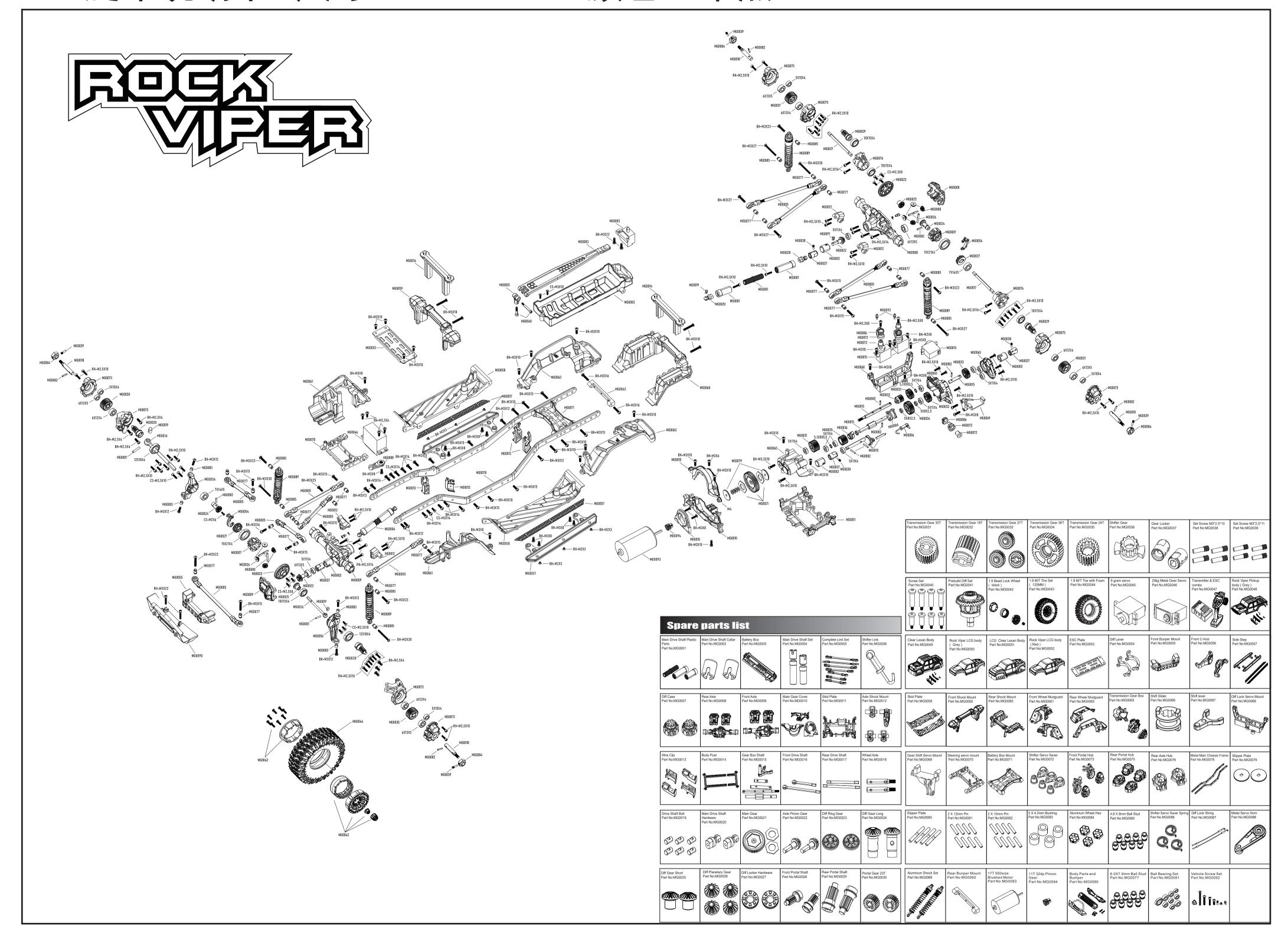
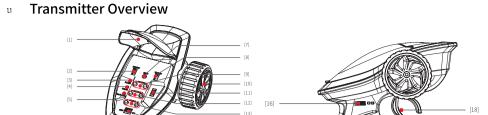
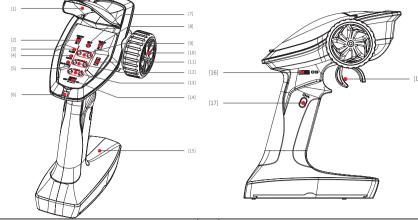
1-10爬车说明书 尺寸: 570X420mm 颜色: 单黑







