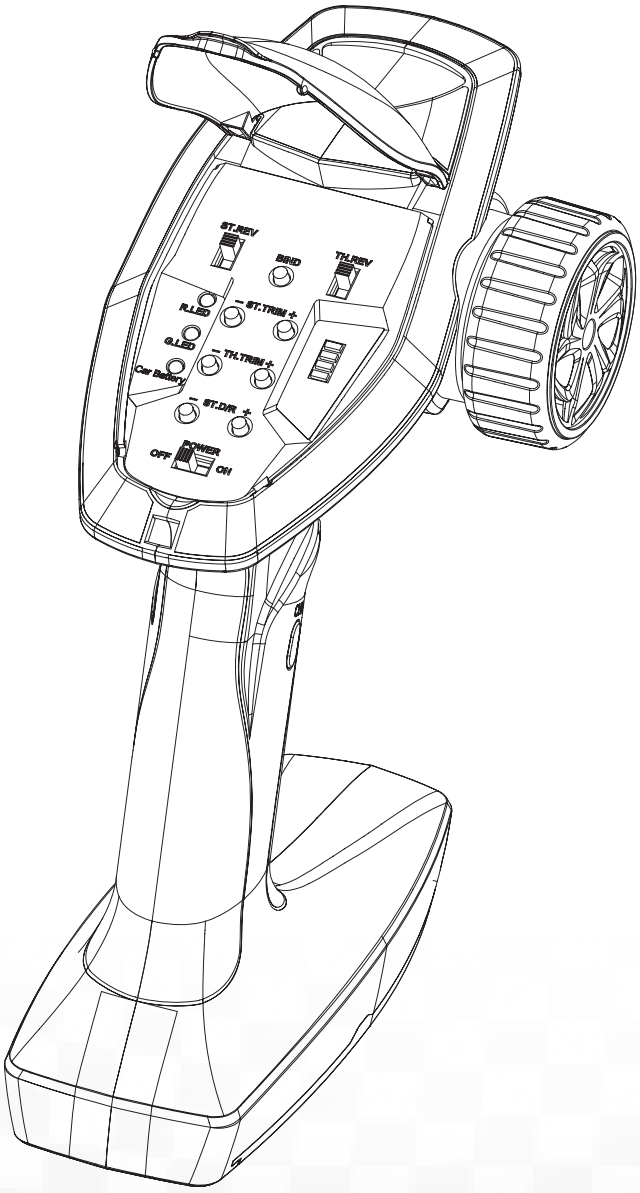
FS-G4P1&FS-R4D-ESC

USER MANUAL

FLYSKY

Digital Proportional Radio Control System



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WARNING:
This product is only for 15 years old or above

Thank you for purchasing our products. Read the manual carefully to ensure your personal safety as well as the safety of your equipment.

If you encounter any problems during using, please refer to this manual first. If the problem is still not resolved, please contact the local dealer directly or contact the customer service staff via the website below:
http://www.flysky-cn.com

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1.Safety

1.1 Safety Symbols

Pay close attention to the following symbols and their meanings. Failure to follow these warnings could cause damage, injury or death.

⚠ **Danger**	• **Not following these instructions may lead to serious injuries or death.**
⚠ **Warning**	• **Not following these instructions may lead to major injuries.**
⚠ **Attention**	• **Not following these instructions may lead to minor injuries.**

