



RG411BL

4ch 2.4GHz RECEIVER

DMSS 2.4GHz 4ch Receiver
(Sleeve antenna type, supporting bi-directional communications)
Designed for Park Flight

Operation Manual

Thank you for purchasing JR product.
To allow correct and safe use of this product, be certain to read this operation manual.

*Note that DMSS system are not compatible with DSM-2 nor DSM-J systems.

Features

- DMSS system is not interfered by cross modulation nor intermodulation.
- A telemetry system is capable of feeding back information such as the aircraft remaining battery power.
- It is possible to confirm the receiving condition by status LED.
- Support is provided for the fail safe settings in the transmitter.
- EZ BIND System is integrated (no binding plug is needed).

Configuration

- RG411BL Receiver Main Unit ● Operation Manual (This document)

Receiver Specs

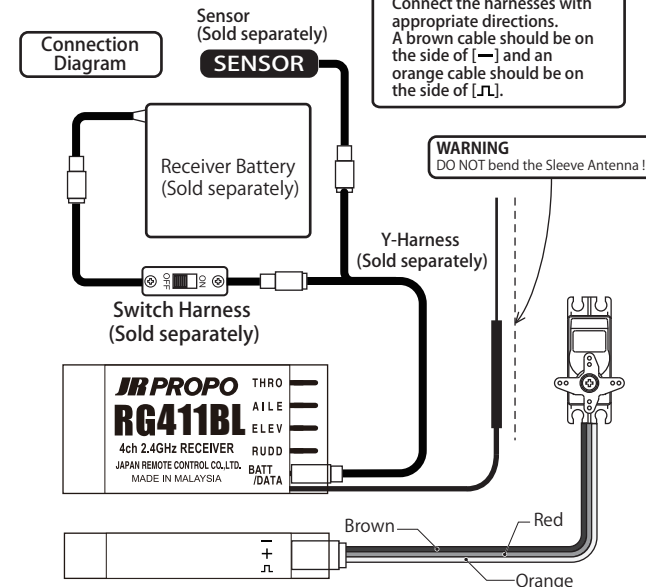
Product Number: RG411BL
Receiving System: DMSS system
Weight: 4.3g
Dimensions: 35.5×18×9mm
Rated Voltage: 4.8V
Operating Voltage: 4.5-8.5V
Remarks: Sleeve Antenna

Sensor Connections

For connecting the sensor, connect the Y-Harness (sold separately) to the [BIND/BATT/SENS] terminal.
* It will not be necessary to carry out binding for the sensor.

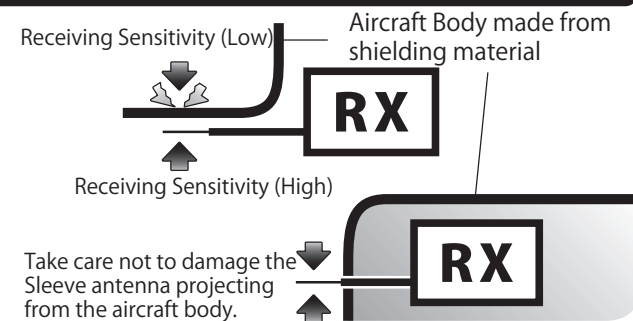
About Harness Connections

Connect the harnesses with appropriate directions. A brown cable should be on the side of [—] and an orange cable should be on the side of [L].



2.4GHz Band Characteristics and Receiving Radio Wave

In the situation where the antenna has been attached directly to a shielding material such as carbon or metal, the receiving sensitivity of the installed antenna surface will be considerably reduced. When the antenna is to be installed on this kind of shielding material itself, either separate the antenna as far as possible from the material, or in the case where the radio wave shielding material is the aircraft body itself project the antenna outside the aircraft body.

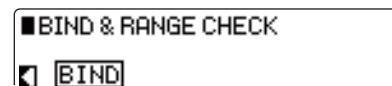


Binding Method

- In order to establish communications with the transmitter, binding (pairing) must certainly be carried out. In this section, an explanation is given of the binding.

- 1 Display the [BIND] Setting Screen in the transmitter System Setting Mode. * The figure below shows the XG8 screenshot.

[Situation of the XG8]
Binding Setting Screen

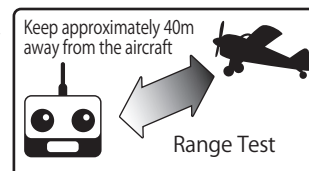


- 2 Next, match the cursor [▶] to "BIND" displayed on the Binding Setting Screen of the transmitter and press the dial. Following diagram shows display on XG8.

- 3 Turn the receiver ON while the transmitter is on the status of the step 2. After a few seconds, the binding will start and the LED begins to flash. When the LED stops blinking, the binding operation has been completed.



- 4 Operate the servo and confirm that the binding have been successfully completed. Note that when carrying out a range test, after setting the transmitter to the reduced power output condition, maintain a distance of approximately 40 m from the aircraft and move around it to confirm that operation can be carried out from all directions.
* To reduce the transmitter power output, please read the transmitter operation manual.



To allow safe use, be certain to observe the following points.