Panel Flip Cover		Steering Wheel Angle, the maximum rotation of the steering wheel is 35 degrees from center to left or right (CH1).
ST.REV, Steering Channel Reverse Button	[11]	Toggle Switch, to set the related function of ESC.
R.LED, Power Indicator	[12]	TH.TRIM, to adjust the trim of throttle channel.
G.LED, Status Indicator	[13]	ST.D/R, to adjust the D/R for steering channel.
Car Battery, ESC Battery Power Indicator	[14]	Power Switch
Lanyard Hole	[15]	Base, 4 * AA Battery Compartment
Bind Button (BIND)	[16]	Three-position Switch (CH3)
TH.REV, Throttle Channel Reverse Button	[17]	Button Switch(CH4) [It is a flipping type button.]
ST.TRIM, to adjust the trim of steering channel.	[18]	Throttle Trigger, has a total moving angle of 37.5 degrees, 25 degrees forward, and 12.5 degrees backward (CH2).
	ST.REV, Steering Channel Reverse Button R.LED, Power Indicator G.LED, Status Indicator Car Battery, ESC Battery Power Indicator Lanyard Hole Bind Button (BIND) TH.REV, Throttle Channel Reverse Button	ST.REV, Steering Channel Reverse Button [11] R.LED, Power Indicator [12] G.LED, Status Indicator [13] Car Battery, ESC Battery Power Indicator [14] Lanyard Hole [15] Bind Button (BIND) [16] TH.REV, Throttle Channel Reverse Button [17]

Product Specifications

This section contains FS-G4P1-BS transmitter and FS-R4D-ESC-BS receiver specifications.

Transmitter Specifications (FS-G4P1-BS)

Product Model	FS-G4P1-BS
Compatible Receivers	FS-R4D-ESC-BS, FS-R4A3-BS
Channels	4
Model Type	Car, Boat
RF	2.4GHz ISM
Maximum Power	< 20dBm (e.i.r.p.) (EU)
2.4GHz Protocol	2A-BS
Distance	>150m (ground distance without Interference)
Channel Resolution	4096
Battery	6V/DC or 1.5AA*4
Charging Interface	None
Low Voltage Alarm	<4.2V
Antenna Type	Single Built-in Antenna
Data Interface	None

LED status in case of adjusting trims:

When using the trim switches, the G.LED will flash slowly on short presses and quickly on long presses.

When the trim value reaches both ends (+ 120us / -120us), the trim adjustment is at its maximum/minmum

position and as such case, the G.LED will not flash(if the trim value has been adjusted to + 120us, then press

- When the trim value reaches 0 (Centered), the G.LED will flash twice slowly.
- ST.TRIM + / TH.TRIM + switches are invalid and the G.LED has no prompt).

Note: After the throttle trim is changed, the receiver needs to be re-powered on to recognize the new throttle $neutral.\ Otherwise, an \ exception\ may\ occur\ during\ vehicle\ reversing.$

The ST. D/R switch is used for servo travel adjustment, and can also adjust the D/R for CH2 (throttle), CH3 and CH4 servo travel adjustment as multiplexing mode, see [5.5 Mode Switch] for multiplex switching mode;

Adjustment range: 0-120%(the default is 100%), the step is 5%. ST.D / R +: Increase servo travel amount

ST.D / R -: Decrease servo travel amount. LED status in case of adjusting D/R:

