



FORTIS

MOTORSPORTS

4x4 TRUCK



2.4
GHZ

RTR

Transmitter Batteries
Not Included

感谢您购买贺比嘉模型科技有限公司的产品！欲知更多产品信息，请浏览以下官方网站：www.hbplusrc.com

如果您在使用中遇到任何问题，请先查阅发射机使用说明书。如果问题仍未得到解决，请直接联系当地经销商或者访问官网联系客服人员。

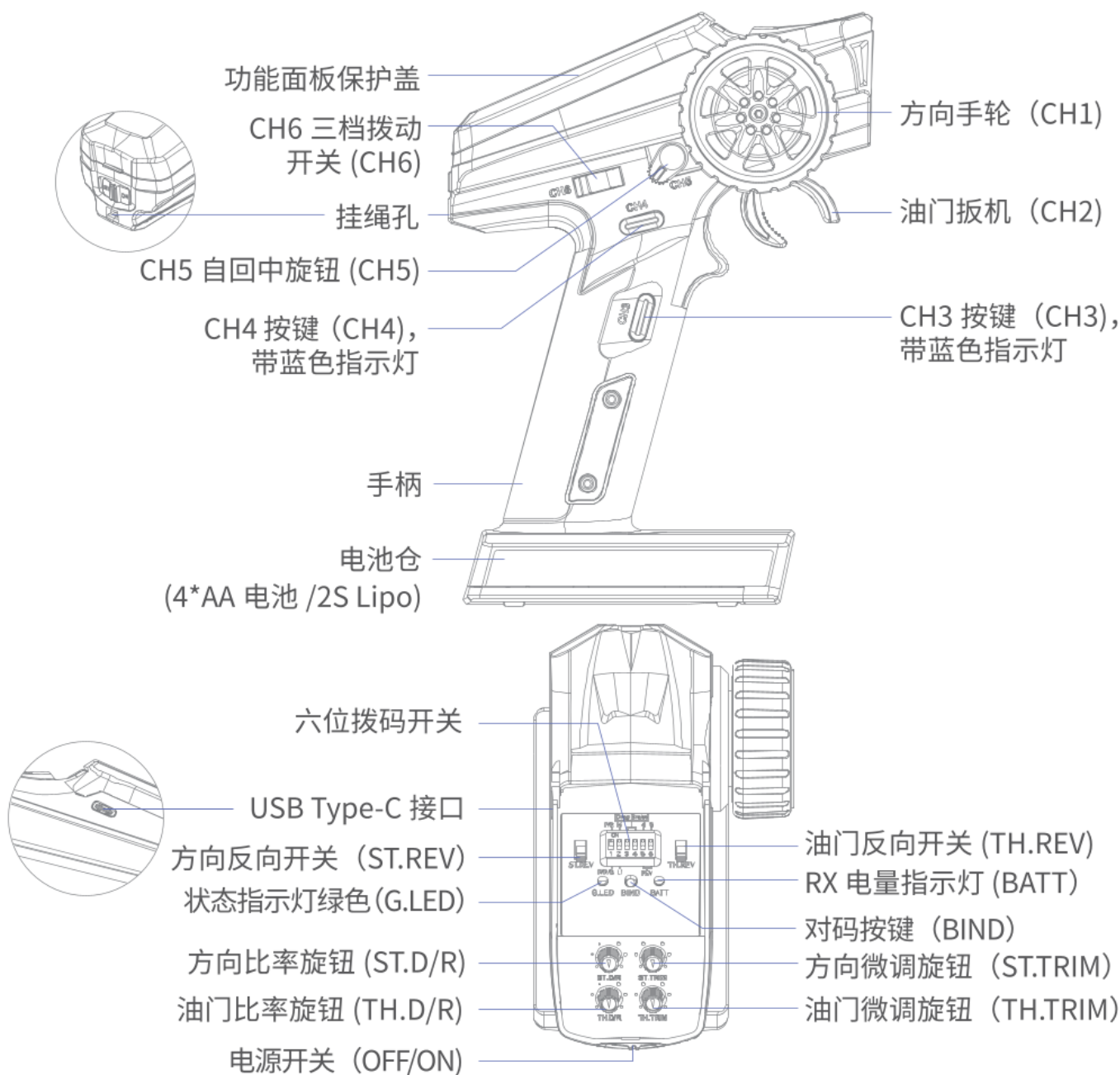
注意事项！

开始操作前请务必阅读以下安全信息！

- 请不要在夜晚或雷雨天气使用本产品，恶劣的天气环境有可能导致遥控设备失灵。
- 请不要在能见度有限的情况下使用本产品。
- 请不要在雨雪或有水的地方使用本产品。如果有液体进入到系统内部，可能会导致运行不稳定或设备失灵。
- 信号干扰可能导致设备失控。为保证您和他人的安全，请不要在以下地点使用本产品：



- 当你感到疲倦、不舒服，或在摄入酒精或服食导致麻醉或兴奋的药物后，不要操作本产品，否则可能对自己或他人造成严重的伤害。
- 在使用过程中，严禁紧握发射机天线，否则将会大大减弱无线电传播信号的质量和强度，导致遥控失灵模型失控。
- 在操作或使用模型后，请勿触摸任何可能发热的部位，如发动机、电机、定速设定等。这些部件可能非常热，容易造成严重的烧伤。
- 遥控设备使用不恰当可能导致操作者或他人严重受伤，甚至死亡。为保证您和设备的安全，请仔细阅读使用说明书并按照规定进行操作。
- 使用前必须确保本产品与模型安装正确，否则可能导致模型发生严重损坏。
- 操控时，请先确认模型所有舵机的动作方向与操控方向一致。如果不一致，请调整好正确的方向。
- 当遥控距离持续较远时，有发生失控的可能。请适当缩短遥控的距离。
- 特此，【ShenZhen FLYSKY Technology Co., Ltd.】声明无线电设备【FS-HBP-MG6-BS&FS-HBP-R6A3-BS&FS-HBP-R6D-BS】符合 RED2014/53/EU. 欧盟 DoC 声明、FCC 声明可在以下互联网地址：www.flyskytech.com/info_detail/10.html 获取。
- 此发射机所用天线的安装必须与所有人员保持距离，不得与任何其他发射机共用或一起使用。必须向最终用户和安装人员提供天线安装说明和发射机操作条件，以满足射频暴露合规要求。
- 注意：使用类型不正确的电池可能发生爆炸风险，请妥善处理使用完的电池。



基本操作

▶ AA 电池安装

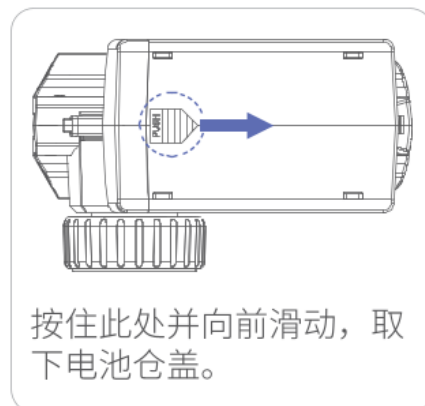
请按照以下步骤安装 AA 电池：

1. 打开电池仓盖（如图所示）；
2. 将 4 颗电量充足的 AA 电池按标注的极性方向装入电池仓内；
3. 盖好电池仓盖。

▶ LiPo 锂电池安装

请按照以下步骤安装锂电池：

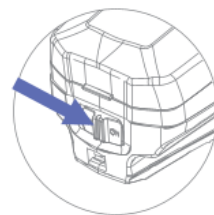
1. 打开电池仓盖；
2. 将 2S 锂电池放入电池仓内；
3. 将电池导线接入 JST 接口；
4. 盖好电池仓盖，注意不要夹到电池导线。



► 开机

请按照以下步骤打开发射机：

1. 检查系统状态，确保电池电量充足且安装正确；
2. 将电源开关拨到 [ON] 位置，G.LED 指示灯常亮。



► 对码

本发射机和接收机在出厂前已对码成功。若需使用其他的接收机，请按照如下步骤进行对码。本发射机支持双向对码，对码步骤如下：

1. 将发射机按住对码按键（BIND）开机即进入对码状态，此时 G.LED 指示灯快闪，松开对码按键；
2. 接收机上电等待 1 秒没有连接即自动进入对码状态，此时接收机 LED 快闪；
3. 对码成功后，接收机 LED 指示灯及发射机 G.LED 指示灯常亮；
4. 检查发射机、接收机是否正常工作。如需重新对码，请重复以上步骤。

► 摇杆校准

当油门、手轮和 CH5 自回中旋钮发生机械性偏离，如回中或最大 / 最小行程出现偏差时，使用此功能修正。步骤如下：

1. 将手轮顺时针打到最大、扳机向前推到底并开机，发射机即进入校准模式，此时蜂鸣器响 3 声循环提示；
 2. 手轮校准：将手轮分别按顺时针和逆时针方向旋转至最大和最小行程，蜂鸣器响 2 声循环提示；
 3. 扳机校准：将扳机分别向前和向后推至最大和最小行程，蜂鸣器响 1 声循环提示；
 4. CH5 自回中旋钮校准：将 CH5 自回中旋钮分别按顺时针和逆时针方向旋至最大和最小行程，蜂鸣器长响 1 声提示；
 5. 按 BIND 键退出并保存校准数据，发射机蜂鸣器长响 1 声提示。
- 若校准失败，按 BIND 键无反应，请重复以上校准步骤。

► 数据复位

用于将设置的舵量数值恢复为默认值。

按住 BIND 按键和 CH4 按键，并通电开机，即恢复成默认值，蜂鸣器长响一声提示。

注：此功能仅适用于复位舵量至默认值。

► 失控保护

此功能用于当接收机无法正常收到发射机的信号不受控制时，保护模型和操作人员的安全。

- 对于 FS-HBP-R6D-BS 接收机，默认未设置。失控后，无论是否设置 CH2 通道始终无输出，接收机其他通道保持最后输出。若其他通道已在发射机端设置，则按照设置值输出；同时左、右车灯同步慢闪提示（仅车灯模式设置为模式 5 时）。
- 对于 FS-HBP-R6A3-BS 接收机，失控后 CH2 通道进入刹车状态，接收机其他通道保持最后输出。若其他通道已在发射机端设置，则按照设置值输出；同时左、右车灯同步慢闪提示（仅车灯模式设置为模式 5 时）。

可在发射机端设置其他通道失控后输出的失控保护值，设置步骤如下：

开机正常状态下，先操作需要设置失控保护的通道所对应的控件至预设的位置，再长按对

码按键（BIND）3 秒，即将当下输出的通道值设置为该通道失控保护值。设置成功时，蜂鸣器长响一声提示。

注：重新对码时恢复默认设置。

▶ 关机

请按以下步骤关闭发射机：

- 1. 先断开接收机电源；
- 2. 将电源开关拨到 [OFF] 位置，关闭发射机。

❗ 关闭发射机之前，请务必先断开接收机电源，然后关闭发射机。如果强行关闭发射机，将会导致遥控设备失控，失控保护设置不合理可能引起事故。

规格参数

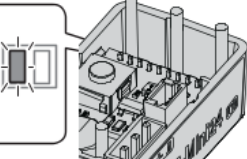
产品型号	FS-HBP-MG6-BS
适配接收机	FS-HBP-R6A3-BS、FS-HBP-R6D-BS
适配模型	仿真攀爬车
通道个数	6
无线频率	2.4GHz ISM
发射功率	<20dBm
无线协议	2A-BS
通道分辨率	4096 级
输入电源	1.5AA*4 或 2S 锂电池
低电压报警	AA 电池：<4.2V；LiPo 电池：<7.0V
天线类型	内置单天线
充电接口	无（USB Type-C 接口仅做供电使用）
在线更新	无
数据接口	无
遥控距离	≥ 150m(空旷无干扰地面距离)
温度范围	-10℃ ~ +60℃
湿度范围	20% ~ 95%
外形尺寸	135.7*189.5*82.7mm
机身重量	217g
机身颜色	黑色
认证	CE, FCC ID: 2A2UNMG1100

设置电子调速器

1 设定油门行程

电调第一次使用前或遥控器更改过油门通道“TRIM”微调，均需重设油门行程，不然可能会导致电调无法使用或误动作。另外我们强烈建议同时开启遥控器的失控保护功能，将遥控器油门通道的无信号保护（“F/S”）功能设置为关闭输出方式或将保护值设置为中点位置，使得当接收机无法收到遥控器信号后，电机能够停止运转。油门校调步骤如下图所示：

持续按住 ON/OFF 键，当按键的红色 LED 闪烁时，立刻松开按键。



1、电调接上电池，打开遥控器，将油门通道的“D/R”、“EPA”、“ATL”等参数调到100%（如遥控器无显示屏，则将对应该旋钮调到最大位置），油门通道的中点微调“TRIM”调为0（如遥控器无显示屏，则将对应该旋钮调到中间位置）。若遥控器为默认设置，可以不作此设置，直接从第二步开始。

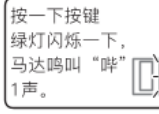
2、电调关机状态，持续按住开关键不松开等待几秒钟，直到电调上红色LED开始闪烁（同时马达鸣叫），立即松开按键。

备注：马达鸣叫声音可能较小，在这种情况下，观察LED状态即可。

扳机置于中点



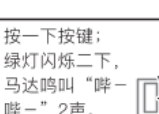
按一下按键
绿灯闪烁一下，
马达鸣叫“哔”1声。



扳机置于正向最高点



按一下按键；
绿灯闪烁二下，
马达鸣叫“哔-哔”2声。



扳机置于反向最高点



按一下按键：
绿灯闪烁三下，
马达鸣叫“哔-哔-哔”3声。



3、此时需要设定三个点：油门中点、正向最高点和反向最高点。

- 油门扳机留在中点位置，按一下开关键，绿灯闪烁1次，马达鸣叫“哔”1声，表示已存储中点位置；
- 油门扳机打到正向最高点，按一下开关键，绿灯闪烁2次，马达鸣叫“哔-哔”2声，表示已存储油门正向最高点；
- 油门扳机打到反向最高点，按一下开关键，绿灯闪烁3次，马达鸣叫“哔-哔-哔”3声，表示已存储油门反向最高点；

4、油门行程校调完毕，电机即可正常操作。

2 开关机及鸣音说明

- 开关机说明：关机状态下短按开关按键开机；开机状态下长按开关按键关机。
 - 开机鸣音说明：在正常情况下开机，电机发出几声“哔”鸣音表示锂电节数。例如：“哔哔”表示2节锂电，“哔哔哔”表示3节锂电。同时绿色LED指示灯也会对应闪烁。
- 备注：为防止误关闭，在电机运转时，点击开关按键无法关机，仅在马达停止运转时才可关机。当遇紧急情况无法关机时，请直接断开电池电源线，长时间不使用也请断开电源线。**

3 编程项目说明

以下黑底白字的选项为可编程项目的默认参数值。

编号	设定项目	选项1	选项2	选项3	选项4	选项5	选项6	选项7	选项8	选项9
1	运行模式	正反转带刹车	直接正反转							
2	电池低压保护阈值	不保护	低	中	高					
3	电机转动方向	CCW逆时针	CW顺时针							
4	拖刹力度	关	1级	2级	3级	4级	5级	6级	7级	8级
5	拖刹加速度	1级	2级	3级	4级	5级	6级	7级	8级	9级

- 运行模式（Running Mode）：**

选项1：正反转带刹车
此模式采用的智能倒车方式，当油门扳机第一次从中点区域推至反向区域时，电机将产生刹车，当油门扳机回到中点区域并第二次推至反向区域时，如果此时电机已停转，则产生倒车动作，如果电机未停转，仍是刹车，需要再次将油门扳机回到中点并推至反向区域。这样做的目的是防止车辆行驶过程中因多次点刹而造成误倒车。

