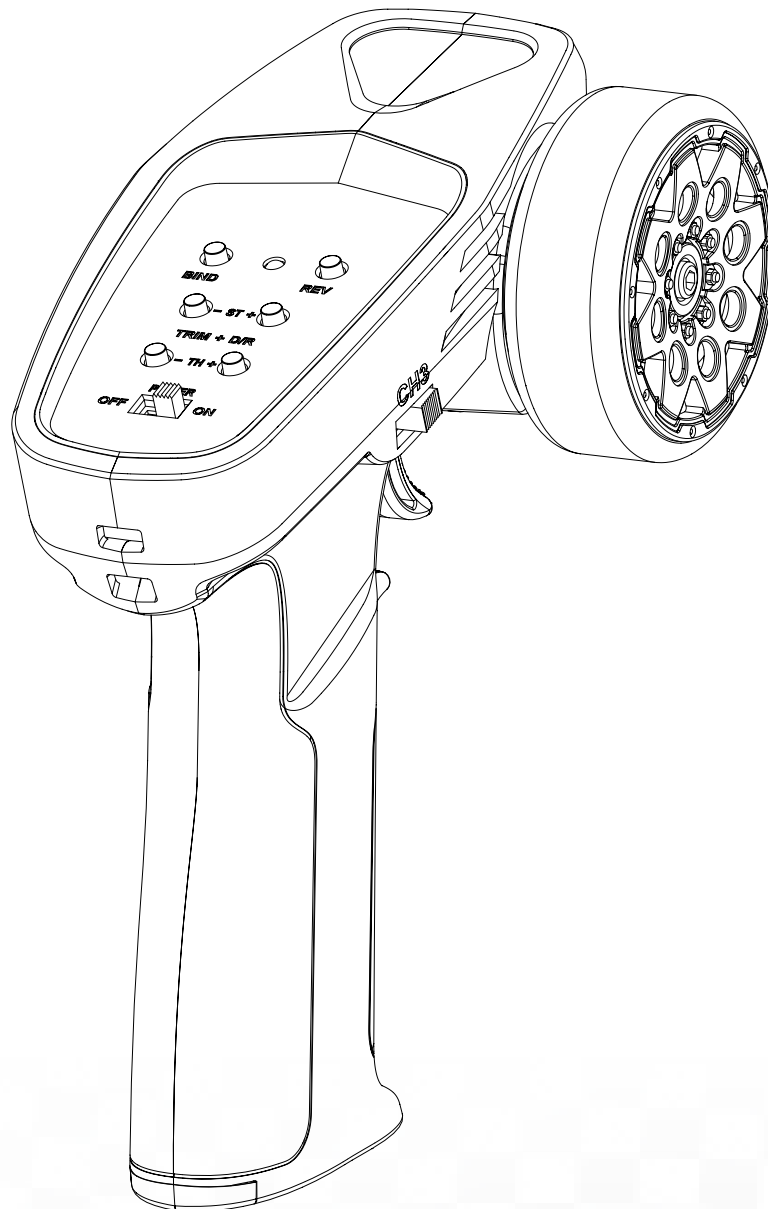


FMS-G3&FMS-R3A

USER MANUAL

Automatic Frequency Hopping
Digital System

2.4GHz
2A-BS



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




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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.**