- When using the D/R switches, the G.LED will flash slowly on short presses and quickly on long presses. When the D/R value reaches both ends (0/120%), the ST.D / R switch is at its maximum/minmum position and as such case, the G.LED will not flash(if the D/R value has been adjusted to 120%, then press ST.D/R+ switch is invalid and the G.LED has no prompt) Mode Switching
- his function is for reusing the ST.TRIM switches and ST.D / R switch for different channels (see [5.3 Trims], [5.4 D/R])

Under normal power-on condition, quickly press the BIND button twice (within 1 sencond) to cycle through modes 1, 2, 3, and 4. By default, the mode 1 is used

Mode 1: The G.LED slowly flashes once, the ST.TRIM switches are for CH1 trim adjustment, and the ST.D / R switch is

Mode 2: The G.LED slowly flashes twice, the ST.TRIM switches are for CH1 trim adjustment, and the ST.D / R switch is for CH2 D/R adjustment.

 ${\tt Mode~3: The~G.LED~slowly~flashes~for~three~times, the~ST.TRIM~switches~are~for~CH3~trim~adjustment, and~the~ST.D~/~R} \\$ switches are for CH3 D/R adjustment.

Mode 4: The G.LED slowly flashes for four times, the ST.TRIM switches are for CH4 trim adjustment, and the ST.D / R switch is for CH4 D/R adjustment.

5.7 Failsafe

The failsafe function is used to protect the model and personnel when the receiver is out-of-control.

The failsafe for CH2 is enabled by defaut, the ESC motor channel will enter the brake state when the receiver is outofcontrol. By default, the failsafe for CH1, CH3 and CH4 channels are not set, and can be set at the transmitter side, and these three channels will maintain the last output values in case of out-of-control.

In the normal power-on state, set the control corresponding to the channel to be configured with failsafe to the preset position, meanwhile, press and hold the BIND button for 3 senconds to set the output value as the failsafe value. And if the G.LED flashes for 2 seconds, it indicates that the setting is successful. Then the failsafe value set will output in case of out-of-control.

5,8 Beginner Mode

Beginner mode is designed for people who is new to the hobby.

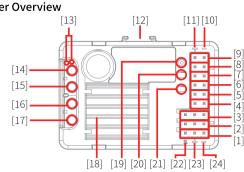
In this mode, the throttle will be limited to output 50 percent, The channel range defaults to 1250~1500~1750us.

Setup:

To switch between beginner mode and normal mode, press and hold the CH4 button while turning the steering wheel completely counterclockwise as far as it can, and at the same time, power on the transmitter. When the G.LED works in two-flash-one-off mode for 3 senconds, then the beginner mode has switched. In case of the G.LED is off, the normal mode is switched.

Temperature Range	-10°C ~ +60°C
Humidity Range	20% ~ 95%
Online Update	None
Dimensions	160*193*97mm
Weight	220g
Certifications	CE, FCC ID: N4ZG4P00

22 Receiver Overview



[9] Roof Light Interface [2] CH3 [10] - (Car Light Interface Cathode) [3] CH4 [4] Left Turn Signal Light Interface [5] Right Turn Signal Light Interface [6] Headlight Interface [7] Tail Light Interface [8] Ambient Light Interface

[11] + (Car Light Interface Anode) [12] Tab for Hanging Power Switch [13] Power Switch Cable [14] + (Motor Cable Anode) [15] + (Power Cable Anode) [16] - (Power Cable Cathode)

[17] - (Motor Cable Cathode)

[22] Signal Pin(CH Interface)

[23] + (CH Interface Anode)

[24] - (CH Interface Cathode)

[18] Heatsink

[19] Antenna

[21] ESC LED

[20] Receiver LED

The car light interface is a standard 2.54mm*2 Pins.

Receiver Features 1. The integrated design of the ESC and the motor greatly reduces the overall volume and weight, and makes the layout and routing of car frame simpler and more convenient

2. PPX7 excellent waterproof and dustproof performance make it easily cope a variety of complex environments.

3. The parameters of ESC can be set throght the transmitter in real time, no need to connect parameter adjusting equipment or remover the car frame, making the setting easier.