1.2 Safety Guide

Prohibited **Mandatory**

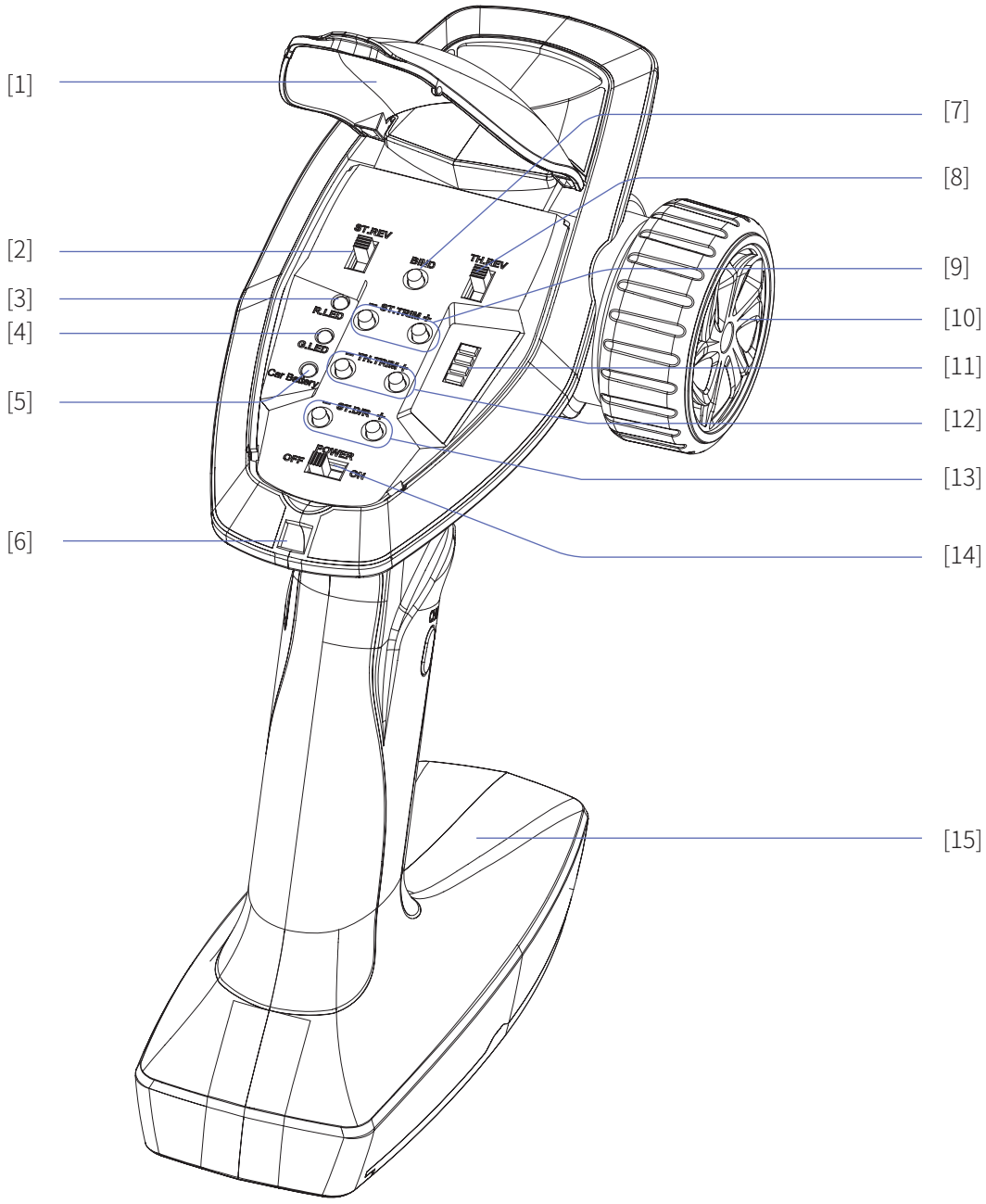
- **Do not use the product at night or in bad weather like rain or thunderstorm. It can cause erratic operation or loss of control.**
- **Do not use the product when visibility is limited.**
- **Do not use the product on rain or snow days. Any exposure to moisture (water or snow) may cause erratic operation or loss of control.**
- **Interference may cause loss of control. To ensure the safety of you and others, do not operate in the following places:**
  - Near any site where other radio control activity may occur
  - Near power lines or communication broadcasting antennas
  - Near people or roads
  - On any body of water when passenger boats are present
- **Do not use this product when you are tired, uncomfortable, or under the influence of alcohol or drugs. Doing so may cause serious injury to yourself or others.**
- **The 2.4GHz radio band is limited to line of sight. Always keep your model in sight as a large object can block the RF signal and lead to loss of control.**
- **Do not touch any part of the model that may generate heat during operation, or immediately after use. The engine, motor or speed control, may be very hot and can cause serious burns.**

- **Misuse of this product may lead to serious injury or death. To ensure the safety of you and your equipment, read this manual and follow the instructions.**
- **Make sure the product is properly installed in your model. Failure to do so may result in serious injury.**
- **Make sure to disconnect the receiver battery before turning off the transmitter. Failure to do so may lead to unintended operation and cause an accident.**
- **Ensure that all motors operate in the correct direction. If not, adjust the direction first.**
- **Make sure the model stays within the systems maximum range to prevent loss of control.**

2.Introduction

The FS-G4P1 is a simplifed 4-channel transmitter that adopts the 2.4GHz ANT Automatic Frequency Hopping Digital System which is independently developed by the FLYSKY. Its appearance shows speed, passion and power with the elements of sports car. It can set electric parameters through the transmitter. This transmitter also has a Beginner Mode for beginner players to use.