选项2：直接正反转
此模式采用单击式倒车方式，即油门扳机推至反向区域时，电机立即产生倒车动作，该模式一般用于攀爬车辆。
- 电池低压保护阈值（Low Voltage Cut-Off Threshold）：**

这项功能主要是防止锂电池过度放电而造成不可恢复的损坏。如果开启了电压保护，运行中电调会时刻监视电池电压，一旦电压低于设定的阈值，动力输出将降为正常功率的50%，10秒后动力将完全关闭。当进入低压保护后，红色 LED 会以“☆-，☆-，☆-”方式单次循环闪烁。设置为不保护时，电调不会因低压而切断动力，使用锂电池时，不建议设置为（不保护），否则电池可能因为过放而损坏。对于NiMH电池，建议将此项参数设置为“不保护（Disabled）”。低、中、高对应的分别是：2.8V/Cell、3.1V/Cell、3.4V/Cell。
- 电机转动方向（Motor Rotation）：**

电机轴正面朝向面部（即电机尾部远离面部），遥控器正向加大油门时，若设置成CCW，电机轴逆时针转动；若设置成CW，电机轴顺时针转动。因各厂家马达#A/#B/#C线序差异，则有可能转向相反，请以实际为准。若车子转向不对时，更改为相反转向即可。
- 拖刹力度（Drag Brake）：**

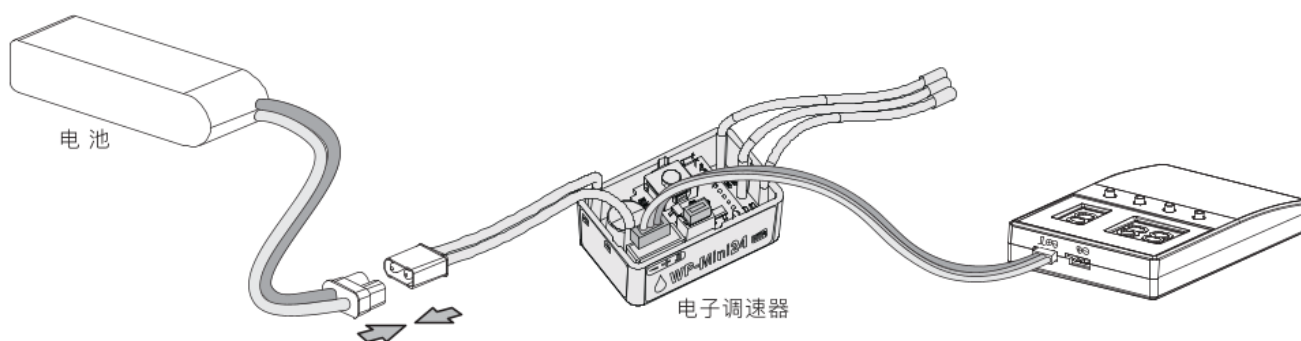
拖刹是指当油门扳机进入中点区域内时，对电机产生一个制动力（值得注意的是，拖刹也会消耗电量，选择合适的拖刹力度即可）。
- 拖刹加速度（Drag Brake Rate）：**

指遥控扳机进入油门中点区域时拖刹力度由零增加至设置值时的加速度，此值分为9级可调，级数越高，拖刹加速度越大，即刹得越快。合理设置此值可使车辆停得更稳。

4 参数设置方法

利用LED参数设定卡进行参数设置：

用一条两端带JR 公头的排线将电调标示着“- +n”的接口与设定卡上方标示着“- +n”的接口连接起来，然后给电调上电，数秒后该电调的各项参数即可显示出来，利用设定卡上的“ITEM”和“VALUE”按键即可快速选择参数项和参数值，然后按“OK”键保存参数。



5 恢复出厂参数设定

利用LED参数设定卡恢复出厂设定：

LED设定卡与电调连通后，按下“RESET”键，然后再按下“OK”保存，即可恢复出厂设置。

电调状态指示灯（LED）说明

1、启动阶段

- 红灯持续闪烁：电调未检测到油门信号或电调内部存储的油门中点数值与遥控器不匹配。
- 绿灯闪烁N次：锂电节数检测，闪烁N次表示当前锂电为N节。

2、行驶阶段

- 油门扳机处于中点区域，红色和绿色LED均熄灭。
- 前进时，红色LED恒亮；当油门处于正向最大（100%油门）时，绿色LED也会点亮。
- 倒车时，红色LED恒亮；当油门处于反向最大且最大倒车力度设为100%时，绿色LED也会点亮。

3、相关保护功能触发时，LED状态含义

- 红灯持续闪烁（单闪，“☆，☆，☆”方式闪烁）：电调进入电池低压保护状态。
- 绿灯持续闪烁（单闪，“☆，☆，☆”方式闪烁）：电调温度过高，电调进入过热保护状态。

故障快速处理

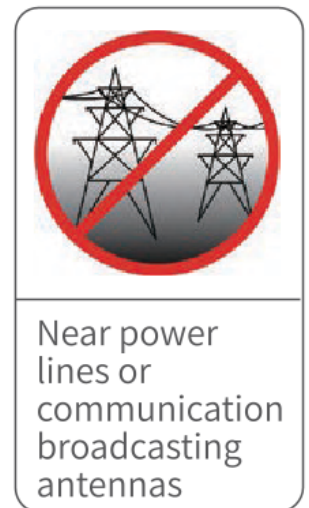
故障现象	可能原因	解决方法
上电后指示灯不亮，电机无法启动。	1、电池电压没有输入到电调 2、电调开关损坏	1、检查电源输入通路是否有焊接不良情况，并重新焊好。 2、更换开关。
上电后电机无法启动，发出“哔— 哔—，哔—哔—”警示音且伴有绿灯 闪烁（每组双音间隔时间为1秒）	电池组电压不在正常范围内	检查电池组电压。
上电完成锂电节数检测后 （闪N次绿灯），红灯快速闪烁。	1、电调未检测到油门信号 2、电调油门中点与遥控器不匹配	1、检查油门线是否插反、通道是否插错、控是否有开启。 2、油门归中位，重新校准油门行程。
遥控器正向加大油门，车子反而倒退	1、电调输出线和电机线连接的线序错误 2、该车架同主流车架的电机转向不一致	无刷电机将电机的三条线中任意两条互换即可，或通过电调 参数项“电机转动方向”来调整。
电机转动过程中，突然停转或功率 输出显著降低	1、接收机遇到干扰 2、电调进入电池低压保护状态 3、电调进入过温保护状态	1、检查接收机出现干扰的原因，检查发射机器电池电量。 2、红灯持续闪烁为电压保护，请更换电池。 3、绿灯持续闪烁为温度保护，请等电调温度降低后继续使用。
油门在中点时，车子缓慢前进或 缓慢后退	1、遥控器中位有所漂移，信号不稳。 2、油门行程没校准好。	1、更换信号稳定的遥控器 2、重新校准油门行程，或使用控的油门微调校准中点。
连接LED设定卡，LED一直显示 三条端横线——	电调编程接口连接错误。	使用正确的接口连接编程盒，此电调为独立编程口,非油门线。
无法完成油门行程校准操作。	1、电调油门线接错接收机通道或插反； 2、接收机或遥控器故障。	1、检查电调油门线与接收机的连接是否正确 2、若舵机可以工作工作，可以将电调油门线接到接收机的舵机 通道进行测试确认。或直接更换遥控系统测试。

Thank you for purchasing the products of HobbyPlus! To find out more about our products, visit our website at www.hbplusrc.com. If you encounter any problems during using, please refer to the manual first. If the problem is still not resolved, consult your local dealer directly or contact the customer service staff via HobbyPlus official website.

Precautions

Read the safety messages listed below before operation!

- Do not use the product at night or during bad weather conditions, like rain or thunderstorms. It can cause erratic operation or loss of control.
- Do not use the product when visibility is limited.
- Do not expose the product to rain or snow. 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:

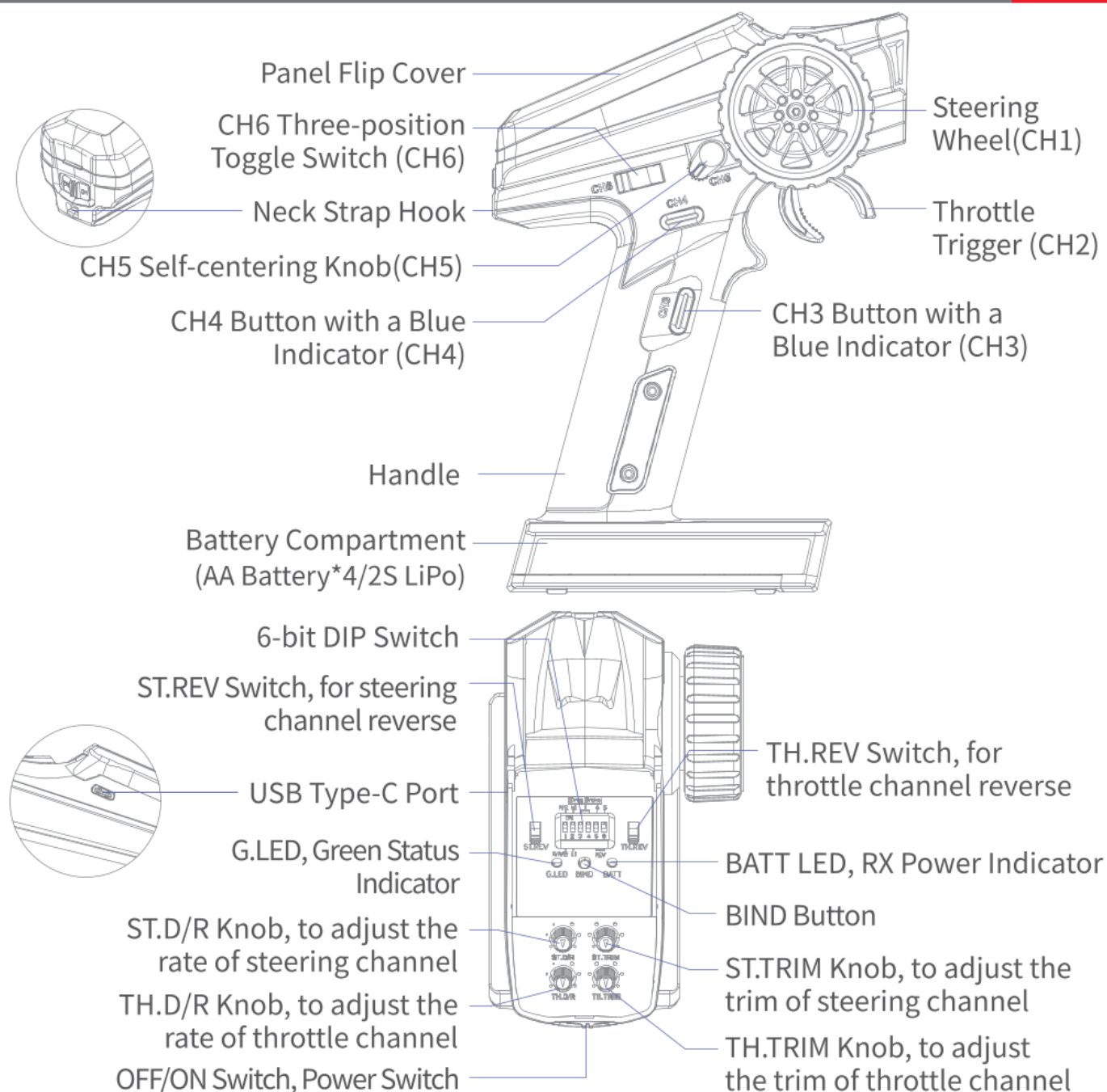


- Do not use this product when you are tired, uncomfortable, or under the influence of alcohol or drugs. Doing so may cause serious injury to yourself or others.
- The 2.4GHz radio band is limited to line of sight. Always keep your model in sight as a large can block the RF signal and lead to loss of control.
- Never grip the transmitter antenna during operation. It significantly degrades signal quality and strength and may cause 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 carefully.
- Make sure the product is properly installed in your model. Failure to do so may result in serious injury.
- Ensure that all servos operate in the correct direction. If not, adjust the direction first.
- Make sure that the model stays within range in order to prevent loss of control.
- 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.

CAUTION!

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

Transmitter Overview

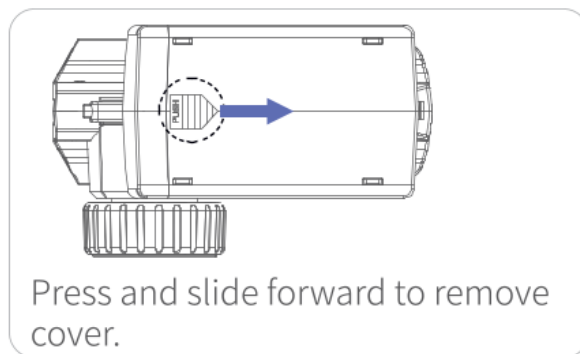


Basic Operations

► Installing the AA Battery

Follow the steps below to install the AA batteries:

1. Open the battery compartment cover as illustrated.
2. Insert 4 fully-charged AA batteries into the compartment. Make sure that the batteries are well set according to the polarities marked on the battery compartment.
3. Replace battery compartment cover.



► Installing the LiPo Battery

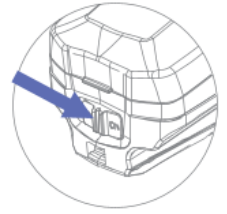
Follow the steps below to install the LiPo battery:

1. Open the battery compartment cover.
2. Insert 2S LiPo battery into the compartment.
3. Plug the wiring of LiPo battery into the JST Jack.
4. Replace the battery compartment cover. Mind not to pinch the wiring.

► Powering 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. The G.LED will be solid on.



► Binding

The transmitter and the receiver have been pre-bound before delivery. If you are going to use another receiver, follow the steps below to rebind. The transmitter supports two-way binding, the steps are as following:

1. Turn on the transmitter while holding the BIND button, then the transmitter will enter the binding mode. At this time, the G.LED will start flashing quickly. Once in binding 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 finished, the receiver LED and the transmitter G.LED will be solid on.
4. Verify that the transmitter and the receiver are working properly. If you need to re-bind, repeat the above steps.

► Stick Calibration

Use this function to correct for the mechanical deviation of the throttle trigger, steering wheel and CH5 Self-centering knob, for example, deviation occurred in the self-centering or maximum/minimum travel, the steps are as following:

1. Turn and hold the steering wheel clockwise to the max travel 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, meanwhile, the buzzer will sound three times cyclically for prompt.
2. Steering Wheel Calibration: Turn the steering wheel to the max and min travel clockwise/anticlockwise respectively, and the buzzer will sound two times cyclically.
3. Throttle Trigger Calibration: Push/pull the throttle trigger to forward/backward as far as it will go, and the buzzer will sound once cyclically.
4. CH5 Self-centering Knob Calibration: Turn the CH5 Self-centering knob to its max and min travel point clockwise/anticlockwise respectively, and the buzzer will give a long beep.
5. Press the BIND button to save and exit in case of the calibration is successful, and the buzzer will give a long beep.

If the calibration fails, pressing the BIND button is invalid. Repeat the steps above.

► Data Reset

Used to restore the set end point value to the default value.

Press and hold the BIND and CH4 buttons of the transmitter, and at the same time power on the transmitter. At this time, the buzzer will give a long beep.

Note: This function is only applicable to resetting the end point value to the default value.