4. Two running modes and four drag brake forces can be adjusted. Only one can meet the application of most car

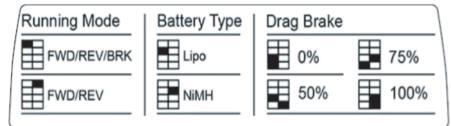
5. Bulit-in car light control function.

6. Multiple protection functions: low/high voltage protection of battery, overheat protection and failsafe function.

2.3 Receiver Specifications (FS-R4D-ESC-BS)

Product Model	FS-R4D-ESC-BS	
Compatible Transmitters	FS-G4P1-BS, FS-MG41-BS	
Applicable Motors	540, 390, 370 or 280 Brushed Motor	
Main Applications	1:10 Crawler Car, Short-course Truck or Truck	
LiPo/NiMH Cells	2-3 LiPos or 5-7 NiMH cells	
Continuous / Peak Current	40A/200A	
Parameter Setting	Transmitter	
Number of Channels	4	
Number of Light Interfaces	6	
RF	2.4GHz ISM	
2.4GHz Protocol	2A-BS	

ESC Parameters Setting



Toggle Switch Sign

The Toggle Switch on the transmitter is used to set ESC parameters, that is, the Toggle Switch is located at different positions and the corresponding parameter values are different

There are three parameters can be set for the ESC, which are "Running Mode", "Battery Type" and "Drag Brake". There are slide switches numbered 1, 2, 3, 4 on the transmitter panel. The above parameters can be set by toggling left and right.

Running Mode FWD/REV/BRK(Forward/Reverse/Brake): This mode adopts "double click" reverse mode, that is, when the throttle trigger is pushed from netural range to the reverse area for the first time, the motor is only braking and will not reverse; When the throttle trigger is moved back to the netural range and pushed to the reverse area for the second

time, it will reverse. This mode is applicable to general models. FWD/REV(Forward/Reverse): This mode adopts "one click" reverse mode, that is, when the throttle trigger is pushed from netural range to the reverse area, the motor immediately generates reverse action, which is generally applied to rock crawlers.

Toggle the No. 1 slide switch to the left, then the running mode is set to FWD / REV / BRK. Toggle the No. 1 slide switch to the right, then the running mode is set to FWD/REV.

Battery Type There are LiPo and NiMH cells which can be set. It can be set according to the actual use.

Toggle the No. 2 slide switch to the left, then the battery type is set to Lipo. Toggle the No. 2 slide switch to the right, then the battery type is set to NiMH.

Drag Brake Force

The drag brake means that when the throttle trigger moves from the forward or reverse area to netural range, it will produce certain braking force to the motor, the larger the value is, the greater the drag brake force is. Select proper drag brake force according to the actual situation.

Toggle both the No. 3 and the No.4 slide switches to the left, then the drag brake force is set to 0%. And toggle the No. 3 slide switch to the left and the No.4 slide switch to the right, then the drag brake force is set to 50%. Toggle the No. 3 slide switch to the right and the No.4 slide switch to the left, then the drag brake force is set to 75%. Toggle both the No. 3 and the No.4 slide switches to the right, then the drag brake force is set to 100%.

Car Light Control

The control of car lights is mainly set at the transmitter side to control of car lights state and mode. **Control Mode of the Car Lights**

The car light control features four-channel control mode and two-channel control mode. By defacult, it is four-

Switching between the two control modes can be implemented by turning on the transmitter and turning the steering wheel clockwise to the maximum travel point, and turning on the power supply of the receiver at the same time.