2.1 Transmitter Overview



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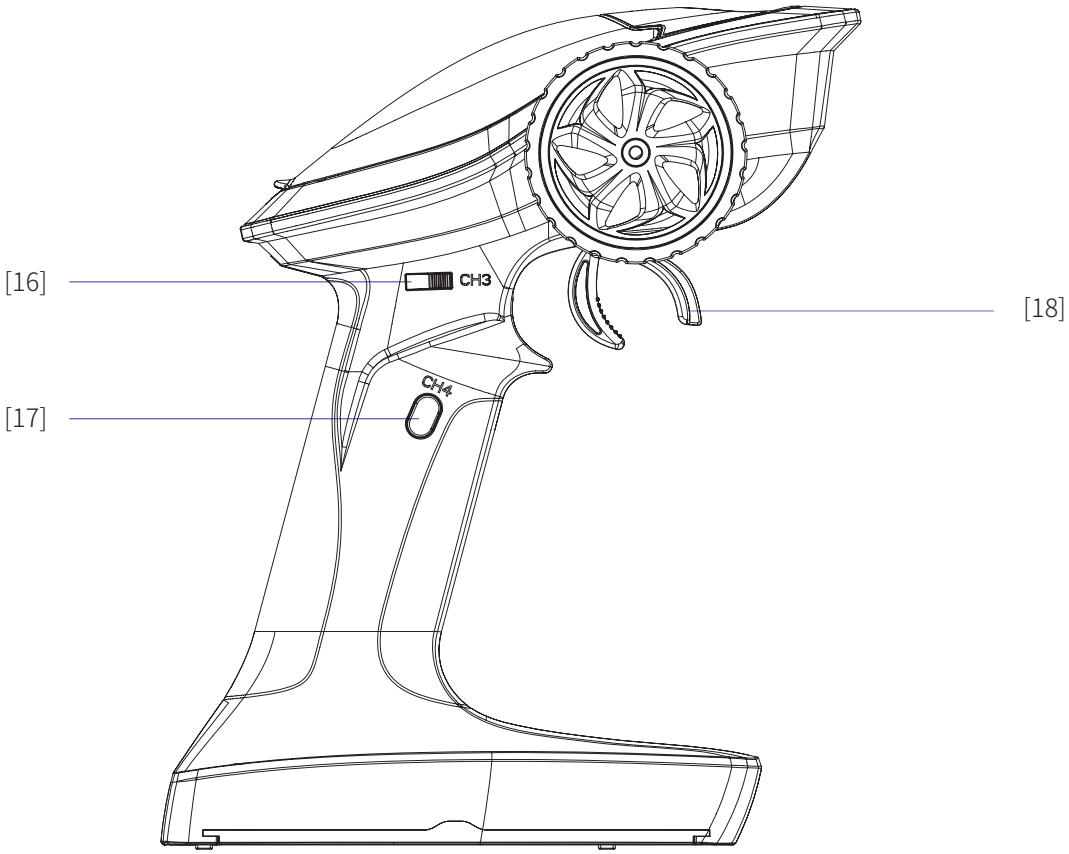
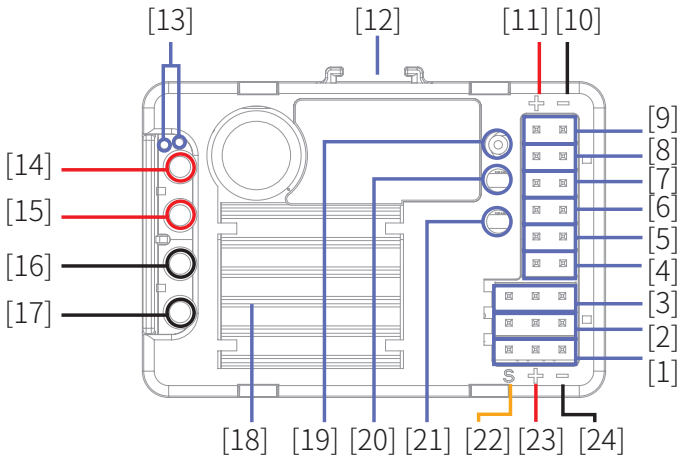


[1]	Panel Flip Cover	[10]	Wheel Angle, the maximum rotation of the steering wheel is 35 degrees from center to left or right (CH1)
[2]	Steering Reverse Switch (ST.REV)	[11]	Dial Switch (Switching the working mode of the electric dispatching)
[3]	Power Indicator LED (R. LED)	[12]	Throttle Trim (TH.TRIM)
[4]	Status Indicator LED Green(G.LED)	[13]	Steering D/R (ST.D / R)
[5]	Battery Volume LED(Car Battery)	[14]	Power Switch
[6]	Lanyard Eye	[15]	ase, 4 * AA Battery Compartment
[7]	Bind Button (BIND)	[16]	Three-position Switch (CH3)
[8]	Throttle Reverse (TH.REV)	[17]	Key Switch SW2 (CH4) [Please operate this function by flipping]
[9]	Steering Trim (ST.TRIM)	[18]	Throttle trigger, has a total moving angle of 37.5 degrees, 25 degrees forward, and 12.5 degrees backward (CH2)

