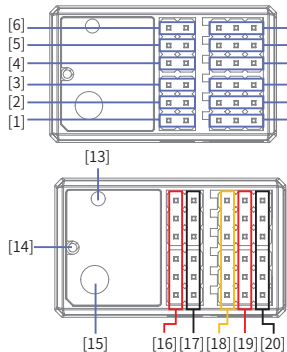


产品介绍 Introduction

FS-R6V-6D-BS 是一款支持 2A-BS 协议的六通道接收机，配备外置单天线，具备双向传输功能。它采用上电自动对码技术，内置陀螺仪，可输出 PWM 信号及车灯控制信号，提供 6 个车灯接口 (D1~D6)，其中 CH5 通道可连接车灯驱动板。可适配模型车使用。

The FS-R6V-6D-BS is a six-channel receiver supporting the 2A-BS protocol. It features a single external antenna and supports two-way communication. With automatic binding upon power-on and a built-in gyroscope, it outputs PWM signals and vehicle light control signals. The receiver provides six light control interfaces (D1 to D6), and the CH5 channel can be connected to a LED light unit. It is suitable for use in model cars.

接收机概览 Receiver Overview



[1] D1 左转向	[5] D5 刹车灯	[14] 天线	[18] S (通道接口信号端)
[2] D2 右转向	[6] D6 倒车灯	[15] MODE 功能按键	[19] + (通道接口正极)
[3] D3 前大灯	[7]~[12] CH1~CH6	[16] 车灯接口正极	[20] - (通道接口负极)
[4] D4 日行灯	[13] LED 指示灯	[17] 车灯接口负极	

[1] D1 (Turn Signal Left Light)	[6] D6 (Back Light)	[16] Anode of LED Light Interface
[2] D2 (Turn Signal Right Light)	[7]~[12] CH1~CH6	[17] Cathode of LED Light Interface
[3] D3 (Headlight)	[13] LED	[18] Signal Pin (CH Interface)
[4] D4 (Daytime Running Light)	[14] Antenna	[19] + (Anode of CH Interface)
[5] D5 (Brake Light)	[15] MODE Function Button	[20] - (Cathode of CH Interface)

注:

- 车灯接口 (D1~D6) 采用标准 2.54mm*2Pin 端子座，通道接口 (CH1~CH6) 采用标准 2.54mm*3 Pin 端子座。
- CH5 通道接口可连接 FS-DB01 车灯驱动板。
- 每路车灯接口 (D1~D6) 最大输出功率为 5W，最大输出电流为 1A。

Notes:

- The LED interfaces (D1 to D6) use a standard 2.54mm*2 pin interface, while the channel interfaces (CH1 to CH6) use a standard 2.54mm*3 pin interface.
- The CH5 channel interface can be connected to the FS-DB01 LED light unit.
- Each LED interface (D1 to D6) supports a maximum output power of 5W and a maximum output current of 1A.

产品规格 Product Specifications

- 产品型号: FS-R6V-6D-BS
- 适配发射机: FS-MG6-BS、FS-MG11-BT-BS
- 造型模型: 车
- PWM 通道数: 6
- 车灯组数: 6 (可选 D1~D6 接口或通过 CH5 连接 FS-DB01 车灯驱动板)
- 无线频率: 2.4GHz ISM
- 发射功率: <20dBm
- 无线协议: 2A-BS
- 天线类型: 外置单天线
- 工作电压: 3.5~8.4V/DC
- 遥控距离: >150 米 (空旷无干扰地面距离)
- 数据输出: PWM
- 通道分辨率: 4096
- 温度范围: -10°C ~ +60°C
- 湿度范围: 20% ~ 95%
- 防水等级: PPX6
- 固件更新: 不支持
- 外形尺寸: 33.00*19.60*13.00mm
- 机身重量: 7.8g
- 认证: CE, FCC ID: 2A2UR6V6D0