► Failsafe

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

- For FS-HBP-R6D-BS receiver, it is not set by default. After out-of-control, no matter whether the CH2 channel is set or not, there is always no output, and the other channels keep the last output. If the other channels have been set at the transmitter side, it will output according to the set value; meanwhile, the turn signal left and right lights will flash slowly and simultaneously (only when the LED light mode is set to mode 5).
- For FS-HBP-R6A3-BS receiver, after out-of-control, the CH2 channel enters the braking state, and the other channels keep the last output. If the other channels have been set at the transmitter side, the output will be according to the set value; meanwhile, the turn signal left and right lights will flash slowly and simultaneously (only when the LED light mode is set to mode 5).

For the other channels, it can be set at the transmitter side. The setting steps are as below:

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 channel value of the current output to the failsafe value. The buzzer will give a long beep indicating that the setting is successful.

Note: Restore to the default setting in case of re-binding.

► Powering OFF

Follow the steps below to turn off the transmitter:

1. Turn off the receiver first.
2. Toggle the transmitter's Power Switch to the OFF position to turn off the transmitter.

❗ Make sure to power off the receiver before turning off the transmitter. Failure to do so can result out-of-control. Unreasonable setting of the Failsafe may cause an accident.

Specifications

Product Model	FS-HBP-MG6-BS
Compatible Receivers	FS-HBP-R6A3-BS, FS-HBP-R6D-BS
Compatible RC Models	Simulation crawler
Number of Channels	6
RF	2.4GHz ISM
Maximum Power	<20dBm (e.i.r.p.) (EU)
RF Protocol	2A-BS
Resolution	4096
Input Power	1.5AA*4 or 2S LiPo
Low Voltage Alarm	AA battery: <4.2V; LiPo battery: <7.0V
Antenna	One built-in antenna
Charging Jack	None (The USB Type-C port is only used for power supply.)
Online Update	None
Data Connector	None
Distance	More than or equal to 150m (ground distance without interference)
Temperature Range	-10°C ~ +60°C
Humidity Range	20% ~ 95%
Dimensions	135.7*189.5*82.7mm
Weight	217g
Color	Black
Certifications	CE, FCC ID: 2A2UNMG1100

Certifications

FCC Compliance Statement

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Warning: changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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.

EU DoC Declaration

Hereby, [ShenZhen FLYSKY Technology Co., Ltd.] declares that the Radio Equipment [FS-HBP-MG6-BS&FS-HBP-R6A3-BS&FS-HBP-R6D-BS] 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

RF Exposure Compliance

The device has been evaluated to meet general RF exposure requirement. The device can be used in portable exposure condition without restriction.

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.



FCC ID: 2A2UNMG1100

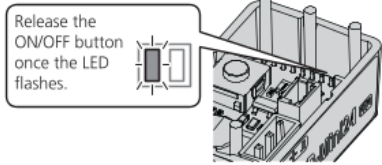
本操作指南中的图片和插图仅供参考，可能与实际产品外观有所不同。产品设计和规格可能会有所更改，恕不另行通知。

Figures and illustrations in this QSG are provided for reference only and may differ from actual product appearance. Product design and specifications may be changed without notice.

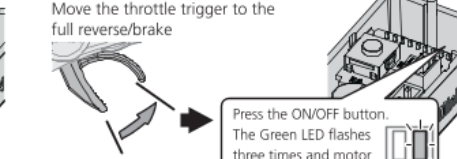
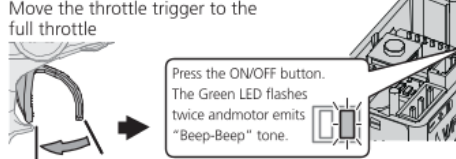
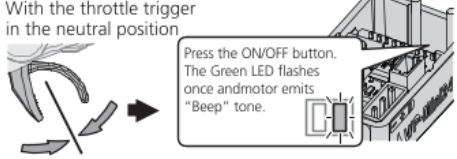
ESC Setup

1 Set the Throttle Range-ESC Calibration Process

The calibration must be done on the first use of the ESC, or if a new radio or receiver is installed, otherwise the esc may not work correctly. We recommend to set the no signal protection for throttle channel of transmitter (F/S) to "OFF" or set its value to the "Neutral Position" to ensure the motor can be stopped when there is no signal received from the transmitter. The throttle calibration steps is as follows:



1. Turn on the transmitter, ensure all parameters (D/R, EPA, ATL) on the throttle channel are at default (100%). For transmitter without LCD, please turn the knob to the maximum, and the throttle "TRIM" to 0. (If the transmitter without LCD, turn the knob to the middle point). **This step can be skipped if the transmitter's settings are default!**
2. Start by turning on the transmitter with the ESC turned off but connected to a battery. Holding the "ON/OFF" button, the RED LED on the ESC starts to flash the motor beeps at the same time, and then release the ON/OFF button immediately.
Note : Beeps from the motor may be low sometimes, and you can check the LED status instead.



3. Set the neutral point, the full throttle endpoint and the full reverse/brake endpoint.
 - Leave transmitter at the neutral position, press the "power" button, the GREEN LED blinks 1 time and the motor beeps 1 time to accept the neutral position.
 - Pull the throttle trigger to the full throttle position, press the "power" button, the GREEN LED blinks 2 times and the motor beeps 2 times to accept the full throttle position.
 - Push the throttle trigger to the full reverse/brake position, press the "power" button, the GREEN LED blinks 3 times and the motor beeps 3 times to accept the full reverse/brake position.
4. The motor can be started after the ESC/Radio calibration is complete.

2 Power on/off and beep instructions

Switch instructions: short press power button to power-on, long press on power button to shut down.

Instruction for sound: Start in normal condition (Not setting throttle range), the times of beep emitted by motor indicates the number of LiPo Cells, for example, "Beep, Beep" indicates 2S LiPo; "Beep, Beep, Beep" indicates 3S LiPo.

3 Instruction for programmable items

The highlighted options are the default settings of the system.

Item	Option1	Option2	Option3	Option4	Option5	Option6	Option7	Option8	Option9
1. Running Mode	Forward/Reverse with Brake	Forward and Reverse							
2. Cutoff Voltage	Disabled	Auto(low)	Auto(medium)	Auto(high)					
3. Motor Rotation	CCW	CW							
4. Drag Brake Force	Disabled	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8
5. Drag Brake Rate	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	Level 8	Level 9

1. Running Mode:

Option 1: Forward/Reverse and Brake This option is known to be the "training" mode with "Forward/Reverse with Brake" function. The vehicle only brakes on the first time you push the throttle trigger to the reverse/brake position. If the motor stops when the throttle trigger return to the neutral position and then re-push the trigger to reverse position, the vehicle will reverse, if the motor does not completely stop, then your vehicle won't reverse but still brake, you need to return the throttle trigger to the neutral position and push it to reverse again. This method is for preventing vehicle from being accidentally reversed.

Option 2: Forward and Reverse When the throttle trigger is pushed from neutral to reverse position, the motor reverses. This mode is generally used in special vehicles.

2. Cutoff Voltage:

Low Voltage Cutoff for LiPo Protection. This item is mainly for preventing the LiPo pack from over-discharge. If the low-voltage cutoff protection is enabled, the ESC will monitor the battery voltage all the time and gradually reduce the output to 50% (in 3 seconds) and cut it off about 10 seconds later when the voltage goes below the cutoff threshold. The Red LED will flash a single flash that repeats (☆-, ☆-, ☆-...) when the ESC enters the low-voltage cutoff protection. The ESC will not cut off the power when the voltage is low if the low-voltage cutoff protection is disabled. We don't recommend setting the "Cutoff Voltage" to "Disabled" when using a LiPo pack, otherwise, the battery will be damaged due to over-discharge. Voltage - The specific voltage values correspond to "Low/Intermediate/high" are 2.8V/3.1V/3.4V per cell. Please note, due to a number of variables you may not see exactly these same voltage values.

3. Motor Rotation:

This feature allows the changing of the motor's forward direction. To check, look at the motor with the shaft facing you. If the motor spins counter clockwise if this item is set to CCW; the motor spins clockwise if set to CW. The drive train of your chassis will determine what direction motor you should use. Some vehicles use normal or CCW rotation, other vehicles use CW or backwards rotation motors.

4. Drag Brake Force:

It is the braking power produced when the throttle is at the neutral position. (Attention! Drag brake will consume more power and heat will be increased, apply it cautiously.). Higher drag brake means stronger hold or hill brakes.

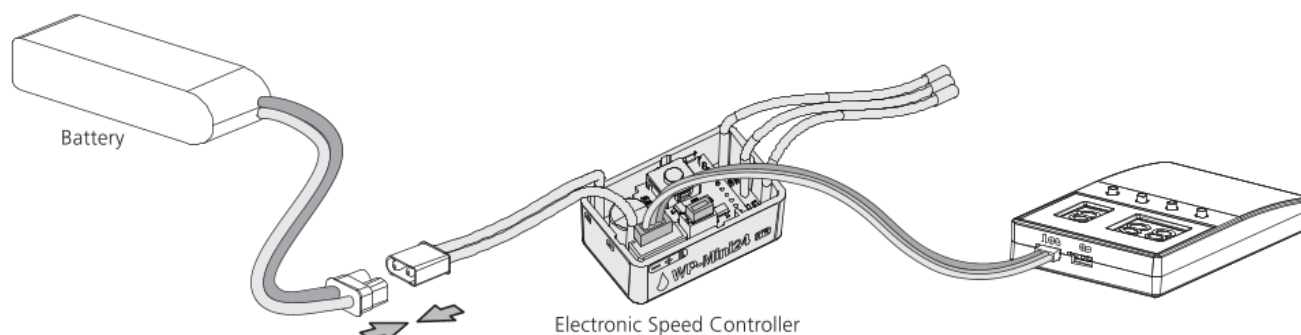
5. Drag Brake Rate:

It's the rate at which the drag brake increases to the preset value. This feature slows down how rapidly the ESC applies the drag brakes. Lower values are slower and prevent sudden stops or jerky stopping movements. You can choose the drag brake rate from level 1 (very soft) to level 9 (very aggressive).

4 Programming method

The LED program card is used to set the parameters:

Connect the interface marked with "- + π " on the esc to the interface marked with "- + π " on the program card using a separate programming cable(a cable with JR plugs at both ends included in the program box packaging),then connect the esc to the battery and turn it on. Using the "ITEM" and "VALUE" buttons on the program card to quickly select and change the values. Press "OK" to save the parameters.



5 Factory reset

The LED program card:

Once the LED program card is connected to the ESC, press the "RESET" key and then press "OK" to save to restore the factory settings.

Explanation for LED Status

1. During the Start-up Process

- The RED LED turns on solid indicating the ESC doesn't detect any throttle signal or the throttle trigger is at the neutral position.
- The GREEN LED flashes "Number" times indicating the number of LiPo cells you have connected to the ESC.

2. In Operation

- RED & GREEN LEDs die out when the throttle trigger is in throttle neutral zone.
- The RED LED turns on solid when your vehicle runs forward. The GREEN LED comes on when pulling the throttle trigger to the full (100%) throttle endpoint.
- The RED LED turns on solid when you reverse, the GREEN LED will also come on when pushing the throttle trigger to the full reverse endpoint and setting the "maximum brake force" to 100%.

3. When Some Protection is Activated

- The RED LED flashes a short, single flash and repeats (☆, ☆, ☆) indicating the low voltage cutoff protection is activated.
- The GREEN LED flashes a short, single flash and repeats (☆, ☆, ☆) indicating the ESC thermal protection is activated.

Trouble Shooting

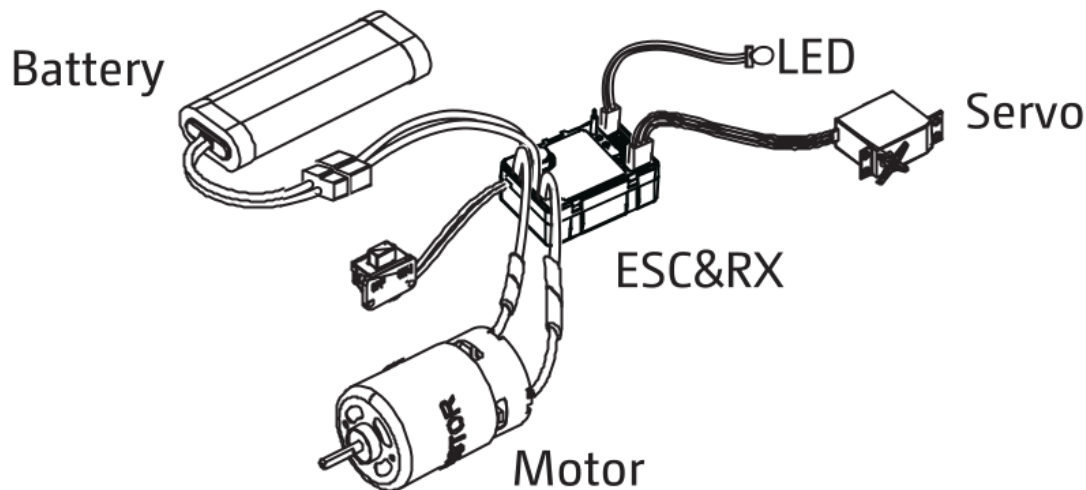
Trouble(s)	Possible Causes	Solution(s)
The light does not turn on after power-up, the motor does not start.	1.The battery voltage is not output to the ESC; 2. The switch is damaged.	Check the battery,and whether the connection between battery and esc is good and whether the plug is soldered well;
The motor does not start after power-up, with a "beepbeep-, beep-beep-" warning tone accompanied by a flashing red light (approximately 1 seconds for each set of two-tone intervals) .	The battery pack voltage is not within the range of support.	Check the battery voltage or change the battery for test.
After power on, the red light flashes quickly.	1. The throttle signal is not detected by the ESC; 2. The neutral point of the ESC is not calibrated correctly.	1. Check if the throttle wire is plugged into the correct channel. Check if your transmitter is turned on. Check if the receiver ok. 2. Recalibrate the throttle travel.
The car is going in the reversed direction when the forward throttle is applied.	The transmission on the car kit is different.	1. For brushless motors, any two of the three wires on the motor can be interchangeable or adjusted through the ESC parameter item "motor rotation direction" .
The motor suddenly stopped or significantly reduced the output in running.	1. Possible interference; 2. The ESC enters into low-voltage protection state; 3. The ESC enters into overheat protection state.	1. Check the cause of the interference in the receiver and check the battery level of the transmitter; 2. Replace the battery if red light keeps flashing; 3. The green light continues to flash for temperature protection, please continue to use after the ESC or motor temperature is reduced (it is recommended to reduce the load on the vehicle).
The car ran forward/backward slowly when the throttle trigger was at the neutral position.	1. The neutral position on the transmitter was not stable, so signals were not stable either. 2. The ESC calibration was not proper.	1. Replace your transmitter 2. Re-calibrate the throttle range or fine tune the neutral position on the transmitter.
LED displays three end horizontal lines all the time — — — when connecting LED program card.	The program box is connected incorrectly to the ESC.	Please use the correct interface to connect to the programming box. This ESC has a dedicated programming port to connect to.
The throttle travel setting could not be completed.	The ESC did not receive the correct throttle signal.	1. Check whether the throttle cable is correctly connected to the receiver. 2. If the servo works normally,you can connect the throttle cable of esc to the steering channel to have a test, or change the transmitter/receiver system for test directly.

Brushed version

ESC function instructions

1. Connect related equipment:

- Make sure the ESC is off before connection. Connect the motor with M+ and M- of ESC. Connect the steering servo to the 3Pin interface marked with "ST" of ESC (- + S connected correspondingly). Connect the battery with the positive and negative poles of ESC correspondingly.