Please Read Before Use

Basic Precautions for Safe Use of the 2.4GHz System

- (1) The 2.4GHz band is not a frequency exclusively for use with RC airplanes. This frequency band is in common use with the ISM (industry, science, and medical care) band which is widely used for short-distance transmissions such as microwave ovens, wireless LAN, digital cordless phones, audio, gaming devices, cell phone Bluetooth. Therefore, the response of the 2.4GHz system may be reduced in urban areas. Further, as it also is used for ham and local area radio communication for mobile identification, please pay attention to the possible influences from these. In the event of any adverse radio wave interference on an existing wireless station, immediately stop emitting radio waves and take the interference avoidance measures.
- (2) At race tracks and airfields, minimize the use of devices that can affect the transmitter/receiver and be sure to confirm the safety beforehand. Also, always follow the instructions of the facility staff.
- (3) If an aircraft is allowed to pass behind a building, pylon, trees, etc. the radio-wave range is blocked, the response may drop, even result in losing control. Always let aircraft run or fly within a range that you can visually observe.

In order to protect against injury to users or third parties, or damage to property, points that must certainly be observed are shown below.

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 to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

NOTE: 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:

1. Reorient or relocate the receiving antenna.
2. Increase the separation between the equipment and receiver.
3. Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
4. Consult the dealer or an experienced radio/TV technician for help.

This device complies with Industry Canada Licence-exempt RSS-210. Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

EZ BIND System

[EZ BIND System] is a unique system designed for the receiver of the Park Flight. With the EZ BIND System, binding can be carried out without using a binding plug.

If, after completion of binding, the receiver is turned on first...

After completing a binding operation of the transmitter and receiver, turning on the receiver first will lead it to Binding Standby Condition in [three seconds]. The Binding Standby Condition will last for [five seconds].

*Turning on the transmitter first will start normal transmission operation.

*If you have changed your receiver model. Please carry out another binding to establish new communication.

Make sure to turn on the [transmitter] first after completion of the binding

While your receiver is on Binding Standby Condition based on the EZ BIND function, if another transmitter located nearby starts a binding operation, binding information of your receiver could be overwritten. To avoid such a significant risk, make sure to turn on your transmission first.

Make sure to set fail safe after completion of the binding

After binding is completed, make sure to set fail safe using the Fail Safe function on the transmitter, and check to see if the fail safe works properly.

DANGER!

Not following this advice carries high risk of death or serious injury to the user or third parties.

- Do not use this product in the rain as water may cause electronic devices to malfunction.
- This product carries a risk of injury due to heat, fire, and electric shock.
- Never disassemble or modify this product.
- When turning on the receiver, the engine (or motor) can start rotating at high speed, causing injury.
- Before turning on, always set the transmitter throttle stick to the lowest speed position. Turn on the transmitter first then the receiver.

To shut down, switch off the receiver first and then the transmitter.

WARNING!

Not following this advice may result in death or serious injury the user or third parties.

- Do not use this receiver in combination with other manufacturers' products such as servos, gyros etc.
- Never allow the receiver to receive a strong impact as the electronic components in the receiver are susceptible to damage.
- If degraded servo movement is detected, stop operating immediately. Identify the source of the problem before further operation (check battery voltage, etc.).
- Do not use the product in the following locations, as there will be a risk of an out-of-control condition or accident:
 - Where interference exists.
 - Near high-tension electric lines, buildings, or in mountainous areas, etc.
 - Near houses or people.
 - Near radio or TV transmitters
- If the receiver becomes submerged in water, it may appear to operate normally after being fully dried. However, it may malfunction at a later time. Do not continue to use the product – contact your JR distributor to arrange an inspection.

CAUTION!

Not following this advice may cause injury to the user or third party (or cause damage to property).

- Is there enough battery voltage for both the transmitter and receiver?
- Is there any fuel spillage on the receiver, servos, etc. that was caused by leakage from the fuel tank? Is there enough fuel?
- Check that no linkage interferes with the aircraft body. Conduct a vibration test by restraining the model and setting the engine (or motor) to full power whilst keeping your hands well clear of the propeller. Check that each control surface moves correctly. For the initial flights of a new model always fly in a safe place, avoid flying at great distance, and keep the model close to the landing area for several minutes until you are fully confident that the receiver is operating correctly.

■ If you have further questions, please contact your local dealer or JR distributor in your country.

Telemetry System

The Telemetry System (bi-directional communication system) is pre-installed on RG411B, and voltage information of a receiver battery is transmitted to the transmitter. By adding a sensor which is optionally provided, other information including temperature and rotational speed can be communicated. Such information that can be displayed differs depending on a type of transmitter you use. Before installing an additional sensor, check functions of your transmitter.

Troubleshooting

When the binding does not complete successfully, check the following points.

- Is the remaining battery power of the transmitter and receiver adequate?
- Is the distance between the transmitter and receiver too close?
- When the procedure is carried out on the top of a desk or bench that is made from metal, binding may not be successful.

When the receiver does not operate, check the following points.

- Is the remaining battery power of the transmitter and receiver adequate?
- Has your receiver model been changed?

