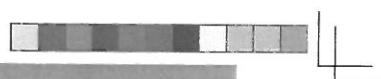
It is possible to select the Trim adjustment to cover all flight modes (eg Normal, ST-1, ST-2, ST-3, ST-4, Hold), or to set each flight mode to require separate trim adjustment.

COM : Common.

FMOD : Individual trims for each flight Mode.

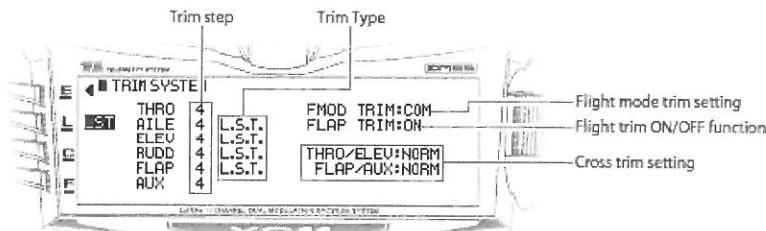






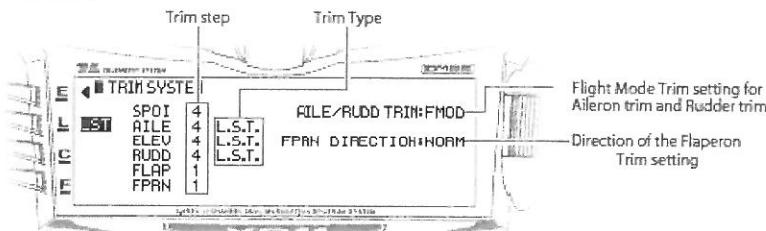
## System List

### For Airplane



- Flight mode Trim adjustment (FMOD TRIM)  
It is possible to select the Trim adjustment to cover all flight modes (eg ST-1, ST-2, ST-3, ST-4), or to set each flight mode to require separate trim adjustment.  
COM : Common.  
FMOD : Individual trims for each flight Mode.
- Flap Trim ON/OFF (FLAP TRIM)  
It is possible to select the flap trim as active or Inactive.
- Cross Trim setting  
Two trims can be switched around (Cross Trim) in order to set the trim to the opposite side of the transmitter so as trim can be adjusted without removing fingers from the control stick.
  - ① Flap Trim and AUX Trim (THRO/ELEV)
  - ② Possible to swap Flap trim & AUX Trim (FLAP/AUX)
 NORM : Normal.  
CROSS : Switch Around Trim.

### For Glider



- Flight Mode Trim for Aileron and Rudder Trim (AILE/RUDD TRIM)  
It is possible to select independently Aileron and Rudder Trim for each flight mode, or use a common trim setting across all flight modes.  
COM : Common.  
FMOD : Individual trims for each flight Mode.
- Direction of Flaperon Trim (FPRN DIRECTION)  
It is possible to change the input direction of the Flaperon Trim as desired.  
NORM: Standard trim direction.  
REV: Reversed trim direction.

### TIPS

- By setting the Trim Step to '0' it is possible to inhibit the operation of a trim lever.  
For Helicopter: It is very useful Tips as Normal for ESC setting as GAS mode. (i.e. Not using Governor Mode) to be able to Move the whole Throttle Curve to change the Rotor r.p.m.  
It is very useful when not using a governor to Move the whole Throttle Curve to change the Rotor rpm.

## System List

### Stick Position Switch [STICK POSITION SW]

#### Function Explanation

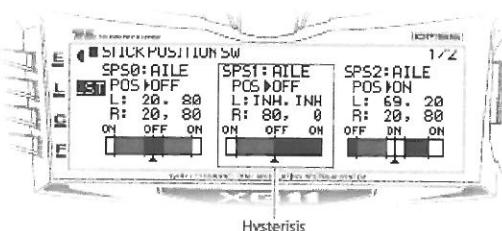
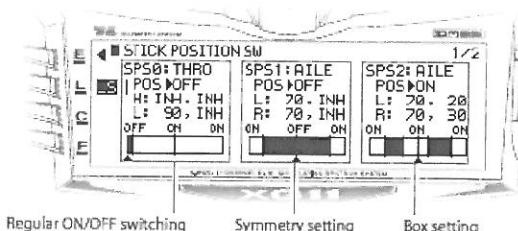
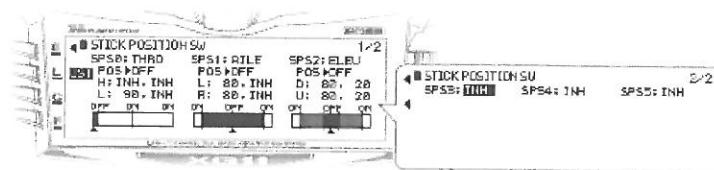
This is a convenient function that allows switching (ON/OFF) of virtual switches using stick operation. Virtual switches can be programmed to any stick position, and then used to switch various functions On and Off.

This function can be used as a virtual switch for Programmable Mixers, turning the mix on or off. Additionally, a stick position switch can be used start or stop a timer.

#### Setting Method

Stick virtual switch systems are available. All of the switches are initially set to "INH". Once activated, the ON/OFF boundary line can be set to any desired position.

It is also possible to select the Virtual Switch to turn ON/OFF or OFF/ON. Further, it is possible to allocate the stick so each side of center turns ON/OFF or OFF/ON. It is also possible to set a position in between to turn the virtual switch ON/OFF or OFF/ON, with a variable dead Zone in the middle.



#### TIPS

- In various functions, by choosing "SW SEL", and selecting SPS0 ~ SPS 5, it is possible to Turn functions ON/OFF using stick control.

#### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.

