



Building and Operating
Instructions
DHC-2 BEAVER
red ARF

No. 2612

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Dear customer,

Congratulations on your choice of a factory-assembled model aircraft from the robbe Modellsport range. Many thanks for placing your trust in us.

The model can be ready for the air when you have completed just a few simple procedures. Please read right through these instructions and the separate information sheets before attempting to assemble and fly the model, as this will make it much easier to complete the tasks required.

Please study the illustrations and the brief instructions to obtain a clear understanding of the individual stages of construction. All parts must be trial-fitted "dry" before you reach for the glue. Assign the individual components to the various stages of assembly.

All directions, such as "right-hand", are as seen from the tail of the model, looking forward.

We constantly strive to update our products to reflect the latest developments. You can find details of technical improvements, updates and revised documentation on the Internet by calling up the appropriate product description at our website: www.robbe.com.

Specification

Wingspan:	approx. 1520 mm
Overall length:	approx. 960 mm
Total surface area:	approx. 28 dm²
All-up weight:	approx. 1200 g
Total surface area loading:	approx. 42 g/dm²

Radio control system

Any suitable 6-channel control system.

Essential items not included in the kit

Description

Ro-Power Ultra 2100mAh 3S	Order No. 7337
+ Adaptor "T"- to XT-60 connector	Order No. 40056
Velcro Tape	Order No. 59001009

Accessories

Floats set	Order No. 25691000
Contains all the parts required to convert the Air Beaver into a floatplane.	

Flight battery charger, e.g.

Any suitable Lipo charger.

The power system

A brushless outrunner motor and speed controller are included in the set.

The speed controller is set up correctly at the factory.

Suitable adhesives (for repairs)

For all glued joints on this model use only robbe **Speed Type 2** cyano-acrylate adhesive, **No. 5063** and the matching **Activator, No. 5017**.

Notes regarding the radio control system

For this model you require a radio control system with at least six channels.

The receiving system is powered by the speed controller's integral BEC system.

Servo leads with differing colour codes are used in the model:

Signal: white / orange

Positive wire: red / red

Negative wire: black / brown

Please bear this in mind when connecting or extending the leads.

Before you check the model's working systems, set the control surfaces to neutral from the transmitter (transmitter sticks and trims central).

When you wish to fly the model always move the throttle stick to the "motor stopped" position before switching the transmitter on. Only then connect the flight battery.

Connect the lighting system to any vacant receiver channel; the lights are then switched on automatically when the flight battery is connected - see also the notes on page 11.

To switch off, first disconnect the flight pack from the speed controller, and only then switch the transmitter off.

When installing or setting up the receiving system components, including the speed controller and motor, be sure to read and observe the instructions supplied with them.

You should also read right through the instructions and safety information supplied with the battery pack and charger before using these items for the first time.

Painting the model, applying the decals

The model components are supplied with decals already applied. No painting is required.

Take care that the decals do not come into contact with adhesive (cyano), as this may damage the surface.

Replacement parts

Order No.	Description
1-26120001	Wing set with lighting DHC-2 Beaver
1-26120002	DHC-2 Beaver fuselage
1-26120003	DHC-2 Beaver tailplane
1-26120004	DHC-2 Beaver rudder
1-26120005	Main undercarriage and fairing, white DHC-2 Beaver
1-26120006	DHC-2 Beaver LED control unit
1-26120007	DHC-2 Beaver hatch and aerial
1-26120008	DHC-2 Beaver cowl, red
1-26120009	DHC-2 Beaver battery hatch
1-26120010	DHC-2 Beaver decal sheet, red
1-25690004	Air Beaver tailwheel set
1-25690006	Air Beaver spinner and propeller
1-25690007	Air Beaver propeller driver
1-25690008	Air Beaver dummy engine
1-25690010	Air Beaver BL motor and motor mount
1-25690013	Wing struts
8713	RO-CONTROL 3-40 2-3S -40(55)A 5V/3A BEC speed controller

Optional accessories:

1-25691000 Air Beaver floats set



Check at regular intervals that the screws retaining the motor mount in the fuselage are still tight.

