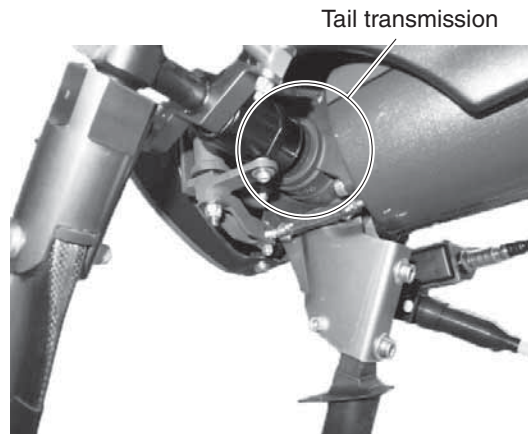


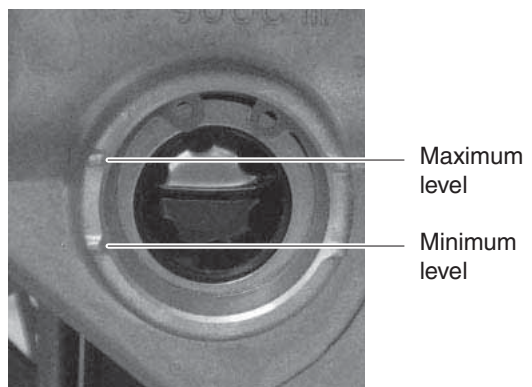
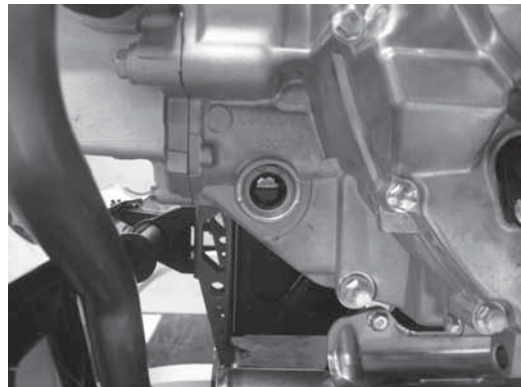
⑤ Tail transmission

- Check that there is no oil leakage.



⑥ Check engine oil level

- Check the oil level on the level gauge when the engine is cold or 3 or more minutes have elapsed after stopping the engine. If the oil is more than the maximum level or less than the minimum level, contact your dealer.

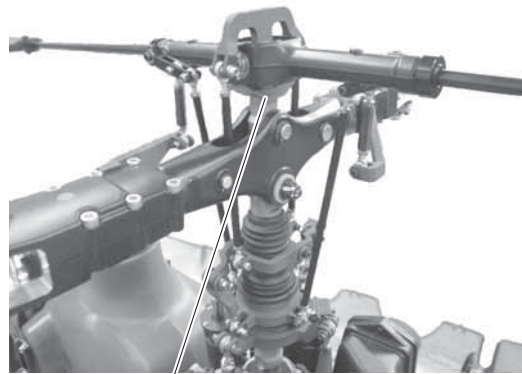


4. Main head area inspection (before and after)

Before performing this inspection, turn OFF both the main switch for the helicopter and the power switch for the transmitter.

① Stabilizer

- Check the stabilizer for any deformation.
- Check that the stabilizer blade and stabilizer bar are installed securely, without any looseness.
- Check that the stabilizer bar does not wobble in axial direction.
- Check the portion that mounts to the main mast for any looseness.



Main mast

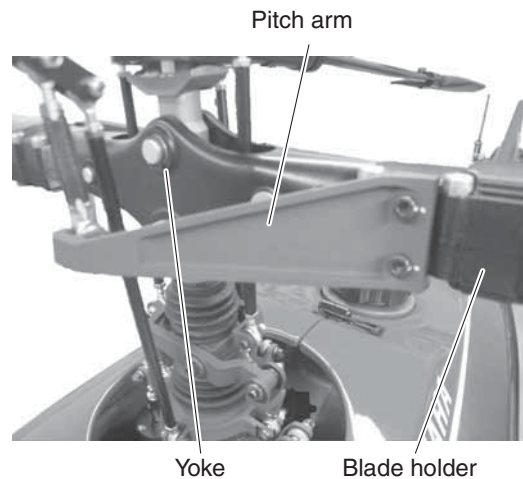
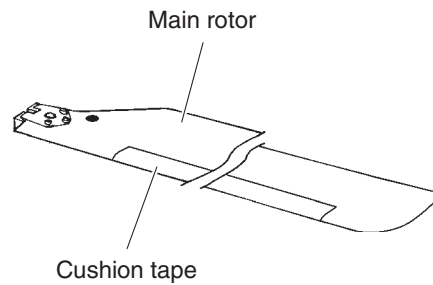


Stabilizer bar

Stabilizer blade

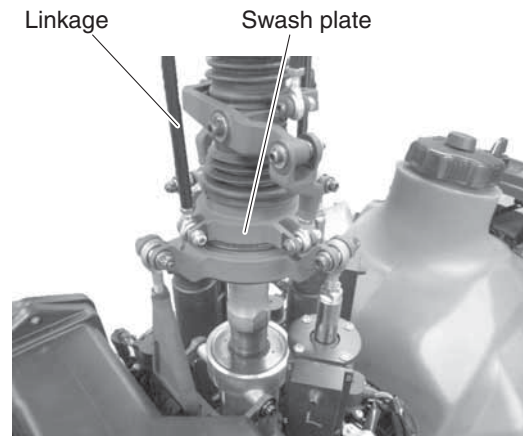
② Main rotor, yoke, blade holder

- Check the main rotor blades for cracks or chipping.
 - * Contact your dealer if you see any cracks in the painted surface.
- Check that the cushion tape is not peeling or deteriorated.
 - * Excessive peeling can adversely affect flight.
- Blade edge wear inspection
 - * Contact your dealer if you see excessive wear.
- Check the yoke and blade holder for any deformation or cracks.
- Check the pitch arm for any deformation.
- Check that the pitch arm and blade holder are installed without any looseness or wobble.



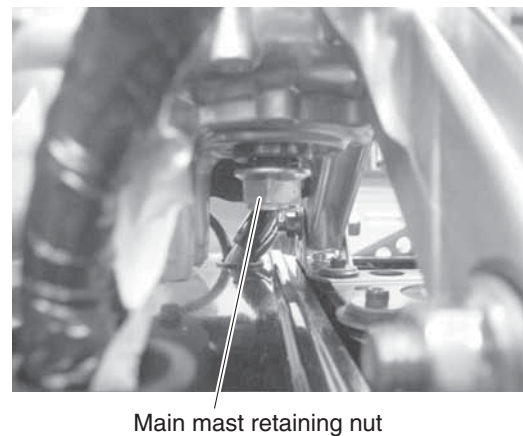
③ Swash plate and linkage inspection

- Check that the swash plate and linkage (rod) are installed without any wobble.
- Check the installed areas for any cracks or deformation.



