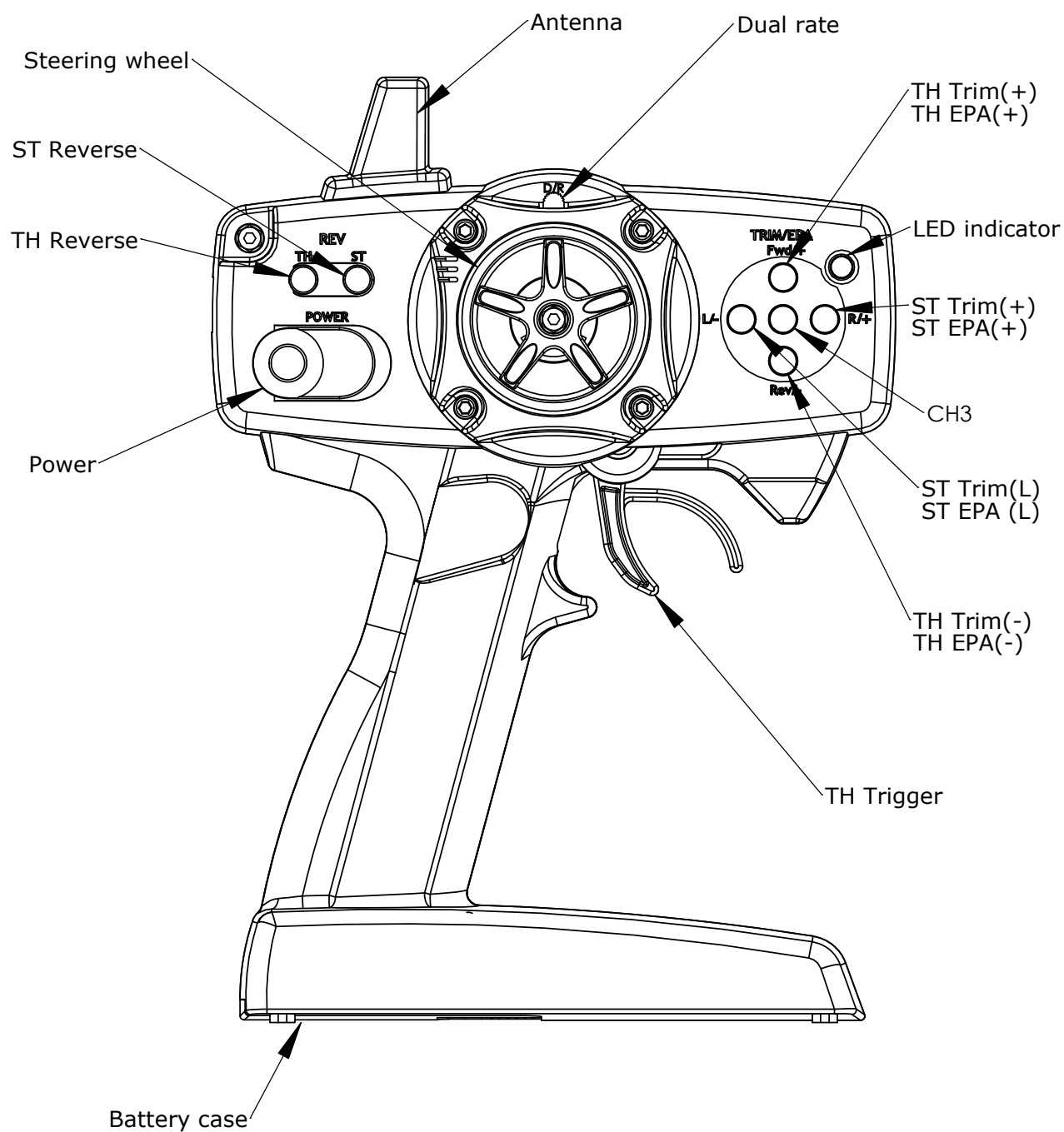


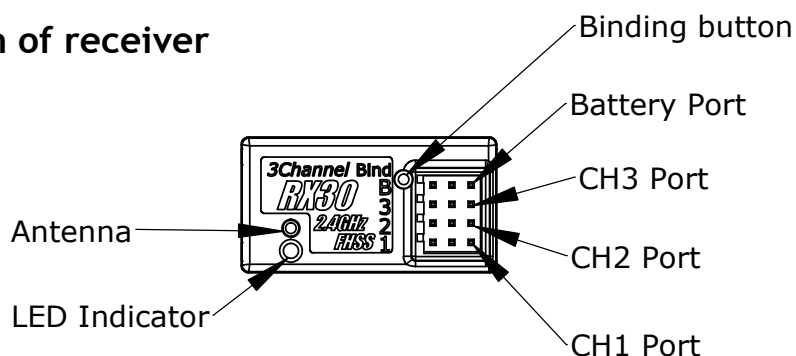
***TX30***

**2.4GHz FHSS 3CH Radio control system**

## 1. Function of the transmitter -RL11101

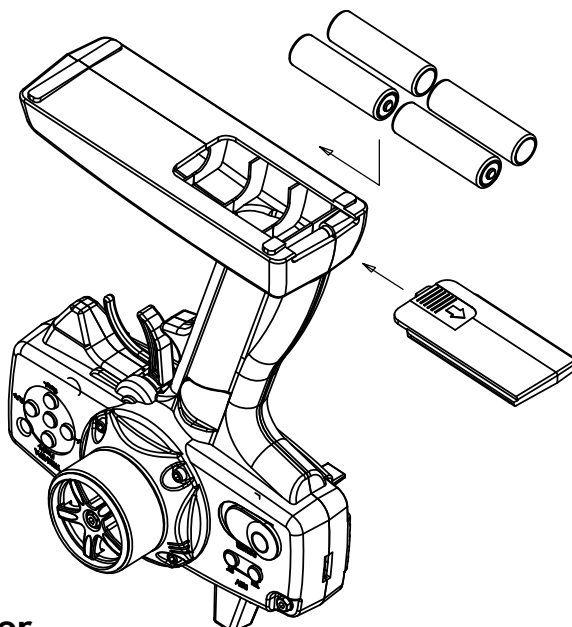


## 2. Function of receiver



## 3. Transmitter Battery Insertion

- With the power switch in the off position, remove the battery cover in the direction of the arrow on it.
- Insert four AA batteries with their "+" and "-" poles in the directions shown.
- Re-attach the battery cover.
- Slide the power switch to the on position. The LED indicator should light up. If it does not, check the batteries' polarity and strength.



## 4. Transmitter LED Indicator

The transmitter's LED indicator shines steadily when transmitter power is on and the power supply is sufficient. When the transmitter LED indicator flashes green and the transmitter continually beeps, this means that the power supply is insufficient, and the batteries must be changed or recharged.

## 5. RF Band Usage

The system is set at the factory for "general" use of the 2.4-GHz frequency band (that is, use of the band as allowed in most of the world), but can be set for use of the band as allowed in France.

When the transmitter is set at the "general-mode" of the 2.4-GHz frequency band, its LED indicator shines steadily and the transmitter beeps twice from the moment the transmitter is turned on. When it is set for use in France, the LED indicator flashes briefly and the transmitter also beeps twice when turned on.

Switch between the "general-mode" and "France-mode" settings as follows:

- Hold down the Steering Reverse and Throttle Reverse buttons, and then turn the transmitter on. The transmitter will beep five times, indicating that it is in switching mode. Release the buttons.

- b. Press the Throttle Reverse button to switch between the "general-mode" and "France-mode" settings.
- c. Note the indication of the setting: If the LED indicator shines steadily, the setting is "general-mode"; if it flashes, the setting is "France-mode."
- d. Wait at least two seconds to let the transmitter save the new setting; next, turn the transmitter off and then on again.
- e. After switching either from "general-mode" to "France-mode" or vice versa, you must re-bind the receiver to the transmitter (see next).

## 6. Binding the Receiver to the Transmitter

"Binding" is tuning the receiver to the frequencies used by the transmitter. Bind the receiver to the transmitter as follows:

- a. With both transmitter and receiver turned off, place the units no more than 30 cm (1 ft) apart.