## System List

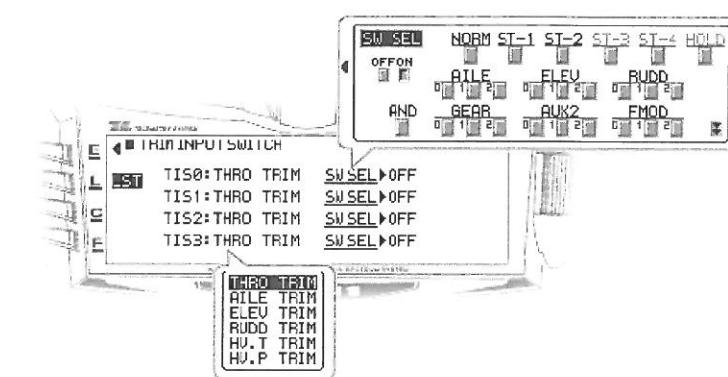
### Trim input Switch [TRIM INPUT SWITCH]

#### Function Explanation

This function allows adjustment of Mxing values or the Sensitivity value for Gyro settings, using a chosen trim lever. It is a very useful function which enables fine tuning during flight.

#### Setting Method

There are four types of Trim Input switch. The initial setting of the Trim Lever is "THRO TRIM" (Note: For Gliders it is "SPOI TRIM"). There is no option for using a Trim Input Switch for "SW SEL". For each Trim switch, select which Trim Lever will be used to operate it. Then select which switches are to be used to turn the Trim Input function On and Off.



Trim Input Switches have different uses depend on each model type. Also note the functionality of the four types has to be selected before activating the Trim Input.

##### For Helicopter

- Gyro sensitivity (GYRO SENS) • • • Change Gyro Sensitivity.
- Governor (GOVERNOR) • • • • • Change Rotor r.p.m..
- Swash mixing (SWASH MIX) • • • AILE->ELEV ELEV->AILE: Change the value of the Mix.

##### For Airplane

- Flap System (FLAP SYSTEM) • • • Change the Flap position.
- Differential (DIFFERENTIAL) • • • • Change the amount of Differential.
- Gyro Sensitivity (GYRO SENS) • • • Change the gyro Sensitivity.

##### For Glider

- Brake System (BRAKE SYSTEM) • • • At Point "0" (Maximum amount of Braking) Change the Mixing amount.

#### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.
- When a Trim Input switch is activated the Normal Function of the Trim is inhibited.

## System List

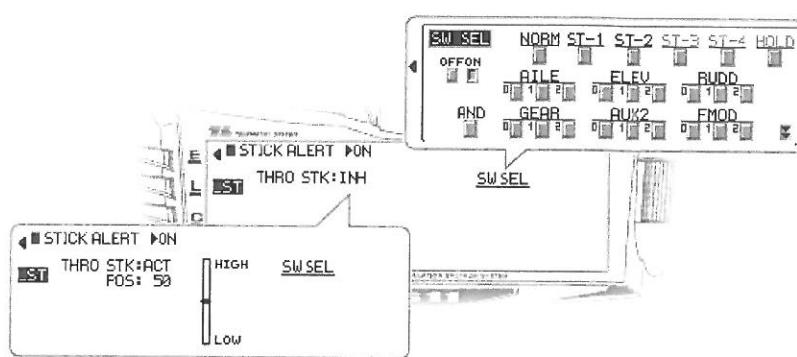
### ■ Stick Alert [STICK ALERT]

#### ■ Function Explanation

This function will sound an alert when the Throttle Stick reaches a certain position. It is convenient to confirm the hover position or zero pitch with an alert.

#### ■ Setting Method

The initial setting is "INH". First set this to "ACT". Adjust the stick position to where the alert should activate. If necessary, use "SW SEL" to couple with a flight mode or other switches to use this function.



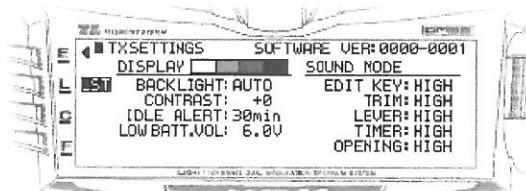
## System List

### ■ Transmitter Setting [TX SETTING]

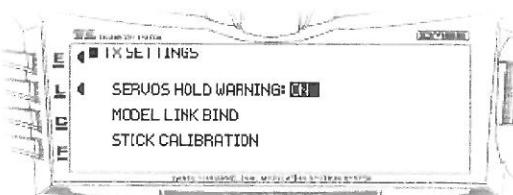
#### ■ Function Explanation

This function allows basic adjustment of transmitter settings such as LCD display mode, sound (audio) mode, etc.

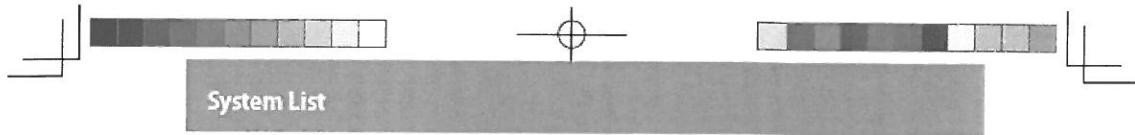
#### ■ Setting Method



- LCD Back light (BACK LIGHT)  
The LCD Back light can be set to function in one of three modes.  
1) AUTO (Lit for 30 seconds & then automatically shuts off)  
2) ON (Always on lit)  
3) OFF (Always off)
- LCD contrast (CONTRAST)  
The LCD Contrast can be changed between numerical values of  $\pm 20$ .
- Idle Alert (IDLE ALERT)  
This function ensures the operator does not forget to turn off the transmitter. The idle (inactivity) time can be set to four different settings.  
1) INH  
2) 10min  
3) 30min  
4) 60min
- Low battery warning (LOW BATT.VOL)  
This sets the voltage at which the Low battery alert triggers. Initially, it is set to 6.0V.
- Audio Mode (SOUND MODE)  
It is possible to change the audio pitch (or mute) for the following functions.
  - Edit
  - Trim step
  - Side Lever Neutral center
  - Timer sound
  - Opening sound (Sound when the transmitter is first turned on)
- Software version (SOFTWARE VER)  
This indicates the current version of the transmitter's software. For example: 0001-0000 (Ver1.0)



- Servo Hold Warning (SERVOS HOLD WARNING)  
This is the warning to inform the pilot that the function they are about to program should be adjusted with all of



## System List

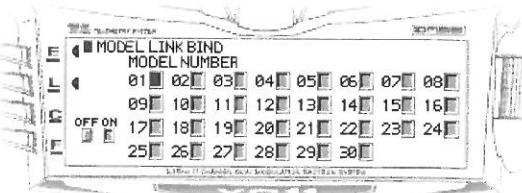
the servos held in their current positions to avoid possible risk from the motor changing speed (or turning on), etc. The warning is set as 'ON' as default. To cancel the function simply change it to 'OFF'.