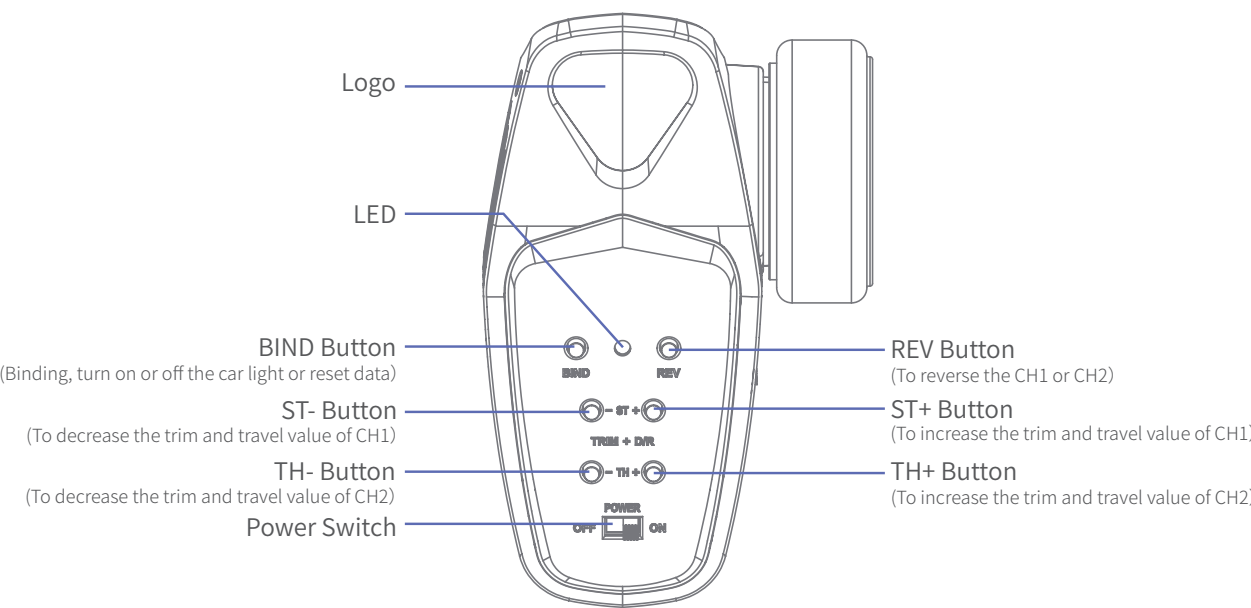
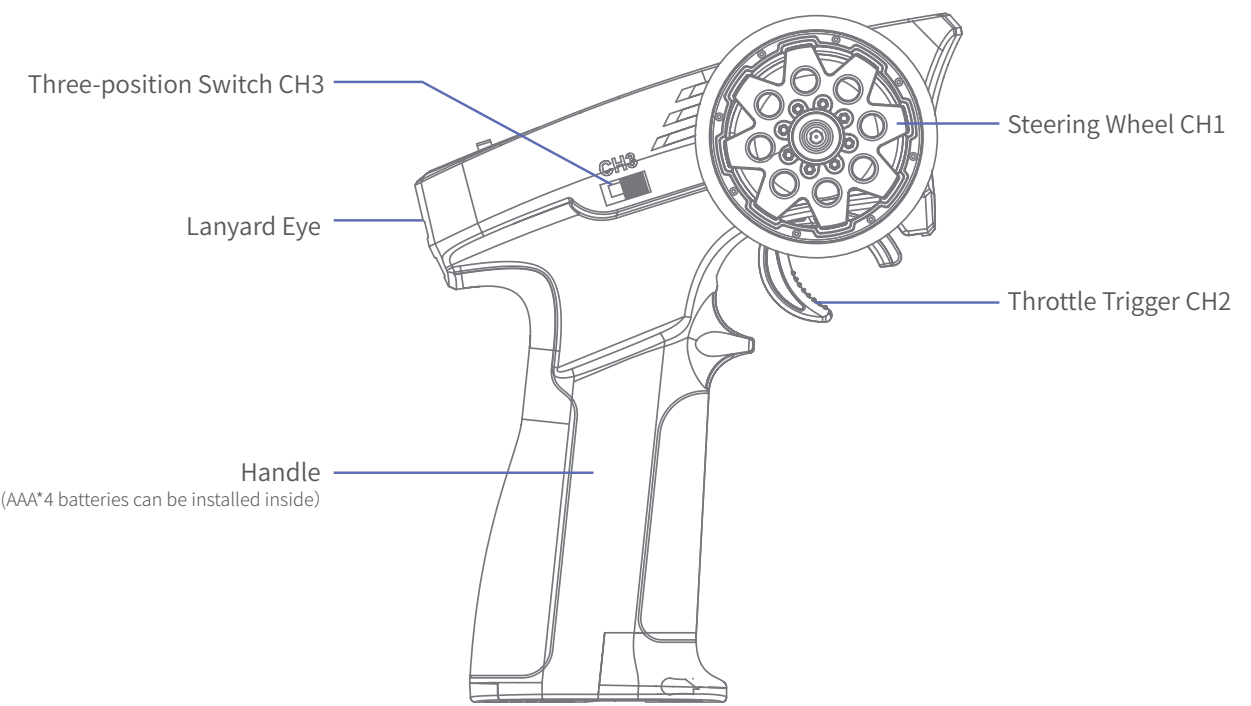


