INSTRUCTION MANUAL
INTRODUCTION

Congratulations on your purchase of Team Associated’s XP3-SS 2.4GHz 3Ch Digital Radio Control System. Designed using the state-of-the-art wireless and advanced-programming technology, the XP3-SS will advance and simplify control of your surface model while providing many years of enjoyment. Featuring spread spectrum and smart-frequency hopping systems, the XP3-SS delivers precision control without risk of interference.

A variety of standard features developed to enhance user friendliness include Steering/Throttle trim adjustment, Steering/Throttle servo reversing, Throttle/Brake ATV, and Steering dual-rate adjustment.

Before installing and operating your new radio system, please take a few minutes to familiarize yourself with the various features of the system by reading this instruction manual thoroughly.

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ADVANCED TECHNICAL FEATURES

IBDC - Interactive Bi-Directional Communication:
Standard transceiver chips enable interactive bi-directional communication between the transmitter and receiver.

FHSS - Frequency Hopping Spread Spectrum:
Advanced frequency-hopping program on the spread spectrum base increases safety and reliability with virtually interference-free communication.

SIBL - Security ID Binding Link:
SIBL insures that the transmitter and receiver bind only to each other and prevents interference from other radios.

FSPC - Failsafe Programmable Individual Channel:
If signal loss results, the system’s fail-safe program returns each channel to its pre-programmed position.
FEATURES

TRANSMITTER:
- Advanced 2.4GHz frequency-hopping spread spectrum technology
- Steering/Throttle trim adjustment
- Steering/Throttle servo reversing
- Throttle/Brake ATV (Adjustable Travel Volume)
- Steering dual-rate adjustment
- LED battery voltage indicator
- Low battery alarm
- Folding antenna

RECEIVER:
The TRS401SS 4Ch receiver’s compact size and small footprint makes it easy to install in most electric or nitro powered vehicles.

SYSTEM CONTENTS

<table>
<thead>
<tr>
<th>Item</th>
<th>XP3-SS 2.4GHz 3Ch Digital Radio Control System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item No.</td>
<td>29221</td>
</tr>
<tr>
<td>Transmitter</td>
<td>XP3-SS</td>
</tr>
<tr>
<td>Receiver</td>
<td>TRS401SS</td>
</tr>
<tr>
<td>Servos</td>
<td>Not Included</td>
</tr>
<tr>
<td>Accessories</td>
<td>Switch harness x 1, Receiver Battery holder x 1</td>
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SPECIFICATIONS

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<tr>
<th>Transmitter</th>
<th>XP3-SS</th>
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<tr>
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<tr>
<td>Modulation</td>
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<td>ID No.</td>
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<tr>
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<tr>
<td>Servo Reverse</td>
<td>Ch1-Ch3</td>
</tr>
<tr>
<td>Display</td>
<td>LED</td>
</tr>
<tr>
<td>Model Memory</td>
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</tr>
<tr>
<td>Antenna Type</td>
<td>1/4 λ Dipole Sleeve</td>
</tr>
<tr>
<td>Antenna Peak Gain</td>
<td>2dBi Typical</td>
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<tr>
<td>Power Requirement</td>
<td>8 AA/9.6V NiMH/3S LiPo</td>
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</table>

<table>
<thead>
<tr>
<th>Receiver</th>
<th>TRS401ss</th>
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<tr>
<td>Channel</td>
<td>4Ch</td>
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<td>BEC</td>
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<td>Modulation</td>
<td>PPM</td>
</tr>
<tr>
<td>Type</td>
<td>Single Antenna</td>
</tr>
<tr>
<td>Battery Power</td>
<td>4.8V-6.0V</td>
</tr>
</tbody>
</table>
1. **Transmitter Antenna**: Straighten the antenna before operating your model.

2. **Battery Level Indicator**: Three LEDs indicate the voltage level of the battery. If the red LED flashes, please replace or recharge the batteries.

3. **Throttle ATV Hi/Lo**: Allows independent adjustment of the maximum throttle servo travel in each direction.

4. **Servo Reversing Switches**: Reverses a servo’s direction of rotation. These switches are positioned so that they can’t be moved accidentally.

5. **Steering Trim**: Allows small adjustments to the steering so that your model will travel straight when the steering wheel is in its neutral position.

6. **Throttle Trim**: Allows small adjustments to the throttle to shift the neutral position.

7. **Steering Dual-Rate (D/R)**: Adjust this level + or - to adjust the amount of steering throw.

8. **AUX Button**: Provides an extra function for additional controls.