2. Normal boot, identification throttle midpoint:

- After connecting related equipment as step 1, turn on the radio first, move the throttle trigger to the neutral position. Turn on the switch of ESC at last. The receiver will automatically recognize the battery type when is powered on again. Then it can run it.

Notes:

- a. The ESC can be run after completing self-inspection (about 3 seconds) if power on, otherwise it cannot be operated normally.
- b. If there is no power output and the red light of ESC flashes quickly after power on, please check whether the throttle trim of the transmitter is set to the "0" position. the receiver will automatically recognize the midpoint of the trim throttle after restarting;
- c. If the rotation direction is not correct during running, exchange the two wires connecting motor and ESC.
- d. To make sure everything is ok, please turn on the transmitter first and finally turn on the ESC, turn off the ESC first and finally turn off the transmitter.

Note: Please refer to the relevant sections for details about the battery type, drag brake force and running mode of the ESC.

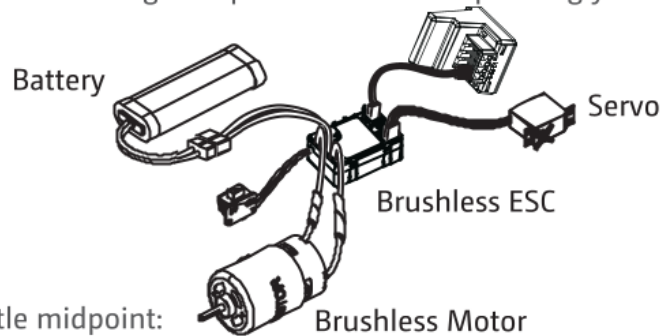
⚠ Attention:

- 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°C / 194°F , 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 antenna of the receiver 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.

ESC function instructions

1. Connect related equipment:

- Make sure the ESC is off before connection. Connect the motor with M+ and M- of ESC. Connect the steering servo to the 3Pin interface marked with "ST" of ESC (- + S connected correspondingly). Connect the battery with the positive and negative poles of ESC correspondingly.



2. Normal boot, identification throttle midpoint:

After connecting related equipment as step 1, turn on the radio first, move the throttle trigger to the neutral position. Turn on the switch of ESC at last. The receiver will automatically recognize the battery type when is powered on again. Then it can run it.

Notes:

- a. The ESC can be run after completing self-inspection (about 3 seconds) if power on, otherwise it cannot be operated normally.
- b. If there is no power output and the red light of ESC flashes quickly after power on, please check whether the throttle trim of the transmitter is set to the "0" position. the receiver will automatically recognize the midpoint of the trim throttle after restarting;
- c. If the rotation direction is not correct during running, exchange the two wires connecting motor and ESC.
- d. To make sure everything is ok, please turn on the transmitter first and finally turn on the ESC, turn off the ESC first and finally turn off the transmitter.

Note: Please refer to the relevant sections for details about the battery type, drag brake force and running mode of the ESC.

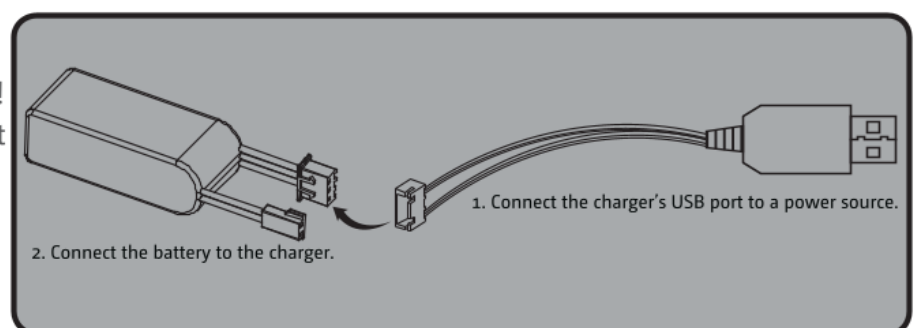
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- After use, remember to disconnect the battery and the ESC. If the battery isn't disconnected, the ESC will consume electric energy all the time even if it is off. It will discharge completely if connect the battery for a long time, thus resulting 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 antenna of the receiver 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.

Charging the Battery

1. Connect the charger to a USB port then connect the battery to the charger.

2. When charging, the status LED is red, when charged, the status LED is green.
3. Do not let the battery charge unattended!
4. If the battery or charger is hot, disconnect the battery and charger immediately as this may be caused by an internal short-circuit.



Battery Warning

READ CAREFULLY BEFORE USE

STORE

- Use chargers and settings that are compatible with the battery you are charging (NiMH, LiPo ...).
 - Always use a charger with balancer function for LiPo batteries.
 - We recommend a maximum charge current of 1C for all batteries (e.g. 4A charge current for a 4000mAh battery).
-

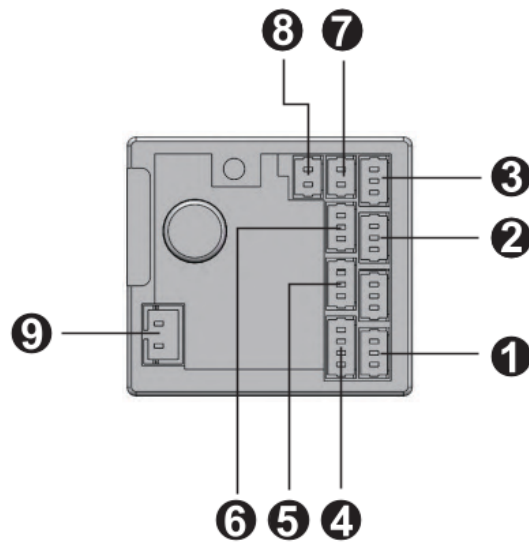
APPLICATION

- The battery must be well protected against external influences and damage.
 - Set the cut-off voltage of your speed controller according to the type of battery and the electronics used.
 - Deep discharge of LiPo batteries will damage the cells.
 - Do not overload the battery with excessive charge/discharge currents.
-

WARNINGS

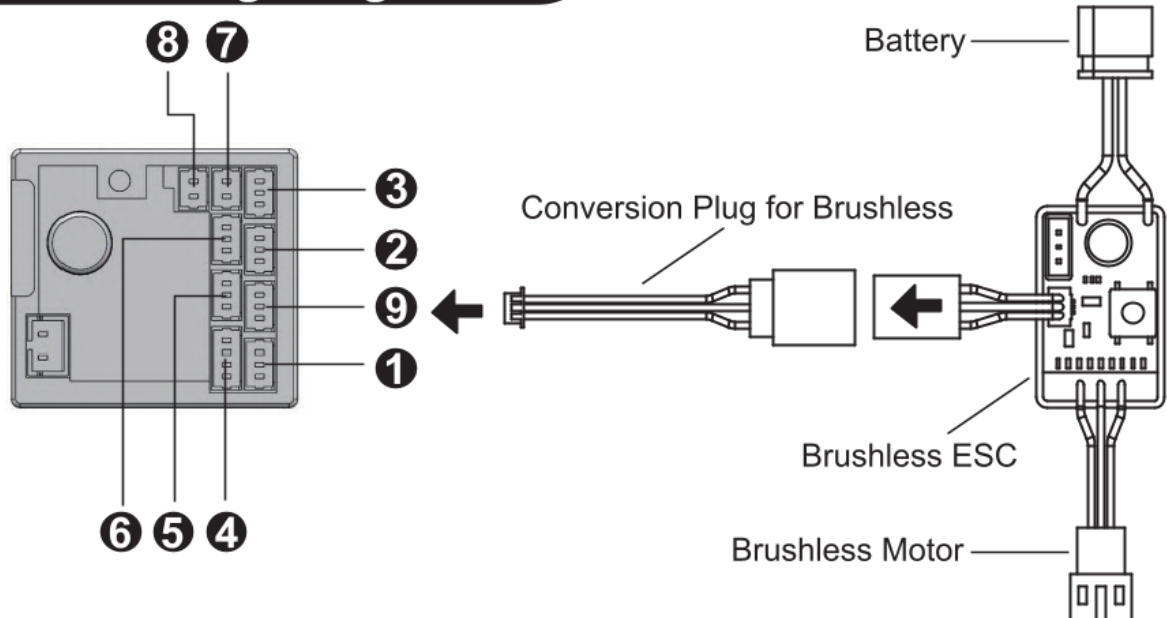
- Never leave the battery unattended during charging and discharging.
- Charge and use only under the direct supervision of an adult.
- Do not modify the battery either on the housing or on the plugs.
- Only charge the battery in a well-ventilated room away from flammable and/or electrically conductive materials.
- If noticeable odors, discoloration, excessive heat, escaping gases/liquids or deformation of the housing occurs during charging, disconnect the battery immediately from the charger and store it in a safe and fireproof place.
- NiMH batteries can become hot during use and charging.
- When storing LiPo batteries over a long period of time, ensure that the cell voltage is approx. 3.8V/cell. Otherwise the cells may be damaged.

Brushed Wiring Diagrams



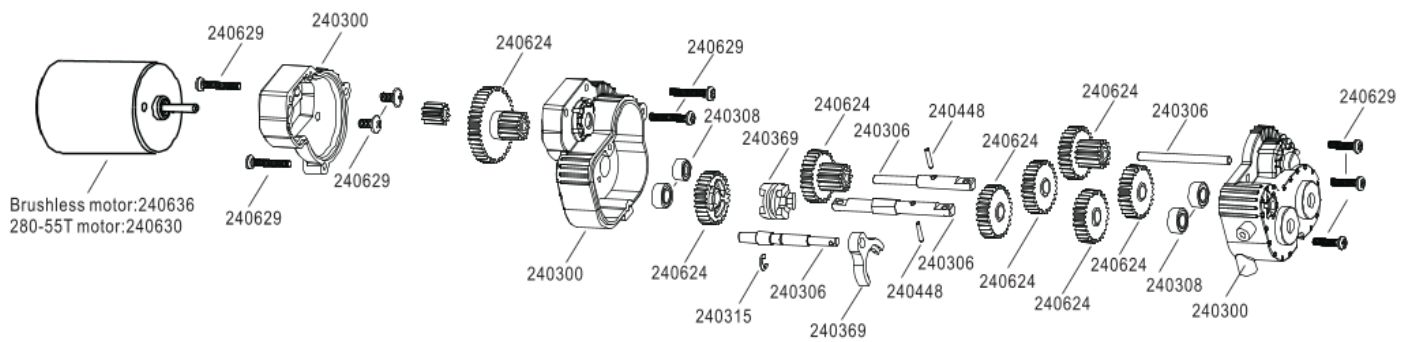
① Steering Servo	⑥ Head/Rear Bed Light
② Winch Servo	⑦ Roof Light
③ Shift Servo	⑧ Fog Light
④ Rear /Reverse Light	⑨ Brushed Motor
⑤ Signal Light	

Brushless Wiring Diagrams

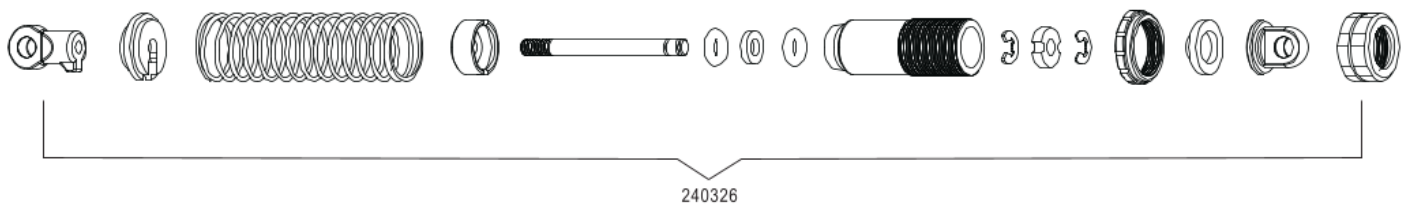


① Steering Servo	⑥ Head/Rear Bed Light
② Winch Servo	⑦ Roof Light
③ Shift Servo	⑧ Fog Light
④ Rear /Reverse Light	⑨ Brushless ESC
⑤ Signal Light	

