

SLT2 2CH 2.4GHz Transmitter manual

Product specification

- Model number:SPMSLT200F(SLT2 2CH TX);
- PMN:SPMSLT200
- Power supply:4.0V~6.6V;
- Working frequency:2.4G;
- Transmitted power:<40mW;
- Control distance:>100meters;
- Battery:4*AA;
- Adjust method: Knob adjust & Switch adjust.
- Operating temperature:-10~55°C

Main function

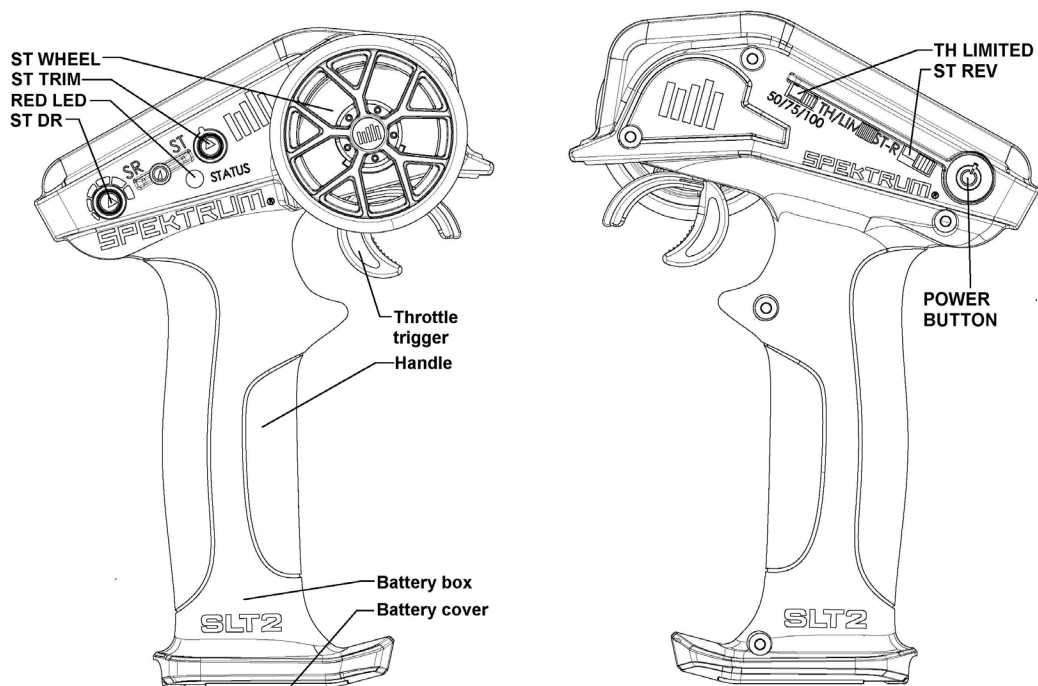
- 2CH transmitter, It can adjust steering(CH1/ST) TRIM、DR、REV、EPA. Can adjust throttle(CH2/TH) DR、EPA.
- Low battery voltage alarm.

Warning

Please strictly follow the supply voltage mentioned in the manual. Excessive supply voltage may cause the equipment to burn.

Transmitter battery is suitable for 4 alkaline batteries, ensure that the positive and negative batteries are installed correct, incorrect battery polarity will cause damage to the transmitter! The transmitter uses red LED to indicate the battery power. When the red LED blinks from steady on to slow, it means the battery power is low. Please replace the battery in time!

Transmitter



Install battery

Transmitter battery is suitable for 4pcs 1.5V AA alkaline batteries, Install the battery according to the mark in the battery box.

1. Press the battery cover hook in the direction of the arrow, and open the battery cover downward;
2. According to the mark in the battery box, put four AA batteries in turn. Do not put the wrong polarity, and do not mix old and new batteries. Do not mix batteries of different specifications.
3. Close the battery cover upward and close the hook.



ST

Transmitter can control steering (ST/CH1). You can rotate clockwise/ anticlockwise ST steering wheel to right /left to control car steering.

TH

Transmitter can control throttle (TH/CH2). You can pull throttle trigger to backward to control car forward or push throttle trigger to forward to control car backward.

ST DR(SR)

Transmitter can adjust steering (ST/CH1) travel. You can rotate clockwise ST DR rotary knob to add steering (ST/CH1) to MAX travel, also you can rotate anticlockwise ST DR rotary knob to reduce steering (ST/CH1) to Min travel, range is 20%-100%.

TH FORWARD D/R(TH/LIM)

Transmitter can adjust throttle forward (TH/CH2+) travel. You can select the TH limit switch position to select TH/CH2+ travel. From right to left ,3 position can select 50%, 75%, 100%.it can limited throttle forward travel. This limited switch can not influence throttle backward travel.

ST TRIM(ST)

Transmitter can adjust steering (ST/CH1) middle position. This function can adjust servo middle position to let car run straight. You can rotate clockwise/ anticlockwise ST trim rotary knob to adjust steering (ST/CH1) middle position to let car run straight. The default position is in center.