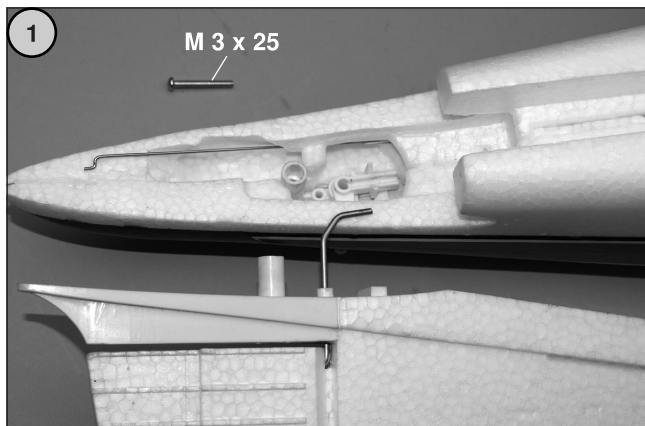


Fig. 1
- The elevator and rudder linkages at the tail end of the fuselage.

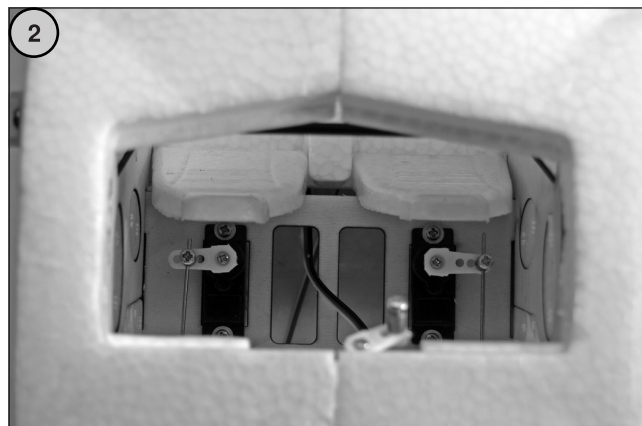


Fig. 2
- If necessary, loosen the elevator pushrod in the swivel connector mounted on the elevator servo.



Fig. 3
- Draw the elevator pushrod back towards the tail.

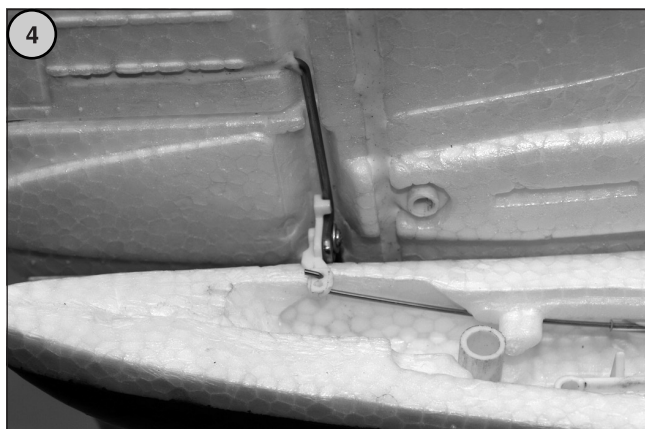


Fig. 4
- Connect the pushrod to the elevator horn. Place the tailplane on the tail end of the fuselage.