- b. While holding down the receiver's BIND button, apply power to the receiver. Its LED will start to flash steadily, indicating that the unit is in binding mode, a state that lasts up to 30 seconds.
- c. Turn the transmitter on. It will immediately go into binding mode, a state that lasts one second.
- d. When the receiver's LED shines steadily, binding is complete.

## 7. Throttle Forward and Reverse Endpoint Adjustment (EPA-F/B)

You can adjust the maximum power used for forward and/or reverse driving -- in other words, the maximum forward and/or reverse speed. The usual practice is to suspend or support the car so the wheels are not in contact with any solid surface while this is done. Make the adjustment as follows:

- a. Increasing maximum forward or reverse power: Move the trigger (throttle) as far as it will go in the direction desired, and then either (a) press the Throttle Trim/EPA (+) button briefly for small adjustments, or (b) press the Throttle Trim/EPA (+) button steadily for a large adjustment. The transmitter will emit short beeps for small adjustments, and a long beep for an adjustment to 100%.
- b. Decreasing maximum forward or reverse power: Move the trigger (throttle) as far as it will go in the direction desired, and then either (a) press the Throttle Trim/EPA (-) button briefly for small adjustments, or (b) press the Throttle Trim/EPA (-) button steadily for a large adjustment. The transmitter will emit short beeps for small adjustments, and a long beep for an adjustment to 35%, the smallest adjustment possible

## 8. Steering-wheel Left and Right Endpoint Adjustment (EPA-R/L)

You can adjust the maximum angle of the front wheels for left and right turns. Do this as follows:

- a. To increase the right or left turning angle: Turn the steering wheel all the way to the end of the desired direction, and then either (a) press the Steering Trim/EPA (+) button briefly for small adjustments or (b) press the Steering Trim/EPA (+) button steadily for a large adjustment. The transmitter will emit short beeps for small adjustments, and a long beep for an adjustment to 100%.
- b. To decrease the right or left turning angle: Turn the steering wheel all the way to the end of the desired direction, and then either (a) press the Steering Trim/EPA (-) button briefly for small adjustments or (b) press the Steering Trim/EPA (-) button steadily for a large adjustment. The transmitter will emit short beeps for small adjustments, and a long beep for an adjustment to 100%.