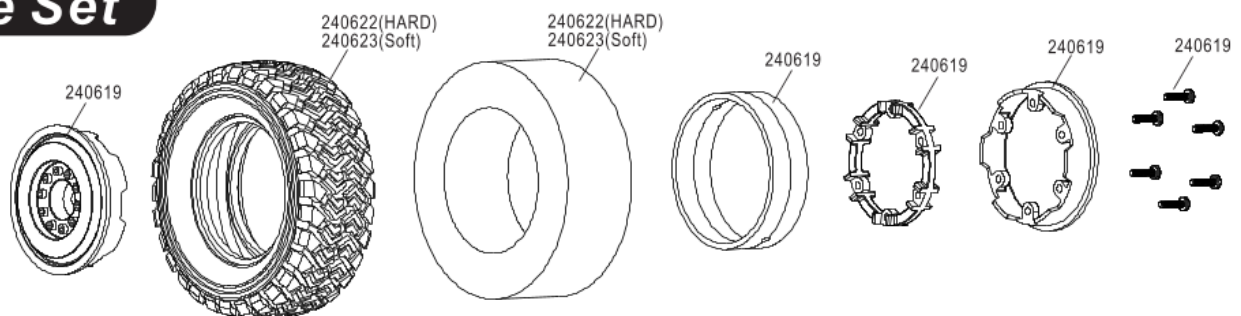
REDUCTION GEAR BOX



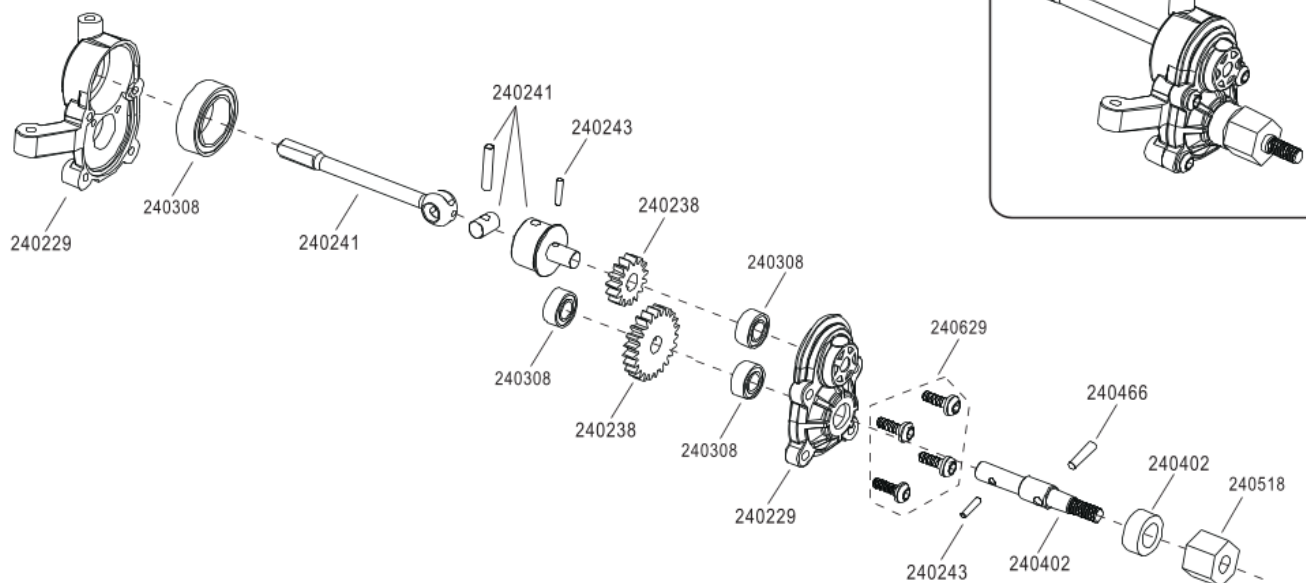
SHOCKS ASSEMBLY



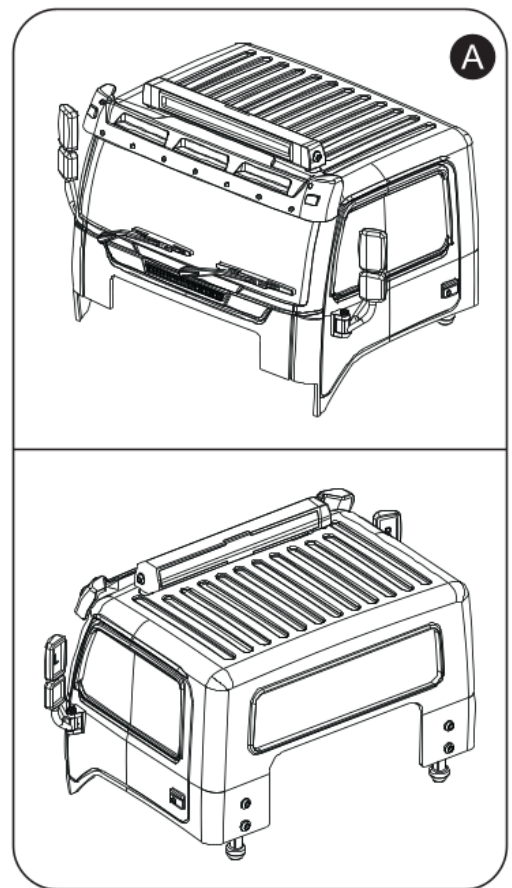
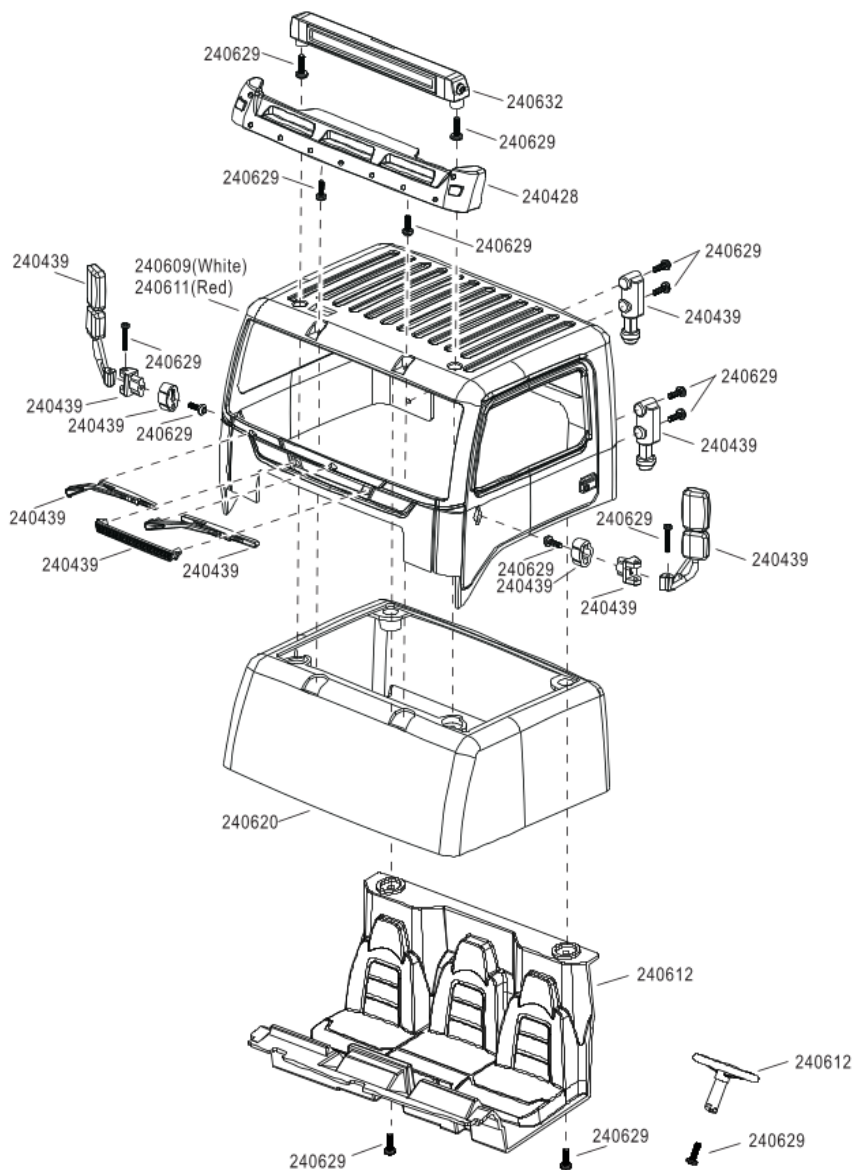
Tire Set



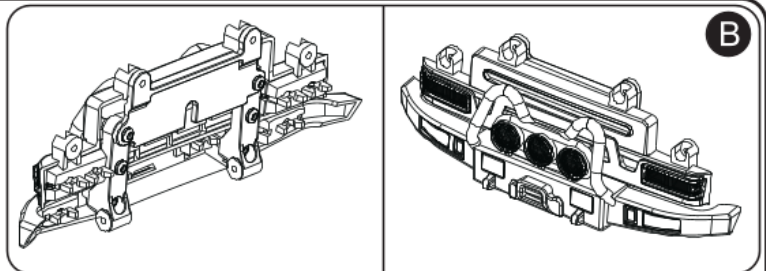
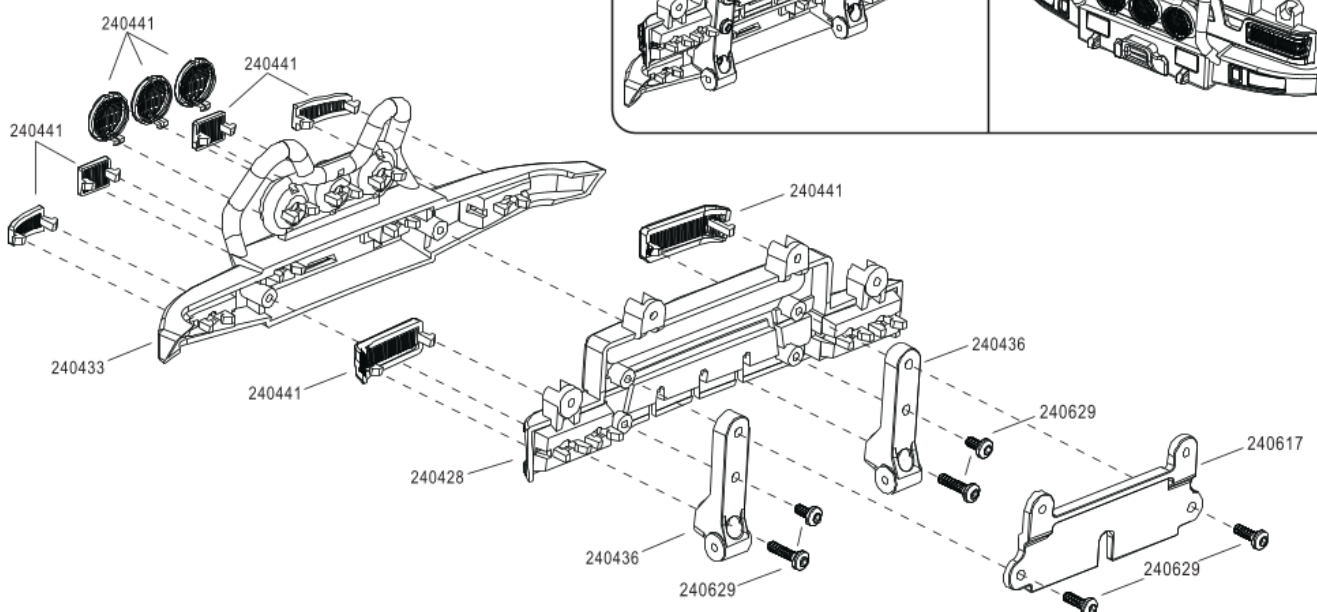
FRONT PORTAL



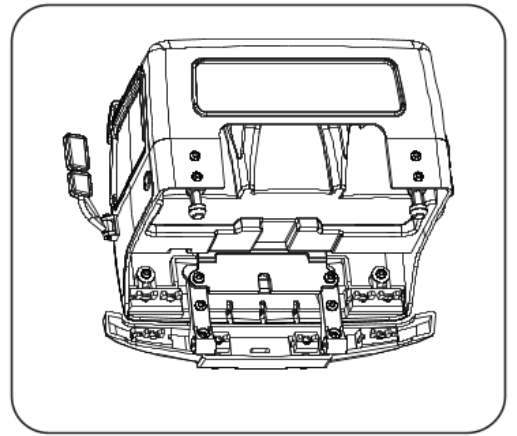
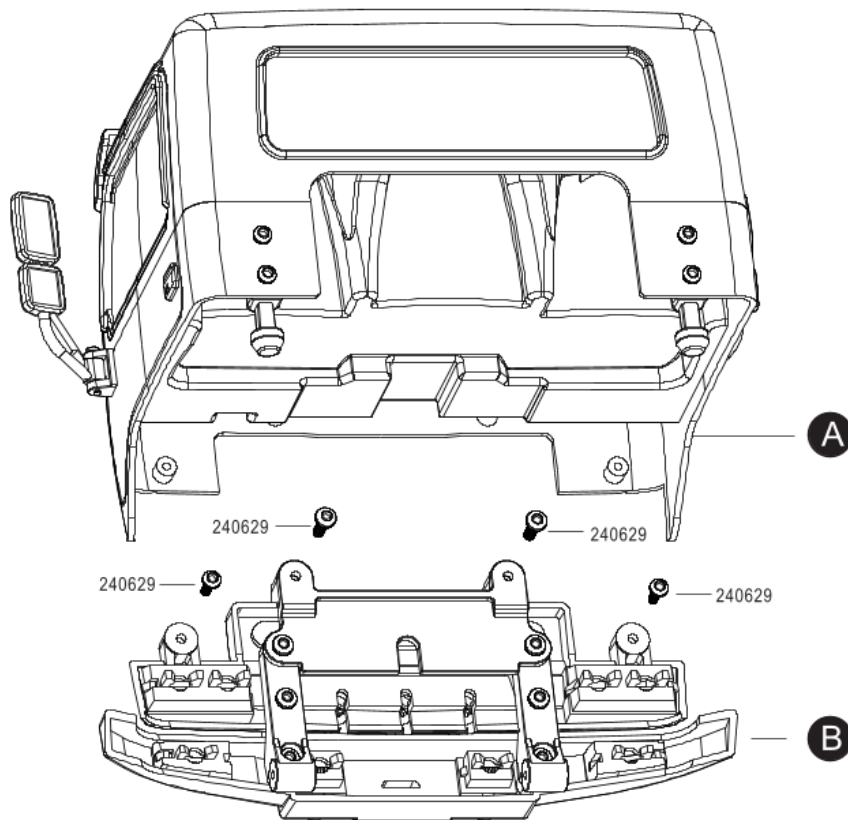
Body Installation A



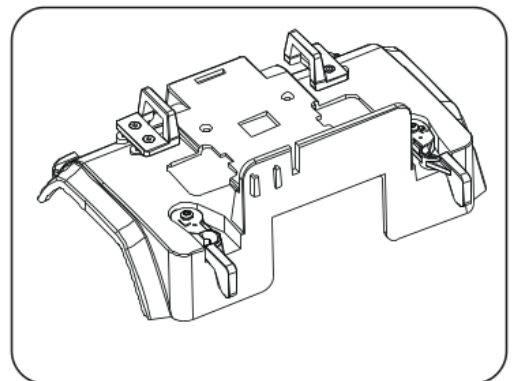
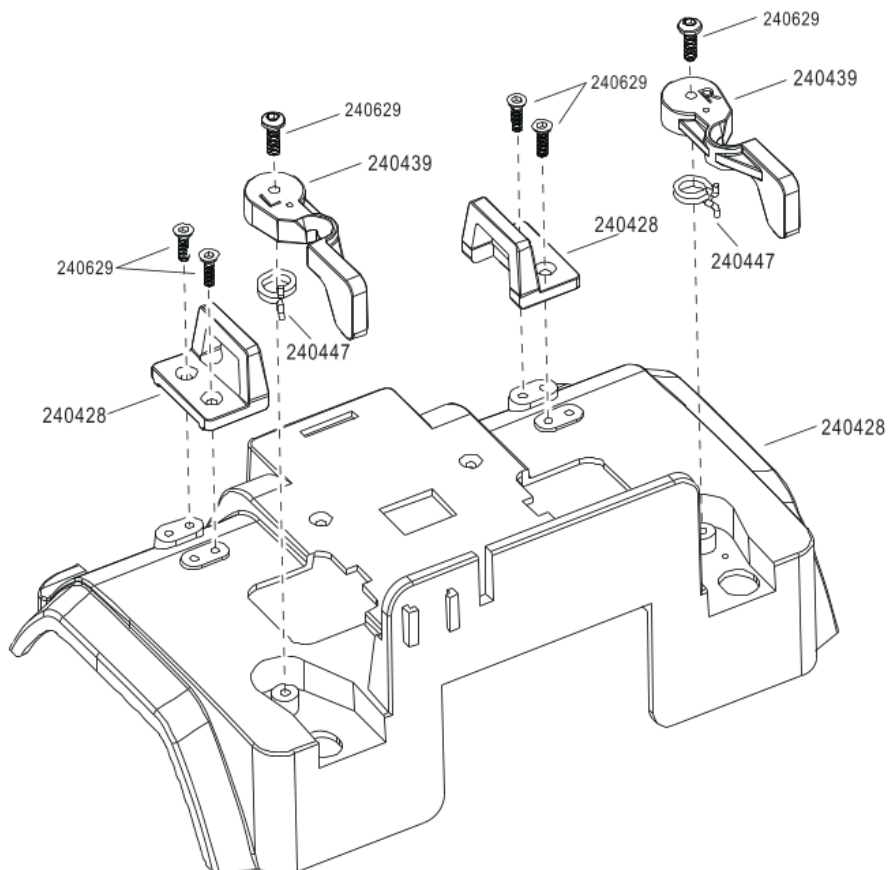
Body Installation B



