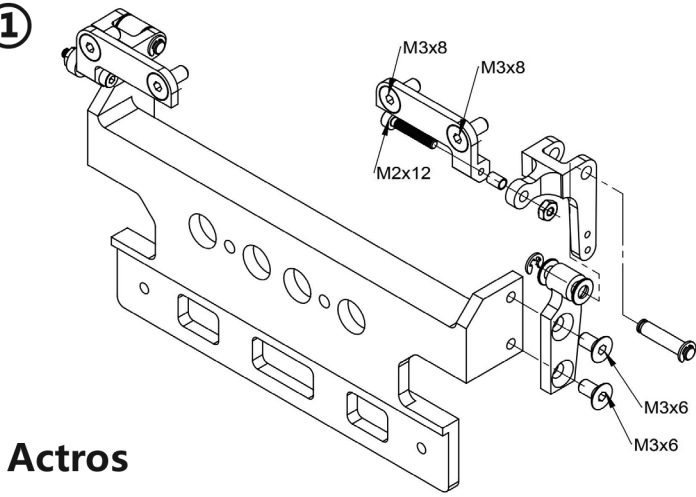
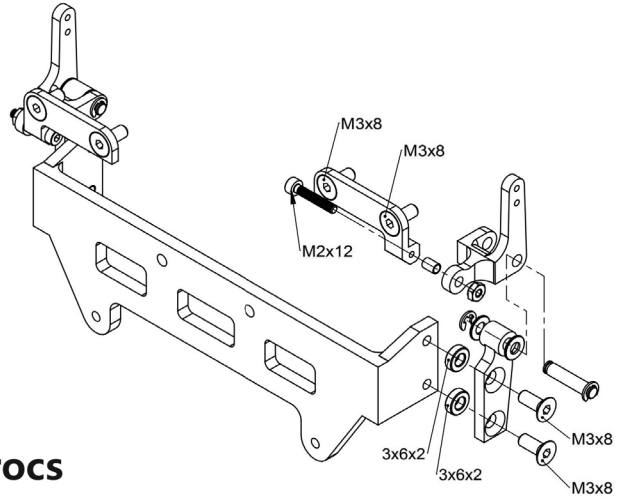