- **Misuse of this product may lead to serious injury or death. To ensure the safety of you and your equipment, read this manual and follow the instructions.**
- **Make sure the product is properly installed in your model. Failure to do so may result in serious injury.**
- **Make sure to disconnect the 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.**

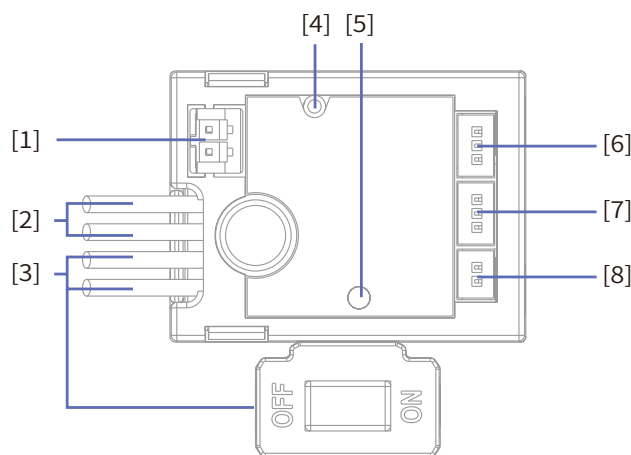
2.Introduction

The product adopts the 2.4GHz AFHDS 2A-BS Automatic Frequency Hopping Digital System which consist of FMS-G3 transmitter and FMS-R3A receiver. It supports two-way transmission, featuring 3-channel and compatible with variety of car models.

2.1 Transmitter Overview



2.2 Receiver Overview



- [1] Motor Interface
- [2] Battery Lines(Molex51005 Female Interface)
- [3] Power Switch
- [4] Antenna
- [5] LED
- [6] CH3 Interface
- [7] CH1 Interface
- [8] Car Light Interface

2.2.1 The LED Status of the Receiver

The LED status indicates the power supply state of the receiver and its working state.

Off: The receiver is not powered on.

Light on in red: The receiver is connected to the power supply. It works normally.

Fast flashing: The receiver is in the bind mode.



Slow flashing: The LED flashes slowly when the transmitter is powered off, unbound, or no signal.

2.2.2 Interface

All the servos' interfaces and the car light interface are 1.25 mm standard pins, and the motor interface is PH2.0 female interface. They are for connecting the receiver to each terminal part of the model.

2.2.3 Antenna

It is an external antenna.

 Attention	• Do not pull the antenna of the receiver. Do not tie the antenna and the servo cable together.
 Attention	• Do not put the antenna close to the metal materials, because this will affect the signal strength of the receiver. Keep the receiver's antenna at least 1cm away from conductive materials such as carbon or metal.

3.Getting Started

Prior to operations, please install the battery and connect devices according to the sequence and guide as described in this chapter.

3.1 Transmitter Antenna


The transmitter has a built-in antenna. When the transmitter starts to work, the antenna automatically operate, without additional operations.

3.2 Receiver and Servo Installation








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 motors or other 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.

 Attention	• To prevent damage do not power on the receiver during installation.
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3.2 Installing Transmitter Battery

 Danger	• Only use specified battery (X4 AAA 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: AAA

Follow the steps below to install the batteries:

1. Open the battery compartment cover.
2. Insert 4 AAA 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 transmitter will give an alarm with the LED flashing slowly.

4. Operation Guide

After setting up, follow the instructions below to use the product.

4.1 Power-on

Follow the steps below to turn on the transmitter:

1. Check to make sure that the batteries are fully charged and installed correctly.
2. Toggle the Power Switch to the [ON] position, and the LED will be solid on.
3. Connect the receiver to power.

Note: For safety always power on the transmitter before the receiver.

 Attention	• Operate with caution in order to avoid damage or injury.
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4.2 The LED Status of the Transmitter

The LED status indicates the power supply state of the transmitter and its working state.

Off: The transmitter is not powered on.

Fast flashing: The transmitter is in the bind mode.

Slow flashing: The transmitter is in low voltage alarm mode.