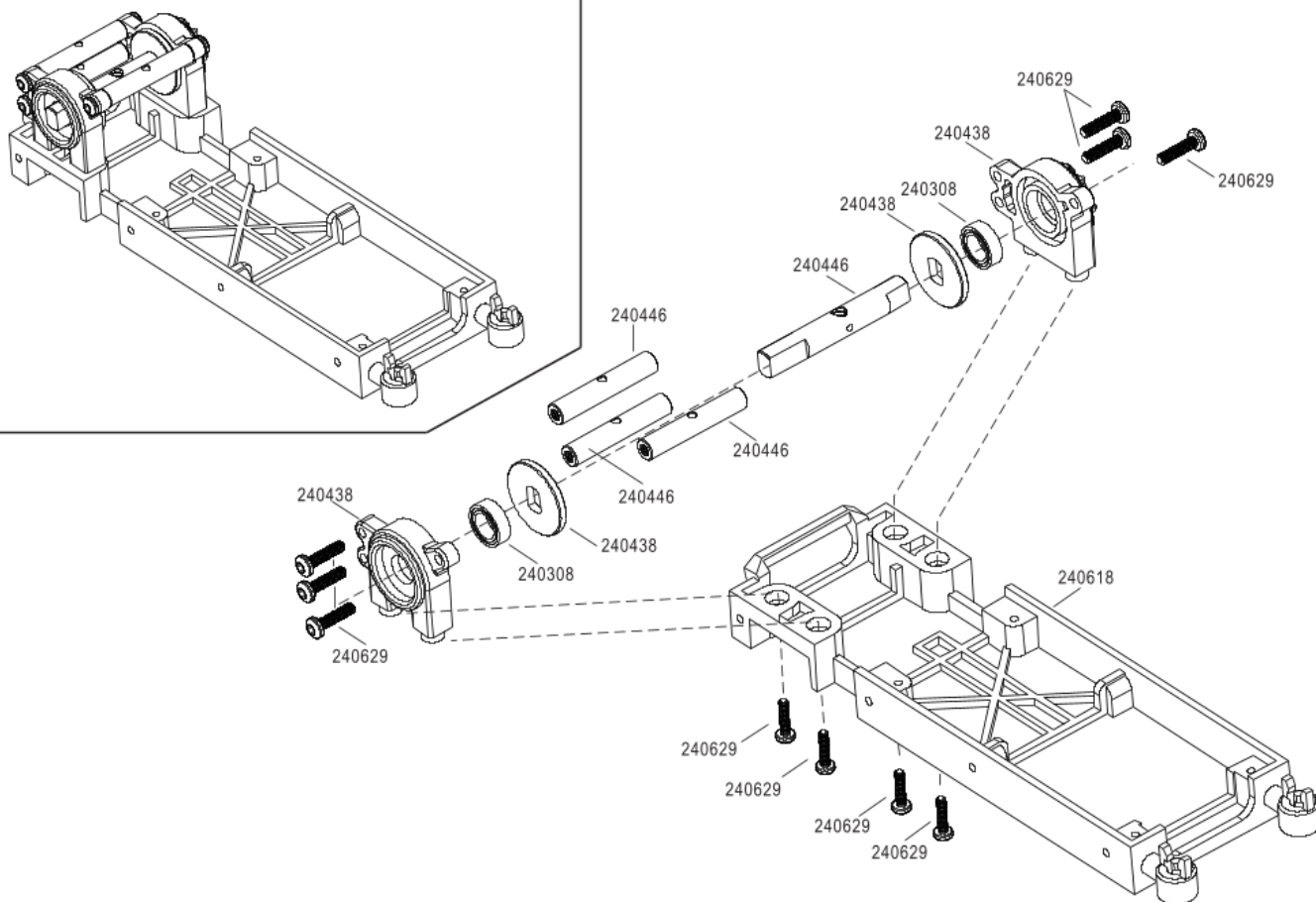
Body Installation C



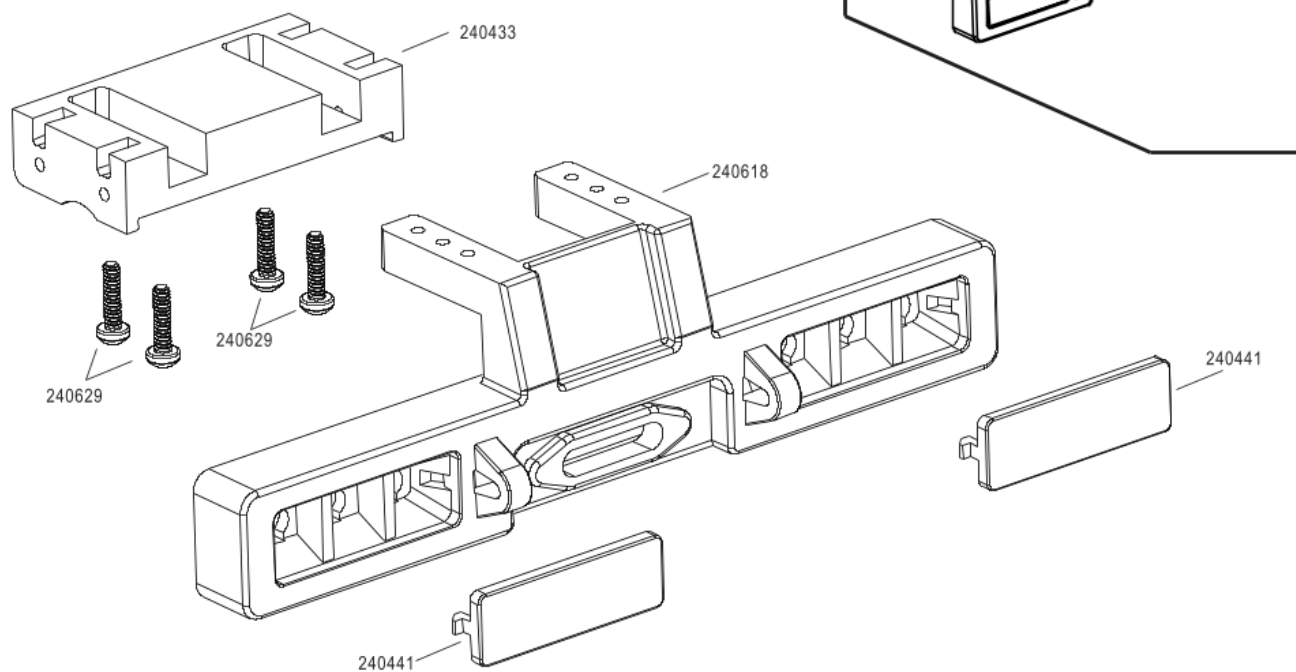
Body Installation D



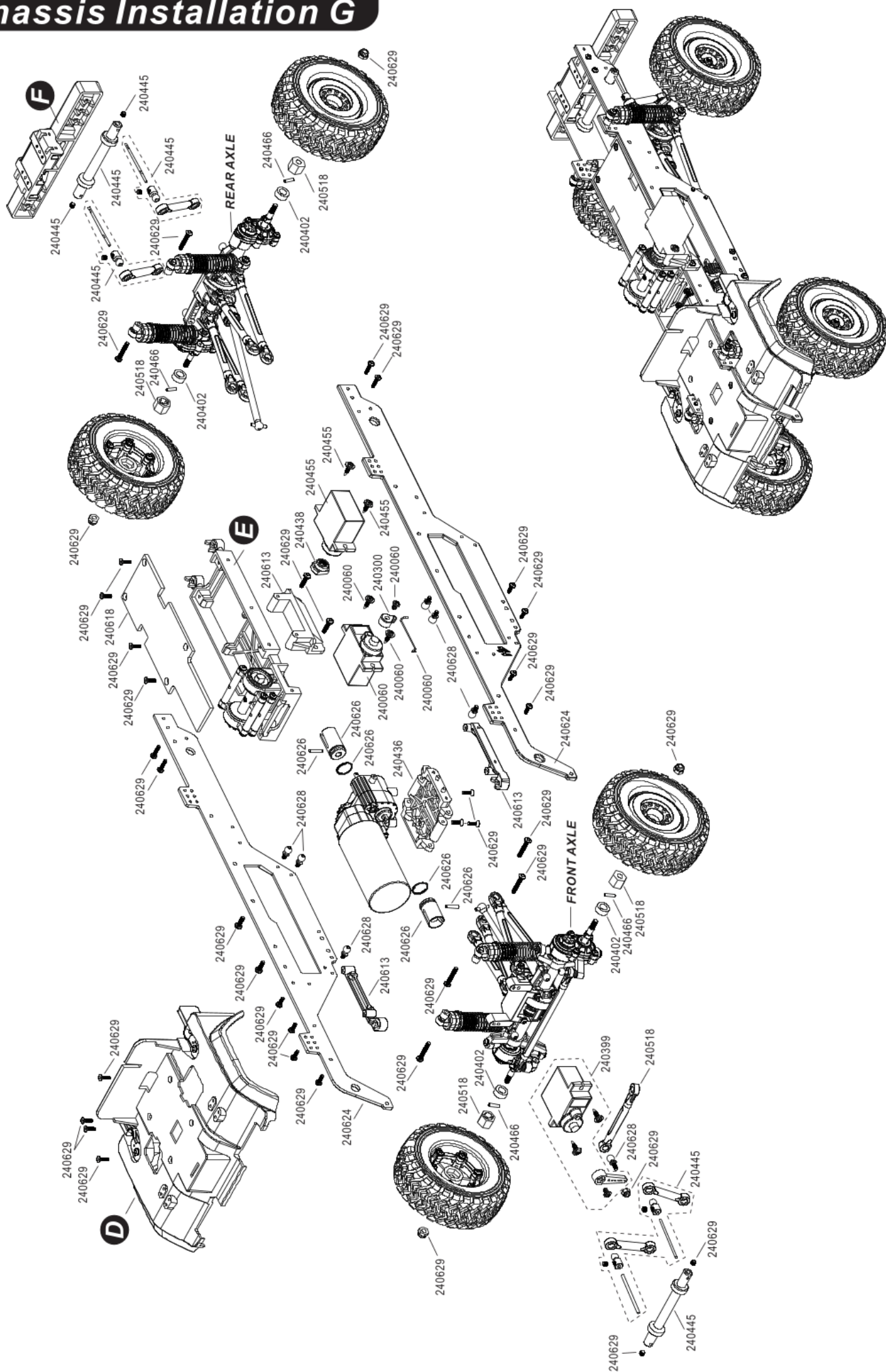
Winch Installation E



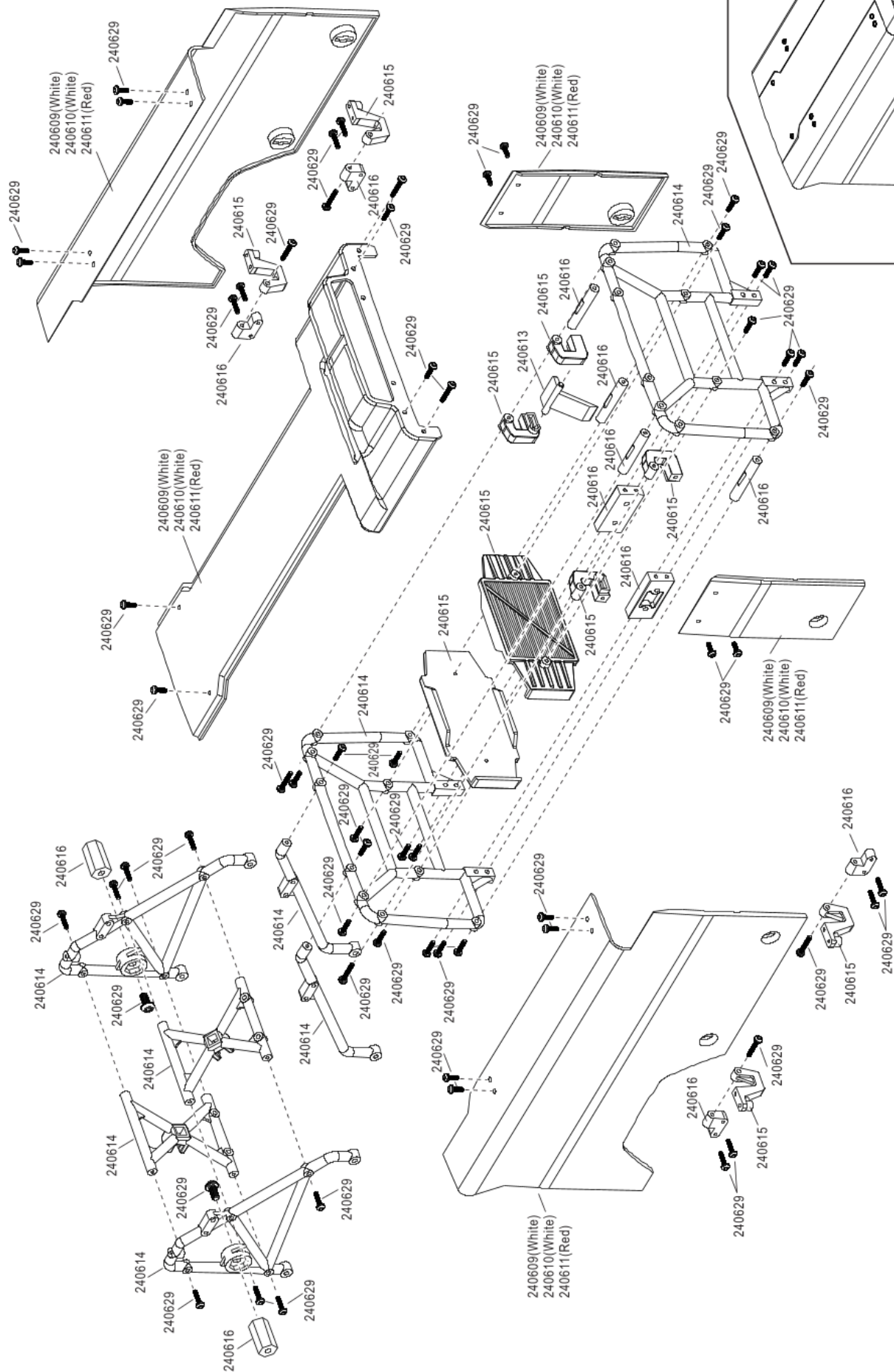