- Product Model: FS-R6V-6D-BS
- Compatible Transmitter: FS-MG6-BS, FS-MG11-BT-BS
- Compatible RC Models: Car
- Number of PWM Channels: 6
- Number of LED Lights: 6 (The lights can be connected either via the D1-D6 interfaces or through the CH5 channel using an FS-DB01 LED light unit.)
- RF: 2.4GHz ISM
- Maximum Power: <20dBm (e.i.r.p.) (EU)
- RF Protocol: 2A-BS
- Antenna: Single external antenna
- Operating Voltage: 3.5~8.4V/DC
- Distance: More than 150m (Ground distance without interference)
- Data Output: PWM
- Resolution: 4096
- Temperature Range: -10°C ~ +60°C
- Humidity Range: 20% ~ 95%
- Waterproof: PPX6
- Firmware Update: Not Supported
- Dimensions: 33.00*19.60*13.00mm
- Weight: 7.8g
- Certifications: CE, FCC ID: 2A2UR6V6D0

对码 Binding

本款接收机采用上电自动进入对码的方式设计:

- 接收机上电即进入等待连接状态，等待与已对码的发射机建立通信；
- 若 2S 末与已对码的发射机建立通信，则自动进入对码状态，此状态持续 10S；
- 若与发射机对码成功，即进入正常通信状态；否则退出对码状态，回到等待连接状态。

注: 对码时，接收机 LED 灯快闪；等待连接时，接收机 LED 灯慢闪；正常通信时，接收机 LED 灯常亮。

对码步骤如下:

- 将发射机进入对码状态；
- 接收机通电等待 2 秒没有连接后自动进入对码状态，此时接收机 LED 灯快闪；
- 对码成功后，接收机 LED 灯常亮；
- 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。

注: 对码时请先将发射机进入对码状态，再将接收机进入对码状态，若 10 秒内对码没有完成，接收机 LED 灯进入慢闪状态。

This receiver is compatible with two-way binding, and is to automatically enter the binding mode upon power-on.

- The receiver will enter the waiting-for-connection status upon power-on, waiting for the connection to the bound transmitter.
- If the receiver does not connect the bound transmitter within 2 seconds, it will automatically enter the binding state. This state lasts for 10 seconds.
- If the binding with the transmitter is successful, it will enter the normal communication status, otherwise, it will exit the binding state and return to the waiting-for-connection status.

Note: In case of binding, the receiver LED flashes quickly. In case of waiting-for-connection, the receiver LED flashes slowly. In case of normal communication, the receiver LED is solid on.

The binding steps are as below.

- Put the transmitter into binding mode.
- Turn on the receiver, and it will wait 2 seconds for connection. If without connection, the receiver will enter the binding mode automatically. At this time, the receiver LED will be flashing fast.
- After the binding is successful, the receiver LED is solid on.
- Verify that the transmitter and receiver are working properly. If you need to re-bind, repeat the above steps.

Note: Set the transmitter to its binding state first, and then set the receiver to its binding status. If the binding is not finished within 10 seconds, the receiver LED will enter a slow flashing status.

失控保护 Failsafe

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，接收机按设置好的失控保护值进行通道输出以保护模型及人员安全。

- CH2 失控保护默认开启，失控后无输出；其他通道默认为未设置，未设置时保持最后输出。可在发射机端设置 CH1、CH3、CH4、CH5、CH6 通道失控保护值。
- 该接收机失控后左右车灯进入慢闪状态，其余车灯关闭。

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.

- CH2 failsafe is enabled by default and will cease output upon signal loss. Other channels remain unconfigured by default and will hold their last received signal if no failsafe is set. Failsafe values for CH1, CH3, CH4, CH5, and CH6 can be configured via the transmitter.
- In the event of signal loss, the left and right lights will flash slowly, while all other lights will turn off.

车灯控制 LED Light Control

本接收机支持 6 组车灯：左转向灯、右转向灯、日行灯、前大灯、刹车灯和倒车灯（此 6 组车灯通过车灯接口或 DB01 车灯驱动板与本接收机建立连接）。

若 CH5 通道连接 DB01 车灯驱动板，需先将输出信号切换至车灯驱动板信号。

信号切换步骤：

- 短按接收机 MODE 功能按键两次；
- 观察指示灯状态：
 - 切换至车灯驱动板信号，接收机 LED 灯快闪三次。
 - 切换至 PWM 信号，接收机 LED 灯快闪两次。