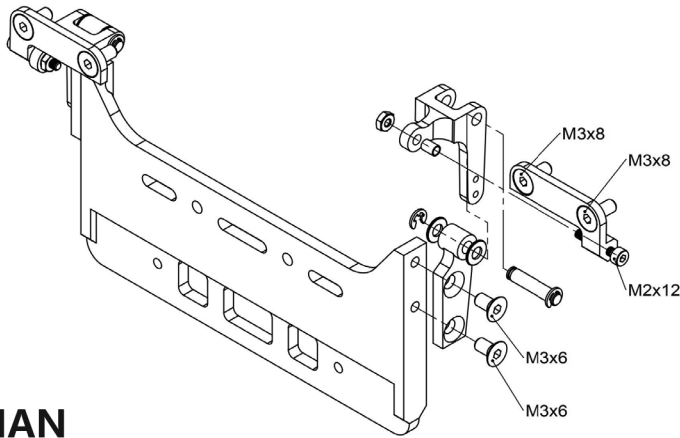
①



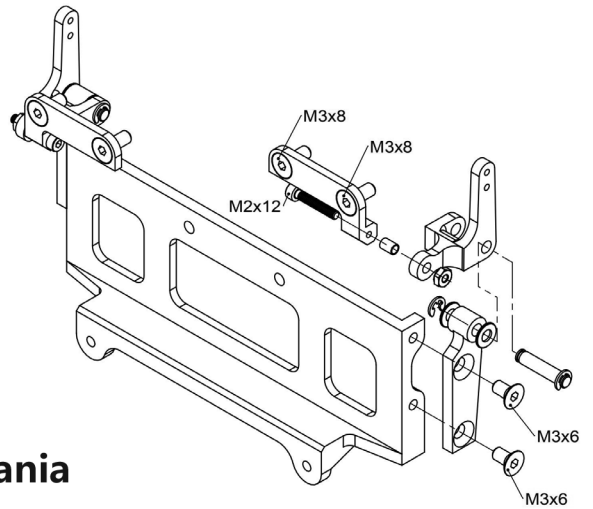
**Actros**



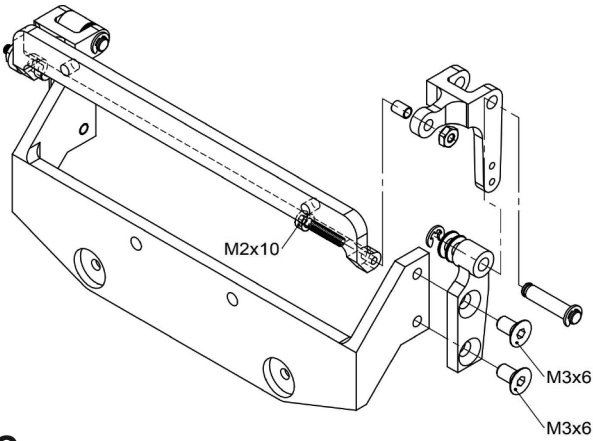
**Arocs**



**MAN**

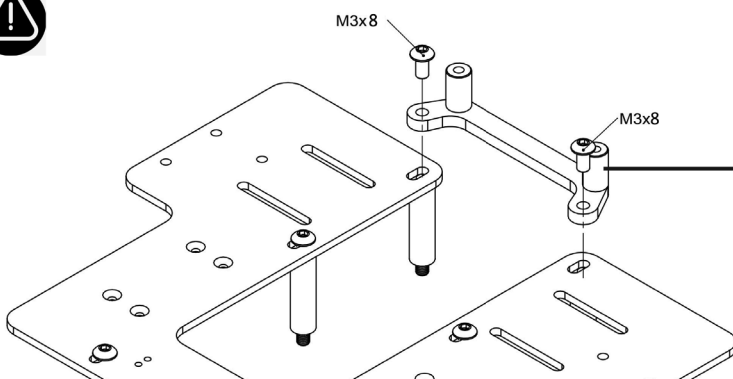
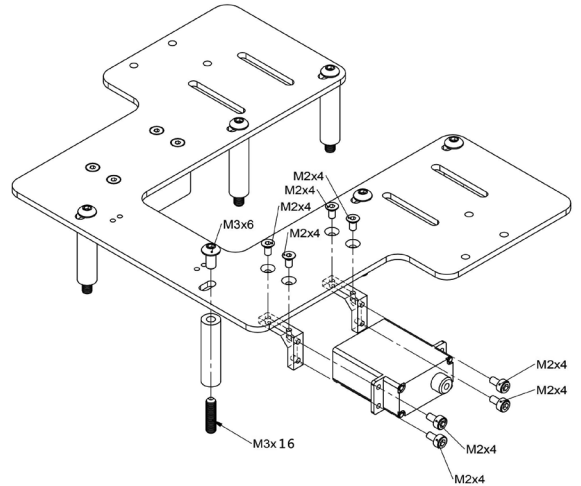


**Scania**



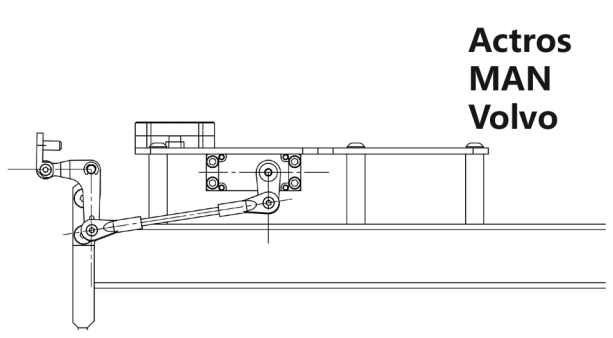
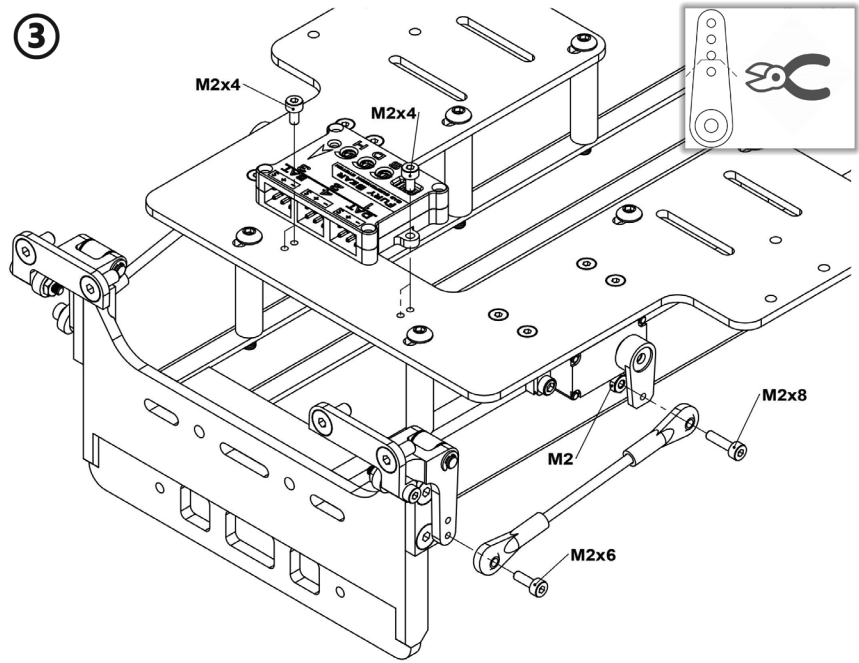
**Volvo**