Rear Bumper Installation F



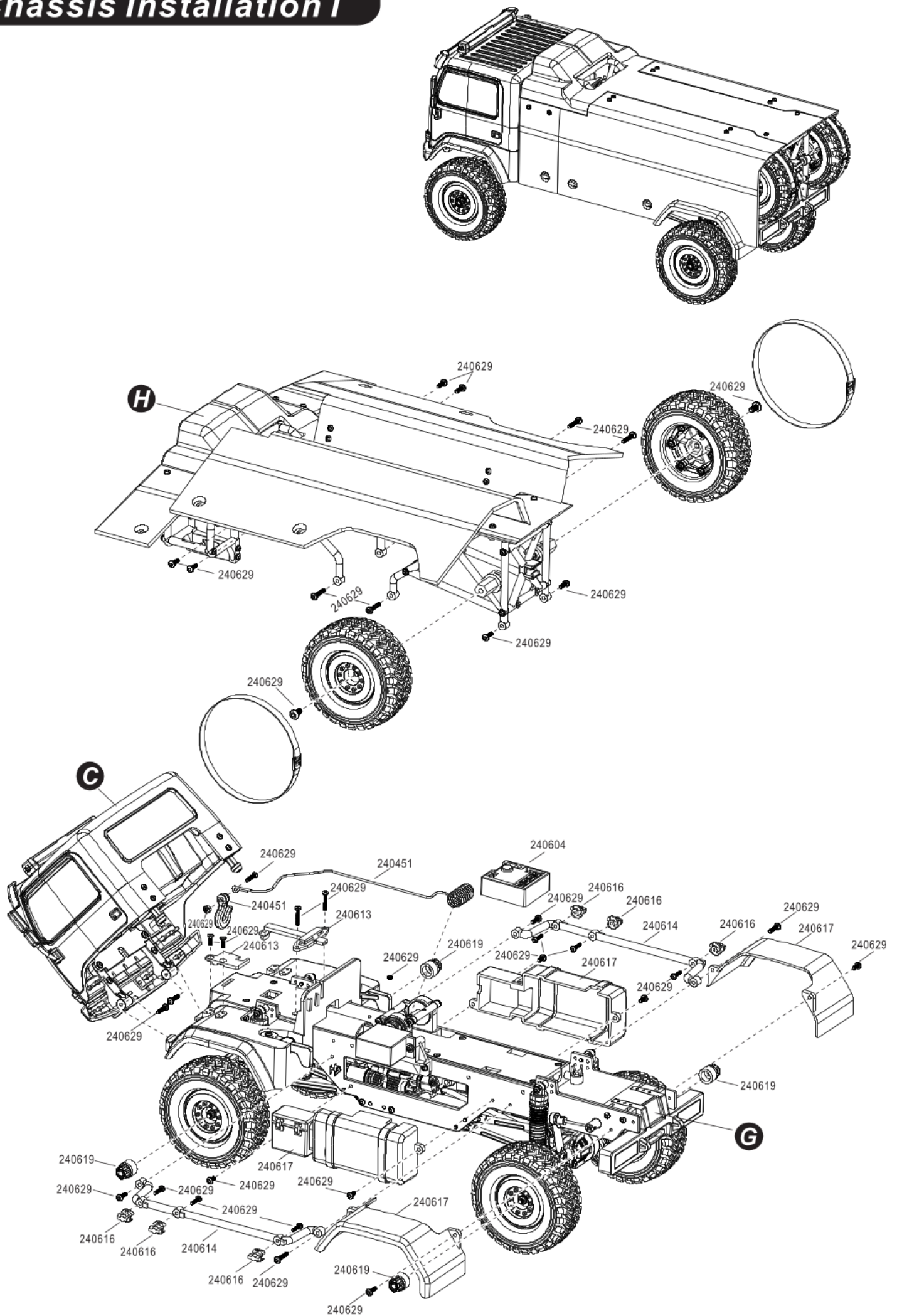
Chassis Installation G



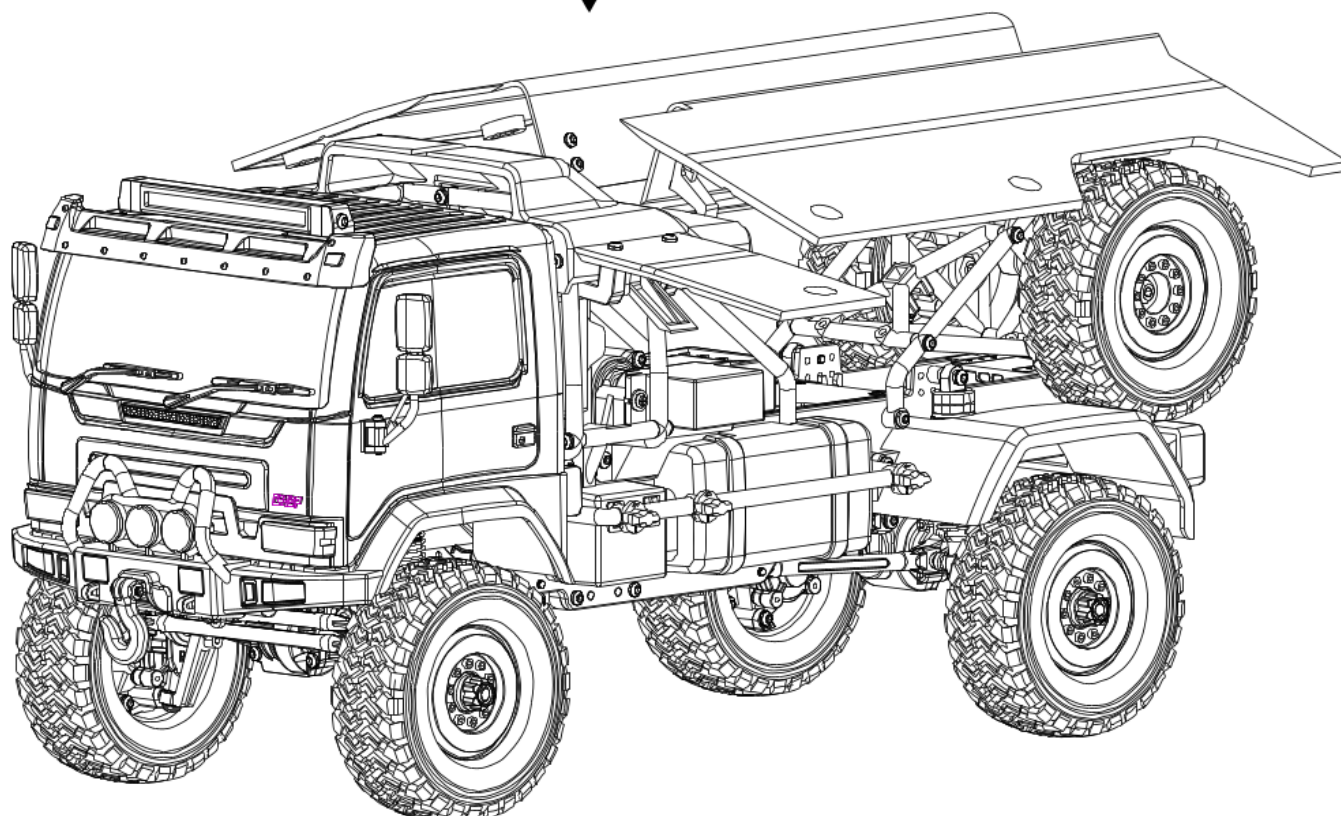
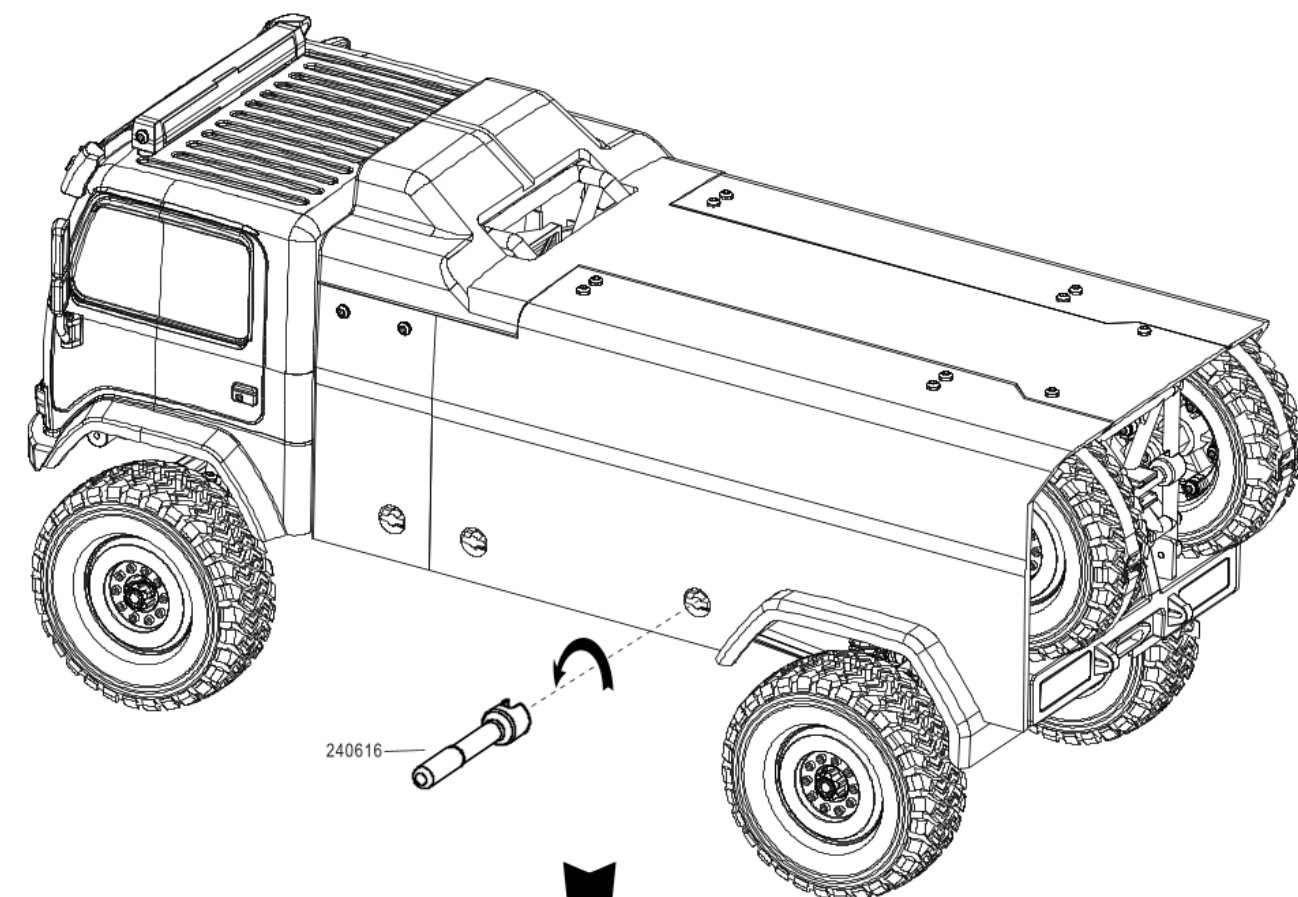
Chassis Installation H