2.2 Receiver Overview



[1] CH1
[2] CH3
[3] CH4
[4] Left Light Interface
[5] Right Light Interface
[6] Headlight Interface
[7] Tail Light Interface
[8] Ambient Light Interface
[9] Roof Light Interface
[10] Car Light Interface Cathode"-"
[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"-"
[18] Heatsink
[19] Antenna
[20] Receiver LED
[21] ESC LED
[22] CH Interface Signal Pin
[23] CH Interface Anode"+"
[24] CH Interface Cathode"-"

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 models.
5. Bulit-in car light control function.
6. Multiple protection functions: low/high voltage protection of battery, overheat protection, locked rotor protection function and failsafe function.

3.Getting Started

Before operation, install the battery and connect the system as instructed below.

3.1 Transmitter Battery Installation

⚠ Danger	• Only use specified battery (X4 AA batteries).
⚠ Danger	• Do not open, disassemble, or attempt to repair the battery.
⚠ Danger	• Do not crush/puncture the battery, or short the external contacts.
⚠ Danger	• Do not expose to excessive heat or liquids.
⚠ Danger	• Do not drop the battery or expose to strong shocks or vibrations.
⚠ Danger	• Always store the battery in a cool, dry place.
⚠ Danger	• Do not use the battery if damaged.

Battery Type: AA

1. Open the battery compartment cover.
2. Insert 4 AA batteries with the correct polarity. Make sure it is connected with the correct polarity to avoid damage.
3. Replace battery compartment cover.

Low battery alarm: When the battery is lower than 4.2v, the G.LED will flash slowly.

4. Instructions

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

4.1 Powering 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. When active the R.LED will be lit.
3. Connect the receiver to power.

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

⚠ Note	• **Operate with caution in order to avoid damage or injury.**
⚠ Note	• **Make sure that the throttle is at its lowest position and the switches are set to their up position.**

4.2 LED Indicator

1. R.LED： The red power indicator;
2. G.LED： The green status indicator;
3. Car Battery: The battery volume indicator (hereinafter referred to as D3)

- When the power is high, the D3 will be solid on in green.
- When the power is medium, the D3 will be solid on in yellow.
- When the power is low, the D3 will be solid on in red.
- When the power is off, the D3 will be slow flash in red.
- When the receiver drops the code, the D3 will be off.

4.3 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 to put the transmitter into binding mode. 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. At this time, the receiver LED will be flashing fast;
3. Once the binding is successful, the receiver LED will be solid on.

Note: When binding, put the transmitter into binding mode first, then the receiver.

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

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

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4.4 Stick Calibration

This function is used to set the neutral position for throttle and wheel.

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

1. Turn and hold the steering wheel as far clockwise as it will turn, hold the throttle all the way forward, then turn on the transmitter in calibration mode.
- The R.LED and G.LED will work in two-flash-one-off state.
- The D3 will be solid on in yellow.
2. Calibrate steering wheel: Turn the wheel completely clockwise, then completely counterclockwise.
- The R.LED will be off.
- The D3 will be solid on in red.
3. Trigger calibration: Pull the trigger back then forward as far as it will go.
- The G.LED will be off.
- Te D3 will be solid on in green.

4.Both steering Wheel and throttle rigger are Calibrated successfully,

- The D3 will be off.

5. Once calibration is complete, press the BIND button to save and exit.

4.5 Powering Off

Follow the steps below to turn off the system:

1. Disconnect the receiver power.
2. Toggle the transmitter's power switch to the [OFF] position.

⚠ **Danger**	• **Make sure to disconnect the receiver power before turning off the transmitter. Failure to do so may lead to damage or serious injury.**

5.System Functions

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

5.1 Channel Description

The transmitter outputs a total of 4 channels, which are allocated as follows:

- CH1：Steering Wheel
- CH2：Throttle Trigger
- CH3：Three-position Switch
- CH4：Button Switch

Note: By default, the output of CH4 is 1000us, after which pressing the button will toggle between 1000 and 2000us.

5.2 Channel Reverse

This function is used to adjust each channels direction of movement in relation to it's input. The ST.REV / TH.REV switches are the reverse buttons for CH1 and CH2. If the switch is in upper position, it indicates reverse, and in the lower position, it indicates normal.

5.3 Trims

The ST.TRIM is the trims for CH1 (steering),and can be multiplexed as Trims of CH3 and CH4. For multiplexing switching mode, see [5.5 Mode Switching].

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

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

ST.TRIM + / TH.TRIM +: Increase trim value;

ST.TRIM- / TH.TRIM-: Decrease trim value.