④ Main mast

- Check the main mast retaining nuts for any looseness.

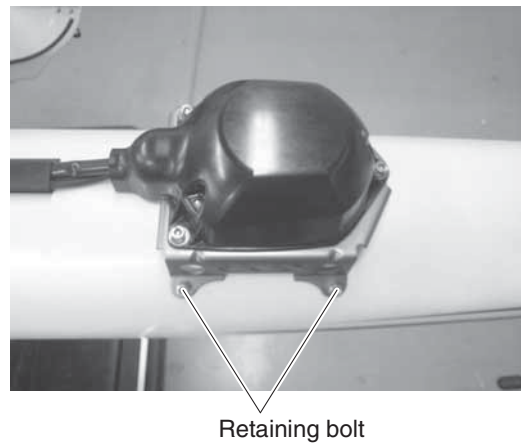
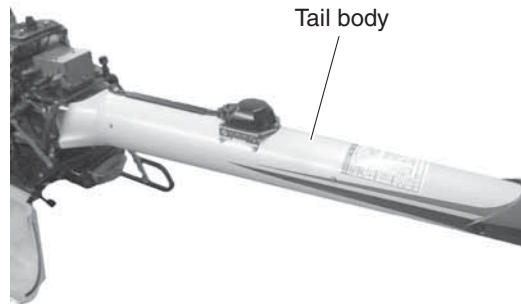


5. Tail body area inspection (before and after)

Before performing this inspection, turn OFF both the main switch for the helicopter and the power switch for the transmitter.

① Tail body

- Check the tail body for any damage.
- Check the tail body retaining bolts for any looseness.

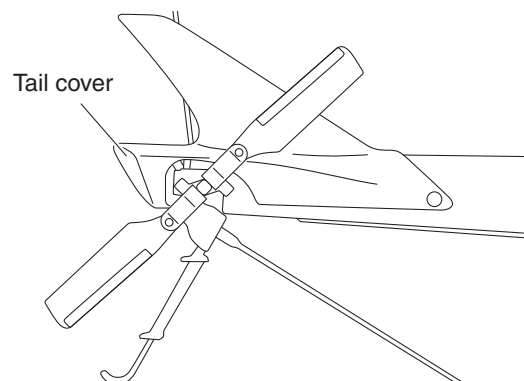


② Antenna

- For inspection details, refer to the section on "Helicopter antenna inspection".

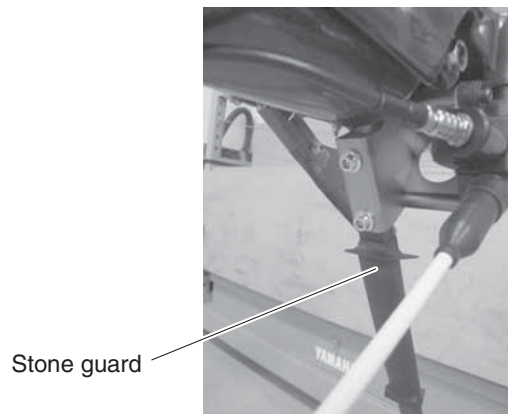
③ Tail cover

- Check the tail cover for any deformation or cracks.
- Check that the tail cover is attached securely.



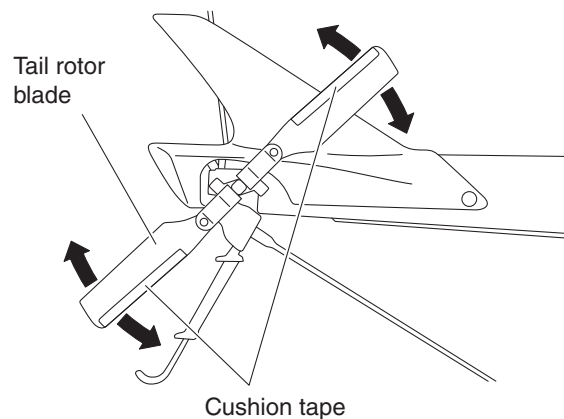
④ Stone guard

- Check that it is attached securely.
- Check that there are no lamination cracks.

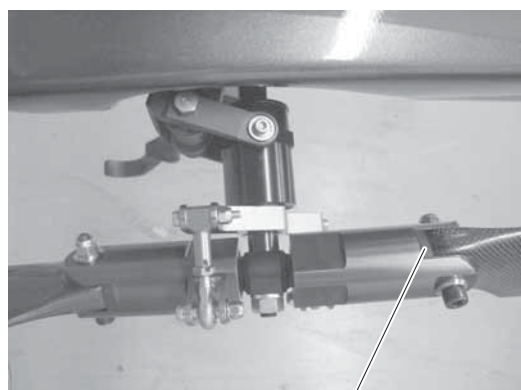
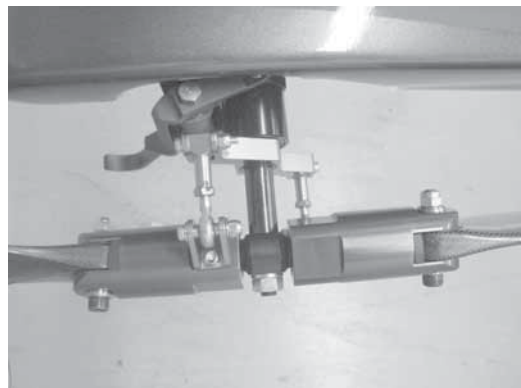


⑤ Tail rotor

- Check the tail rotor blades for any damage.
- Check that the cushion tape is not peeling or deteriorated.
- Check the blade edges for any damage.
- Check that it moves properly in the direction of rotation.



- Check the bearing seal cap for any damage or deterioration.
- Check the drag bolts and nuts for any damage.
- Move it manually to give it thrust, and check that it moves smoothly.

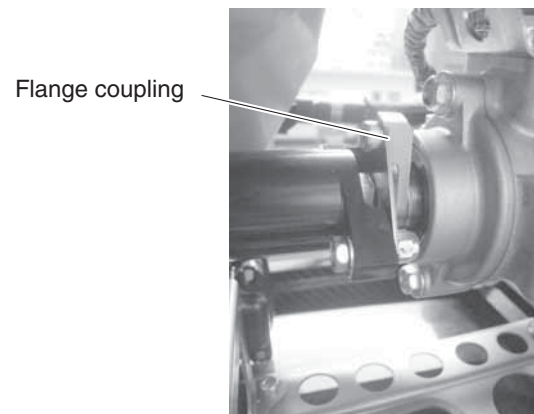
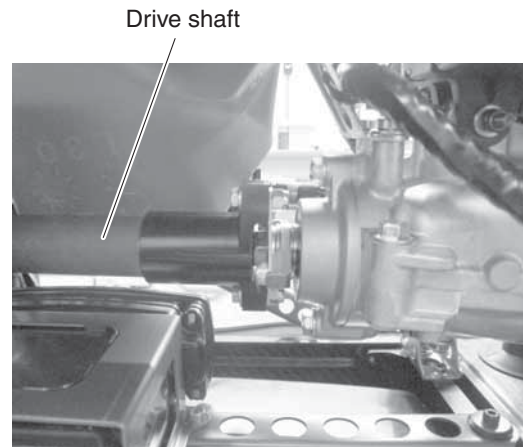


Bearing seal cap

6. Drive shaft inspection (before and after)

Before performing this inspection, turn OFF both the main switch for the helicopter and the power switch for the transmitter.