注：接收机进入陀螺仪调整模式后，CH5 通道将保持当前信号输出状态，无法进行信号切换。

以 FS-MG6-BS 发射机适配为例，车灯状态由 FS-MG6-BS 发射机的相应控制。左、右转向灯亮灭状态由手轮控制；日行灯和前大灯亮灭状态由 CH6 三档开关控制；刹车灯和倒车灯亮灭状态由扳机控制。具体如下所述

车灯	车灯状态	控制状态	控件	触发条件	备注
左转向灯	慢闪	左转	手轮	逆时针打手轮	方向通道设置反向后对左、右转向灯无影响。
右转向灯	慢闪	右转	手轮	顺时针打手轮	
日行灯	常亮	/	CH6 三档开关	操作 CH6 三档开关	CH6 三档开关操作说明： - 左侧档位：日行灯与前大灯常亮； - 中间档位：日行灯常亮，前大灯常亮； - 右侧档位：日行灯与前大灯常亮。
前大灯	常亮				
刹车灯	常亮	/	扳机	扳机处于中位状态	扳机处于中位时刹车灯常亮，前进或后退时刹车灯常亮。
倒车灯	常亮	倒车	扳机	前推扳机	/

注：

- 接收机开机后，所有车灯长亮一秒后灭；
- 方向通道 CH1 和油门通道 CH2 具有自动识别中位的功能，当调过微调整后，需重新给接收机上电以完成中位自动识别。

This receiver features 6 sets of lights: left turn signal light, right turn signal light, daytime running light, headlight, brake light and reverse light. And these 6 sets of lights are connected to this receiver through the light interface or the DB01 LED light unit.

If the CH5 channel is connected to the DB01 LED light unit, it is necessary to first switch the output signal to the vehicle light control signal.

Signal switching steps:

- Press the receiver's MODE function button twice briefly.
- Observe the LED indicator status:
 - When switched to the vehicle light control signal, the receiver's LED will flash rapidly three times.
 - When switched to the PWM signal, the receiver's LED will flash rapidly twice.

Note: After the receiver enters the gyro adjustment mode, the CH5 channel will maintain its current signal output state and cannot be switched.

The state of all the car lights is controlled by the corresponding controls of the FS-MG6-BS transmitter. The left and right turn signal lights are controlled by the steering wheel. The daytime running lights and headlights are controlled by CH6 three-position switch. The brake and reverse lights are controlled by throttle trigger. Details are as follows:

Car Light	Car Light State	State	Control	Trigger Condition	Notes
Left Turn Signal Light	Slow Flash	Turn Left	Steering Wheel	Turn the steering wheel counterclockwise.	If you set the steering channel in reverse, the trigger condition for left and right turn signal lights will not be affected.
Right Turn Signal Light	Slow Flash	Turn Right	Steering Wheel	Turn the steering wheel clockwise.	
Daytime Running Light and Headlight	OFF	/	CH6 three-position switch	Adjust the CH6 three-position switch.	CH6 three-position switch operating instructions: - Left Position: Daytime running lights (DRL) and headlights remain off. - Middle Position: DRL stays on, headlight remains off. - Right Position: Both DRL and headlight stays on.
	Solid ON				
Brake Light	Solid ON	/	Throttle Trigger	The throttle trigger is in the neutral position.	When the throttle trigger is in the neutral position, the brake light remains constantly illuminated. The brake light stays off when moving forward or backward.
Reverse Light	Solid ON	Back up	Throttle Trigger	Push the throttle trigger forward.	

Notes:

- After the receiver is turned on, all the lights will be on for one second and then go out.
- The steering CH1 channel and throttle CH2 channel are capable of automatic neutral identifying, after the trim is adjusted, the receiver should be powered again to recognize the neutral positions of these two channels automatically.