Three-flash-one-off: The transmitter is in standby state, while the bound receiver is powered off, unbound, or no signal.

Gradual: The transmitter is in Sleep mode or in Idle alarm state.

4.3 Binding

The transmitter and the 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 bind mode. Meanwhile the LED will flash quickly, and release the BIND button.
2. The receiver powers on and waits for 1 second, if without connection, it will enter the binding state automatically;
3. The receiver's LED is solid on, indicating the binding is successful, and the transmitter will exit bind mode automatically.
4. Check to make sure the transmitter and receiver functions are working correctly, repeat steps 1 to 3 (binding process) if any problems arise.

Note: If the binding is not completed within ten seconds, the LED of the receiver will enter its slow flashing state.

4.4 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 steps:

1. Turn and hold the wheel clockwise to the max travel point and push the throttle forwards as far as possible while turning on the transmitter. It will enter calibration mode. The buzzer sounds shortly in cycle for prompt.
2. When the steering wheel and the throttle trigger are at their neutral positions, press the BIND button to implement the maximum calibration of the steering wheel in the clockwise and the maximum calibration of the throttle trigger in the forward push direction. Turn the steering wheel to the max travel point in counterclockwise to release, and pull the trigger to its max travel point to release. Then press the BIND button to finish to implement the maximum calibration of the steering wheel in the counterclockwise and the maximum calibration of the throttle trigger. If the calibration is completed successfully, press the BIND key to exit the calibration mode, the buzzer will prompt in cycle with one short beep, and afterwards, the transmitter is in standby mode with the LED in three-flash-one-off state.
 - If the calibration is failure, the transmitter can not exit the calibration mode by pressing the BIND button.

4.5 Power-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	<ul style="list-style-type: none">• Make sure to disconnect the receiver power before turning off the transmitter. Failure to do so may lead to damage or serious injury.
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5. System Functions

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

5.1 Channel Description

The transmitter outputs a total of 3 channels, the function assignment and settings are as follows.

Channel	Assigned Control	Function
CH1	Steering Wheel	Steering To make the model car to turn right or left.
CH2	Throttle Trigger	Throttle To control the model car to move forward or backward.
CH3	Three-position Switch CH3	Fast-/Median-/Slow-position servo channel, to switch the speed positions of the model car. Toggle the control to switch among fast-position, median-position and slow-position.

5.2 Channel Reverse

To reverse the output direction of the channel.

- When the steering wheel is located in the maximum travel or minimum travel, press the REV button to reverse CH1. When you press once, it switches once.
- When the throttle trigger is at the maximum or minimum travel and the steering wheel is in the neutral position at the same time, press the REV button to reverse CH2. When you press once, it switches once. When the reverse action of the channel takes effect, the buzzer will sound shortly for prompt.

Note: Mind the throttle channel reverse operation due to safety concern, as the model car will move in full speed when the trigger is at full throttle position!

5.3 Trim Setting

To adjust the trim value of the channel.

- When the steering wheel is in the neutral position, press the ST+/- button to adjust CH1 trim.
- When the throttle trigger is in the neutral position, press the TH+/- button to adjust CH2 trim.
- CH3 Trim Adjustment: When the transmitter is in the normal power-on state, quickly press the BIND button twice to put the transmitter into CH3 channel trim adjustment mode. At this time, the transmitter LED will work in two-flash-one-off mode repeatedly. In this mode, press the ST+/- button to adjust the channel 3 trim. Then press the BIND button twice quickly again or restart the transmitter to exit the adjustment mode.

ST+/TH+: Increase the trim value. ST-/TH-: Decrease the trim value. Trim range: -150 us – 150 us; The step is 5us; by default, it is 0.

When the trim setting action takes effect, the buzzer will sound shortly for prompt. If you press and hold it, the value remains changes continuously. The buzzer will sound twice for prompt when the trim is across the neutral position. And when it reaches the endpoint, the buzzer will sound long for 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.

5.4 D/R Setting

To adjust the travel range value of the channel.