- ① Drive shaft and flange coupling
- Check the drive shaft for any damage.
- Check the portion that mounts to the flange coupling for any problems.



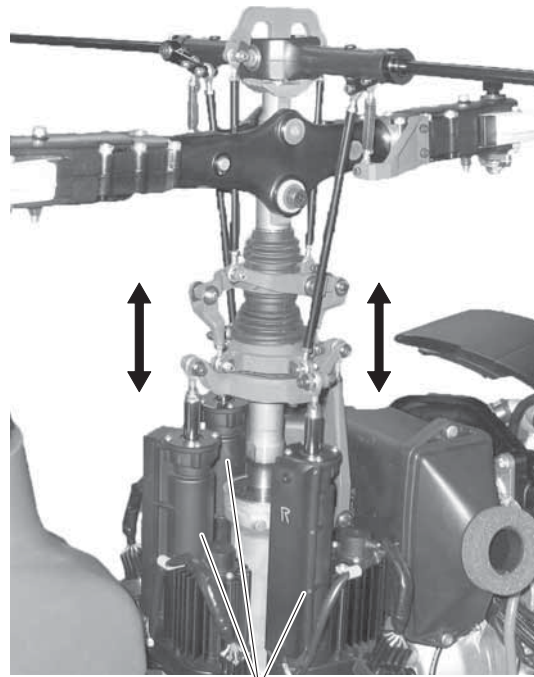
7. Servo inspection (before and after)

Inspect the servos and linkages for proper operation.

Before performing this test, turn ON both the main switch for the helicopter and the power switch for the transmitter.

① Slide servo inspection

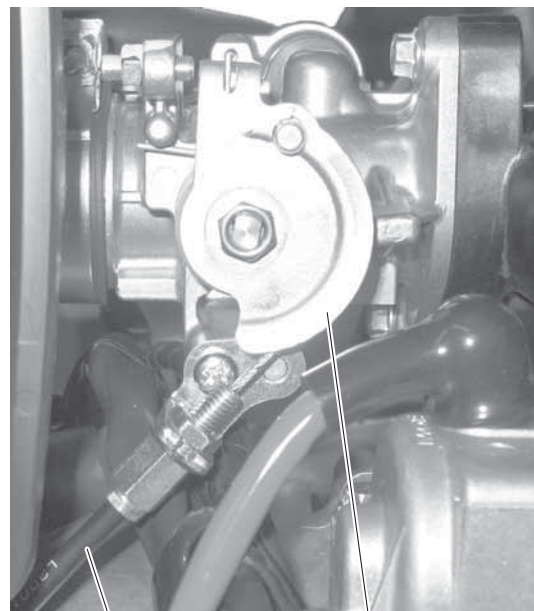
Slowly move the throttle, elevator, and aileron sticks up and down and side-to-side. Inspect that the servos and linkages move smoothly in unison with the sticks. Also, inspect that the linkages do not wobble.



Slide servo

② Throttle inspection

- Throttle fully open, and fully closed
 - With the throttle stick in its maximum position, inspect that the throttle body pulley on the throttle body moves to its fully open position.
 - With the throttle stick in its slowest position, inspect that the throttle body pulley on the throttle body moves to its fully closed position.
 - Throttle cable movement and play
 - Move the throttle stick slowly up and down, and inspect that the cable moves smoothly without getting caught.
 - With the throttle body pulley fully closed, inspect that the cable has slight play.
- * Check the throttle valve movement by way of the pulley movement.



Throttle cable

Throttle body pulley

③ Rudder servo inspection

Slowly move the throttle and rudder sticks up and down and side-to-side. Inspect that the servos and linkages move smoothly in unison with the sticks. Also, inspect that the linkages do not wobble.

If the servos operate improperly or the linkages wobble, cancel the flight and ask your dealer for a repair.



WARNING

- If the servos do not operate properly or the linkages wobble, they can negatively affect the control of the helicopter.
- If the throttle does not operate properly, it can negatively affect engine control and disable flight control.

8. Self monitor inspection (before and after)

Inspect the self monitor for any abnormal condition.

Before performing this test, turn ON both the main switch for the helicopter and the power switch for the transmitter.

Refer to page 3-10 for details.

If the lamp indications are improper, have them repaired at your dealer before your next flight.



WARNING

Take appropriate actions if the self monitor indicates an error. Ignoring it and continuing to fly in this manner will disable the flight control, which can lead to a serious accident.

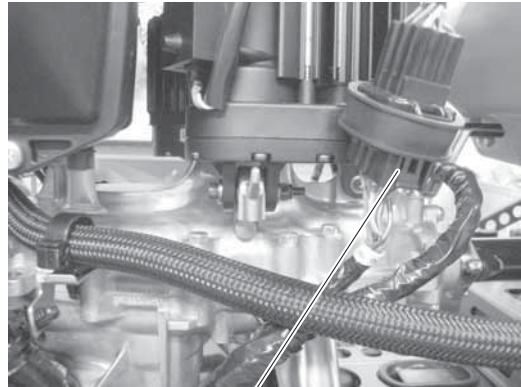
9. Radio signal distance test (before)

Refer to page 4-10 for details.

10. Electrical system inspection (before and after)

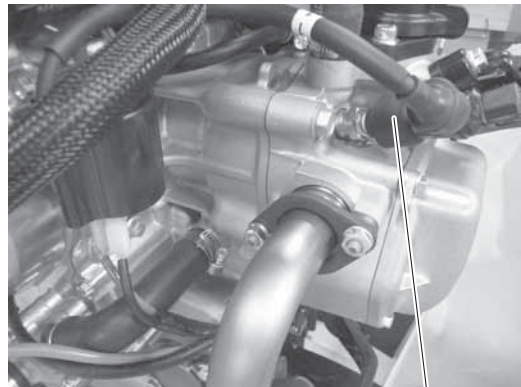
Before performing this inspection, turn OFF both the main switch for the helicopter and the power switch for the transmitter.

- ① Slide servo
 - Check that the wiring harness coupler is securely engaged.

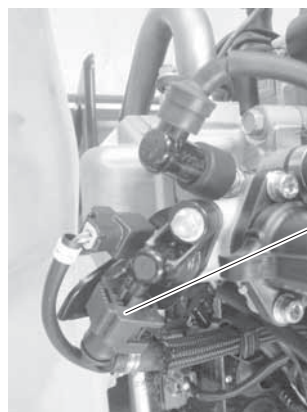


Coupler

- ② Cylinder
 - Check that the spark plug cap is placed securely over the plug.
 - Check that the injector coupler is securely engaged.



