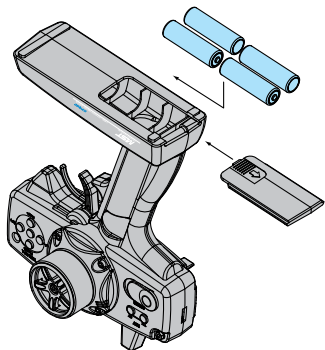


XTR02
2.4G / 3CH RADIO CONTROL SYSTEM

1. Transmitter Battery Insertion

1. With the power switch in the off position, remove the battery cover in the direction of the arrow on it.
 2. Insert four AA batteries with their "+" and "-" poles in the directions shown.
 3. 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.



2. 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.

3. RF Band Usage

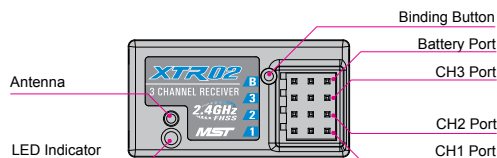
The system is set at the factory for "general" use of the 2.4GHz frequency band (that is, use of the band as allowed in most of the world), but can be set

for use of the band as allowed in France. When the transmitter is set at the "general-mode" of the 2.4GHz 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:

- ① 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.
- ② Press the Throttle Reverse button to switch between the "general-mode" and "France-mode" settings.
- ③ 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."
- ④ Wait at least two seconds to let the transmitter save the new setting; next, turn the transmitter off and then on again.
- ⑤ After switching either from "general-mode" to "France-mode" or vice versa, you must re-bind the receiver to the transmitter (see next)

4. Receiver



5. 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:

1. With both transmitter and receiver turned off, place the units no more than

30 cm (1 ft) apart.

2. 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.
3. Turn the transmitter on. It will immediately go into binding mode, a state that lasts one second.
4. When the receiver's LED shines steadily, binding is complete.

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

1. 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:

- ① 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%.
- ② 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.

2. 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:

- ① 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%.
- ② 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%.

3. 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:

- ① 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.
- ② 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.

4. 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.

5. 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:

- ① 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.
- ② 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.

6. 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:

- ① 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.
 - ② To set the Channel 3 failsafe position, briefly press the Channel 3 button to move the servo to the desired position.
 - ③ To set the failsafe steering position, turn the steering wheel to the desired position.
 - ④ To set the failsafe throttle level, move the trigger until the desired level is reached.
 - ⑤ 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.

7. 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:

- | | |
|--|--------------------------------|
| ① Steering Trim (+) (ST Trim+) | ② Steering Trim (-) (ST Trim-) |
| ③ Throttle Trim (+) (TH Trim+) | ④ Throttle Trim (-) (TH Trim-) |
| ⑤ Steering Normal/Reverse (ST Reverse) | |
| ⑥ Throttle Forward/Reverse (TH Reverse) | |
| ⑦ Steering Dual-rate Control (ST DR) | |
| ⑧ Steering Endpoint Adjustment-Right (EPA-R) | |
| ⑨ Steering Endpoint Adjustment-Left (EPA-L) | |
| ⑩ Throttle Endpoint Adjustment-Forward (EPA-F) | |
| ⑪ Throttle Endpoint Adjustment-Reverse (EPA-B) | |

Reset the transmitter as follows:

- ① 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.
- ② Wait at least two seconds, and then turn the transmitter off and then on again.

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.

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.**
1. 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.
 2. 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.

FCC Information:

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.

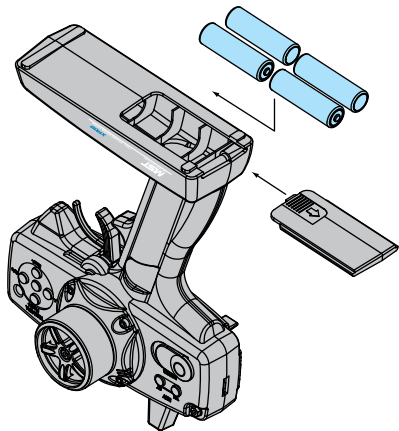
Caution:

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment. This product contains a radio transmitter with wireless technology which has been tested and found to be compliant with the applicable regulations governing a radio transmitter in the 2.400GHz to 2.483GHz frequency range.