陀螺仪功能 Gyroscope Function

本款接收机内置陀螺仪，可适配带有智能车控功能的 2A-BS 协议发射机使用。智能车控功能是依靠陀螺仪对车辆油门和方向通道进行智能控制，即使在颠簸路况下或急剧转弯时，也能保证车辆在预期的方向保持更好的行驶状态。需在发射机端完成该功能相关参数设置，以下以 FS-MG6-BS 发射机适配为例，介绍相关参数的意义，包括 [状态]、[中位校准]、[增稳模式]、[正反转]、[方向角度]、[油门感度]、[优先级] 和 [陀螺仪校准]。

陀螺仪调参模式操作说明

进入方法：在接收机正常通信状态下，短按发射机 CH3 按键三次，进入调参模式 1（接收机 LED 灯两快一闪一长灭循环）。

切换方法：短按发射机 CH3 按键两次，可在调参模式 1 与 2 间切换（切换为调参模式 2 时，接收机 LED 灯三快一闪一长灭循环）。

退出方法：短按发射机 CH3 按键三次，即可退出陀螺仪调参模式。

This receiver has a built-in gyroscope and can be adapted to the 2A-BS protocol transmitter with the SVC (smart vehicle control) function. The SVC function is to control the vehicle throttle and steering channel intelligently through the gyroscope. It can ensure that the vehicle is in the expected direction to maintain a better driving condition even in case of bumpy roads or zigzagging. It is necessary to finish the parameter settings related to this function at the transmitter side. Take FS-MG6-BS transmitter as an example to introduce the meaning of related parameters, including USE, Neutral Calibration, ESP mode, Reverse, Steering Gain, Throttle Gain, Priority and Gyroscope Calibration.

Gyro Adjustment Mode Operation Guide

While the receiver is in normal communication state, briefly press the transmitter's CH3 button three times to enter Adjustment Mode 1 (the receiver's LED will cycle with two quick flashes followed by a long off period).

Switching Between Modes: Briefly press the transmitter's CH3 button twice to switch between Adjustment Mode 1 and 2 (when switched to Adjustment Mode 2, the receiver's LED will cycle with three quick flashes followed by a long off period).

Exiting the Mode: Briefly press the transmitter's CH3 button three times to exit the Gyro Adjustment Mode.

陀螺仪功能 Gyroscope Function

[状态] 设置开启或关闭陀螺仪功能。默认为开启。

操作步骤:

在接收机正常通信且陀螺仪处于调参模式下, 短按 MODE 功能按键一次, 可切换开/关状态。

• 开启: LED 灯两快闪一长亮; 关闭: LED 灯两快闪一长灭。

[正逆转] 设置陀螺仪混控通道的方向, 默认为 [正向]。

操作步骤:

在接收机正常通信且陀螺仪处于调参模式下, 短按 MODE 功能按键两次, 可切换正向或反向。

• 正向: LED 灯三快闪一长亮; 反向: LED 灯三快闪一长灭。

[方向感度] 设置修正车轮按预期的方向行驶, 当系统检测到车身将发生转动时, 会自动通过车轮矫正车身。方向感度是调节系统对车轮的矫正力度。0% 表示混控舵机无陀螺仪辅助效果, 100% 为陀螺仪辅助效果最大。可调范围为 0%-100%, 默认 50%, 步进为 5%。

调节方法 (调参模式 1 下操作):

1. 短按发射机 CH3 按键两次, 进入方向感度调节 (接收机 LED 灯闪);
2. 旋转手轮实时调整百分比: 顺时针为增加, 逆时针为减少。可通过 LED 亮灯时间判断感度大小: 亮灯时间越长表示百分比越大, 调节中触发 2 秒后 LED 会快闪一次。
3. 调整至合适值后, 再次短按 CH3 按键两次保存并退出 (接收机 LED 灯恢复为两快闪一长灭循环状态)。

[油门感度] 设置陀螺仪介入油门调节的力度, 应用于车辆转弯时油门扣机不变的情况下, 陀螺仪混控降低油门输出, 使其能够快速安全地转弯。

调节方法请参照 [方向感度] 设置步骤, 在调参模式 2 下进行操作。

[陀螺仪校准] 第一次启用陀螺仪或更换陀螺仪时需进行校准。

校准步骤:

1. 保持模型平稳静止, 按住接收机 MODE 功能按键并上电;
2. 观察指示灯:
 - 校准成功: LED 灯先快闪一次→慢闪→两快闪一长亮;
 - 校准失败: LED 灯四快闪一长灭循环。