BEC Output 6V/3A Maximum Power < 20dBm (e.i.r.p.) (EU) Distance >150m (ground distance without Interference) Antenna Type Single External Antenna Channel Resolution Data Interface PWM -10°C ~ +60°C Temperature Range **Humidity Range** 20% ~ 95% Online Update None PPX7 | WaterProof Weight 43g 44 0mm*30 0mm*16 7mm Dimensions CE, FCC ID: 2A2UNR4DESC01 Certifications

Make sure that the receiver is mounted in an appropriate location within the model, to ensure a stable signal, maximum range and to mitigate external interference, follow these guidelines:

Pay attention to the following when installing the receiver:

1. Make sure the receiver is not installed near sources of electrical noise.

2. Keep the receiver's antenna away from conductive materials such as carbon or metal. To ensure normal function, make sure there is a gap of at least 1cm between the antenna and the conductive material.

Caution • To prevent damage do not power on the receiver during installation.

41 Instructions

After setting up, follow the instructions below to operate the system

4.2 Power On

Follow the steps below to turn on the transmitter

1. Check to make sure that that battery is fully-charged and installed correctly.]

2. Toggle the switch to the [ON] position, and the R.LED will be solid on.

For safety, always power on the transmitter before the receiver.

M Warning	Operate with caution in order to avoid damage or injury.
▲ Warning	Make sure that the throttle trigger is at its neutral position and the switches are set to their proper position.

- 4.3 LED Indicator
- 1. R.LED: The red power indicator;
- 2. G.LED: The green status indicator;
- 3. Car Battery: ESC battery power indicator
- When the power is high, the Car Battery LED will be solid on in green.
- When the power is medium, the Car Battery LED will be solid on in yellow. • When the power is low, the Car Battery LED will be solid on in red.
- When the power is ultra low, the Car Battery LED will be flash slow in red.
- When the receiver is not connected, the Car Battery LED will be off.

Binding

The transmitter and receiver have already been bound at the factory.

However if the receiver needs to be replaced or additional receivers bound follow these steps:

1. Turn on the transmitter while holding the BIND button, then the transmitter will enter the bind mode. At this time, the G.LED will start flashing quickly. Once in bind mode, release the BIND button.

2. Turn on the receiver, and it will wait for 1 second for connection. If without connection, the receiver will enter

the binding mode automatically.

Four Modes/States of Car Light Operation And How to Turn On/Off It.

In Case of Four-channel Control Mode Switch Method: Quickly press the CH4 button twice to switch the modes. It can switch cycally, by default, it is the Sport

Note: In the following contents, ① stands for turning lights(involved left turn signal light and right turn signal light), ② stands for Illumination/width(involved headlights and tail light), ③ stands for backward/brake(involved tail light), ${f @}$ stands for emergency lights(involved left turn signal light and right turn signal light), ${f @}$ stands for ambient light and roof light, and ⑥ stands for forward(involved headlight)

- Normal Mode: For \odot : Turn the steering wheel counterclockwise, left turn signal light flashes slowly; Turn the steering wheel clockwise, right turn signal light flashes slowly. For @: Toggle the CH3 three-position switch to the far right, the headlights are solid on and the tail light enters into its low-luminance state; Toggle it to the far left to turn off the lights. For ③: Push the throttle trigger forward, then the tail light is solid on. For ④: Press the CH4 button, the emergency lights flash slowly. And press it again to turn off them. For ⑤: Refer to Working Modes of Ambient Light And Roof Light

Sport Mode: For ①, ②, ③, ④ and ⑤, refer to the descripition in Normal mode above. For ⑥: Pull the throttle

trigger backward, the headlights are solid on

Slow Flash Mode: Toggle the CH3 three-position switch to the far right, all car lights flash in cycle. Toggle it to the

Sharp Flash Mode: Toggle the CH3 three-position switch to the far right, all car lights work in sharp flash state.

Toggle it to the far left to turn off the lights.

In Case of Two-channel Control Mode

Switch Method: Same as the four-channel control mode.

Normal Mode: For ①: Turn the steering wheel counterclockwise, left turn signal light flashes slowly; Turn the steering wheel clockwise, right turn signal light flashes slowly. For ②: Quickly turn the steering wheel from neutra position counterclockwise for 2 times, the headlights are solid on and the tail light enters into its low-luminance state. For ③: Push the throttle trigger forward, then the tail light is solid on. For ④: Quickly turn the steering wheel from neutral position clockwise for 2 times, the emergency lights flash slowly. For ③: Refer to Working Modes of Ambient Light And Roof Light.