Spark plug cap

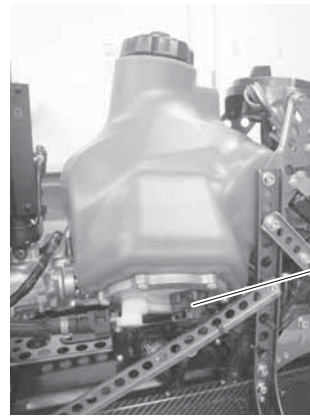


Injector coupler

Simple Maintenance

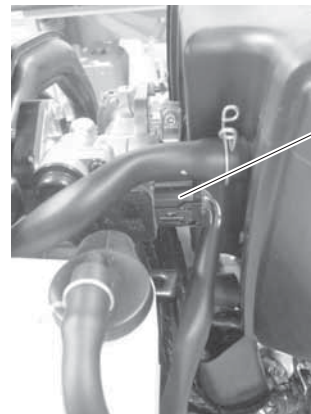
③ Fuel Inspection

- Check that the fuel pump coupler is securely engaged.



Fuel pump coupler

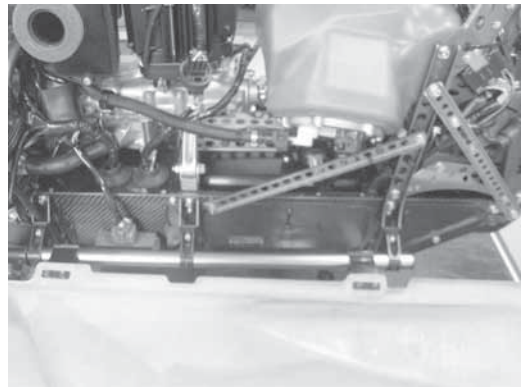
- Check that the throttle body sensor coupler is securely engaged.



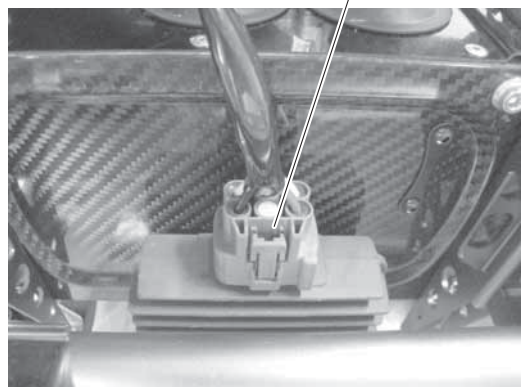
Sensor coupler

④ Frame and electrical parts

- Check the frame for any deformation or cracks.
- Check that the regulator coupler is securely engaged.

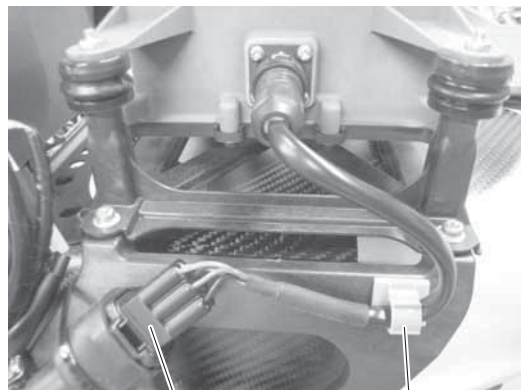
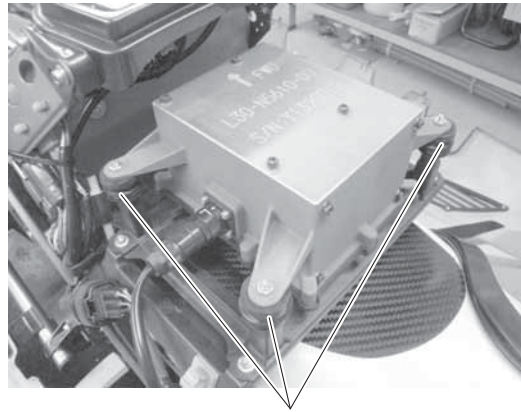


Coupler



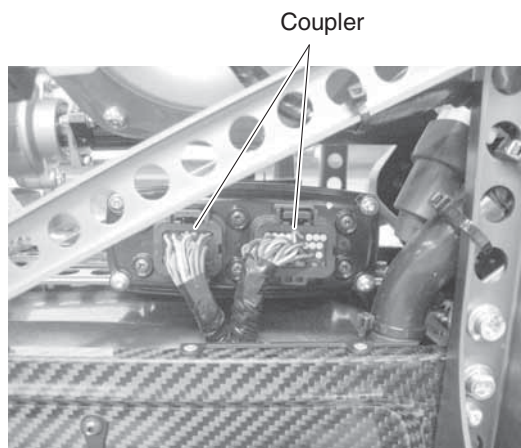
⑤ Control unit

- Check the damper for damage and the retaining nuts for looseness.
- Check that the coupler is securely engaged.
- Check that the wiring is properly secured with gray clamps.



⑥ Electrical system

- Check that the wires from the wiring harness are free of wear or abrasion.
- Check that the wiring coupler is securely engaged.



11. Helicopter antenna inspection (before and after)

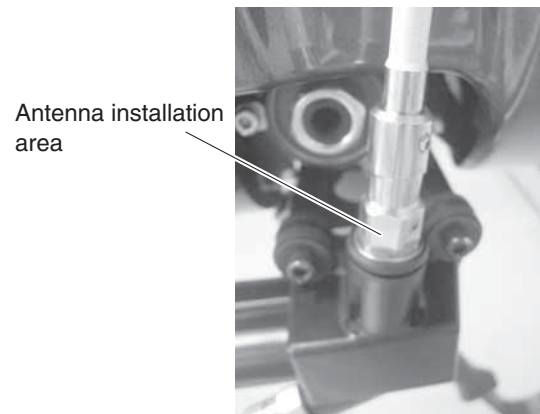
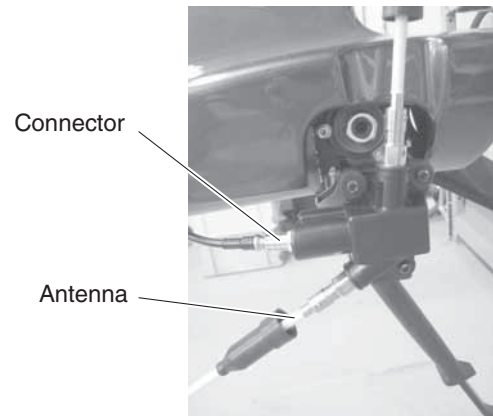
Before performing this inspection, turn OFF both the main switch for the helicopter and the power switch for the transmitter.

- Check the antenna for any damage.
- Check that the antenna cable connector is securely engaged.
- Check the antenna installation area for any rust.