- **Model Link Bind (MODEL LINK BIND)**

By default, model link bind is turned on. With model link bind turned on, the bound receiver will only respond to the model memory it was bound to. This is to avoid any risk of flying a model with the wrong model number selected in the transmitter. This function is for safety, however it is possible to turn this function off for selected model numbers. With model link bind turned off, the receiver is bound generically to the transmitter. If you turn model link bind off for two models, the receiver will respond to both these model memories without requiring re-binding. Model link bind is turned 'ON' by default - be sure to re-bind the model number if you decide to turn this function off.

### TIPS

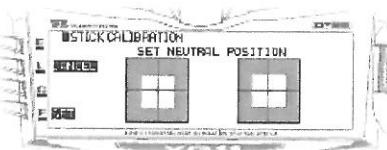
With, for example, model link bind turned off for model memories 2 and 3, it is possible to have model 2 as a 'calm day' setup, and model 3 as a 'windy day setup' for the same model, and swap between these without re-binding.



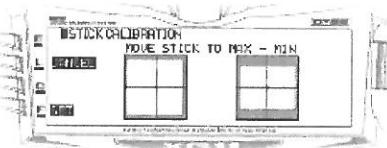
- **Stick Calibration (STICK CALIBRATION)**

This function calibrates the neutral position of the stick and stick travel which is especially useful after changing Stick modes (Mode 1 to Mode 2 or Vice Versa). The calibration procedure is as follows.

- ① Set both right and left sticks to their center positions, and press the function key to calibrate neutral.



- ② Next move both right and left sticks up and down and right to left and press the Function key to calibrate stick travels.



- ③ Be sure to check control movement and neutral positions on the servo monitor screen.

### TIPS

- Alert Warnings cannot be muted.

## System List

### ■ Trainer [TRAINER] aka: Buddy Box in the USA

#### ■ Function Explanation

This function allows two (2) transmitters to be connected via a Trainer cable (available separately) to allow dual control flight instruction. A skilled pilot can teach a beginner how to fly an aircraft using this trainer system. The XC11 can function as Master (Trainer) or Slave (Trainee). Control can be changed between Master and Slave using the Master Transmitter's Trainer switches (Trainer momentary switch, or Trim Lever).



#### ■ Setting Method

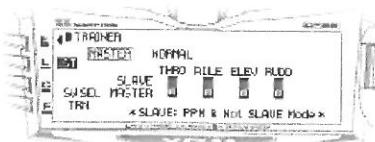
- As a Master transmitter  
When using the XC11 as a "MASTER"

- The Main Power must be turned on, the transmitter is transmitting Radio Waves, and is bound to the aircraft.
- The Trainer cable is plugged in.

The Trim Lever or Trainer Switch (Momentary Toggle switch) are selected using "SW SEL" – by turning these ON/OFF it is possible to switch control from the Master transmitter to the Slave. There are two modes available for the Master transmitter.

##### ● "NORMAL MODE"

The Master transmitter always has priority control. Control data coming from Slave transmitter is only sent to the aircraft by switching control from Master to Slave. The Slave transmitter has to be set to "PPM" mode. The Master transmitter has full control over the model, however, the Slave transmitter does not need to be exactly the same radio, or a high end transmitter. The Slave transmitter should be able to output a "PPM" signal, and have a trainer jack as the minimum transmitter function requirements.



##### ● "PROGRAM TRAINER"

The Master transmitter can be programmed to choose the control channels independently for use by the Slave transmitter. Channel 1 (THRO /SPD), Channel 2 (AILE), Channel 3 (ELEV) Channel-4 (RUDD). Select one or more of them to be controlled by the Slave transmitter. This allows the beginner pilot to learn a single control independently. This makes it easier to learn, without the worry of controlling all functions at once. The data coming from Slave to Master is combined with data from the Master transmitter's Settings (Trim, Dual rates, Mixing etc...) before being transmitted to the model. Therefore, The Master transmitter has full control. However, the Slave transmitter does not need to be a full control radio. Precise adjustments and settings must be done on the Master transmitter. The Slave transmitter must be selected as "SLAVE". This Trainer program is available on most recent JR Computer transmitters.



- As a Slave transmitter

When using the transmitter as a "SLAVE"

- The Main Power switch must be turned off (No Radio Waves are transmitted).
- The Trainer cable must be plugged in.

There are two modes available for the Slave transmitter.

##### ● When the Master transmitter is set to Normal mode, the Slave transmitter should also be set to "NORMAL" mode. There are no specific setting requirements, however, if the radio has a Trainer program, do not set it as "SLAVE".

##### ● SLAVE MODE:

Use this mode when the Master transmitter is set to "Program Trainer". When set as "SLAVE", only the Gimbals stick functions pass control outputs to the Master transmitter. Therefore, settings such as Dual rates and Mixing are ignored completely.



#### ■ Caution Note

- Be sure to check for correct function and control prior to commencing flight training using two transmitters. Pay particular attention to control direction, Dual rates, mixing, etc.