 $\textbf{Sport Mode:} \ \text{For} \ \textcircled{1}, \ \textcircled{2}, \ \textcircled{3}, \ \textcircled{4} \ \text{and} \ \textcircled{\$}, \ \text{refer to the descripition in Normal mode above.} \ \text{For} \ \textcircled{\$}: \ \text{Pull the throttle}$ trigger backward, the headlights are solid on.

Slow Flash Mode: Quickly turn the steering wheel from neutral position counterclockwise for 2 times, all car lights

Sharp Flash Mode: Quickly turn the steering wheel from neutral position counterclockwise for 2 times, all car lights work in sharp flash state.

Note: In case of Two-channel control mode, The ② , ④ , and ⑥ off operations are the same as the trigger operations.

Working Modes of Ambient Light And Roof Light

Ambient light and roof light include two working modes: Singleness mode and Combination mode. Switch the mode by turning the steering wheel from neutral position clockwise quickly for 4 times. It can switch cycally, by default, it is Singleness mode

It can be adjusted and used in Normal mode and Sports mode, but can not be used in Gradual mode and Sharp flash mode; In the Singleness mode, the ambient light and the roof light are independently controlled and do not interfere with each other; In the Combination mode, the ambient light and the roof light work together and can be controlled uniformly

• The Combination mode includes three working modes: Fast flash, Slow flash and OFF.

Quickly turn the steering wheel from neutral position clockwise for 3 times to switch the mode. It can switch cycally, by default, it is OFF. In Fast flash mode, the ambient light and the roof light will light on in turn. In case of Slow flash mode, ambient light and roof light will be in gradual mode in turn.

Under Singleness mode, the ambient light has four working modes: Gradual, Sharp flash, Three-flash-one-off and OFF.

Note: In case of binding, put the transmitter into bind mode first, then the receiver. If the binding is not completed within ten seconds, the LED of the receiver will enter its slow flashing state.

Applicable to FS-G4P1-BS transmitter and FS-R4D-ESC-BS receiver. Different receivers have different bind procedures. For more information, visit the FLYSKY website for manuals and other related information.

4.5 Stick Calibration This function is used to set the neutral position for throttle trigger and steering wheel.

Every transmitter is calibrated before leaving the factory, however if recalibration is required, please follow these

1. Turn and hold the steering wheel clockwise to the max travel point and push the throttle trigger forwards as far as possible, and at the same time turn on the transmitter, the transmitter will be in calibration mode.

Once the binding is successful, the receiver LED and the G.LED of the transmitter will be solid on.

Product information is updated regularly, please visit our website for more information.

The R.LED and G.LED will work in two-flash-one-off mode.

• The Car Battery LED will be solid on in yellow

2. Calibrate steering wheel: Turn the steering wheel to max and min travel end point in clockwise and

• When calibration is completed, the R.LED will be off.

 The Car Battery LED will be solid on in red 3. Throttle trigger calibration: Push/pull the throttle trigger to forward/backward as far as it will go.

· When calibration is completed, the G.LED will be off.

The Car Battery LED will be solid on in green.

 ${\bf 4.} \quad \text{Both the steering wheel and the throttle trigger have been finished the calibration.}$ The Car Battery LED will be off.

5. Once the calibration is finished, press the BIND button to save and exit. System Functions

This section focuses on the functions and how to use them.

The transmitter outputs a total of 4 channels, which are assigned as follows, as well as the functions.

CH1 Channel: The assigned control is the steering wheel. CH1 controls the steering to enable a car to turn left or

CH2 Channel: The control is the throttle trigger, CH2 controls the throttle to enable a car to move forward or

CH3 Channel: The control is the CH3 three-position switch. Users can customize the channel function. For example, function as a fast or slow servo channel, or to control car lights.