WARNING

Any looseness or rust in the antenna installation area will adversely affect the reception of flight radio signals, which can lead to radio signal interference during flight.



Proper Management

| | |
|--|-----|
| Storage Precautions | 8-1 |
| Daily storage procedure | 8-2 |
| Long-term storage procedure | 8-2 |
| Operating the helicopter after long-term storage | 8-3 |
| Other Types of Management | 8-5 |
| Transfer of product | 8-5 |
| Disposal of product | 8-5 |
| Export control | 8-5 |

Proper Management

This unmanned helicopter for industrial applications has been manufactured for the purpose of aerial application of agricultural chemicals, fertilizers, and seeds.

Secure a storage location for the helicopter and its auxiliary devices, to prevent theft and illegal use outside of its intended purpose, such as criminal acts.

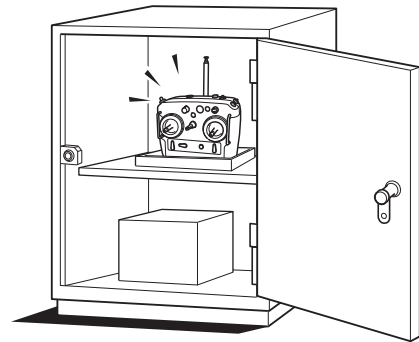
Storage Precautions

To select a storage site, consider factors such as sources of fire or spark, temperature, humidity, dust, theft, and the presence of any stacked loads in the area.

We recommend that you provide a dedicated cabinet for storing the auxiliary devices.

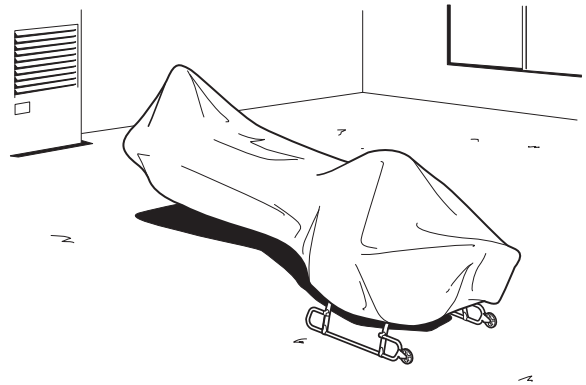
In addition to protecting the helicopter from damage and theft, or the auxiliary devices from loss, these measures will facilitate the monitoring of their maintenance conditions and ensure efficient preparation for the next flight.

- Store the helicopter, rotors, and transmitters in separate, lockable locations so that they will not be stolen or subject to other criminal acts.
- If the helicopter is stolen, immediately file a theft report with your local police department, followed by a report to your dealer.



Daily storage procedure

- ① Perform post-flight inspections (Refer to pages 7-3 to 7-19) and record the results in the flight log.
- ② Clean the helicopter. (Refer to page 6-1.)
- ③ Place the cover (sold separately) on the helicopter, and store it indoors, in an area that is not damp.
- ④ Clean the flight transmitter and remove its battery. (Refer to page 7-2.)



Long-term storage procedure

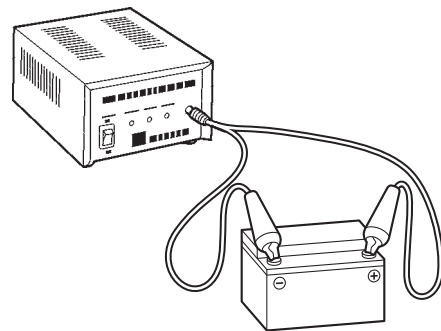
If the helicopter will not be operated for a few months, follow the storage procedure given below in preparation for the subsequent operation.

- ① Perform a post-flight inspection (Refer to pages 7-3 to 7-19) and record the results in the flight log.
- ② Clean the helicopter. (Refer to page 6-1.)
- ③ Remove the battery from the helicopter and charge it with a dedicated charger (sold separately) (Refer to page 7-1.).
Store the charged battery in a cool, dark area, and recharge it every 3 months.

NOTICE

The proper procedure for removing the battery is to first disconnect the negative terminal, followed by the positive terminal. Reversing this order can cause a short circuit in the battery.

- ④ Fuel must be drained from the fuel tank. Request this operation to be performed by your dealer.
- ⑤ Place the cover (sold separately) on the helicopter, and store it indoors, in an area that is not damp.
- ⑥ Clean the flight transmitter and remove its battery. Store the battery in a cool, dark area.



Operating the helicopter after long-term storage

TIP

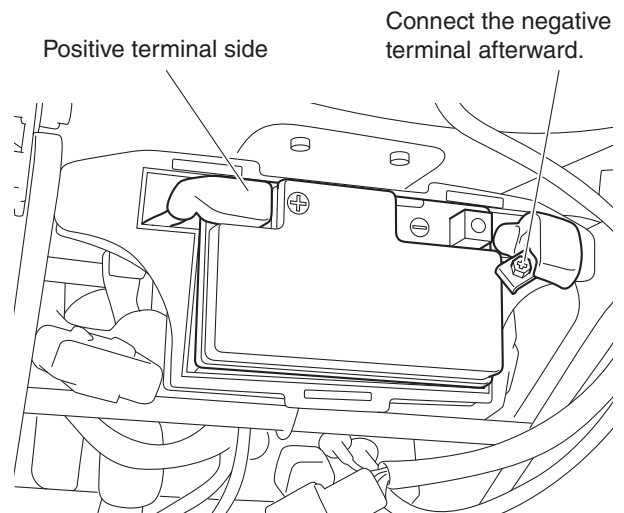
- Have a periodic inspection performed on the helicopter if you will be operating it after prolonged storage of 1 year or more.
- If a deletion of registration was filed, apply for a renewal registration.
- Contact your dealer for details.

To operate the helicopter after storing it for a few months, perform the following preparations:

- ① Install fully charged batteries in the helicopter and the flight transmitter, after making sure the main switch on the helicopter is turned OFF.

NOTICE

- Do not interchange the cables to the positive and negative terminals of the battery, as it can cause a fire or malfunction.
- The proper procedure for connecting the battery is to first connect the positive terminal, followed by the negative terminal. Reversing this order can cause a short circuit in the battery.



- ② Pour fresh fuel in the fuel tank. (Refer to page 4-4.)

NOTICE

Never use old leftover fuel.
This could cause the engine to start or operate poorly.

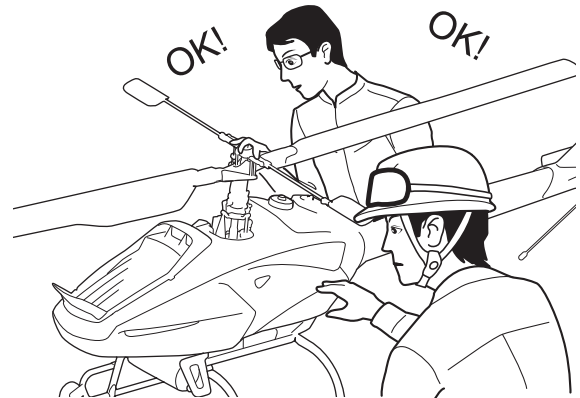


- ③ Perform pre-flight inspections. (Refer to pages 7-3 to 7-19.)
- ④ Start the engine.