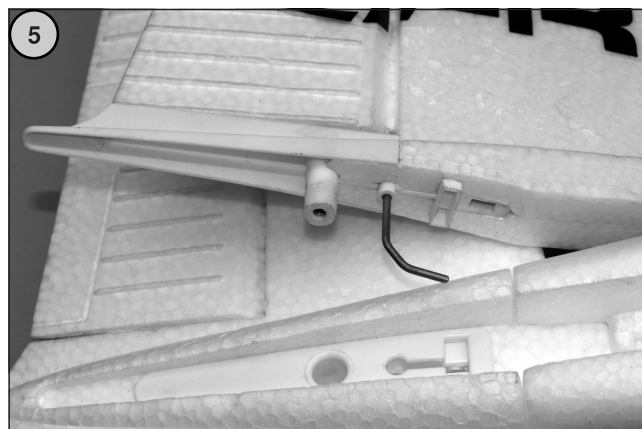
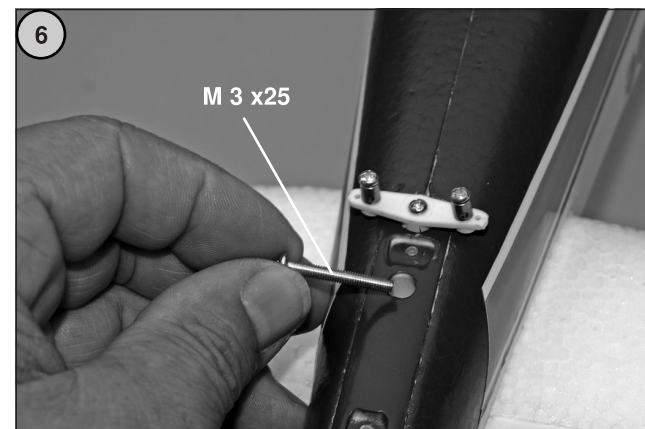


Fig. 5
- Place the fin in position, at the same time threading the rudder pushrod into the driver below the tailplane.



Figs. 6 and 7
- Screw the tailplane and fin to the tail end of the fuselage.

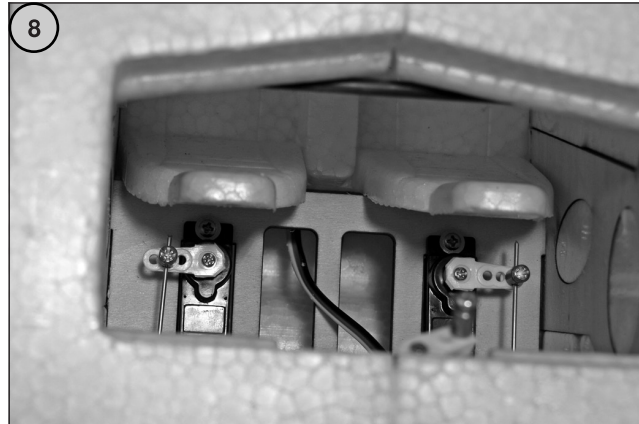


Fig. 8

- Slip the pushrods through the swivel connectors mounted on the servos.
- Centre the elevator and rudder servos at the transmitter. Set both control surfaces to centre before tightening the clamping screws in the swivel connectors.

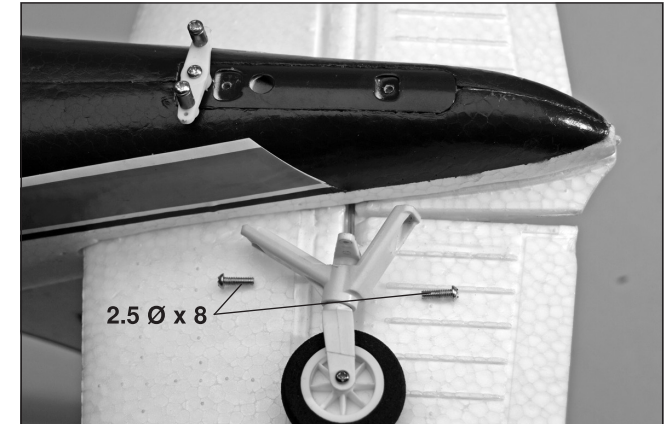


Fig. 9

- Tailwheel and tailwheel linkage.

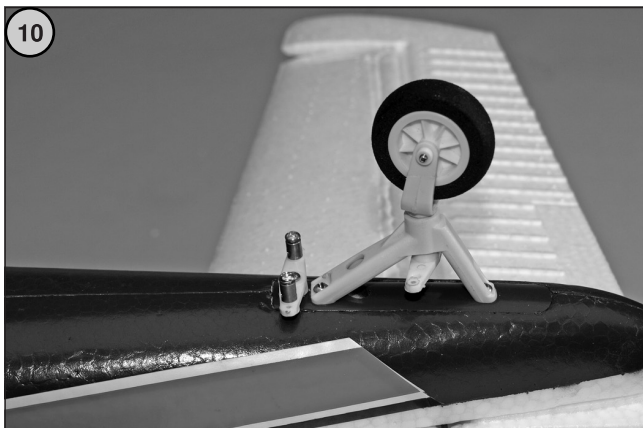


Fig. 10

- Screw the tailwheel unit to the underside of the fuselage at the tail end.