## System List

### Bind and Range Check [BIND&RANGE]

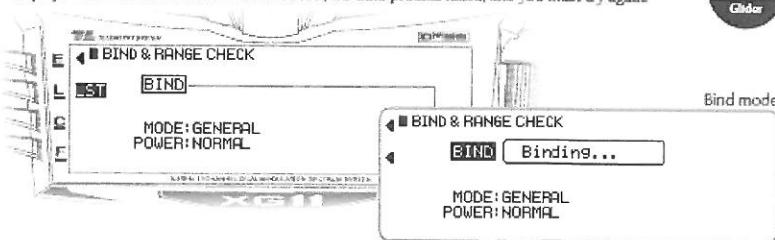
#### Function Explanation

This function allows binding (pairing) with the receiver. In addition, transmitter power output can be reduced for carrying out a range check.

#### Setting Method

- Binding (BIND)

Set the receiver to the Bind Standby condition. Then rotate the dial to select "BIND" (inverse display) and press the dial. If the display shows "SUCCESS", binding has been successfully completed. If the display shows "TIMEOUT PLEASE TRY AGAIN", the bind process failed, and you must try again.



- POWER (RF POWER) Range Check

If POWER is changed from "NORMAL" to "LOW", the transmitter RF power is reduced and the LED will flash, allowing a range check to be carried out. Place the Aircraft 40 meters (approx 131 feet) away from the transmitter, and ensure all the controls function normally.

- Regional Settings Mode (DMSS 2.4GHz Band width for France)

When using the transmitter in France and its overseas territories, this should be set to "FRANCE". In all other regions this should be set to "GENERAL". In France mode, the 2.4GHz bandwidth that is used will be legally restricted compared to the bandwidth in other regions. Initially it is set to "GENERAL".

#### TIPS

- If there is a difficulty in binding a receiver, please confirm the following:
  - Are the transmitter and receiver batteries fully charged? Please fully charge the batteries.
  - Are the transmitter and receiver too close to each other? If they are set too close each other, RF swamping may interrupt the binding process. Please try binding again with the transmitter and receiver further separated.
  - If the transmitter and receiver are on a metal table or desk, binding may be difficult. Please try binding on a different surface.
- Each receiver recognizes the transmitter's model ID. If the Model ID do not match with particular model, it may not able to complete the binding. This is to avoid from matching the wrong model's ID to the transmitter. Refer to the Page 82 "Transmitter Setting [TX SETTING]"
- Only matching DMSS receivers may be bound to the transmitter.

#### Caution Note

- Be sure to set the "FAIL SAFE" (under System List) after the binding procedure is complete. It is essential to use the Fail safe to minimize the risks of RF signal loss. Be conscious about safety all the time. Check the actual Fail safe settings by turning off the transmitter, and monitoring the response of the servos.
- When the model or type is changed in the transmitter, it will be necessary to re-bind the receiver.
- NEVER fly the aircraft in Range Check mode.

## System List

### ■ Telemetry System [TELEMETRY]

#### ■ Function Explanation

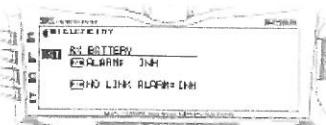
This allows confirmation of the telemetry sensors present in a particular aircraft, gathering information such as Receiver Voltage, Altitude, Temperature or Propeller or rotor blade r.p.m., etc. In addition to the data on the display, alarms are used, so as aircraft conditions can be monitored without taking your eyes off the aircraft.

#### ■ Setting Method



#### ■ Receiver battery (RX-BATT) / No Link Alarm (NO LINK ALARM)

- Receiver battery alarm:  
This function alerts to a drop in receiver battery voltage. Initially it is inhibited. To activate, set the alarm Voltage between 3.0V ~ 9.0V in 0.1V increments.
- No Link Alarm:  
This will warn when the transmitter is no longer receiving data from the model. Initially it is set as inhibited. Set the delay after which the alarm should sound to either 10S (10 seconds), 15S (15 seconds), 20S (20 seconds), 30s (30 seconds).



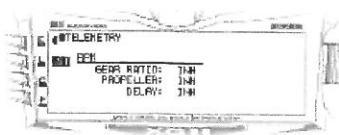
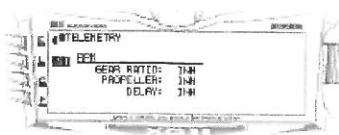
#### ■ Temperature (TEMPERATURE)

- Unit (SCALE):  
This selects the units for temperature display - Celsius (°C) or Fahrenheit (°F). Select the units as desired.
- Alarm (ALARM):  
This sets the temperature at which the alarm will sound - between 30 and 500°C. Initially this alarm is inhibited. Set the temperature to the desired alarm point.



#### ■ Revolutions Per Minute (RPM)

- Gear Ratio (CLEAR RATIO):  
It is possible to monitor the Helicopter's actual rotor blade r.p.m. by entering the gear ratio. Check the gear ratio for each Helicopter by checking your manual. Initially it is set as inhibited. Set the necessary numerical value. Gear Ratio can be set between 1.00 ~ 20.00 in 0.01 increments.
- Number of Blade (PROPELLER):  
It is possible to monitor an Airplane's actual Propeller r.p.m. by installation of an optical sensor. It is necessary to input the number of blades for the propeller in order to have actual Propeller r.p.m. displayed. Initially, it is inhibited. The number of Propeller blades can be set between 1-20.
- Delay (DELAY):  
It is possible to display and store the maximum r.p.m. recorded in each flight mode. However, when the flight mode is changed, the sensor may immediately store a maximum value, which would be invalid. To avoid storing incorrect r.p.m. data, this function allows rpm to stabilise before storing any data. Initially it is set to inhibited. Set the desired numerical amount which would suit with your model. The delay can be set from 0.5s (0.5 seconds) ~ 10.0s (10 seconds) in 0.5 seconds increments.