TIP

If the engine does not start within 5 seconds after the starter switch is pressed, allow the starter to rest for about 10 seconds. This is done to allow the battery voltage to recover. Then, press the starter switch again.

Repeat the cycle of operating the starter motor for 5 seconds and waiting 10 seconds, a few times. This will allow the fuel to reach the carburetor and the engine to start.



Other Types of Management

Transfer of product

When transferring the product to a third party, inform your dealer of it.

Disposal of product

Properly dispose of the helicopter, transmitters, sprayers, and batteries according to national laws and regulations. Contact your dealer for details.

Export control

Product Management

| | |
|---|-----|
| About Warranty | 9-1 |
| Inspection Types and Descriptions | 9-2 |
| Pre-flight inspection | 9-2 |
| Post-flight inspection | 9-3 |
| 30-hour free inspection | 9-3 |
| Periodic inspection | 9-3 |

Product Management

About Warranty

The warranty becomes valid after the dealer where the product was purchased fills out with required information and stamps the warranty certificate. Malfunctions that occur during the warranty period will be repaired free of charge, provided that the product is operated normally in accordance with the instructions in the operation manual. The warranty does not cover some items, even within the warranty period. For details, refer to the warranty certificate.

Inspection Types and Descriptions

The prescribed types of inspections are described below.

- Pre-flight and post-flight inspections are to be performed by the operator.
- For the 30-hour free inspection and yearly periodic inspection, contact your dealer or an authorized service facility for Yamaha unmanned helicopters for industrial applications.



WARNING

For the 30-hour free inspection, periodic inspection, or general repair, contact your dealer or an authorized service facility for Yamaha unmanned helicopters for industrial applications. Having the helicopter inspected or serviced by a person who is not authorized to service unmanned helicopters can lead to a helicopter malfunction or accident.



TIP

- **Do not fly or perform an aerial application without having a yearly periodic inspection performed.**
- **Failure to perform the inspections described below invalidates your product warranty, so be sure to have them performed.**

A Yamaha-authorized service facility for unmanned helicopters for industrial applications is a service facility staffed by certified service technicians for Yamaha industrial unmanned helicopters and equipped with the prescribed service equipment.

Pre-flight inspection

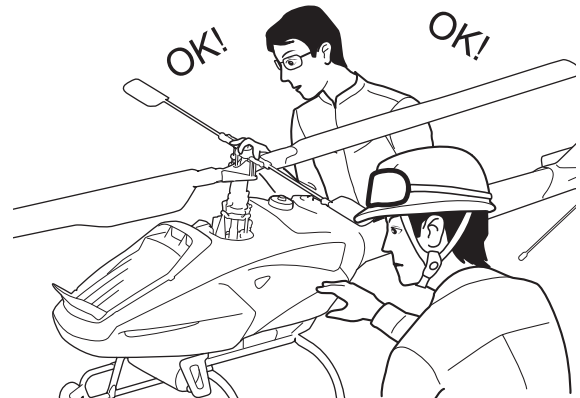
Ensures that the helicopter and the auxiliary equipment are free of problems before a flight. See pages 7-3 to 7-19 for details on the inspection.

Post-flight inspection

Ensures that the helicopter and the auxiliary equipment are free of problems after a flight.

See pages 7-3 to 7-19 for details on the inspection. If a problem is detected, promptly contact your dealer.

Record the results of the inspection on the flight log. Failure to do so will invalidate your product warranty.



30-hour free inspection

An inspection service performed after the delivery of a new helicopter, when the hour meter indicates a total of 30 hours of operation.

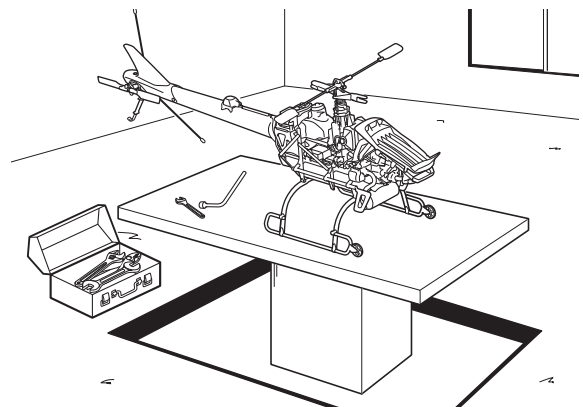
Failure to have this inspection performed will invalidate your product warranty.

TIP

Expendable items such as oil or other replacement parts are payable by the customer.

Periodic inspection

An inspection service performed once a year at an authorized dealer or service facility. The service includes testing for durability and performance of the helicopter.



Troubleshooting

| | |
|--|------|
| Engine..... | 10-1 |
| Starter motor does not operate..... | 10-1 |
| Unable to start the engine..... | 10-1 |
| Engine speed does not increase..... | 10-2 |
| Engine lacks power..... | 10-2 |
| Engine overheating..... | 10-3 |
| Coolant gushed out of the recovery tank..... | 10-3 |
| Helicopter emits a burning smell..... | 10-3 |
| Engine idle is unstable..... | 10-4 |
| Engine idle is too high..... | 10-4 |
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| Engine emits noise..... | 10-5 |
| Engine loses oil..... | 10-5 |
| Helicopter..... | 10-6 |
| Helicopter vibrates..... | 10-6 |
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| Warning lamp illuminates or flashes..... | 10-8 |
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| Speed control is unusable..... | 10-8 |
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Flight Transmitter 10-9

- Power lamp and battery lamp (green) do not illuminate 10-9
- Transmitter battery state-of-charge warning 10-9
- Transmitter battery's usable range is too short..... 10-9
- Dropped the transmitter on the ground 10-9
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- The sprayer cannot be turned ON or OFF at the flight transmitter. 10-9
- The transmitter sounded 4 beeps repeatedly. 10-10

Sprayer 10-10

- Liquid sprayer problems..... 10-10
- Granular sprayer problems 10-10

Troubleshooting

The problems listed here can be handled primarily by the user.

Problems or causes that are not listed here are handled by your dealer. If such problems occur, cancel the flight and contact your dealer to have the helicopter inspected and repaired.

WARNING

- Make sure to follow the instructions given in the “User Action” column, and do not take any actions that are not documented.
- If you have any questions, be sure to contact your dealer. If an inspection, adjustment, or part replacement is performed by a person who does not possess the know-how and proficiency to service the helicopter, it could lead to a serious accident.