LED Indicator:

- When using the trim keys the G.LED will flash slowly on short presses and quickly on long presses.
- When the fine adjustment value is at the midpoint, the G.LED will flash twice slowly.
- When the fine adjustment value is at both ends (+ 120us / -120us), the trim adjustment is at its maximum and as such G.LED will not flash(if the fine adjustment value has been adjusted to + 120us, then press ST.TRIM + / TH.TRIM + key is invalid and G.LED has Instructions)

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.

5.4 D/R

The ST.D/R is for servo travel adjustment, which can be multiplexed as CH2 (throttle), CH3, CH4 servo travel adjustment, 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 Indicator:

- When using the D/R knobs, 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)

5.5 Mode Switching

This function is for reusing the ST.TRIM and ST.D / R buttons for different channels (see [5.3 Trims], [5.4 D/R).

Setup:

Under normal power-on, quickly press the Bind button twice (within 1 Sec) to cycle through modes 1, 2, 3, and 4. The default setting when powering on is mode 1.

Mode 1: G.LED flashes slowly once, ST.TRIM is CH1 fine adjustment, ST.D / R is servo travel adjustment.

Mode 2: G.LED flashes twice slowly, ST.TRIM is CH1 fine adjustment, ST.D / R is CH2 servo travel adjustment.

Mode 3: G.LED flashes three times slowly, ST.TRIM is CH3 fine adjustment, ST.D / R is CH3 servo travel adjustment.

Mode 4: G.LED flashes slowly four times, ST.TRIM is CH4 fine adjustment, ST.D / R is CH4 servo travel adjustment.

5.6 Failsafe

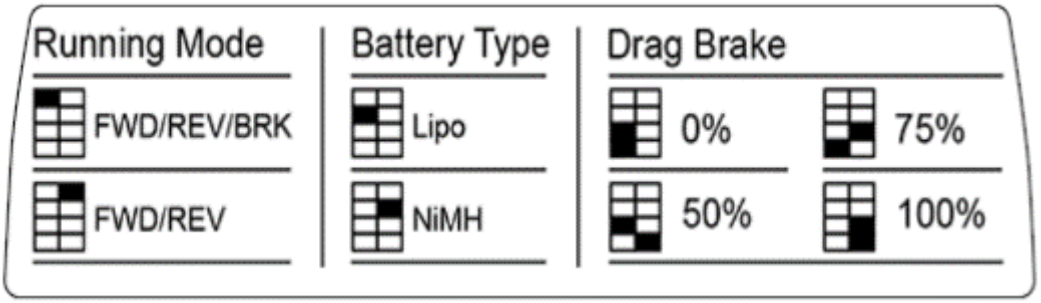
This function protects the user by preventing the model from behaving unexpectedly if signal is lost.

The transmitter is default set as no signal output when facing malfunction as the Failsafe Protection.

5.7 Beginner Mode

Beginner mode is designed for people new to the hobby.
In this mode the throttle will be limited to 50 percent, The channel range defaults to 1250~1500~1750us.
Setup:
To switch between beginner and normal modes,first press and hold the channel 4 button and Turn the handwheel to the bottom counterclockwise ,then turn on the transmitter .
Note: By default, the system is set to normal mode. The GLED will flash slowly for 3 seconds during power on if the system is set to beginner mode.

5.8 ESC Parameter Setting



Dial Switch sign

The Dial Switch on the transmitter is used to set ESC parameters, that is, the Dial 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", "Drag brake", There are slide switches numbered 1 2 3 4 on the transmitter panel . The above parameters can be set by dialing left and right.

Running Mode

FWD/REV/BRK: This mode adopts "double click" reverse mode, that is, when the throttle trigger is pushed from neutral 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 neutral range and pushed to the reverse area for the second time, it will reverse. This mode is applicable to general models.

FWD/REV: This mode adopts "one click" reverse mode, that is, when the throttle trigger is pushed from neutral range to the reverse area, the motor immediately generates reverse action, which is generally applied to rock crawler.

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

Battery Type

There are LiPo and NiMH cells. The low-pressure protection value is different under different types. It can be set according to the actual use.

Setup:
Toggle the No. 2 slide switch to left position, then the battery type is set to Lipo.
Toggle the No. 2 slide switch to the right position, 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 neutral range, it will produce certain braking force to the motor, the larger the value is, the greater the drag brake force is. And this is applicable to decelerate into a turn and model crawler applications.Select proper braking force according to the actual situation.

Setup:

Toggle both the No. 3 and the No.4 slide switch to the left position, then the drag brake force is set to 0%.

Toggle the No. 3 slide switch to the left position and the No.4 slide switch to the right position, then the drag brake force is set to 50%.