## System List

### Altimeter (ALITUDE)

- UNIT (SCALE)
 

This selects the units - Meter (m) or Feet (ft). Select the units as desired.
- Sound: Audio (SOUND1,2,3)
 

It is possible to select from three (3) types of audio for different altitude indications. Initially it is set to inhibit. If desired, set the alert sound depending on the situation. It is possible to set altitude between 1 ~ 2000m in 1.0 meter increments.

Types of Alert:  
 ↑ : When the altitude is greater than the set value.  
 ↓ : When the altitude is less than the set value.  
 ~ : When flying within the set altitude range.
- \* When the alert is set in an altitude range, it can be set between 0.3m ~ 9.9m in 0.3m increments. If the three (3) conditions overlap, Priority is set as "SOUND3 > SOUND2 > SOUND1".
- Switch Select (SW SEL)
 

It is possible to set an Alert to be active by switches or stick position, or a combination of those devices by using "SW SEL". Initially it is always turned on.



### Climb Indicator (VARIOMETER)

- UNIT (SCALE)
 

This selects the units (m/s, ft/s). Select the units as desired.
- Audio for Ascent (UP SOUND1,2,3,4)
 

The Climb Rate can be set in 4 different ranges, with an alert for each range. Each one of the setting can have an alert. Initially it is set to "INH". The Climb Rate alert can be set between 0.1m/s ~ 3.0m/s, in 0.1m/s increments.
- \* If the four (4) conditions overlap, Priority is set as "SOUND4 > SOUND3 > SOUND2 > SOUND1".
- Audio for Descent (DOWN SOUND)
 

The Descent Rate can be set in 4 different ranges, with an alert for each range. Each one of the setting can have an alert. Initially it is set to "INH". The Descent Rate alert can be set between 0.1m/s ~ 3.0m/s, in 0.1m/s increments.
- Switch Select (SW SEL)
 

It is possible to set the Alert to be active by switches or stick position, or a combination of those devices by using "SW SEL". Initially it is always turned on.



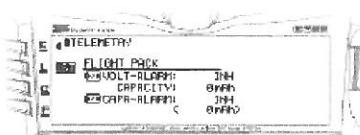
### For Motive Power Battery (FLIGHT PACK)

- Motive Power Battery Alarm (VOLT-ALARM)
 

It is possible to set an alert for low Motive Power Battery voltage. Initially it is set as Inhibited. Set the alert voltage as desired. The Voltage can be set between 0.1V ~ 655.3V in 0.1V increments.
- Nominal Capacity Value (CAPACITY)
 

It is possible to set a Nominal Capacity Value to match your Motive Power battery capacity. The remaining battery capacity value is displayed by deducting the consumed capacity value. It can be set between 0mAh ~ 30,000mAh, in 10mAh increments.
- Battery Capacity Alarm (CAPA-ALARM)
 

It is possible to set a capacity remaining alert based on the Nominal Capacity value of your battery. Initially it is set as Inhibited. To activate, set a percentage between 0% to 100%. The alarm will sound when this calculated percent capacity remaining reaches this figure.

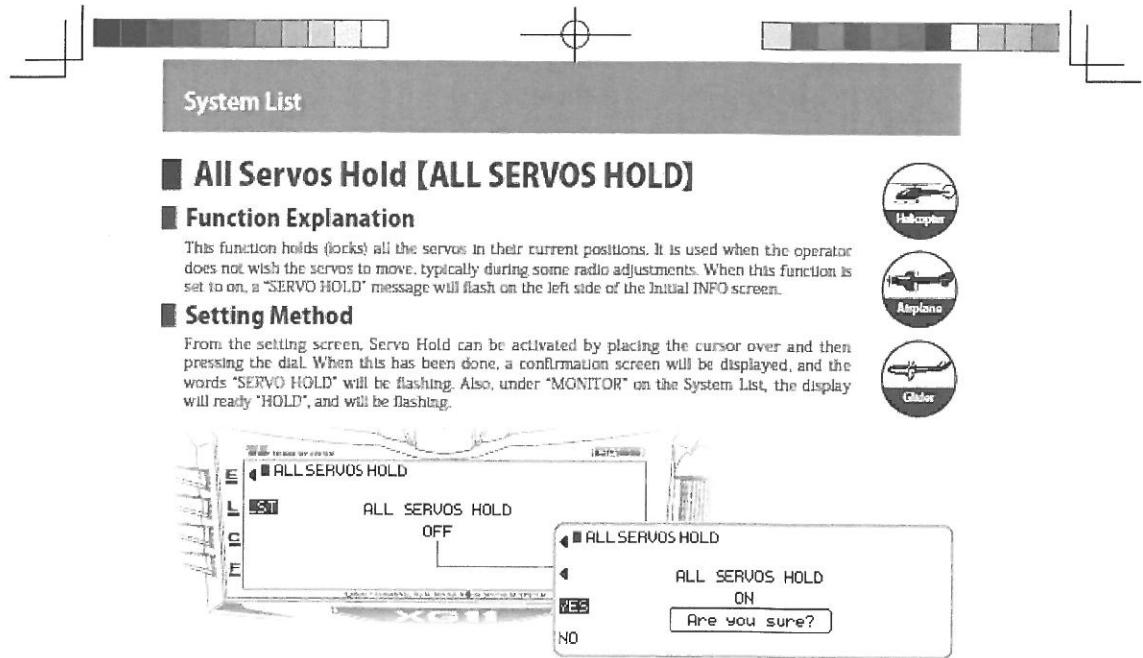


### TIPS

By using the Information screen, it is possible to display your desired Telemetry information on the first page, together with the Timer and Flight Mode selection on a screen that customers can customize so that it is easy to check. Initially it is set as Inhibited. Select the telemetry information to be displayed, and allocate it to a position on the screen.

### Caution Note

- The Telemetry sensor data is meant as an indication only, and therefore we cannot guarantee the accuracy of any recordings obtained.