- When the steering wheel is located in the maximum travel or minimum travel, press the ST+/- button to adjust CH1 travel value.
- When the throttle trigger is at the maximum or minimum travel, press the TH+/- button to adjust CH2 travel value.
- CH3 End Point Adjustment: When the transmitter is in the normal power-on state, quickly press the BIND button twice to put the transmitter into CH3 channel end point adjustment mode. At this time, the transmitter LED will work in two-flash-one-off mode repeatedly. In this mode, press the TH+/- button to adjust the channel 3 end point. Then press the BIND button twice quickly again or restart the transmitter to exit the adjustment mode.

ST+/TH+: Increase the travel value. ST-/TH-: Decrease the travel value. Travel range: 0-120%, by default, it is 100%, the step is 5%.

When the travel setting action takes effect, the buzzer will sound shortly for prompt. If you press and hold it, the value remains changes continuously. The buzzer will sound long for prompt when reaching the endpoint.

5.5 Failsafe Setting

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

By default, it is not set, the ESC(CH2) will enter the brake state when the receiver is out-of-control. For the other channels, the interfaces will maintain the last output in case of out-of-control. It can be set at the transmitter side. The setting steps are as following:.

- 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 seconds to set the output value as the failsafe value. And the buzzer will give a long beep indicating that the setting is successful.

Note: The failsafe setting, binding information and stick calibration will not be reset.

5.6 Reset Data

To reset the function data.

- Press and hold the BIND button and REV button while powering on the transmitter, to reset the function data, and the buzzer will sound long for prompt.

Note: The failsafe setting, binding information and stick calibration will not be reset.

5.7 Idle Alarm

The transmitter will go into idle alarm state when there is no operation over 10 minutes.

- When the transmitter is in idle alarm state, the transmitter LED is in gradual light state, the buzzer sounds twice quickly in cycle for prompt. Operations of any control on the transmitter will cancel the alarm, as a result of the exit of the idle alarm state.

5.8 Sleep Mode

When the transmitter has been in idle alarm state over 2 minutes, it will enter the sleep mode.

- In this mode, the transmitter LED is in gradual light state, the buzzer is off and the RF is off. The transmitter will enter low power consumption state, and no responsive in case of operations of any control. To exit the sleep

mode, power off the transmitter and restart it.

5.9 Low Voltage Alarm

When the transmitter voltage has lower than 4.2V, it will enter the low voltage alarm state.

- When the transmitter is in low voltage alarm state, the transmitter LED will be in slow flashing state and the buzzer will sound shortly in cycle for prompt.

Note: The RF is off when the batteries voltage is lower than 3.5V for the model's and the system's safety.

5.10 Offline Prompt

When the transmitter is in normal state, once it detects the bound receiver has turned off, or disconnected over 2S, the transmitter LED will be in three-flash-one-off state for prompt.

Note: When the transmitter received the information of the bound receiver again, it will exit the offline prompt state.

5.11 ESC Drag Brake Force Setting

This function is used to set the drag brake force of the ESC.

It can be set to four levels: 0, 50%, 75% or 100%. The default drag brake force is 0.

- In the normal power-on state, when the throttle trigger and the steering wheel both are in their neutral positions, quickly press the REV button twice to enter ESC drag brake force adjustment mode. At this time, the transmitter LED will work in two-flash-one-off mode repeatedly. In this mode, you can switch the drag brake force by pressing ST- (0), ST+ (50%), TH- (75%) and TH+ (100%). The buzzer will sound a short sound when the switch takes effect. Press the REV button twice quickly again or restart the transmitter to exit the adjustment mode.

5.12 ESC Running Mode Setting

This function is used to set the running mode of the ESC.

4 running modes are supported, the default is mode 1.

Mode 1: Forward/Reverse(F/R)

Mode2: Forward/Reverse/Brake(F/B/R) with maximum braking force 30%

Mode 3: Forward/Reverse/Brake(F/B/R) with maximum braking force 50%

Mode 4: Forward/Reverse/Brake(F/B/R) with maximum braking force 100%

- In the normal power-on state, when the throttle trigger and the steering wheel both are in their neutral positions, quickly press the REV button twice to enter ESC running mode adjustment mode. At this time, the transmitter LED will work in two-flash-one-off mode repeatedly. In this mode, press the BIND button to switch. Each time you press it, it switches to a mode, switching in cycles. The buzzer will sound a short sound when the switch takes effect. Press the REV button twice quickly again or restart the transmitter to exit the adjustment mode.