9. **External Charging Jack**: Used when charging rechargeable batteries.

10. **2.4GHz Binding SW**: The binding SW button is located on the back of the radio. Please refer to Page 7 for additional details regarding binding the radio and receiver.

11. **Steering Wheel**: Controls the vehicle’s steering.

12. **Power Switch**: Slide to turn the transmitter ON or OFF.

13. **Throttle Trigger**: Pull or push to control the vehicle’s movement forward or backward.

14. **Steering Tension Adjustment**: Use a Phillips screwdriver to change the tension of the steering wheel making it harder or easier to turn.

15. **Battery Cover**: Slide to remove the cover to remove or install batteries.
INSTALLATION

Transmitter Battery Replacement / Installation

1) Slide the battery cover in the direction shown to remove the cover.
2) Install eight (8) alkaline or rechargeable AA size batteries into the battery holder.
3) Slide the battery cover back into place making sure it is completely closed and secure.
4) Turn the power ON. If the power indicator LED fails to light, check the batteries for insufficient contact or incorrect polarity.

Check:

a) Use only new alkaline cells all of the same brand.
b) Make certain that the contacts in the battery hold stay clean by using a pencil eraser to gently remove any corrosion or dirt that may accumulate on them. Clean the tabs each time new batteries are installed.
c) If using a rechargeable 9.6V battery pack, remove the battery holder and unplug it from the transmitter. Then plug the 9.6V battery into the transmitter.
d) When rechargeable batteries are installed in the transmitter, they can be charged using the external charging jack located on the transmitter.

Caution:

a) Do not attempt to charge alkaline batteries. They may EXPLODE!
b) When charging a rechargeable battery using the external charging jack, set the power switch to OFF. The charger plug must be the correct type (positive (+) inside and negative (-) outside, TAMIYA N-3U type or equivalent). The wrong type may burst causing personal injury and/or property damage.
c) Always be sure the batteries are installed in the correct polarity order. If the batteries are installed incorrectly, damage to the transmitter may result.
d) When the transmitter is not in use for more than one week, remove the batteries from the transmitter.

Receiver Battery Replacement / Installation:

Insert four (4) fresh AA cells into the receiver battery holder making sure that the correct polarity order is observed. Insert the switch harness plug into the receiver socket marked BATT.
Radio Installation

1) Connect the receiver, servo(s), and switch harness/battery pack as shown in the diagrams below.
2) Install the receiver in the location reserved for it inside the vehicle using double sided tape.
3) Route the receiver antenna into the antenna tube making sure to prevent it from bending too tightly or to kink.
4) Never cut or shorten the antenna. Doing so will limit range and/or cause interference.

Electric Powered Model Installation

Gas Powered Model Installation
**BINDING PROCESS**

Before operating the vehicle, the transmitter and receiver must be manually bound. This binding will allow the receiver to accept the transmitter's signals and prevent interference from other transmitters. Manual binding is a one-time operation that will not have to be completed again. To manually bind the transmitter and receiver, follow the steps below:

1) Press and hold the BINDING SW button on the back of the transmitter while turning on the transmitter.
2) When the green LED flashes, release the BINDING SW button. The transmitter is now binding.
3) Press and hold the binding button on the receiver while turning on power to the receiver. The binding process will begin automatically.
4) Successful binding is confirmed when the green binding LED on the transmitter stops blinking and remains on. The LED on the receiver will turn green. Once binding is complete, the system will automatically connect and the vehicle can now be controlled by the transmitter.

Note: The binding process may take between 3 and 10 seconds to execute. If binding fails, the LED on the receiver will turn red. Please turn off the power and repeat steps 1 through 4.

**HOW TO SET THE FAIL-SAFE (F/S) POSITION**

**How to Set the Fail-Safe (F/S) Position**

If signal loss results, the system's fail-safe program returns the steering and throttle to their pre-programmed positions. The default F/S position was automatically set to neutral during the binding process. However, the F/S positions for steering and throttle can be customized by completing the following steps:

1) Turn on the transmitter followed by the receiver.
2) Press and hold the binding button on the receiver until the green light begins to flash (approximately 10 seconds).
3) While still pressing the binding button, move the throttle trigger and steering wheel to the desired F/S position. **CAUTION:** Always set the throttle trigger to the neutral or full brake position so that the vehicle will stop safely in the event of signal loss.
4) Release the binding button. The LED will turn solid red, and then two seconds later it will switch to solid green. The F/S position is now set.
5) To check that the F/S is working properly, move the throttle trigger to the full brake position and steering wheel to full lock. While holding them in this position, turn off the transmitter. The F/S function should return the throttle and steering to their F/S position.
6) If the F/S setup fails, retry steps 1 through 5. After successful setup, the vehicle can be operated safely.

