Release Notes for PL18 Ultra Transmitter Firmware/PL18 Ultra 软件版本更新记录

Software Version 软件版本	2.2.18	Date 日期	09/2025

新增功能 :

1. 新增支持风帆驱动的船模型类型。
   - [模型类型] 菜单页选择船模型类型时，驱动结构增加“风帆驱动”功能项，选择 “风帆驱动”时，油门功能变为“帆角度”功能。

修改功能 :

1. [油门曲线]、[混控比率]、[油门针]、[螺距曲线] 功能曲线调节优化。
   - 上述功能中调节线型时增加 EXP1\EXP2 方式调节曲线。
   - 上述功能中调节线型为 [多点] 时 , 增加可横向调节点位置，并且可以随时新增或者删除调节点。
2. [功能比率] 设置优化调整：
   - 把左右联动调节作为一个单独设置按钮，原“曲线”按钮中文状态下调整为“指数”（对应 EXP 含义）.
   - 增加 EXP1 左右比率单独调节的设置，可方便调整出油门前半段、后半段不同的变化趋势。
3. [对码设置] 功能优化调整：
   - 把原 RF 系统选择替换为用户自由选择需要的支持“接收机类型”、“通道数量”和“调制方式”。

     第一步根据接收机类型设置为“经典版”或“增强版”。

     通道设置增加可选 [4CH（极速）]，选择此模式时 , 发送数据量小无需分包，可降低延迟。

     任一“通道数量”都可以任选“常规”或“抗干扰优先”来适配当前电磁环境复杂情况。
   - 双接收模式变更为多接收并可选是否支持副遥测，增强版接收机的双向通信的对码方式均支持: 勾选副遥测副接收只能对码一个副接收机（同原双接收）; 不勾选副遥测 , 副接收能对码多个接收机，对码时设置接口相关功能，对码后不能设置，并且无遥测回传。
4. [GPS] 菜单中合并距离、高度调零，并可分配开关调零。
5. [模型报警] 菜单下 [低电压报警] 功能调整页面排版，增加报警启用开关行，以及右侧增加报警开启关闭按钮。
6. [降低怠速] 功能调制页面排版，增加影响范围设置项，可设置低油门，此时油门在低于 0% 时怠速开启才有效。
7. [摇杆校准] 功能优化设计：
   - 进入界面（获取中位）：增加显示实时位置对应数值，并删除经过位置的红色进度填充，此时退出菜单不提示。
   - 校准中界面（最大最小值取值界面）：显示经过位置的进度条颜色改为绿色，并在点击完成时提示最大最小值获取失败验证提示语，此页退出界面才提示确认弹窗。
8. 修复了多项已知 bug，包括：
   - USB 模拟器功能修改：调制为映射通道输出而不是控件输出。

特殊变化 :

- 无

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注意事项

- 发射机固件更新完成后，模型数据会被复位。在固件更新之前，可通过遥控管家进行数据备份，然后导入该版本使用。
- 使用遥控管家备份数据时，须注意以下版本兼容性问题：3.3.5 及以后版本不兼容 3.3.5 之前版本（即 3.0.4 及更早版本互相兼容，3.3.5、4.0.1 及以后版本互相兼容）。因此，导出或导入模型数据时，必须使用相互兼容版本的遥控管家进行操作。
- 发射机固件更新完成后，需完成摇杆校准。
- 发射机和接收机更新完成后需要重新对码。
- 由于对码设置界面优化调整，去掉了原 12 通道模式的配置。如果旧版数据对码模式设置为 12 通道模式的，在升级后需要重新进行对码才能正常使用。

New functions:

1. Added support for sail-driven boat models.
   - In the [Model Type] menu, when selecting the boat model type, the [Drive] will now include a " Wind-driven" option. When " Wind-driven" is selected, the traditional THRO will be replaced by "Sail angle".

Modified functions:

1. Enhanced Curve Adjustment for [Throttle Curve], [Curve], [Throttle needle], and [Pitch curve]:
   - Added EXP1/EXP2 adjustment modes for smoother curve shaping.
   - In the aforementioned functionality, when the line type is set to [Point], the ability to adjust the horizontal position of the points is added. Additionally, adjustment points can be added or deleted at any time.
2. [Func. Rate] Settings Optimization:
   - Left-to-right linkage adjustment has been made a separate setting button. The original curve button in Chinese has been changed to exponential (corresponding to EXP).
   - Added separate settings for EXP1 left/right rate adjustment, allowing for easier adjustment of the throttle response at the low and high half of the travel.
3. [Bind setting] Function Optimization and Adjustment:
   - Replaced the original RF system selection with new custom options: supports selection of receiver type, number of channels, and modulation mode.

     Set the Receiver Type to either "Classic" or "Enhanced" for step 1.

     Channel Configuration now includes the optional [4CH (Fast)] mode. When this mode is selected, the amount of data sent is small and does not require packetization, thereby reducing latency.

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Modified functions:

Any Number of Channels can be bound with either the "Routine" or "Antijamming priority" mode to adapt to complex electromagnetic environments.

- Changed the mode from Double RX to Mul RX(multi-receiver), which now supports S-Tele (Secondary Telemetry) for the two-way communication binding methods of enhanced version receivers:

  If secondary telemetry is ticked, only one secondary receiver can be bonnd (same as the original double RX mode).

  If secondary telemetry is not ticked, multiple receivers can be bound. Before binding, related interface functions can be set, but they cannot be changed after binding is completed, and there will be no telemetry feedback.

4. [GPS] Menu: The Ds zero and Hg zero functions have been merged. Additionally, a switch can be assigned to the Zero set function.
5. [Model Alarm] Menu: Adjusted the layout of the [Low voltage alarm] function page. Added a switch row to enable/disable the alarm and a (on/off button) on the right side.
6. [Idle up] Function Adjustments: Adjusted the layout of the [Idle up] function page. Added a setting item for the affected range, allowing the user to set a low throttle level. The idle reduction will only be effective when the throttle is below 0%.
7. [Stick Cali.] Function Optimization:
   - Entering the Interface (Acquiring Midpoint):

     Added a display of real-time position values.

     Removed the red progress fill for the positions that have been passed.

     Exiting the menu will no longer prompt a warning.
   - Calibration Interface (Maximum/Minimum Value Acquisition): Changed the progress bar color for passed positions to green.

     Added a prompt message for maximum/minimum value acquisition failure when the "Done" button is taped.

     A confirmation dialog will be prompted only when exiting this page.
8. Fixed multiple known bugs, including:
   - USB Simulator Function Modification: Changed the output to be mapped channel output instead of control output.

Special changes:

- None

Notes

1. After the transmitter firmware update is finished, the model data will be reset. It is recommended to back up data through the **FlySkyAssistant**, and then import the data after the update is finished.
2. When using FlySkyAssistant to back up data, observe the following version-compatibility rules:

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Notes

- 3.3.5 and later are incompatible with any release before 3.3.5.
- 3.0.4 and earlier are mutually compatible.
- 3.3.5, 4.0.1, and all later releases are mutually compatible.

Therefore, export or import model data only with mutually-compatible versions of FlySkyAssistant.

3. Done the **Stick Calibration** function after the transmitter firmware update is finished.
4. The transmitter and the receiver need to be rebound after the update is finished.
5. Due to the optimization of the bind setting interface, the original 12-channel mode configuration has been removed. If the bind setting mode in the earlier version was set to 12-channel mode, re-binding will be required after the upgrade to use it properly.