## System List

### ■ Device Select [DEVICE SELECT]

#### ■ Function Explanation

This screen is where various flight modes can be set, and where switch functions can be defined. Further, channel output assignments can be made here.

#### ■ Setting Method

##### For Helicopter

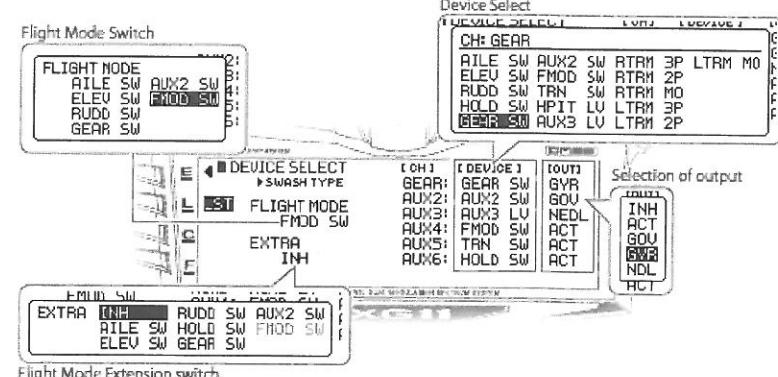
- Flight Mode Switch (FLIGHT MODE) / Flight Mode Extension Switch (EXTRA)
 

Initially, the Flight Mode selection switch is allocated to "FMOD SW" - it can be re-allocated to another switch if desired. Further, extra flight modes can be activated here. Initially these are inhibited - with this function activated, two (2) extra flight modes can be added.
- Device Select (DEVICE)
 

Here input devices (switches, levers and trim switches) can be linked to a particular channel. Select the device as desired.
- Selection of output (OUT)
 

Here the Output configuration of each channel can be specified.

  - INH: No output.
  - ACT: Allow output - standard.
  - GOV: Use this channel for controlling the Governor.  
※ The settings for the "GOVERNOR" can be set under the function list.
  - CYR: Use this channel for controlling the Gyro.  
※ The settings for the "GYRO SENS" can be set under the function list.
  - NDL: Use this channel for "NEEDLE" adjustment with a Nitro engine.  
※ The settings for the "NEEDLE" can be set under the function list.



## System List

### For Airplane

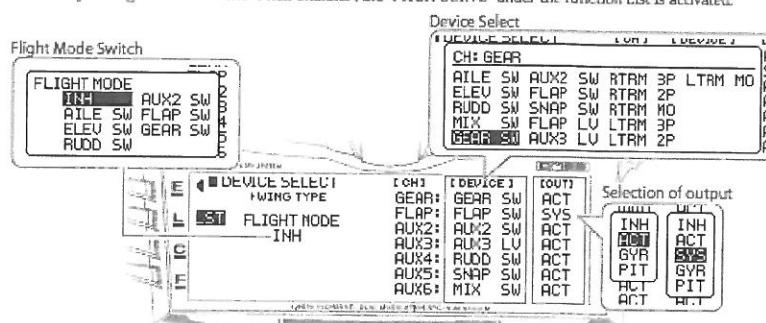
- Flight Mode Switch (FLIGHT MODE)
 

Initially, it is set to "INH". Select the switch to control flight mode selection here.
- Device Select (DEVICE)
 

Here input devices (switches, levers and trim switches) can be linked to a particular channel. Select the device as desired.
- Selection of output (OUT)
 

Here the Output configuration of each channel can be specified.

INH: No output.  
 ACT: Allow output - standard.  
 SYS: Use this channel for the Flap system.  
 \* By setting the flap channel to "SYS", the menu "FLAP SYSTEM" under the function List is activated.  
 CYR: Use this channel for controlling the Gyr.  
 \* The settings for the "GYRO SENS" can be set under the function list.  
 PIT: Use this channel for controlling Pitch.  
 \* By setting a channel as the "Pitch Channel", the "PITCH CURVE" under the function List is activated.



### For Glider

- Speed / Launch Switch (SPEED/LAUNCH)
 

By setting up both a SPEED (Speed Switch) and LAUNCH (Launch Switch) it is possible to set flight Modes.

① SPEED (Speed Switch) By setting a Speed switch, it is possible to use this flight mode.

  - Speed Mode (SPEED)
  - Cruise Mode (CRUISE)
  - Thermal Mode (THERMAL)

LAUNCH (Launch Switch) By setting the Launch switch, it is possible to use this flight mode.

  - LAND (Landing Mode) \* Note by a two (2) position switch you are not able to active the Landing Mode.
  - Cruise Mode (CRUISE)
  - Launch Mode (LAUNCH)

\* Launch Switch Reverse (LAUNCH REV)

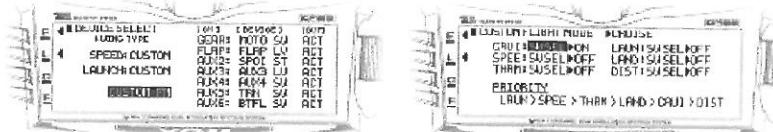
It is possible to switch the Launch Switch position on the Flight Mode switch.

NORM : The Upper switch position (POS 0) will be set as LAND (Landing Mode), and the Bottom switch position (POS 2), will be set as LAUNCH (Launch Mode).