6.FMS-R3A Function Instructions

This section instruct how to use FMS-R3A receiver and the attentions.

Note: Refer to 2.2 receiver overview for the information of the receiver's interfaces.

6.1 Attentions

- Make sure the product is installed and calibrated correctly, failure to do so may result in serious injury.
- 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.
- Make sure the receiver is mounted away from motors, electronic speed controllers 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 Binding Instruction

If needs to rebind the receiver and the transmitter, refer to 4.3 Binding for details.

6.3 Protect Function

The receiver has low voltage protection and overheating protection function.

Low voltage protection: When the voltage of the receiver is lower than 6.4V, all channels have no output.

Overheating protection: When the receiver temperature is too high, CH2 motor channel has no output and CH1 channel has normal output. When the temperature returns to be normal, the overheat protection function becomes unavailable, that is, the normal output of CH2 resumes.

6.4 Car Light Control

When the receiver and the transmitter has connected normally, press the BIND button to turn on or turn off the car light. By default, the car light is off.

6.5 Failsafe

The receiver supports the failsafe function, it needs to be set at the transmittter side, refer to 5.5 Failsafe for details.

6.6 Idle Alarm

This receiver supports the idle alarm function. When the receiver does not receive the transmitter signal (or the signal does not change) for more than 10 minutes, it will enter the idle alarm state.

- In this state, the motor will continuously beep and sound the alarm. The receiver must be restarted to exit the idle alarm state once it enters idle alarm state.

7. Specifications

This section contains FMS-G3 transmitter and FMS-R3A receiver specifications.

7.1 Transmitter Specifications

Product Model	FMS-G3
Compatible Receivers	FMS-R3A
Compatible Models	1:18, 1:24 simulation cars or climbing cars
Number of Channels	3
RF	2.4GHz ISM
Maximum Power	< 20dBm (e.i.r.p.) (EU)
RF Protocol	2A-BS
Distance	More than 100m (Ground distance without interference)
Resolution	1024
Input Power	1.5AAA*4
Charging Jack	None
Low Voltage Alarm	Lower than 4.2V
Antenna	Built-in single antenna
Data Interface	None
Temperature Range	-10°C ~ +60°C
Humidity Range	20% ~ 95%
Online Update	None
Color	Blue
Dimensions	115.2*75.5*145mm
Weight	About 113g
Certifications	CE, FCC ID: 2A2UNG300

7.2 Receiver Specifications

Product Model	FMS-R3A
Compatible Transmitters	FMS-G3
Compatible Models	1: 18, 1: 24 simulation cars or climbing cars
Applicable Motors	180 brushed motor
Number of PWM Channels	2
Number of Car Lights	1
RF	2.4GHz ISM
RF Protocol	2A-BS
Operating Voltage	2S Lithium batteries
Continuous/Peak Current	10A/40A
BEC Output	5V/1A
Maximum Power	< 20dBm (e.i.r.p.) (EU)
Distance	More than 100m (Ground distance without interference)
Antenna	External antenna
Data Output	PWM
Resolution	1024
Temperature Range	-10°C ~ +60°C
Humidity Range	20% ~ 95%
Online Update	None
Dimensions	32*24.4*12mm
Weight	8g
WaterProof	PPX4
Certifications	CE, FCC ID: 2A2UNR3A00

8. Package Contents

This section contains FMS-G3 transmitter package contents.

Number	Name	Quantity
1	FMS-G3 Transmitter	1
2	FMS-R3A Receiver	1

9. Certifications

9.1 DoC Declaration

Hereby, we declare that the Radio Equipment [FMS-G3&FMS-R3A] is in compliance with RED 2014/53/EU.

9.2 CE Warning

The ce warns that the installation of the antenna used in this transmitter must be kept in distance from all the personnel and shall not be used or used with any other transmitter. The end user and the installer must provide antenna installation instructions and transmitter operating conditions to meet the requirements for 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 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 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. (Example use only shielded interface cables when connecting to computer or peripheral devices).

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

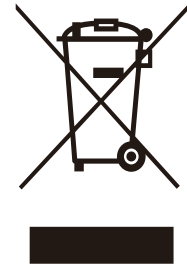
Caution!

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. Move all your channels to the desired position.
2. 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.





CE, FCC ID:2A2UNG300

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