It is recommended that the throttle F/S position be set to maximum brake in nitro powered cars and forward-only electric cars. In electric cars with reverse enabled, the throttle F/S position should be set to neutral. In all cars, it is recommended that the steering F/S position be set to neutral.
FUNCTIONS

1. Servo Reversing:
   It is sometimes necessary to reverse the output direction of the servo(s). The direction of rotation for each individual servo can be changed by flipping the reversing switch that corresponds to the channel number on the receiver where the servo is plugged in. Under normal circumstances, Ch 1 is steering, Ch 2 is throttle, and Ch 3 is for an auxiliary function. Use the reverse switches as needed.

2. Steering Trim:
   • Neutral position trim:
     By turning the ST TRIM knob clockwise or counter-clockwise, the steering neutral can be adjusted as needed so that the vehicle runs straight.

   HINT
   When installing your servo, be sure that it is in its neutral position.

   • Servo Travel:
     Changing the steering trim will affect the overall settings. After adjustments are made, please confirm that the desired steering travel is achieved.

   HINT
   If it takes most of the steering trim movement for the servo to reach the neutral position, re-position the servo horn/servo saver and make the necessary adjustments to your steering linkage.

3. Throttle Trim:
   • Neutral position trim:
     By turning the TH TRIM knob clockwise or counter-clockwise, the throttle neutral can be adjusted as needed.

   HINT
   When using an ESC, set the throttle trim to neutral and make adjustments to the ESC. Under normal operation, this will not require adjustment. On fuel powered models, set the trim to neutral and adjust the throttle linkage to the point at which the carburetor fully closes. See the engine instruction manual for details on setting up the throttle linkage.

   • Servo Travel:
     Changing the throttle trim will affect the overall travel. After adjustments are made, please confirm that the desired brake and throttle settings are correct.

   HINT
   If it takes most of the throttle trim movement for the servo to reach the neutral position, re-position the servo horn and make the necessary adjustments to your linkage.

4. Throttle ATV:
   Throttle ATV allows the servo travel to be independently adjusted on either side of neutral. This adjustment allows proper travel adjustment for throttle and brake in fuel powered vehicles.
FUNCTIONS

5. Steering D/R:
The steering dual-rate allows the user to make changes to the amount of steering servo travel. By changing the amount of travel in the steering servo, the user is able to adjust the overall steering of the vehicle to suit a particular driving style, preference, or changing track conditions.

FCC INTERFERENCE STATEMENT

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 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.

FCC Caution

To assure continued compliance, any changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate this equipment. (Example – use only shielded interface cables when connecting to computer or peripheral devices). 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 undesired operation may cause.

FCC RADIATION EXPOSURE STATEMENT

This equipment complies with FCC 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 radiation and your body.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

The antenna used for this transmitter must be installed to provide a separation distance of at least 20 cm from all persons and must not be co-located or operating in conjunction with any other antenna or transmitter.

USING CAUTION AT THE RACE TRACK

- Do not operate the model or use the radio in the rain, in the presence of lightning, or at night.
- Do not operate the model or use the radio if you have been drinking alcohol or are under the influence of any other substance that will affect your skills.
- Always confirm that the radio has sufficient battery power before operating.
- Keep out of reach of children.
- Do not store the radio in temperatures below -10° C (14° F) or above 40° C (104° F) or in humid, dusty, or in high-vibration environments. Keep the radio away from direct sunlight.
- To prevent corrosion, remove the batteries from the radio if it will be stored for more than one week.
ANTENNA ORIENTATION

To prevent signal loss and achieve maximum range, the transmitter antenna must be positioned so that it remains as close to perpendicular to the ground as possible. The antenna should never be pointed directly at the vehicle, nor should it be pointed directly away from it.