[中位校准] 用于陀螺仪校准方向和油门中位, 使车辆正常行驶时发挥最佳行驶状态。开启智能车控功能前, 需将车辆的方向舵量、中位微调 and 油门中位调整至最佳行驶状态, 完成后再进行中位校准。注意每次改变微调或油门曲线后都需要进行中位校准, 中位校准过程中, 方向和油门需置中位静止, 待完成方可操作。

操作步骤: 接收机上电会自动进行中位校准。

以下参数可通过支持智能车控功能的带发射机 (2A-BS 协议) 进行配置, 具体操作请参对应发射机的说明书。

[优先级] 设置设备车辆转向时, 方向感度的控制比例, 即转弯半径。例如转向时, 当方向盘手轮至最大行驶转弯时, 数值为 0 时, 混控力度最大, 即转弯半径最大, 当数值为 100% 时, 混控力度为 0%, 转弯半径最小。

[增稳模式] 设置陀螺仪的工作模式, 可设为 [普通] 或 [锁定], 默认普通模式。

若设置为 [普通] 模式, 当车辆偏航或转向时, 陀螺仪自动根据所产生的角速度大小提供一个相反的补偿控制舵机使其保持稳定或防止甩尾。

[锁定] 模式仅在手轮回中保持的情况下有效, 即车辆偏航时, 陀螺仪会根据偏航角度反方向控制舵机使车辆回到预期方向行驶。注: 若 [锁定] 模式下手轮未回中, 则同 [普通] 模式。

USE: Used to set to enable or disable the gyroscope function. By default, it is disabled.

Operation Steps:

While the receiver is in normal communication and the gyro is in adjustment mode, briefly press the MODE function button once to toggle the status between ON and OFF.

• **ON:** The LED will display two quick flashes followed by a long steady light; **OFF:** The LED will display two quick flashes followed by a long off period.

Reverse: Used to set the direction of the gyroscope in the mixing channel direction. By default, it is set to Normal.

Operation Steps:

While the receiver is in normal communication and the gyro is in adjustment mode, briefly press the MODE function button twice to switch between the normal and reverse directions.

• **Normal:** The LED will display three quick flashes followed by a long steady light; **Reverse:** The LED will display three quick flashes followed by a long off period.

Steering Gain: Used to set the correction wheel to travel in the expected direction. When the system detects that the vehicle body is about to move away from the intended steering, it will automatically correct the body through the wheel. **Steering Gain** is to adjust the correction strength of the wheels by the system. 0%: No gyroscope assisting effect for the mixing servo. 100%: Maximum gyroscope assisting effect. Adjustable range: 0%-100% (default: 50%, step: 5%).

Adjustment Method (Operate in Adjustment Mode 1):

1. Briefly press the transmitter's CH3 button twice to enter **Steering Gain** adjustment (receiver LED turns off).
2. Rotate the steering wheel to adjust the percentage in real time: clockwise to increase, counterclockwise to decrease. LED duration indicates gain level: longer illumination = higher percentage. After 2 seconds of adjustment, the LED will flash once.
3. After reaching the desired value, briefly press CH3 twice again to save and exit (receiver's LED resumes two-flash-one-off cycle).

Throttle Gain: Used to set the strength of the gyroscope intervening in the throttle adjustment. It is applied to the case that the throttle output is reduced through mixing control by gyroscope to enable the car to change directions quickly and safely when the vehicle turns with the throttle trigger unchanged.

Please refer to the **Steering Gain** setup procedure and operate in Adjustment Mode 2.

Gyroscope Calibration: Calibration is required when the gyroscope is enabled for the first time or replaced.

Calibration Steps:

1. Keep the model stable and stationary. Press and hold the receiver's MODE button while powering on.
2. Observe the LED:
 - Successful calibration: The LED will flash quickly once → slow flash → two quick flashes followed by a long steady light.
 - Failed calibration: The LED will cycle with four quick flashes followed by a long off period.