Toggle the No. 3 slide switch to the right position and the No.4 slide switch to the left position, then the drag brake force is set to 75%.

Toggle both the No. 3 and the No.4 slide switch to the right position, then the drag brake force is set to 100%.

6. FS-R4D-ESC Function Instructions

This chapter mainly introduces the precautions for using the FS-R4D-ESC 2-in-1 receiver and the related settings of the ESC function.

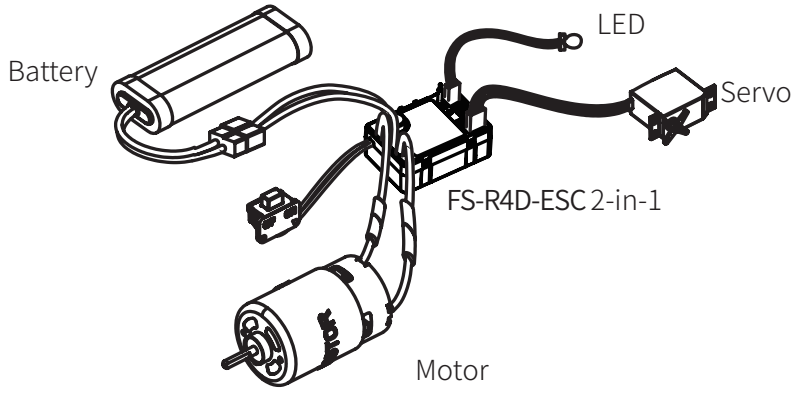
6.1 Attentions

- Make sure the product is installed and calibrated correctly, failure to do so may result in serious injury.
- Please carefully check each power device and car frame instructions to ensure the power matching is reasonable before use. Avoid damaging power system due to incorrect matching.
- Do not let the external temperature of the system exceed 90℃ /194 ℉ , because high temperature will damage the power system.
- Make sure the receiver's battery is disconnected before turning off the transmitter, failure to do so can result out of control. Unreasonable setting of the Failsafe may cause accidents.
- After use, remember to disconnect the battery and the ESC. If the battery isn’t disconnected, the ESC will consume electric energy all the time even if it is off. It will discharge completely if connect the battery for a long time, thus resulting in the failure of the battery or the ESC. We are not responsible for any damage caused by this!
- Make sure the receiver is mounted away from motors or any device that emits excessive electrical noise.
- Keep the receiver's antenna at least 1cm away from conductive materials such as carbon or metal.
- Do not power on the receiver during the setup process to prevent loss of control.
- If the throttle trim is changed on the transmitter side, the receiver needs to be re-powered to recognize the new throttle neutral. Otherwise, an exception may occur during vehicle reversing.

6.2 Use Guidance

1. Connect related equipment.

- Make sure the receiver is off before connection. Connect the motor to motor cable "+" and "-" interfaces of the receiver. Connect the servo to the 3Pin interface marked with “ST” ("- ","+ " and "S" are connected correspondingly). Connect the battery to the power cable "+" and "_" of the receiver correspondingly.



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2. Calibrate the throttle neutral position.

- After connecting related equipment as step 1, turn on the transmitter first, move the throttle trigger to the neutral position. After the calibration is successful, the ESC LED flashes once long and the motor gives a long beep for prompt. When 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.
- Turn on the receiver. When the battery of ESC is LiPo, the ESC LED flashes twice (three times for 3S Lipo), and the motor gives fast twice beeps(three times for 3S Lipo); When the battery of ESC is NiMH cells, then the ESC LED flashes quickly once, and the motor gives a fast beep.

Notes:

1. The ESC can be run after completing self-inspection (about 3 seconds) if power on, otherwise it cannot be operated normally.
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 until the red LED of ESC does not flash.
3. If the rotation direction is not correct during running, exchange the two wires connecting the motor and the receiver.
4. To make sure everything is ok, please turn on the transmitter first and then the receiver, turn off the receiver first and then the transmitter.

3. 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 no output.
- The ESC LED quickly flashes when the vechel moves forward, and is solid on when the trigger is at the end position of forward/brake(100% or -100% throttle).
- The ESC LED quickly flashes when reversing or in failsafe state.

6.3 Programming Instructions

See [5.8 ESC parameter setting]

6.4 Protection Function Description

This receiver has low/high voltage protection function.

- Low voltage protection: When the receiver enters the low voltage protection state in case of detecting low voltage, CH2 motor has no output. CH1, CH3 and CH4 output normally, and all the lights flash slowly for prompt.
- High voltage protection: When the receiver enters the high voltage protection state, all channels have no output. All car lights flash quickly for prompt.

Note: The ESC LED flashes slowly and continously; When the voltage is normal, then the receiver will exit the protection state.