②

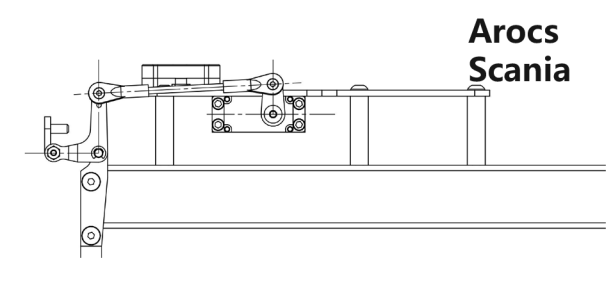


This part is included in the corresponding Volvo kit  
 Note: Because Tamiya volvo uses a new car shell buckle, the driver 's cab lacks sufficient left and right activities, so you need to modify or replace the upgrade components

③

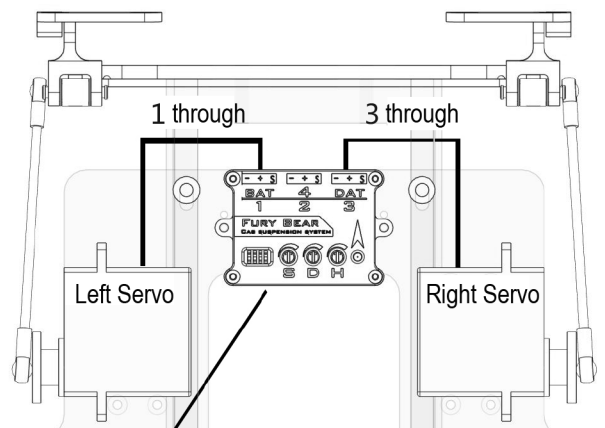


**Actros  
MAN  
Volvo**

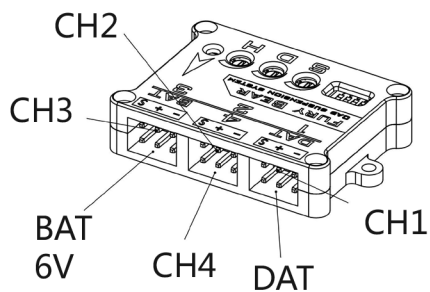


**Arocs  
Scania**

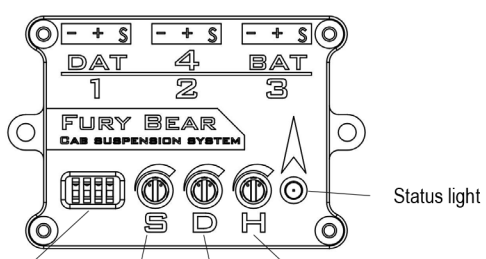
**Line connection and control module debugging**



The module must be installed with the front facing up and the socket facing forward



- 1 channel and 3 channels correspond to left and right servos
- 2 channels are suspension expansion channels at the rear of the cab (need to install structural components)
- 4 channels are full suspension floating expansion channels of the chassis (you need to install structural components yourself)
- BAT is the power input, the voltage is 6V (plug in the receiver to supply power)
- DAT is the data port (disabled)



- 4 Road servo reverse
- Switch sensitivity
- Damping
- Hardness (floating frequency)

4-way servo reverse switch: It can independently change the forward and reverse of each servo. Under normal conditions, the rudder  
The first downward movement direction of the machine transmitted to the car shell through the structural member should be the first time impact  
The direction is opposite, otherwise it needs to be adjusted by the corresponding channel switch. (Spring is compressed by impact effect)  
S- sensitivity: the magnitude of the vehicle's sensitivity to bumps during driving. The smaller the value, the slower the response.  
The smaller the floating amount, the larger the value, the more sensitive the response, and the larger the floating amount. (If the vehicle hangs a bomb (The sensitivity is too high, which causes the cab to levitate and self-excited. The sensitivity value should be reduced.)  
D- damping: the length of the cab floating period, the smaller the value, the longer the up and down floating time, the greater the value The larger, the shorter the floating time, the faster the stop (If self-excitation occurs, increasing the damping value may also have Effective inhibition)  
H- hardness: change the frequency of suspension vibration, the smaller the value, the slower the frequency, the larger the value, the faster the frequency  
Status light: breathing status light synchronized with the floating status of the output

**NOTE**

1. Before powering on, please check whether all the interfaces are connected correctly and confirm the direction of the interface. Although the module has anti-reverse insertion function, try not to insert the reverse, especially the power supply.
2. When the module is powered on, it is necessary to make the module or the vehicle stand still. The internal sensors need to be powered on for self-test (within 1 second). After the power is turned on, the servo should be in the neutral position without external force. The servo should be basically stationary, if not, you need to power on again (recommended to install a separate switch for the module power supply)
3. For the expansion of suspended module functions, such as front chassis suspension control, the module needs to be fixed to the axle, otherwise the module will not work properly (the module must be installed in a relatively static flat surface)
4. The module works independently and cannot be controlled by external equipment, just power supply!