1. 遙控器電池安裝

請依照箭頭方向打開電池盒蓋，安裝 4 顆三號 (AA) 電池於遙控器，關上電池盒蓋，開啟電源開關，確認遙控器指示燈是否亮起，若未亮起，請檢查電池極性是否安裝正確、電力是否充分。



2. 遙控器指示燈

遙控器開機，LED 指示燈恆亮，代表遙控器電源電力足夠，若 LED 指示燈為綠色閃爍還有持續不斷的短音聲響，代表遙控器電源電力不足夠，請更換電池。

3. 使用無線頻帶

頻率是 2.4GHz 頻帶，出廠預設一般模式 (General mode)，亦可切換至法國模式 (France mode)。

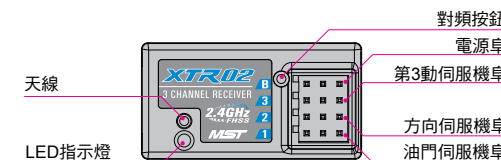
1. 開機顯示：

遙控器開機後，蜂鳴器會發出嗶!嗶!兩聲，同時若遙控器指示燈有短暫閃爍為法國模式；遙控器指示燈若無短暫閃爍為一般模式。

2. 切換頻帶操作方式：

- 進入切換模式：按著 (ST Reverse) 鍵與 (TH Reverse) 鍵，開啟遙控器電源，聽到 5 短音的聲響後，代表已進入切換模式。
- 切換方式：按 (TH Reverse) 鍵在一般、法國模式間切換。
- 頻帶顯示方式：若切換到一般模式，指示燈會恆亮；若切換到法國模式，指示燈為閃爍。
- 儲存頻帶模式：選定頻帶模式後，請等 2 秒鐘，讓遙控器儲存頻帶模式的設定值，接著請關閉遙控器電源再開啟遙控器電源。
- 接收器重新聯結：請與接收器重新聯結 (Binding)。

4. 接收機解說



5. 遙控器與接收機對頻

- 步驟 1：遙控器與接收機放置在相互距離 30 公分以內。
 步驟 2：持續按壓接收機對頻鍵下，打開接收機電源開關，此時 LED 指示燈持續閃爍，代表已進入為期 30 秒的接收機對頻模式。
 步驟 3：開啟遙控器電源，遙控器馬上進入為期 1 秒的對頻模式。
 步驟 4：當接收機 LED 指示燈為恆亮，代表對頻成功。

6. 調整

- 油門前進 / 後退動量調整 (EPA-F/B)**
 只對油門前進/後退動量的大小進行調整;進行調整時,請將車體架高。
 操作方式:
 ①增加油門前進/後退動量:油門板機前進/後退至底,再短按或長按微調 TH Trim+ 鍵且蜂鳴器同步發出嗶聲聲音,直至 100%時,蜂鳴器發出嗶聲長音提示。
 ②減少油門前進/後退動量:油門板機前進/後退至底,再短按或長按微調 TH Trim- 鍵且蜂鳴器同步發出嗶聲聲音,直至 35%時,蜂鳴器發出嗶聲長音提示。
- 方向動量調整 (右 / 左) (EPA-R/L)**
 對方向(右/左)動量的大小進行調整。
 操作方式:
 ①增加右/左方向動量:方向盤右/左轉至底,再短按或長按微調 ST Trim+ 鍵且蜂鳴器同步發出嗶聲聲音,直至 100%時,蜂鳴器發出嗶聲長音提示。
 ②減少右/左方向動量:方向盤右/左轉至底,再短按或長按微調 ST Trim- 鍵且蜂鳴器同步發出嗶聲聲音,直至 35%時,蜂鳴器發出嗶聲長音提示。
- 油門 / 方向微調 (TH./ST. TRIM)**
 微調油門馬達/方向伺服機的位置。
 操作方式:
 ①步進微調:請短按微調 TH/ST Trim+ 或 TH/ST Trim- 鍵一下,進行步進微調,蜂鳴器發出嗶!一聲短音,如經過中立點時,蜂鳴器發出會嗶!兩聲,到達極值時嗶聲長音。
 ②連續微調:請長按 TH/ST Trim+ 或 TH/ST Trim- 鍵,進行連續調整微調值,蜂鳴器發出連續嗶聲聲音,到達極值時嗶聲長音,直至按鍵放開。如經過中立點時,微調動作會停止且嗶!兩聲後無聲,需再按按鍵後繼續。
- 正逆轉功能 (TH./ST. Reverse)**
 變更油門/方向的動作方向。
 操作方式:
 長按油門正逆轉 (TH Reverse) 鍵或方向正逆轉 (ST Reverse) 鍵持續 1 秒鐘,當設定成功後會有嗶!兩聲短音的聲響,同時油門/方向的動作亦改變。
- 方向大小動調整 (ST DR)**
 可同時調整方向盤大小動作。
 操作方式:
 ①增加動量:向右按方向大小動調整 (ST DR) 一下,方向的左右動量會增加,蜂鳴器會發出嗶一聲。
 ②減少動量:向左按方向大小動調整 (ST DR) 一下,方向的左右動量會減少,蜂鳴器會發出嗶一聲。
- 失控保護功能 (Fail Safe)**
 失控保護功能是因不明原因發生而導致接收機無法接收到遙控器訊號時,讓各個頻道的伺服機能在設定的動作下動作的功能。
 Fail-Safe 設定值是儲存在接收機。
 操作方式:
 ①進入 Fail-Safe 設定模式:同時按下方向正逆轉 (ST Reverse)