Engine

Starter motor does not operate

| | Main Cause | User Action |
|---|---|---|
| 1 | Main switch on the helicopter is not turned ON. | Turn the main switch of the helicopter ON. |
| 2 | The power switch of the flight transmitter is not ON. | Turn the power switch of the flight transmitter ON. |
| 3 | The operation of the engine stop switch on the flight transmitter has not been checked. | If the blue flight lamp is not illuminated, the starter motor will not operate even if you press the starter switch. Check the operation of the engine stop switch. |
| 4 | The flight switch of the flight transmitter is not in START. | Place the flight switch of the flight transmitter to START. |
| 5 | The throttle stick on the flight transmitter is not in the SLOWEST position. | When the blue flight button does not illuminate, the throttle stick on the flight transmitter may not be in the SLOWEST position. Set the throttle stick to the SLOWEST position. |
| 6 | Helicopter battery failure or loose terminals | Securely tighten the battery terminals, or contact your dealer. |
| 7 | Helicopter battery failure | Charge the battery on a dedicated charger, or replace it. |
| 8 | Pressing the starter button causes the blue flight lamp to flash. | Check the content displayed on the self monitor, and request your dealer for a repair. Even if the aforementioned check does not reveal the cause, contact your dealer. |

Unable to start the engine

| | Main Cause | User Action |
|---|---|--|
| 1 | There is no fuel. | Pour fresh fuel in the tank. |
| 2 | The fuel pump is not operating. | If the fuel pump does not operate with the helicopter main switch turned ON, a disconnected wiring coupler or other malfunctions may be possible. In this case, contact your dealer. |
| 3 | Poor quality fuel (old fuel). | Contact your dealer. |
| 4 | The fuel is dirty (fuel filter is clogged). | Immediately stop the flight and request a repair by your dealer. |
| 5 | The spark plugs are faulty. | Immediately stop the flight and request a repair by your dealer. |
| 6 | The spark plug caps are improperly installed. | Install the spark plug caps properly. |
| 7 | The starter motor spins slowly. | Recharge the helicopter battery with a dedicated charger. |

Engine speed does not increase

| | Main Cause | User Action |
|---|---|--|
| 1 | The flight switch of the transmitter is not in FLIGHT. | With the throttle stick on the transmitter in the SLOWEST position, set the flight switch to FLIGHT. * The helicopter cannot fly unless the blue warning lamp on the helicopter is off. |
| 2 | The fuel is dirty (fuel filter continues to be clogged). | Immediately stop the flight and request a repair by your dealer. |
| 3 | Air cleaner element is dirty and clogged. | Immediately stop the flight and request a repair by your dealer. |
| 4 | The spark plugs are faulty. | Immediately stop the flight and request a repair by your dealer. |
| 5 | Warning lamp is tripped (red lamp flashing irregularly, or illuminating). | If the red warning lamp is flashing irregularly, immediately land the helicopter. Check the contents displayed on the self monitor, and contact your dealer for a repair. If the red lamp illuminates for reasons other than speeding, land the helicopter in a safe area, check the contents displayed on the self monitor, and contact your dealer for a repair. |

Engine lacks power

| | Main Cause | User Action |
|---|---|---|
| 1 | Engine Overheating | Immediately stop the flight and check the contents of "Engine overheating". |
| 2 | The spark plugs are faulty. | Immediately stop the flight and request a repair by your dealer. |
| 3 | Air cleaner element is dirty and clogged | Immediately stop the flight and request a repair by your dealer. |
| 4 | Injector malfunction | Immediately stop the flight and request a repair by your dealer. |
| 5 | The fuel is dirty (fuel filter is clogged). | Immediately stop the flight and request a repair by your dealer. |

Engine overheating

| | Main Cause | User Action |
|---|---|--|
| 1 | Coolant leakage, or insufficient coolant | Replenish the coolant. If the coolant is leaking, contact your dealer for a repair. |
| 2 | A specified coolant is not being used. | Be sure to use a specified product. In this case, contact your dealer. |
| 3 | The radiator is dirty, or the fins are clogged. | Clean the radiator. |
| 4 | Thermostat failure | Immediately stop the flight and request a repair by your dealer. |
| 5 | Engine running poorly | Immediately stop the flight and request a repair by your dealer. |
| 6 | Excessive engine load | Reduce the payload. |

Coolant gushed out of the recovery tank

| | Main Cause | User Action |
|---|---|---|
| 1 | Engine overheating (The warning lamp may operate, depending on the temperature.) | Immediately stop the flight and check the contents of the previous section on "Engine overheating". |
| 2 | Gradual loss of coolant With normal use, a small amount of coolant may escape through the overflow pipe. | If the coolant gets below the LOW level of the recovery tank, contact your dealer for a repair. |

Helicopter emits a burning smell

| | Main Cause | User Action |
|---|--------------------|---|
| 1 | Engine overheating | Immediately stop the flight and check the contents of "Engine overheating". |
| 2 | Oil leakage | Immediately stop the flight and request a repair by your dealer. |
| 3 | Wires are burned | Immediately stop the flight and request a repair by your dealer. |

Engine idle is unstable

| | Main Cause | User Action |
|---|---|--|
| 1 | The spark plugs are faulty. | Immediately stop the flight and request a repair by your dealer. |
| 2 | The spark plug caps are improperly installed. | Install the spark plug caps properly. |
| 3 | Excessive deviation of valve clearance | Immediately stop the flight and request a repair by your dealer. |

Engine idle is too high

| | Main Cause | User Action |
|---|---------------------------------------|---|
| 1 | Adjustment failure | Immediately stop the flight and request a repair by your dealer. |
| 2 | A control system failure is possible. | Immediately stop the flight, check the contents displayed on the self monitor, and request a repair by your dealer. |

Engine speed does not decrease after landing

| | Main Cause | User Action |
|---|--|--|
| 1 | The landing speed control does not disengage. (This occurs rarely when the helicopter is brought to land so slowly that no shock whatsoever is felt.) | When using postural control to land: set the throttle stick to the SLOWEST position for 10 seconds. When using speed control to land: ⇒ Turn GPS switch OFF to change to postural control. Then, set the throttle stick to the SLOWEST position for 10 seconds. |

Exhaust emits excessive smoke

| | Main Cause | User Action |
|---|---|--|
| 1 | Wrong fuel | Check whether you are using pre-mix fuel for the RMAX model. |
| 2 | Engine internal failure (If no wrong fuel is used) | Immediately stop the flight and request a repair by your dealer. |

Engine emits noise

| | Main Cause | User Action |
|---|--|--|
| 1 | Engine is damaged internally or lubricated insufficiently. | Immediately stop the flight and request a repair by your dealer. |

Engine loses oil

| | Main Cause | User Action |
|---|--|--|
| 1 | Oil running down through intake and exhaust valves | It is normal for the engine to consume about 80 to 100 cc of oil after 100 hours of operation. If it consumes more than that, contact your dealer. |
| 2 | Oil escaping through piston rings | It is normal for the engine to consume about 80 to 100 cc of oil after 100 hours of operation. If it consumes more than that, contact your dealer. |

