User Manual

Specifications

Transmitter type: SPMSLT300
Scope of power supply:4.0V~6.6V
Transmit frequency:2.4G
Transmit power:<100mw
Remote control distance:>150m
Power requires:four AA batteries
Adjustment method: knobs,switches

Main functions

SLT3 is a 3-channel transmitter, which can set up the TRIM、DR、REV and EPA of TH and ST

SLT3 receiver with 3 channel PWN output channels and fail-safe setting parameter function,With multiple protection measures,such as low voltage protection and throttle signal loss protection.

Statements and warnings

Please be sure to strictly follow the power supply mentioned in above specifications, otherwise might burn this device.Transmitter battery box is suitable for 4 alkaline batteries. At the same time, make sure the positive and negative terminals of the battery installed correctly. incorrect battery polarity will cause damage to the remote-control unit.The transmitter indicates the power capacity through the LED. When the LED changes to slowly flashing from normal light,means the battery voltage is low. please replace the batteries immediately.

Calibration function

Before factory out, it has done the neutral point calibrations of the throttle, steering and set up the maximum movements.
Incorrect steering/throttle calibration will cause the motor/servo unable to output at full angles or the rear section of steering/throttle without linear;Then the throttle and steering need to be calibrated. The calibration method is listing as below:

Step 1: Turn and hold the steering wheel full right,and turn the throttle trigger at full brake.
Step 2: Power on the transmitter. The LED light flashes slowly, indicating that the calibration mode is entered.
Step 3: push and pull the throttle trigger to the maximum forward and brake positions, to

calibrate the throttle potentiometer;Turn the steering wheel left and right to the maximum positions to calibrate the steering potentiometer.

Step 4: Please release the throttle trigger and steering wheel, make them return to the middle position, keep pressing button A, to calibrate neutral point of throttle and steering.

Step5: If the LED light keeps on, calibration is done.If the LED light flashes rapidly, it indicates that the calibration failed, please repeat step 1 to step 5 to calibrate again.

DR function

ST DR

Using to adjust the maximum travel of the steering. Turn the knob clockwise to increase the maximum travel.

TH Forward DR

Limits throttle output to 50/75/100%, three different maximum speeds optional for users.

Neutral point of trim knobs

To adjust the neutral position of steering and throttle. It can be adjusted quickly by the corresponding knob on the transmitter.

REV function

To adjust the positive and negative output of the throttle and steering. Turn the switch to the R position to indicate the reverse output.

CH3 Programming

CH3 is controlled by two buttons.

-When both buttons are free, the third channel of the receiver outputs 1.5ms

-When button B is pressed, the third channel of the receiver outputs 1.9ms.

-When button A is pressed, the third channel of the receiver outputs 1.1ms

Low voltage alarm function

-When the battery power is low, the LED light flashes slowly.

-When the battery is less power, the LED light turns off.

EPA settings

To separately adjust the movement of steering turns left and right, and the movement of throttle trigger goes forward and backward.

Setting method:

Step 1: Power the transmitter on while holding the steering wheel full right and holding the trigger at full throttle ~~brake~~.

Step 2: The power LED rapidly flash 4 times then turn off to indicate the transmitter is in end point adjustment mode.

Step 3:

1,Turn and hold the steering wheel full left, click or holding the button A (Increase) or button B(decrease) to set up the EPA for turning left. When LED flash once indicates the default increase or decrease 1.

2,Turn and hold the steering wheel full right, click or holding the button A (Increase) or button B(decrease) to set up the EPA for turning left. When LED flash once indicates the default increase or decrease 1.

3, Hold the trigger at full throttle.click or holding the button A (Increase) or button B(decrease) to set up the EPA for throttle ~~turning left~~. When LED flash once indicates the default increase or decrease 1.

4,Hold the trigger at full brake.click or holding the button A (Increase) or button B(decrease) to set up the EPA for brake ~~turning left~~. When LED flash once indicates the default increase or decrease 1.

Notice: after setting is done, wait for 5S to ensure that the parameters are saved then turn off the transmitter.

Factory reset mode

After factory parameters are reset, EPA and calibration data are reset to factory settings.

Operation steps:

Step 1: Power on the transmitter while holding the steering wheel to full left and the trigger to full brake.

Step 2: The power LED rapidly flash 4 times then turn off to indicate the transmitter is in factory reset mode.

Step 3: Please release the throttle trigger and steering wheel, the LED keeps on to indicate it’s done.

Federal Communications Commission (FCC) Interference Statement

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part15 of the FCC Rules.

These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generate, 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 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.

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.

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

RF exposure warning

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment.

This product may not be collocated or operated in conjunction with any other antenna or transmitter.

Industry Canada (IC)

CAN ICES-3 (B)/NMB-3(B)

This device complies with Industry Canada’s licence-exempt RSSs. 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.

Cetappareilestconforme à la norme RSS d'Industrie Canada. Son fonctionnementestsujet aux deux conditions suivantes:

(1) ledispositif ne doit pas produire de brouillagepréjudiciable, et

(2) cedispositifdoit accepter tout brouillagereçu, y compris un brouillage susceptible de provoquer un fonctionnementindésirable.

IMPORTANT NOTE:

Radiation Exposure Statement:

This equipment complies with IC radiation exposure limits set forth for an uncontrolled environment.

Déclarationd'exposition aux radiations:

Cetéquipementestconforme aux limitesd'exposition aux rayonnements IC établies pour unenvironnement non contrôlé.