Neutral Calibration: Used for gyroscope to calibrate the steering and throttle neutral to make the best driving condition when the vehicle is driving normally. Before enabling the SVC function, you need to adjust the vehicle's steering servo volume, neutral trim and throttle neutral to the best driving condition. After completion, start the SVC function for neutral calibration. It should be noted that the neutral calibration is required after the adjustments of Trim and Curve. The steering and throttle need to be set to the neutral position during the calibration process.

Operation Steps: The receiver automatically performs neutral calibration upon power-on.

The following parameters can be configured through a 2A-BS protocol transmitter with SVC functionality and a built-in screen. For specific operations, please refer to the corresponding transmitter's user manual.

Priority: Used to set the control rate of **Steering Gain** when the vehicle turns, that is, the turning radius. For example, in the direction turning by using the traversing steering wheel, when the value is 0%, the mixing control is the strongest, that is, the turning radius is the largest. When the value is 100%, the mixing control is 0%, that is, the turning radius is the smallest.

ESP mode: Used to set the working mode of the gyroscope. It can be set to **Normal** or **Lock**. By default, it is **Normal** mode. If it is set to **Normal** mode, when the vehicle is yawing or steering, the gyroscope automatically provides an opposite compensation to control the servo to keep it stable or prevent it from drifting according to the angular velocity generated. The **Lock** mode is only effective when the steering wheel is kept in its self-centering state, (i.e., the vehicle yaws), the gyroscope will control the servo in the opposite direction according to the yaw angle to make it travel back to the expected direction. Note: If the steering wheel is non-self-centering in the **Lock** mode, the operations are the same as those in **Normal** mode.

恢复出厂默认设置 Factory Reset

本功能用于将接收机的所有设置恢复至出厂默认状态。恢复后, CH5 通道将默认输出 PWM 信号, 陀螺仪功能开启, 方向设置为正向, 方向感度为 50%, 油门感度为 0%。恢复方式如下:

方式一 (适用于 FS-MG11-BT-BS 和 FS-MG6-BS)

1. 接收机与发射机对码成功后, 接收机断电;
2. 将发射机 CH5 旋扭逆时针旋转到底, 同时将扳机向前推到底;
3. 保持上述状态, 为接收机上电;
4. 若接收机 LED 灯两闪一灭, 即表示恢复出厂设置成功。

方式二

1. 将 CH3 通道的信号端与 GND 端短接, 然后给接收机上电;
2. 若接收机 LED 灯两闪一灭, 即表示恢复出厂设置成功。

This function is used to restore all receiver settings to factory defaults. After restoration, the CH5 channel will default to PWM signal output, with gyro function enabled, direction set to normal, steering gain at 50%, and throttle gain at 0%. The reset methods are as follows:

Method 1 (Applicable to FS-MG11-BT-BS and FS-MG6-BS)

1. After successful receiver-transmitter binding, power off the receiver.
2. Rotate the transmitter's CH5 knob fully counterclockwise while pushing the trigger completely forward.
3. Maintain this configuration and power on the receiver.
4. If the receiver's LED displays a two-flash-one-off pattern, the factory reset is successful.

Method 2:

1. Connect the signal terminal of the CH3 channel to the GND terminal, then power on the receiver.
2. If the receiver's LED displays a two-flash-one-off pattern, the factory reset is successful.

⚠ 注意事项:

- 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。
- 为了一切正常, 请养成先开发射机电再接收机电以及先接收机电再关闭发射机的习惯。
- 确保接收机安装在远离电机, 电子调速器或电子噪声过多的区域。
- 接收机天线需远离导电材料, 例如金属棒和碳物质。为了避免影响正常工作, 请确保接收机天线和导电材料之间至少有 1 厘米以上的距离。
- 准备过程中, 请勿连接接收机电源, 避免造成不必要的损失。
- 若在发射机端调整油门通道微调后, 接收机须重新通电以识别新的油门通道中位, 否则可能会出现倒车异常的现象。

⚠ Attentions:

- Make sure the product is installed and calibrated correctly, failure to do so may result in serious injury.
- Normally, you must power on the transmitter and then receiver, and power off the receiver and then the transmitter.
- 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.

认证相关 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-R6V-6D-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

This equipment complies with FCC/ISED RF radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with a minimum distance of 20 centimeters between the radiator and your body.

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: 2A2UNR6V6D0



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Website



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