Helicopter

Helicopter vibrates

| | Main Cause | User Action |
|---|--|--|
| 1 | Main rotor blades are positioned improperly. | Install the rotor blades by matching their color marks. |
| 2 | Main rotor or tail rotor retaining bolts are tightened improperly. | Follow the specified tightening procedure to tighten the bolts. |
| 3 | Main rotor or tail rotor is damaged. | Immediately stop the flight and request a repair by your dealer. |
| 4 | Cushion tape has peeled from the main rotor or tail rotor. | Immediately stop the flight and request a repair by your dealer. |
| 5 | Tracking of the main rotor or tail rotor is faulty. | Immediately stop the flight and request a repair by your dealer. |
| 6 | Main rotor or tail rotor is unbalanced. | Immediately stop the flight and request a repair by your dealer. |
| 7 | Chemical tank is improperly installed. | Securely install the chemical tank. |

Helicopter cannot take off

| | Main Cause | User Action |
|---|---------------------------------|--|
| 1 | Engine speed does not increase. | Immediately stop the flight and check the section on "Engine speed does not increase". |
| 2 | Engine lacks power. | Immediately stop the flight and check the section on "Engine lacks power". |

Helicopter makes noise during takeoff

| | Main Cause | User Action |
|---|---|--|
| 1 | Bolts of parts are loose. | Immediately stop the flight and request a repair by your dealer. |
| 2 | The noise does not go away after a takeoff. | Immediately stop the flight and request a repair by your dealer. |

Helicopter descends after takeoff

| | Main Cause | User Action |
|---|-----------------------|--|
| 1 | Engine lacks power. | Immediately stop the flight and check the section on "Engine lacks power". |
| 2 | Payload is excessive. | Reduce the payload. |

Helicopter moves considerably after takeoff

| | Main Cause | User Action |
|---|--|--------------------------|
| 1 | The transmitter was operated suddenly after takeoff. | Do not operate suddenly. |

Helicopter drifts in one direction

| | Main Cause | User Action |
|---|------------------------------|---|
| 1 | Trim is adjusted improperly. | Adjust the trims on the flight transmitter. |

Helicopter descends when flare (brake) is applied

| | Main Cause | User Action |
|---|--|--------------------------------|
| 1 | Rotor lift decreased due to an abrupt flare operation. | Do not operate flare suddenly. |
| 2 | Payload is excessive. | Reduce the payload. |

Helicopter moves considerably in rudder direction when flare (brake) is applied

| | Main Cause | User Action |
|---|--|--------------------------------|
| 1 | Helicopter loses balance due to an abrupt flare operation. | Do not operate flare suddenly. |

Warning Lamp Indications

Warning lamp illuminates or flashes

| | Main Cause | User Action |
|---|--|---|
| 1 | Identifiable through the warning lamp operation pattern. | Immediately stop the flight and take appropriate actions in accordance with the contents of "Various Types of Warning (Warning, Indication) and Actions". |

The warning lamp (regular flashing of red lamp) remains lit even after refueling

| | Main Cause | User Action |
|---|---|--|
| 1 | Fuel temperature is too high | The fuel in the fuel tank gets hot under a scorching sun. Therefore, keep the fuel tank in a shaded area. The sensors may operate improperly, depending on the temperature (they revert to normal when the temperature drops). |
| 2 | Possibility of state-of-charge warning of transmitter battery | The state-of-charge warning of the transmitter battery has the same contents. (The transmitter beeps 4 times (*).) Immediately replace it with a fully charged transmitter battery. (* Three sets of 4 beeps, a 4-second pause, and 3 sets of 4 beeps repeated thereafter.) |

Speed Control

Speed control is unusable

| | Main Cause | User Action |
|---|--|---|
| 1 | GPS radio signals are not properly received. | Speed control is disabled in this condition. It may be a temporary matter caused by the surrounding conditions. If it does not revert to normal, contact your dealer. Moreover, even if it does not revert to normal, the helicopter can be flown under postural control. |

When speed control is used, the helicopter moves arbitrarily

| | Main Cause | User Action |
|---|--|---|
| 1 | Proper GPS radio signals are not being received due to a poor location of the GPS satellites or the presence of obstacles. | Immediately turn OFF the GPS switch to see if the helicopter becomes stable. Often, these situations are temporary. Wait a while and turn the GPS switch back ON. |

Flight Transmitter

Power lamp and battery lamp (green) do not illuminate

| | Main Cause | User Action |
|---|--------------------------------|--|
| 1 | Transmitter's internal failure | Immediately stop the flight and request a repair by your dealer. |

Transmitter battery state-of-charge warning

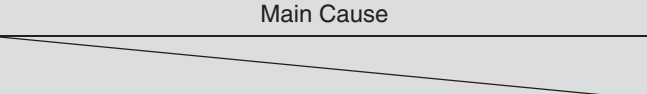
The warning lamp operates (regular flashing), the transmitter's power lamp changes from green to red illumination, the battery monitor lamp changes from green to red flashing, and the warning buzzer repeats 4 beeps 3 times, pauses 4 seconds, and repeats 4 beeps 3 times, and so on.

| | Main Cause | User Action |
|---|--------------------------------|---|
| 1 | Low state-of-charge of battery | Replace with a fully charged battery. (If a warning is issued even once, immediately replace with a fully charged battery.) |
| 2 | Warning lamp operation | Replace with a fully charged battery. (If a warning is issued even once, immediately replace with a fully charged battery.) |

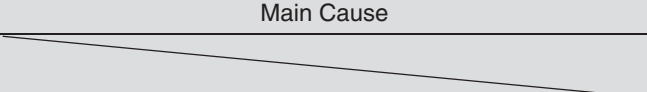
Transmitter battery's usable range is too short

| | Main Cause | User Action |
|---|-----------------------------|----------------------|
| 1 | Battery life or malfunction | Replace the battery. |

Dropped the transmitter on the ground

| | Main Cause | User Action |
|---|---|---|
| 1 |  | Immediately stop the flight and request an inspection by your dealer. |

Dropped the transmitter in water

| | Main Cause | User Action |
|---|---|---|
| 1 |  | Immediately stop the flight and request an inspection by your dealer. |

The sprayer cannot be turned ON or OFF at the flight transmitter

| | Main Cause | User Action |
|---|---|--|
| 1 | The sprayer transmitter (*) has power, and the sprayer switch is OFF. | Turn OFF the power to the sprayer transmitter (*). |

*: The sprayer transmitter is sold separately.

The transmitter sounded 4 beeps repeatedly

| | Main Cause | User Action |
|---|--------------------------------|---|
| 1 | Transmitter's internal failure | Immediately stop the flight, check the contents displayed on the self monitor, and request a repair by your dealer. |

Sprayer

Liquid sprayer problems

Refer to the operation manual for the liquid sprayer.

Granular sprayer problems

Refer to the operation manual for the granular sprayer.

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Customer Support

If you have any questions regarding the product you have purchased, or have any comments or complaints regarding customer service, please contact your dealer.

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FAZER
Operation Manual**

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