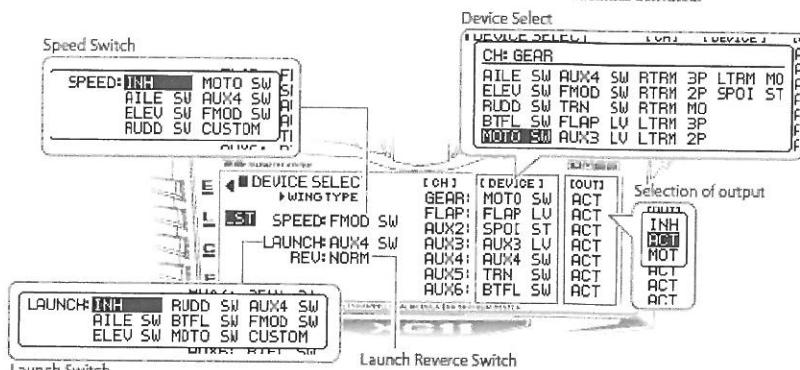
REV : The reverses the positions for LAUNCH and LAND - POS 0 becomes LAUNCH (Launch Mode) and POS 2 becomes LAND (Land Mode).

## System List

② When adding "SPEED/LAUNCH" as a custom flight mode  
 It is possible to set a custom switch for choosing the Flight Mod when 'Speed/Launch' is selected. It is also possible to select the priority for each flight mode. Select the switch position using the "SW SEL" function then choose the priority for each flight mode.



- Device Select (DEVICE)  
 Here input devices (switches, levers and trim switches) can be linked to a particular channel. Select the device as desired.
- Selection of output (OUT)  
 Here the Output configuration of each channel can be specified.  
 INH: No output.  
 ACT: Allow output - standard.  
 MOT: Use this channel for Motor control.  
 ⓘ The channels which can be allocatable for Motor control are "GEAR" (Gear Channel) and "AUX3" (AUX 3 channel). When the Motor Channel is set, "MOTOR SYSTEM" on the function List becomes activated.



### TIPS

- Even though a channel's OUT (Output) can be set to 'INH', it is possible to use the channel with a "PROGRAM MIX" (on the function List) as a Master channel. It is also possible to set this under "DEVICE SELECT".
- Touch Select function: When selecting a switch, by operating the switch that you wish to use, the switch will be automatically recognize and be set to that function. It is useful when you are not sure of the switch name.
- It is possible to select from the following three (3) movement options when using a trim lever as an Input device.  
 2P: 2position movement  
 3P: 3position movement  
 MO: Momentary Movement

### Caution Note

Actually operate the servos and carefully confirm the settings before flying.

## System List

### ■ Swash type [SWASH TYPE]



#### ■ Function Explanation

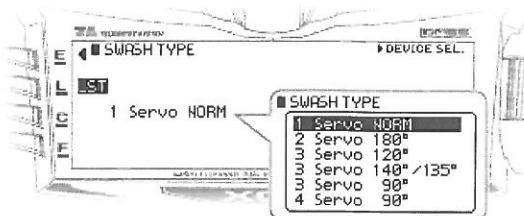
This function allows electronic CCPM mixing to match the mechanical structure and control of the helicopter swash plate. After making the SWASH TYPE selection, detailed settings should be made using Swash Mixing in the Function List.

#### ■ Setting Method

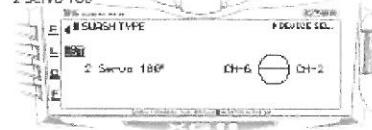
Select the CCPM Swash type on the screen by rotating the dial, and then pressing the dial. This displays a list of the Swash Patterns – select the pattern which matches your helicopter. Initially, it is set to 1 servo Normal. Note that the actual mixing amount and direction setting must be carried out in the System List - "SWASH MIXING".

##### ● SWASH TYPES

- 1 Servo Normal
- 2 Servo 180°
- 3 Servo 120°
- 3 Servo 140° /135°
- 3 Servo 90°
- 4 Servo 90°



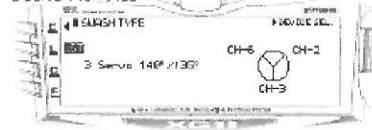
##### 2 Servo 180°



##### 3 Servo 120°



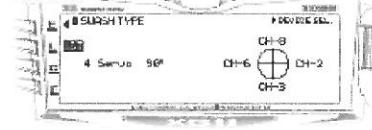
##### 3 Servo 140° /135°



##### 3 Servo 90°

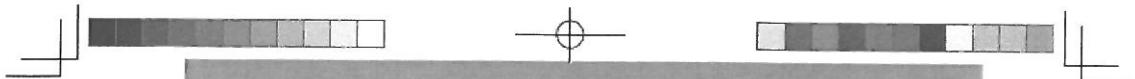


##### 4 Servo 90°



#### ■ Caution Note

- Actually operate the servos and carefully confirm the settings before flying.


 System List

## ■ Wing Type [WING TYPE]

### ■ Function Explanation

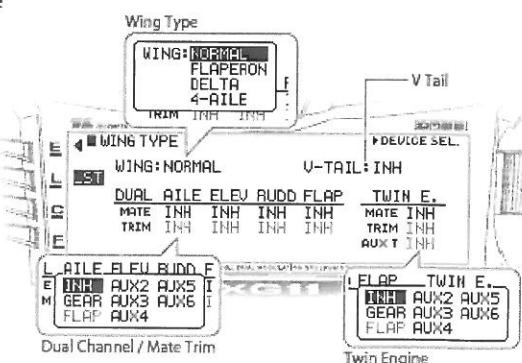
Here the wing type can be set. Dual ailerons and dual flaps, dual elevators, dual rudders, tailless planes, and V-tail wings can be selected.

### ■ Setting Method

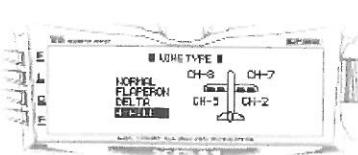
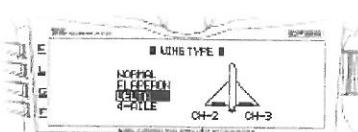
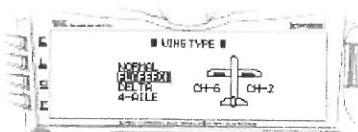
This function is used to select the Wing type according to type of airplane.