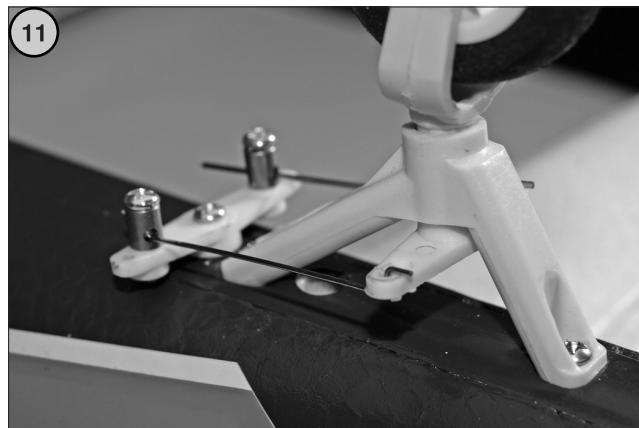


Fig. 11

- Slip the steering wires through the steering lever, then through the swivel connectors.
- Check once more that the rudder is at centre.
- Set the tailwheel to the "straight ahead" position, and tighten the clamping screws in the swivel connectors.

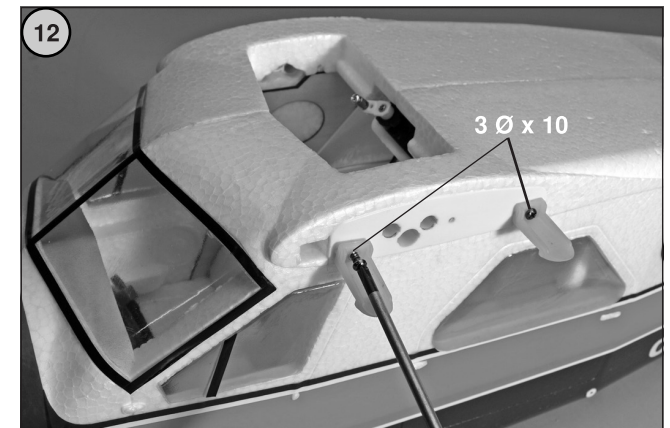


Fig. 12

- Screw the wing retainer clips to both sides of the fuselage.

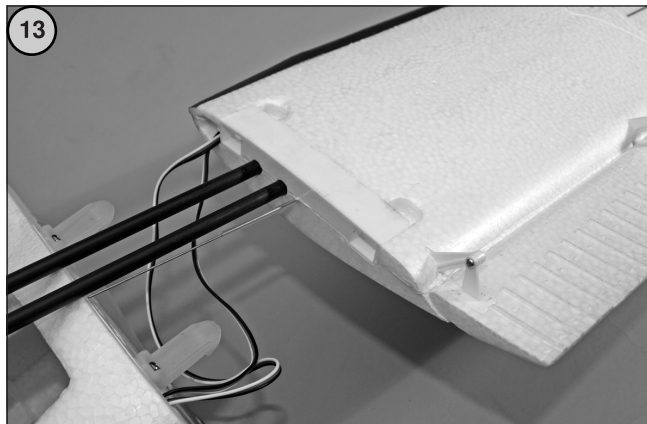


Fig. 13

- This picture shows the underside of the wing.
- The two wing joiner rods are already glued in the left-hand wing panel.
- Thread the servo lead and the lighting lead through the front hole in the fuselage.



Fig. 14

- Slide the wing into place, butting up against the fuselage; you should **clearly** hear both retainer clips engage. Draw the servo leads inside the fuselage at the same time.
- Thread the landing flap pushrod through the swivel connector on the flap servo as you offer up the wing.