Please see the examples below for the correct antenna orientation:

ACCESSORIES

- **TX & RX**
  - 29211 XP3-SS 2.4GHz Radio System
  - 29222 TRS401ss Receiver Only

- **Receiver Batteries**
  - 612 1600 Series 6.0V Hump Receiver Pack
  - 613 1600 Series 6.0V Flat Receiver Pack

- **Regulator**
  - 630 PRO RX Battery 1600mAh 7.4V 10C
  - 631 RX Battery 2100mAh 7.4V
  - 636 6.0V 5A Voltage Regulator

- **Servos / Accessories**
  - 29131 Standard Servo, SHV 1504
  - 29132 Standard Servo, SHV 1504MG
  - 29126 High Torque Servo, S2008MG
  - 29128 Micro Servo, C1016
  - 29166 Digital Servo, DS1313
    - Spare Parts:
      - 29211 Case
      - 29209 Gear Set
      - 29212 Accessory Pack
  - 29167 High Torque / Speed Digital Servo, DS1015
    - Spare Parts:
      - 29211 Case
      - 29210 Gear Set
      - 29212 Accessory Pack
  - 29116 4-Cell Battery Harness
  - 29115 Switch Harness
SERVICE / WARRANTY

Team Associated aspires to bring you the highest level of quality and service in the market. Our products are tested and raced around the world with the sole purpose of delivering state-of-the-art performance for enthusiasts of all levels. To view Team Associated's most up-to-date product information, please visit www.teamassociated.com or www.rc10.com. To purchase Team Associated products and accessories, please visit your favorite retail outlet. All Team Associated products have been carefully inspected prior to shipment. However, your Team Associated XP Series radio system is warranted to the original purchaser for one full year from the date of purchase against defects in material and workmanship. During this period, Team Associated will repair or replace, at its discretion, any defective components.

Equipment that has been mishandled, abused, improperly installed, or has been damaged due to a crash or other cause is not covered under warranty. Equipment that has been repaired or modified by an unauthorized person or agency is also void of warranty.

This warranty is for the original product only. Associated Electrics, Inc. shall not be liable for any loss or damages, whether direct or indirect, incidental or consequential, or from any special situation, arising from the use, misuse, or abuse of this product. This limited warranty gives you specific rights. You may also have other rights, which vary from state to state.

Do not return the equipment to the point of purchase as they are not authorized to honor warranty claims or perform service. Remove the radio equipment in question from the model and remove all accessories. Do not send the entire vehicle and be sure the item(s) is packed in a strong cardboard box with plenty of soft packaging material. We recommend using a shipper’s tracking service. Team Associated is not responsible for any items lost in transit.

Please return the items to Team Associated, Attn: Service Department, and include the following:
1. Your full name, mailing address, telephone number, and email address.
2. A note, inside the box, describing in detail the problems you are having or the service you are requesting.
3. A copy of the original sales receipt showing the purchase date.

Once received, warranty service will be performed and items returned promptly. You will be notified by telephone when an item does not fall under the terms of the warranty and service charges are required. Please see www.rc10.com/rc/replacexp for details regarding Team Associated’s XP Lifetime Product Replacement Policy.

TROUBLESHOOTING

Do not attempt to operate your model if your transmitter is not working properly. Use the following guidelines to find a solution to the problem. If you are unable to solve the problem, contact Team Associated for service.

<table>
<thead>
<tr>
<th>Problem</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Power</td>
<td>Battery</td>
</tr>
<tr>
<td></td>
<td>Radio</td>
</tr>
<tr>
<td></td>
<td>- No power - Install new AA batteries</td>
</tr>
<tr>
<td></td>
<td>- Incorrect installation - Check the batteries for correct polarity</td>
</tr>
<tr>
<td></td>
<td>- Bad contact - Clean the connections in the battery tray</td>
</tr>
<tr>
<td>Vehicle Not Responding</td>
<td>Receiver</td>
</tr>
<tr>
<td></td>
<td>- No power - Install new AA batteries, recharge receiver battery, check ESC receiver plug</td>
</tr>
<tr>
<td></td>
<td>- Incorrect installation - Check the batteries for correct polarity</td>
</tr>
<tr>
<td></td>
<td>- Bad contact - Clean the connections in the battery holder</td>
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<tr>
<td>Reduced Range</td>
<td>Antenna</td>
</tr>
<tr>
<td></td>
<td>Radio</td>
</tr>
<tr>
<td></td>
<td>- Incorrect orientation - Move antenna to proper position</td>
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<tr>
<td></td>
<td>Receiver</td>
</tr>
<tr>
<td></td>
<td>- Not extended completely - Slide antenna completely into antenna tube</td>
</tr>
<tr>
<td></td>
<td>- Broken antenna wire - Return to Team Associated for service</td>
</tr>
<tr>
<td>Servo Not Responding</td>
<td>Connections</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Incorrect receiver wiring - Be sure that the servos, ESC, and battery are plugged in correctly</td>
</tr>
<tr>
<td></td>
<td>- Bad connection - Check battery connector(s)</td>
</tr>
</tbody>
</table>