## **9. Throttle/Steering Trim Adjustment (TH./ST. TRIM )**

You can adjust the neutral point setting of the throttle (trigger) and/or the steering wheel. Do this as follows:

- a. For stepped adjustment, press the Throttle/Steering Trim/EPA (+) or Throttle/Steering Trim/EPA (-) button briefly. The transmitter will beep briefly for each stepped adjustment, beep twice and then go silent when the current midpoint is reached, and sound continuously when the maximum is reached.
- b. For continuous adjustment, hold down the Throttle/Steering Trim/EPA (+) or Throttle/Steering Trim/EPA (-) button. The transmitter will beep repeatedly until the limit is reached, and then it will sound continuously until the button is released. When the current midpoint is reached, the transmitter will beep twice and then go silent, and adjustment will cease; the button must then be released and pressed again to continue.

## **10. Throttle/Steering Normal/Reverse Setting (TH./ST. Reverse)**

There can be situations in which a reverse throttle/steering setting is helpful. Switch between the Throttle or Steering Normal and Reverse settings as follows:

Hold down the Throttle Reverse button or the Steering Reverse button for a period of one second. The transmitter will beep twice when the new setting takes effect.

## **11. Steering Dual-rate Activation (ST DR)**

You can augment (speed up) or reduce (slow down) the effect of the steering wheel. Do so as follows:

- a. To augment the effect of the steering wheel, briefly press the Steering Dual-rate button to the right. The transmitter will beep once to indicate that the change has taken effect.
- b. To reduce the effect of the steering wheel, briefly press the Steering Dual-rate button to the left. The transmitter will beep once to indicate that the change has taken effect.

## **12. Failsafe Settings (Fail Safe)**

Failsafe settings are stored in the receiver. These are the settings the receiver will revert to if contact with the transmitter, which is normally continuous, is lost. Input failsafe settings as follows:

- a. To enter failsafe setting mode, simultaneously hold down the Steering Reverse and Throttle Reverse buttons for about one second. The transmitter's LED indicator will start to flash continuously, indicating that the system is in failsafe setting mode.
- b. To set the Channel 3 failsafe position, briefly press the Channel 3 button to move the servo to the desired position.
- c. To set the failsafe steering position, turn the steering wheel to the desired position.
- d. To set the failsafe throttle level, move the trigger until the desired level is reached.
- e. To exit failsafe setting mode, briefly press either the Steering Reverse button or the Throttle Reverse button. The transmitter's LED will resume shining steadily, indicating that the unit has exited failsafe setting mode.

To clear the current failsafe settings, either re-bind the receiver to the transmitter, or input new failsafe settings.

### 13. Restoring Transmitter Defaults

Resetting the transmitter to its factory default settings does not affect the RF band ("general-mode" or "France-mode") setting or the Channel 3 settings. The controls that are affected by a reset are:

- a. Steering Trim (+) (ST Trim+)
- b. Steering Trim (-) (ST Trim-)
- c. Throttle Trim (+) (TH Trim+)
- d. Throttle Trim (-) (TH Trim-)
- e. Steering Normal/Reverse (ST Reverse)
- f. Throttle Forward/Reverse (TH Reverse)
- g. Steering Dual-rate Control (ST DR)
- h. Steering Endpoint Adjustment-Right (EPA-R)
- i. Steering Endpoint Adjustment-Left (EPA-L)
- j. Throttle Endpoint Adjustment-Forward (EPA-F)
- k. Throttle Endpoint Adjustment-Reverse (EPA-B)

Reset the transmitter as follows:

- a. With the transmitter turned off, simultaneously hold down the Throttle Trim (+) and Steering Trim (+) buttons, and then apply power. You will hear three beeps, indicating that the transmitter's factory default settings have been restored.
- b. Wait at least two seconds, and then turn the transmitter off and then on again.

### 14. Power-off Warning

If the transmitter is idle for more than ten minutes, it will start to emit long warning beeps. To turn the beeping off, move the steering wheel or the trigger, or press a button.

### 15. Transmitter Power-low Warning

The transmitter will start to emit short warning beeps and its LED will start blinking, if power from the transmitter's batteries falls below 4.7V +/-0.1V.

#### **\*\*\* Important Note\*\*\***

The receiver's memory can be written to no more than 40 times.

Each transmitter that can be used with the receiver has a unique signature. Each time binding with a different transmitter is carried out; this counts as a write to receiver memory.

Each time the failsafe settings are changed, this counts as a write to receiver memory.

#### **Radiation Exposure Statement:**

This equipment complies with CE/FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance 20cm between the radiator & your body.

This device and its antenna(s) must not be co-located or operation in conjunction with any other antenna or transmitter.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

FCC Caution: Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.