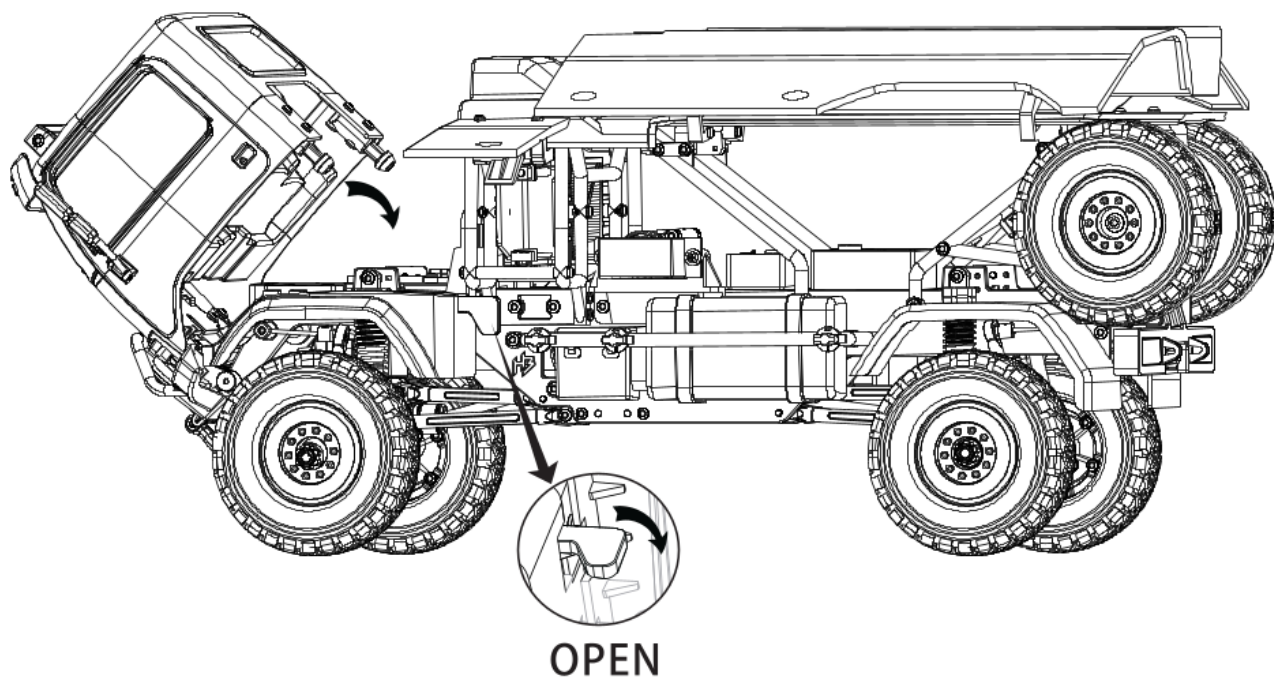
Chassis Installation I



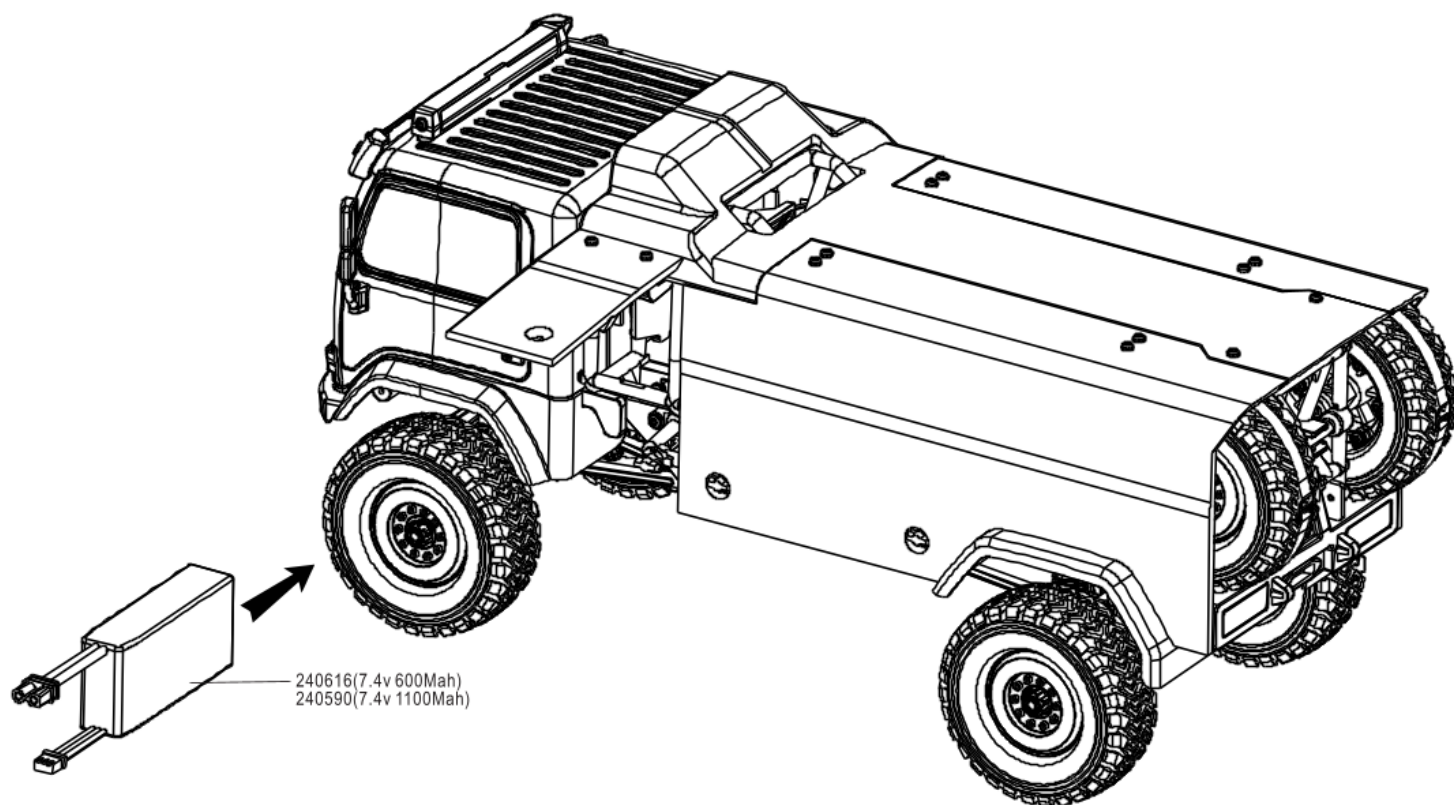
Open Body



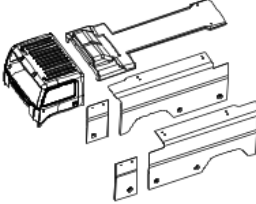
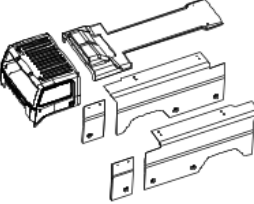
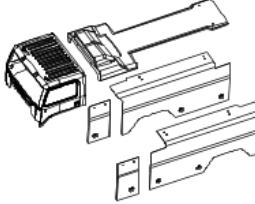
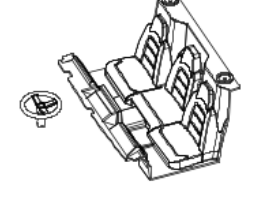
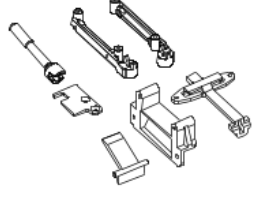
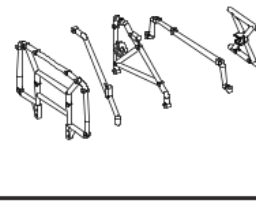
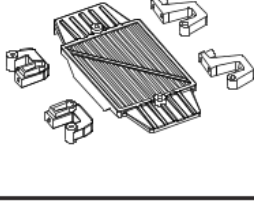
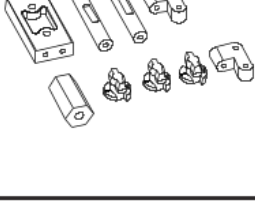
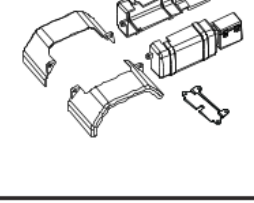
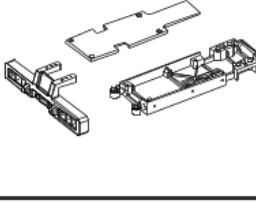
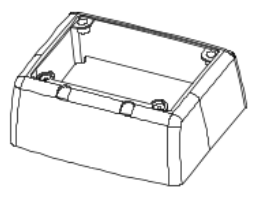
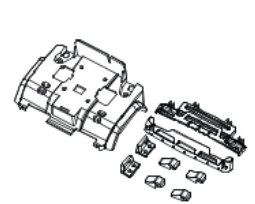
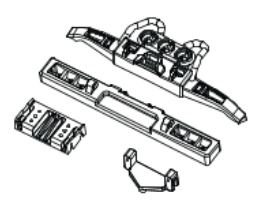
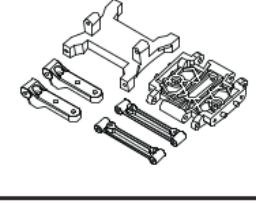
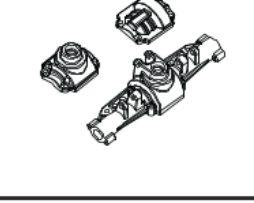
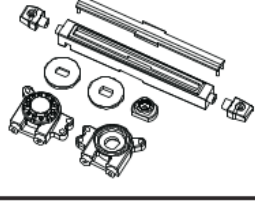
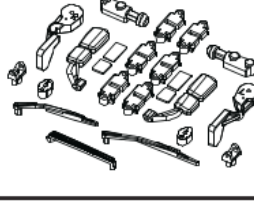
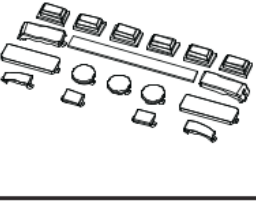
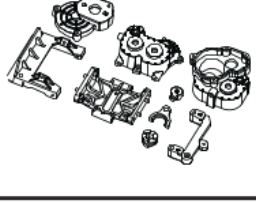
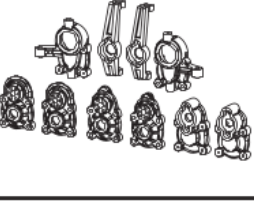
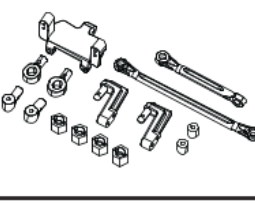
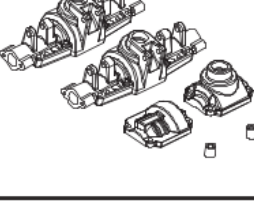
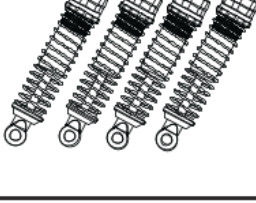
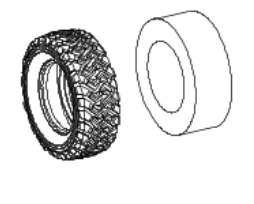
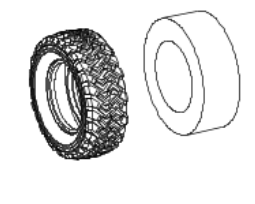
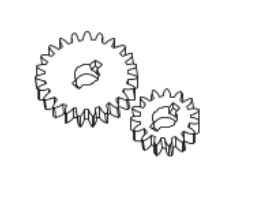
Open Body



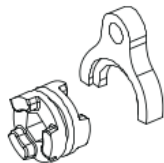
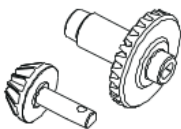
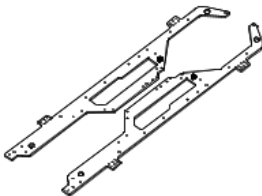
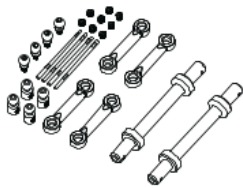
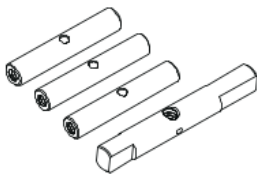
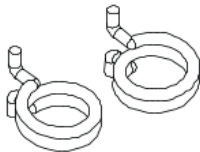
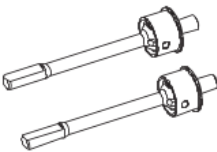
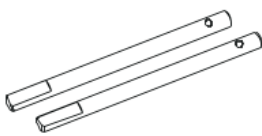
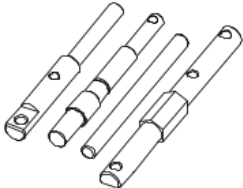
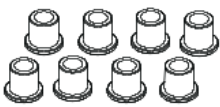
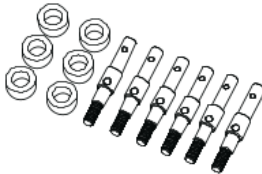
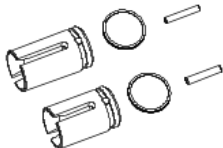
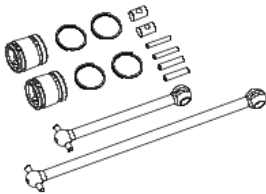
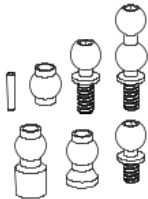
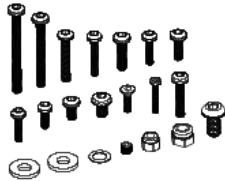
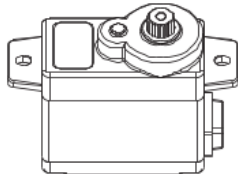
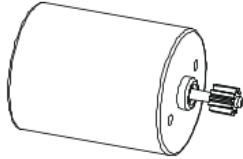
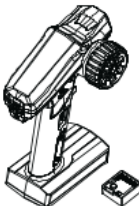
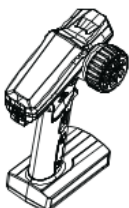
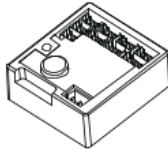
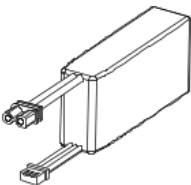
Battery Installation



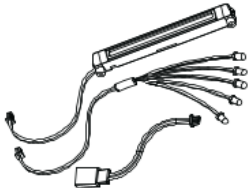
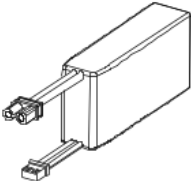
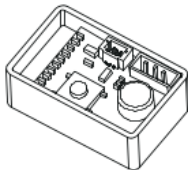
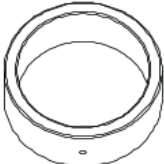
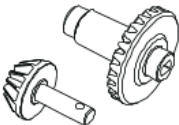
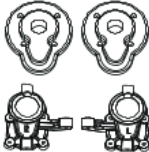
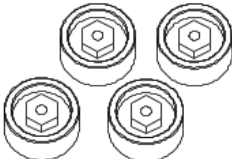
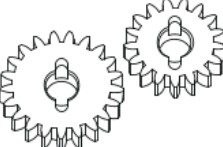
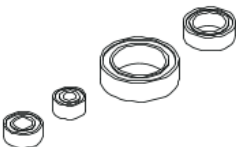
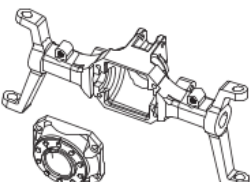
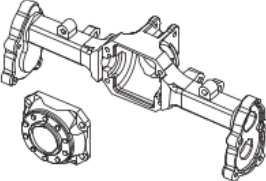
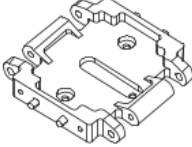
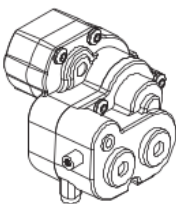
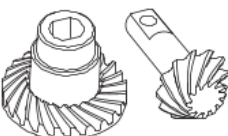
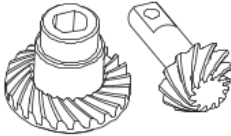
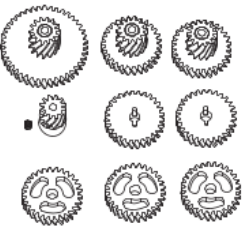
Spare parts list

CR-18P DKR4 Front Cab & Body Panel (White) Part No:240619 	CR-18P DKR4 FORTIS Finished Body Parts (White) Part No:240610 	CR-18P DKR4 FORTIS Finished Body Parts (Red) Part No:240611 	CR-18P DKR4 Interior Cock Pit (Fits DKR4 & ARKTOS) Part No:240612 	CR-18P DKR4 Rear Bed Mounting PartsPart No:240613 
CR-18P DKR4 Roll Cage Part No:240614 	CR-18P DKR4 Battery Mount & Parts Part No:240615 	CR-18P DKR4 Body Mount Parts Part No:240616 	CR-18P DKR4 Scale Tank & Guard Part No:240617 	CR-18P DKR4 Rear Light & ESC Mount Part No:240618 
HBP Velocix Beadlock 1.3 Wheel (Black) Part No:240619 	CR-18P DKR4/ARKTOS Clear Wind Screen Part No:240620 	CR-18P 6X6 Flat Bed Body Mount & Grill Part No:240428 	CR-18P 6X6 Flat Bed Bumper & Rear Light Mount Part No:240433 	CR-18P 6X6 Links Set Part No:240434 
CR-18P 6X6 Skid Plate & Body Mounting Parts Part No:240436 	CR-18P Rear Portal Axle V2 Part No:240418 	Light Bars & Winch Mount Part No:240438 	CR-18P 6X6 Flat Bed Body Accessories Part No:240439 	CR-18P 6X6 Flat Bed Light Lenses Part No:240441 
CR18P-EVO Gear Box Part No:240300 	CR18P Portal Hub Part No:240229 	Mount & Link Set for EVO V2 Part No:240518 	CR-18P Front Axle V2 Part No:240575 	Big Bore Oil shock set Part No:240326 
CR-18P Shock Spring (Hard) Part No:240621 	HBP Terratrax 1.3 Tire (HARD) Part No:240622 	HBP Terratrax 1.3 Tire (Soft) Part No:240623 	CR18P Metal Portal Gear Part No:240238 	CR18P EVO Metal Transmission Gear Part No:240624 

Spare parts list

Metal Shift and Slider Part No:240369 	Optional 27% Under Drive Pinion & Ring Gear Part No:240624 	CR18P-EVO Shifter Hardware (T-Hunter) Part No:240315 	CR-18P DKR4 Main Chassis Plate Part No:240624 	CR-18P 6X6 Anti-Rollbar Set Part No:240445 
CR-18P Winch Brace/Shaft Part No:240446 	CR-18P 6X6 Body Lever Spring Part No:240447 	CR18P Front CVD Drive Shaft Part No:240241 	CR18P Rear Axle Drive Shaft Part No:240242 	CR18P-EVO Gear Box Shaft Part No:240306 
1 x 4.5mm Pln Part No:240243 	1.5x6mm Pln Part No:240466 	CR18P Spindle Hub Busing Part No:240244 	CR-18P Portal axle Shaft Part No:240402 	CR-18P DKR4 Transmission Drive Cup (2pcs) Part No:240626 
CR-18P DKR4 Main Drive Shaft Part No:240627 	CR-18P DKR4 Ball Stud Set Part No:240628 	CR18P-EVO Complete Bushing Set Part No:240308 	CR-18P DKR4 Complete Screw Set Part No:240629 	CR-18P Winch String & Hook Part No:240451 
Servo Conversion Plug for Brushed Part No:240285 	1KG High Torque 3wire Servo Part No:240060 	1.5kg Metal Gear Servo Part No:240399 	Winch Servo Part No:240455 	280size 55T Motor (15T Pinion) Part No:240630 
HB/FS 6ch TX + 2in1 ESC/RX Combo V1.5 Part No:240602 	HB/FS 6CH TX Part No:240603 	HB/FS 2in1 ESC/RX Combo V1.5 Part No:240604 	7.4v 600mah 20C LiPO Battery (XT30) Part No:240631 	7.4V USB Charger Part No:240163 

Spare parts list

CR-18P DKR4 Lights Bar & Spot Light Part No:240632 	CR-18P DKR4 Front & Rock Light Part No:240633 	CR-18P DKR4 Rear Light & Signal Light Part No:240634 	7.4v 1100MAH Lipo Battery Part No:240590 	HP/HW WP Mini 24 2S-3S Crawler ESC (XT30) Part No:240635 
HP/HW 2435size 3500KV 4Pole Brushless Motor Part No:240636 	Optional 1.3inch Brass Wheel Weight Part No:240637 	Machine Pinion & Ring gear (11T/28T) Part No:240464 	Machine Aluminum Front Portal Hub Set v2 Part No:240391 	Rear Portal Hub Brass Weight V2 Part No:240392 
Front Portal Hub Brass Weight V2 Part No:240393 	Optional Full Aluminum Big Bore Oil Shock Part No:240339 	Brass Wheel Hex Part No:240511 	Machine Over Drive Gear (20%) Part No:240388 	CR-18P 6X6 Complete Ball Bearing Set (Rubber Seal) Part No:240468 
6X3X2.5 Ball Bearings (10pcs) Part No:240365 	5X2X2.5 Ball Bearings (10pcs) Part No:240366 	12X8X3.5 Ball Bearings (10pcs) Part No:240367 	8X5X2.5 Ball Bearings (10pcs) Part No:240368 	Machine Aluminum Front/Rear Axle Part No:240593 
CR-18P 6X6 Machine Aluminum Rear Axle Part No:240477 	CR-18P 6X6 Aluminum Skid Plate Part No:240478 	Optional Full Aluminum Transmission gear box Part No:240509 	Machined HD helical Cut Pinion and Ring Gear (12T/24T) Part No:240540 	Machined HD Helical Cut Pinion and Ring Gear (11T/28T) Part No:240541 
Machine Helical HD gear set Part No:240595 				



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Website : www.hbplusrc.com

WARNING: This product can expose you to chemicals known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to <https://www.p65warnings.ca.gov/>