ST REV(ST-R)

Transmitter can adjust steering (ST/CH1) turning direction. This function can adjust servo turning direction to suit different user custom. You can push REV switch to left/right to reverse turning direction. The default position is in right.

Low battery alarm

Transmitter has low battery alarm.
When battery voltage is lower than 4.5V, transmitter red LED will flash slowly.
When battery voltage is lower than 3.8V, transmitter red LED will off.

EPA setting

The transmitter can adjust steering (ST/CH1) left/right travel endpoint. also can adjust throttle (TH/CH2) forward/backward travel endpoint.

The setting is as follow:

- . Step1.turn steering wheel to max right position and push throttle trigger to max forward position, Hold them and push power button to open transmitter.
 - . Step2.transmitter red LED will flash rapidly, It means transmitter enter EPA setting state, release steering wheel and throttle trigger to nature position (middle position).
 - . Step3.turn steering wheel to max left position and holding, rotate SR rotary knob clockwise/anticlockwise to add/reduce steering left endpoint.
 - . Step4.release steering wheel to nature position (middle position), turn SR clockwise to max position.
 - . Step5.turn steering wheel to max right position and holding, rotate SR rotary knob clockwise/anticlockwise to add/reduce steering right endpoint.
 - . Step6. release steering wheel to nature position (middle position).
- If you only want to adjust steering EPA, you can power off the transmitter, turn SR rotary knob clockwise to max position. ST EPA will set OK.
- If you also want to adjust throttle EPA, go on step 7.
- . Step7.Make sure throttle limit switch is 100% position.
 - . Step8.pull trigger to backward max position and holding, rotate SR rotary knob clockwise/anticlockwise to add/reduce throttle forward endpoint.
 - . Step9.release throttle trigger to nature position (middle position), turn SR clockwise to max position.
 - . Step10.push trigger to forward max position and holding, rotate SR rotary knob clockwise/anticlockwise to add/reduce throttle backward endpoint.
 - . Step11.release throttle trigger to nature position (middle position),.
 - . Step12. power off transmitter.
 - . Step13. turn SR clockwise to max position.

.Restore factory parameters

If you want to restore factory setting, all of parameters will restore factory setting.(include EPA).The step as follow:

- . Step1.turn steering wheel to max left position and push throttle trigger to max forward position, Hold them and push power button to open transmitter.
- . Step2.transmitter red LED will flash rapidly 4 times, It means transmitter restore factory setting.
- . Step3.release steering wheel and throttle trigger to nature position (middle position). transmitter red LED will light. restore factory setting is succed.

.Calibration fuction

Note: Before the transmitter leaves the factory, the throttle and steering neutral point and the max travel have been calibrated OK.

Incorrect throttle calibration will cause the motor to be unable to output the full throttle travel or the throttle backward is not linear; Incorrect steering calibration may result in the steering servo not being able to output at full Angle or not being linear at the back of the steering. At this point you need to do a calibration of the throttle and steering. The calibration method is as follows:

- . Step1.turn steering wheel to max right position and pull throttle trigger to max backward position, Hold them and push power button to open transmitter.

- . Step2.transmitter red LED will flash slowly, It means transmitter enter calibration state, release steering wheel and throttle trigger to nature position (middle position).

- . Step3.turn steering wheel to max left position and release steering wheel to nature position (middle position),.turn steering wheel to max right position and release steering wheel to nature position (middle position).

- . Step4.pull trigger to backward max position and release throttle trigger to nature position (middle position).push trigger to forward max position and release throttle trigger to nature position (middle position).

- . Step5.hold steering wheel to nature position (middle position) and throttle trigger to nature position (middle position), push ST REV switch (ST-R) left to right and right to left twice to confirm the calibration, the red LED will light to indicate the calibration is succeed.

If calibration is fail, red LED will flash rapidly, you need to repeat step1-5 again to re-calibration.

FCC

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.

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:

- 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.

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

This equipment complies with FCC RF radiation exposure limits set forth for an uncontrolled environment. This device and its antenna must not be co-located or operating in conjunction with any other antenna or transmitter.

This device complies with FCC and Industry Canada radiation exposure limits set forth for general population. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

IC

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions: 1. This device may not cause interference. 2. This device must accept any interference, including interference that may cause undesired operation of the device.

Ce dispositif contient une licence qui autorise le (S) émetteur (S)/ récepteur (S) qui est (sont) autorisé (S) avec Innovation, La licence canadienne en matière de Science et de développement économique fait l' objet de deux conditions: (1) ce dispositif peut ne pas causer de gêne. (2) cet appareil doit accepter toute intrusion, y compris celle qui peut provoquer l' indésirabilité

Fonctionnement de l' appareil.

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

Cet équipement est conforme aux limites d' exposition aux rayonnements IC établies pour un environnement non contrôlé.