The ESC has overheating protection function and locked rotor protection function.

- Overheating protection: When the receiver enters the overheating protection state in case of the high internal temperature of the ESC , CH2 motor has no output. CH1, CH3 and CH4 output normally, and all the lights flash fast for prompt. All channel output normally when the temperature is back to normal.
- Locked rotor protection: In case of the external motor is blocked, it enters the locked rotor protection state, and the receiver cuts off the power output to protect the ESC and the motor.

6.5 Failsafe

The failsafe function is used to output the channel value according to the out-of-control protection value set by the user after the receiver loses its signal and is out-of-control to protect the model and personnel.

- The failsafe setting on CH1, CH3 and CH4 of the receiver can be set at the transmiter side. "Not set" is the default setting.
- The CH2 (ESC), enters the braking state in case of out-of-control.
- If in emergency state, emergency lights keep last state in case of out-of-control. For other car light mode, all lights turn off in case of out-of-control.

6.6 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 light

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

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

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 mode.

Note: In the following, ① stands for Turning(involved left light,right light), ② stands for Illumination/width(involved headlight and tail light), ③ stands for Backward/brake(involved tail light), ④ stands for Emergency light(involved left light,right light) ⑤ stands for Ambient light and roof light, and ⑥ stands for Forward(involved headlight)

- Normal mode: For ① : Turn the steering wheel counterclockwise, left light flashes slowly; Turn the steering wheel clockwise, right light flashes slowly. For ② : Toggle the CH3 three-position switch to the far right, the headlights are solid on and the tail lights enter into their low-luminance state; Toggle it to

the far left to turn off the lights. For ③ : Push the throttle trigger forward, then the tail lights are 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 related descripition in Normal mode above. For ⑥ : Pull the throttle trigger backward, the headlights are solid on.
- Gradual mode:Toggle the CH3 three-position switch to the far right, all car lights work in gradual state. Toggle it to the far left to turn off the lights.
- 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 light flashes slowly; Turn the steering wheel clockwise, right light flashes slowly. For ② : Turn the steering wheel from neutral position counterclockwise quickly for 2 times, the headlights are solid on and the tail lights enter into their low-luminance state. For ③ : Push the throttle trigger forward, then the tail lights are solid on. For ④ : Turn the steering wheel from neutral position clockwise quickly for 2 times, the emergency lights flash slowly. For ⑤ : **Refer to Working modes of ambient light and roof light**.
- Sport mode: For ① , ② , ③ , ④ and ⑤ , refer to the related descripition in Normal mode above. For ⑥ : Pull the throttle trigger backward, the headlights are solid on.
- Gradual mode: Turn the steering wheel from neutral position counterclockwise quickly for 2 times, all car lights work in gradual state.
- Sharp flash mode: Turn the steering wheel from neutral position counterclockwise quickly for 2 times, all car lights work in sharp flash state.

Note: In case of Two-channel control mode, The ② , ④ , and ⑥ on 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: Quick flashing, gradual and OFF.

  Turn the steering wheel from neutral position clockwise quickly for 3 times to switch the mode. It can switch cycally, by default, it is OFF. In Sharp flash mode, the ambient light and the roof light will light on in turn. In case of gradual 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. Turn the steering wheel from neutral position clockwise quickly 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, slowly flashing and OFF. Turn the steering wheel from neutral position counterclockwise quickly for 3 times to switch the mode. It can switch cycally, by default, it is Solid on mode.

Notes:

1. If the headlight and tail lights are contrary to the actual control, the control mode of the headlight and tail lights should be reversed. When the transmitter is turned on, turn and hold the steering wheel counterclockwise to its maximum travel and power on the receiver to switch; If the left lightand right light are contrary to the actual control, it is only necessary to exchange the left and right light wires at the car light interface.
2. The steering CH1 and throttle CH2 for car light control are capable of automatic neutral position identifying, after the trim is turned, the receiver should be powered to recognize the neutral positions of these two channels automatically.
3. The no-load output voltage of the car light interface is 6V, and the internal 100 Ω 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.