- 鍵與油門正逆轉 (TH Reverse) 鍵約 1 秒鐘,當遙控器指示燈持續閃爍,代表已進入 Fail-Safe 設定模式。
 ②設定 CH3 Fail Safe 位置:短按第 3 動鍵 (CH3),調整第 3 動的位置。
 ③設定 ST Fail Safe 位置:方向盤轉到需要的角度
 ④設定 TH Fail Safe 位置:油門板機控制到需要的行程
 ⑤離開 Fail-Safe 設定模式:短按方向正逆轉 (ST Reverse) 鍵或油門正逆轉 (TH Reverse) 鍵;遙控器指示燈回到恆亮,代表已離開 Fail-Safe 設定模式。

- 清除方式:
 ①重新 Binding 或 ②重新設定 FS
- 遙控器參數回出廠值**
 讓遙控器參數恢復至出廠預設值的功能,但不包括無線頻帶模式("一般模式"或"法國模式")與第 3 動的設定值。
 遙控器參數恢復至出廠預設值包含:
 ①方向微調 ST Trim+ ②方向微調 ST Trim-
 ③油門微調 TH Trim- ④油門微調 TH Trim+
 ⑤方向正逆轉功能 ST Reverse
 ⑥油門正逆轉功能 TH Reverse
 ⑦方向盤大小動作調整 ST DR
 ⑧方向右動量調整 EPA-R
 ⑨轉向左動量調整 EPA-L
 ⑩油門前進動量調整 EPA-F
 ⑪油門後退動量調整 EPA-B
 操作方式:
 ①同時按下微調 TH Trim+ 鍵 (TH Trim+) 與微調 ST Trim+ 鍵 (ST Trim+) 上電會聽到 "嗶!嗶!嗶!" 3 聲,代表已恢復遙控器參數至出廠預設值。
 ②請關機再開機。

7. 關機警示

若遙控器有超過 10 分鐘長的時間都在靜置的情形下,遙控器蜂鳴器會發出長週期的警示聲,若要停止關機警示聲,請轉動方向盤、扣下扳機或按下按鍵。

8. 遙控器低電量警告

若遙控器的電力低於 4.7v+0.1v 時,遙控器蜂鳴器會發出短週期的警示聲且遙控器指示燈會同步閃爍。

*** 注意事項 ***

接收機有寫入次數的限制: 40 次
 當接收機與不同於記憶體中記載的發射器 ID 進行 Binding 時,算 1 次;當接收機設定 FS 時,算 1 次。

*** 警語 ***

NCC LP0002 低功率射頻電機技術規範

- 經型式認證合格之低功率射頻電機,非經許可,公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。
- 低功率射頻電機之使用不得影響飛航安全及干擾合法通信;經發現有干擾現象時應立即停用並改善至無干擾時方得繼續使用。前項合法通信,指依電信法規定作業之無線電通信。低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。