#### ■ For Airplane



- Wing Type (WING)  
Select the Main Wing Type.
  - Normal (NORMAL)  
For standard airplane wing types.
  - Flaperon (FLAPERON)  
For wings with Dual Aileron. Also, mixing Dual Aileron as Flaps is possible.  
The following channel outputs are used:  
Channel2 (AILE) : Right Aileron (RAIL)  
Channel6 (FLAP) : Left Aileron (LAIR)
  - Delta (DELTA)  
It is possible to set up a Delta Wing to use Elevons.  
The following channel outputs are used:  
Channel2 (AILE) : Left Elevon (LEVN)  
Channel6 (FLAP) : Right Elevon (REVN)
  - ※ The actual meaning of "DELTA" is a defined wing shape, and not a tailless airplane. However, JR does call tailless airplanes deltas (eg the F-102 or Dassault Mirage III).
  - 4 Aileron (4AILE)  
For wings with Four Ailerons  
The following channel outputs are used:  
Channel2 (AILE) : Right Aileron1 (RAL1)  
Channel7 (AUX2) : Right Aileron2 (RAL2)  
Channel5 (GEAR) : Left Aileron1 (LA1L)  
Channel8 (AUX3) : Left Aileron2 (LA1L2)



## System List

### ● V-Tail (V-TAIL)

Used to perform mixing for a V-tail airplane.

The following channel outputs are used:

Channel 3 (ELEV) : Left Tail (LTAL)

Channel 4 (RUDD) : Right Tail (RTAL)

### ● Dual Channel (DUAL) / Mute Trim (TRIM)

A Dual channel can be chosen for the following functions. Select the Channel to use for the Dual output. It is also possible to active trim for the Dual channel.

● Aileron (AIL)

● Elevator (ELEV)

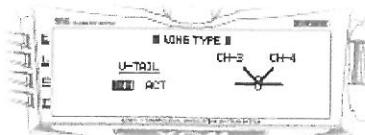
● Rudder (RUDD)

● Flap (FLAP)

### ● Twin Engine (TWIN ENGINE)

This allows mixing for twin engine aircraft. Select & set the required second channel for the throttle.

Note that it is possible to add normal throttle trim to this second channel, or add a separate Trim Lever as the second throttle trim.

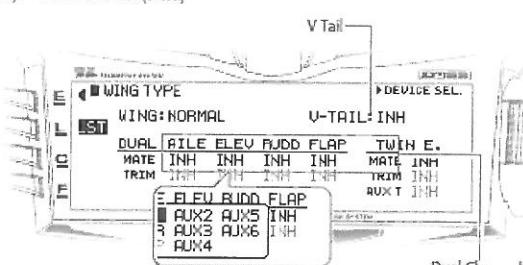


### ■ For Glider

Dual Aileron is the standard Wing type for Glider.

Channel2 (AILE) : Right Aileron (RAIL)

Channel6 (FLAP) : Left Aileron (LAFL)



### ● V-Tail (V-TAIL)

This is mixing for a V-tail airplane.

The following channel outputs are used:

Channel 3 (ELEV) : Left Tail (LTAL)

Channel 4 (RUDD) : Right Tail (RTAL)

### ● Dual Channel (DUAL)

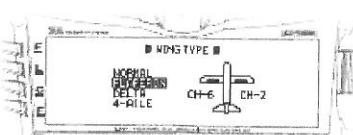
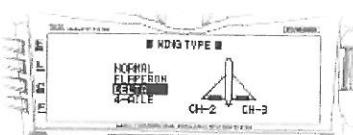
A Dual channel can be chosen for the following functions. Select the Channel to use for the Dual output. It is also possible to active trim for the Dual channel.

● Elevator (ELEV)

● Rudder (RUDD)

● Flap (FLAP)

● Spoiler (SPO)



### ■ Caution Note

Actually operate the servos and carefully confirm the settings before flying.

## System List

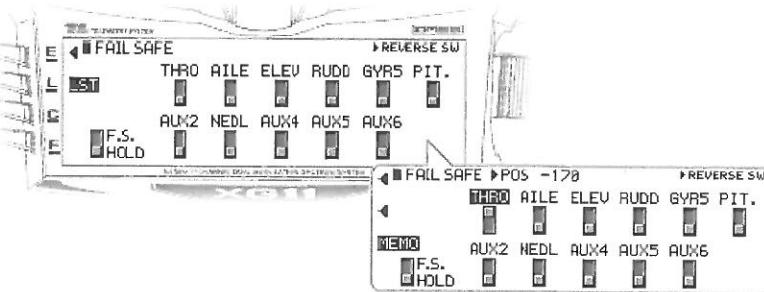
### Fail safe [FAIL SAFE]

#### Function Explanation

If the receiver does not receive a valid RF signal from the transmitter, this function moves the servos to predefined positions, to avoid the scenario of the aircraft crashing at, for example, full throttle. Be sure to set the Fail Safe before flying each aircraft.

#### Setting Method

This function allows selections to be made for each channel in case of loss of RF signal. "HOLD", maintains the servo positions as they were immediately before the radio signal was lost. This is the default setting. It is also possible to select "FAIL SAFE". In order to set the "FAIL SAFE" positions (the servos move to predefined positions in the event of loss of radio signal), change the switch for each of the channels on the screen to "FAIL SAFE". The memorising of each of the Fail Safe positions is carried out by operating the stick to the desired position and holding it there while pressing the "MEMO" key to activate this function.



#### Caution Note

- For safety reasons, engine-powered and electric powered aircraft must have their motive power channels set to the slowest speed.
- If the Reverse Switches or Stick Mode are changed after setting the Fail Safe, the motive power may be set to the Full Throttle position. In order to avoid making this dangerous mistake, be certain to remember to implement the Fail Safe settings after completing the aircraft set-up.
- Before flying, be certain to confirm the failsafe settings by switching off the transmitter power, and observing that the servos move to the positions intended.