6.7 Troubleshooting

Trouble(s)	Possible Causes	Solution(s)
The motor cannot start and the indicator light is not on after power on.	1.The ESC has no working voltage. 2.The switch of ESC or ESC itself is damaged.	1. Check whether there is any connection problem between the battery and ESC and whether there is faulty welding of the relevant plug. 2. Return to factory for inspection and treatment.
The motor cannot start and the red LED flashes quickly after power on.	The midpoint of throttle channel of transmitter is shift or changed.	Adjust the throttle channel of the transmitter to match the existing neutral point (until the red light does not flash).
When forward the car by the transmitter, it reverse.	1.The connection sequence between output line of ESC and motor line. 2.The throttle direction of transmitter is wrongly set	1.Exchange the position of two lines of motor. 2. Set throttle direction of transmitter to the opposite direction.
The motor suddenly stops rotating during rotation.	1.The throttle signal is lost. 2.The ESC enters low/ high voltage protection or overheat protection of battery.	1.Check the transmitter and the receiver. 2. The red LED of the ESC will flash in a single cycle. Please check the battery voltage and the temperature of the ESC.
When the motor starts, it accelerates rapidly, and the motor is stuck or stops.	1. Battery discharge capacity is insufficient 2.The rotation speed of motor is too fast, the gear ratio is not reasonable.	1. Replace battery with strong discharge capacity. 2.Replace low speed motor,or increase the reduction ratio.

7. Product Specifications

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

7.1 Transmitter Specifications(FS-G4P1)

Product Model	FS-G4P1
Channels	4
Compatible Models	Cars, Boats
RF	2.4GHz ISM
Maximum Power	< 20dBm (e.i.r.p.) (EU)
2.4GHz Protocol	ANT
Distance	>300m (ground distance without Interference)
Channel Resolution	1024
Battery	6V DC 1.5AA*4
Charging Interface	None
Life Time	According to battery type
Low Voltage Warning	<4.2V
Antenna	Built-in single antenna
Data Interface	No
Temperature Range	-10℃ ~ +60℃
Humidity Range	20% ~ 95%
Online Update	None
Color	Black
Dimensions	160*193*97mm
Weight	220g
Certifications	CE, FCC ID:N4ZG4P00

7.2 Receiver Specifications (FS-R4D-ESC)

Product Model	FS-R4D-ESC
Applicable Motors	390, 370 or 280 brush motor
Compatible Models	1:10 crawler cars, short-course trucks or trucks
LiPo/NiMH Cells	2 LiPos or 5-7 NiMH cells
Continuous / Peak Current	40A/200A
Parameter Setting	Transmitter
Number of Channels	4
Numbers of Light Interfaces	6
RF	2.4GHz ISM
2.4GHz Protocol	ANT
BEC Output	6V/3A
Maximum Power	< 20dBm (e.i.r.p.) (EU)
Distance	>150m (ground distance without Interference)
Antenna	Built-in Single Antenna
Channel Resolution	4096
Data Interface	PWM
Temperature Range	-10℃ ~ +60℃
Humidity Range	20% ~ 95%
Online Update	None
WaterProof	PPX7
Weight	43g
Dimensions	44mm*30mm*16.7mm
Certifications	CE, FCC ID: 2A2UNR4DESC

8. Package Contents

Transmitter*1(FS-G4P1)
Receiver*1(FS-R4D-ESC)

9. Certifications

9.1 DoC Declaration

Hereby, [Flysky Technology Co., Ltd.] declares that the Radio Equipment [FS-G4P1&FS-R4D-ESC] is in compliance with RED 2014/53/EU.

The full text of the EU DoC is available at the following internet address: www.flyskytech.com/info_detail/10.html

9.2 CE Warning

The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-located or operating in conjunction with any other transmitter. End-users and installers must be provided with antenna installation instructions and transmitter operating conditions for satisfying RF exposure compliance.

9.3 FCC Statement

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 televison reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more 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.

To assure continued compliance, any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment.

This equipment complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference.

(2) This device must accept any interference received, including interference that may cause undesired operation.

Caution!

The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user authority to operate the equipment.

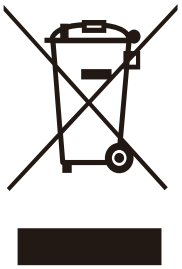
1. The antenna(s) used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-lacated or operating in conjunction with any other transmitter.End-users and installers must be provided with antenna installation

instructions and transmitter operating conditions for satisfying RF exposure compliance.

2. Move all your channels to the desired position.
3. Select [All channels] and then [Yes] in the confirmation box.

9.4 Environmentally friendly disposal

Old electrical appliances must not be disposed of together with the residual waste, but have to be disposed of separately. The disposal at the communal collecting point via private persons is for free. The owner of old appliances is responsible to bring the appliances to these collecting points or to similar collection points. With this little personal effort, you contribute to recycle valuable raw materials and the treatment of toxic substances.



CAUTION

RISK OF EXPLOSION IF BATTERY IS REPLACED BY AN INCORRECT TYPE.
DISPOSE OF USED BATTERIES ACCORDING TO THE INSTRUCTIONS

FLYSKY

微信公众号 Bilibili Website Facebook

www.flysky-cn.com

Release date: 2023-12-25

FCC ID：N4ZG4P00
FCC ID: 2A2UNR4DESC

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