CH4 Channel: The control is the CH4 button switch. Users can customize the channel function. For example, control car lights and control the car light switching mode

Note: By default the output of CH4 is 1000us, after which pressing the button will toggle between 1000 and 2000us. 53 Channel Reverse This function is used to adjust action direction of the servo or motor.

multiplexing mode. For multiplexing switching mode, see [5.5 Mode Switching].

The ST.REV / TH.REV switches are the reverse buttons for CH1 and CH2. If the switch is up, it indicates reverse, and the down indicates normal.

The ST.TRIM switch is used to adjust the trim for CH1 (steering), and can also adjust the trims for CH3 and CH4 as

4 Trims

The TH.TRIM switch is the trim for CH2(throttle).

Adjustment range: -120us ~ + 120us, each step is 4us;

ST.TRIM + / TH.TRIM + : Increase the trim value. ${\it ST.TRIM-/TH.TRIM-:}\ Decrease\ the\ trim\ value.$

Quickly turn the steering wheel from neutral position clockwise for 3 times to switch the mode. It can switch

cycally, by default, it is OFF. The roof light has three working modes: Solid on, Slow flash and OFF.

Quickly turn the steering wheel from neutral position counterclockwise for 3 times to switch the mode. It can switch cycally, by default, it is Solid on mode.

Lif the left turn signal light and right turn signal light are contrary to the actual control, it is only necessary to

exchange the left and right turn signal light wires at the car light interfaces. · The steering CH1 channel and throttle CH2 channel for car light control are capable of automatic neutral position identifying, after the trim is turned, the receiver should be powered again to recognize the neutral positions of

these two channels automatically. B. The no-load output voltage of the car light interface is 6V, and the internal $100~\Omega$ protection resistor has been connected in series. If an interface needs to connect multiple LEDs in parallel, it is recommended to connect a

Resistor Voltage Divider in series for each LED. 4. All settings are saved when the receiver is turned off.

1. After connecting related equipment as above, turn on the transmitter first, move the throttle trigger to the neutral position. After the calibration is successful, the ESC LED makes a long flash once and the motor gives a long beep for prompt. If the calibration has failed, the ESC LED quickly flashes continously and at the same time the motor gives continous fast beep for prompt. And the motor has no output.

2. Turn on the receiver. If the battery of ESC is 2S LiPo, the ESC LED quickly flashes twice (three times for 3S Lipo), and the motor gives fast twice beeps(three times for 3S Lipo); If the battery of ESC is NiMH cells, then the ESC LED

The ESC can be run after completing self-inspection (about 3 seconds) if power on, otherwise it cannot be

2. If there is no power output and the red LED of ESC flashes quickly after power on, it means that the actual throttle trigger of the transmitter is not at the neutral position, move the throttle trigger to the neutral position

If the rotation direction is not correct during running, exchange the two wires connecting the motor and the

4. To make sure everything is ok, please turn on the transmitter first and then the receiver, turn off the receiver

63 Description of LED Status During Noramal Operation • The ESC LED is off when the throttle trigger is at the neutral position without any operation, and the motor has

The ESC LED quickly flashes when the vechel moves forward, and is solid on when the trigger is at the end

6.6 ESC Drag Brake Force

The receiver supports the function of setting drag brake force at the transmitter side. It can be set to four levels: 0, 50%, 75% or 100%. The default drag brake force is 0. Refer to [5.8 ESC Parameters Setting] for details.

6.7 ESC Running Mode

he receiver supports the function of setting running mode at the transmitter side. It can be set to two modes: FWD/ REV/BRK(Forward/Reverse/Brake) or FWD/REV(Forward/Reverse). Refer to [5.8 ESC Parameters Setting] for details.

62 Calibrate the Throttle Neutral Position

flashes quickly once, and the motor gives a fast beep.

until the red LED of ESC does not flash.

first and then the transmitter

position of forward/brake(100% or -100% throttle).

The ESC LED quickly flashes when reversing or in failsafe state.