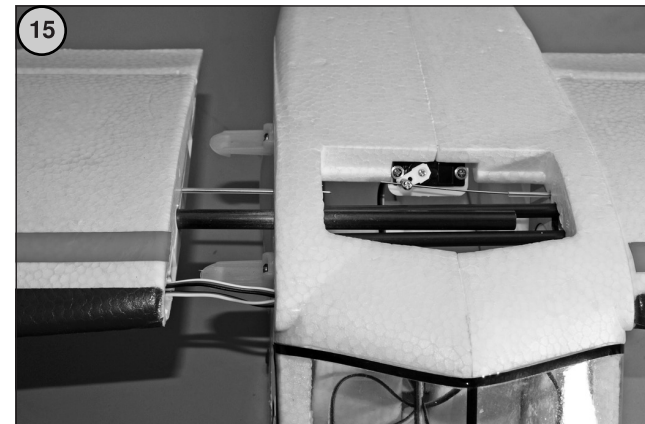


Fig. 15

- Push the right-hand wing (with one joiner rod) into place against the fuselage, as just described.

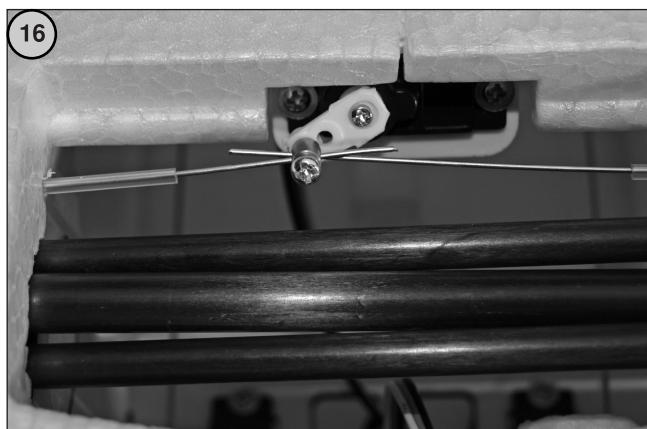


Fig. 16

- Don't tighten the clamping screw in the swivel connector mounted on the flap servo until you have checked the direction of rotation of the servo, and assigned a flap control at the transmitter.

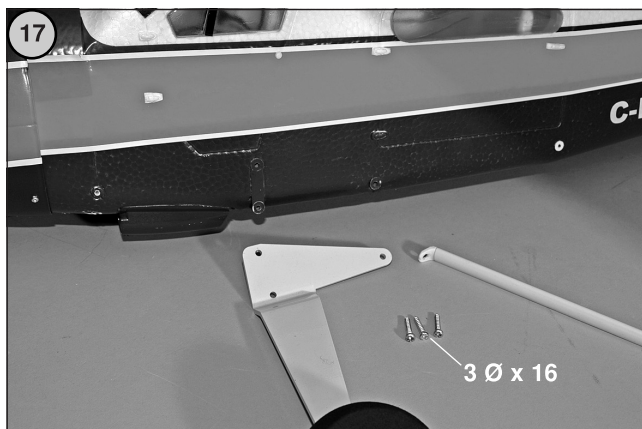


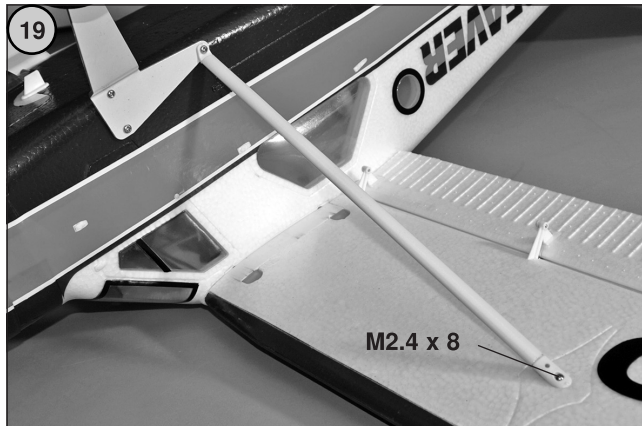
Fig. 17

- The main undercarriage components.



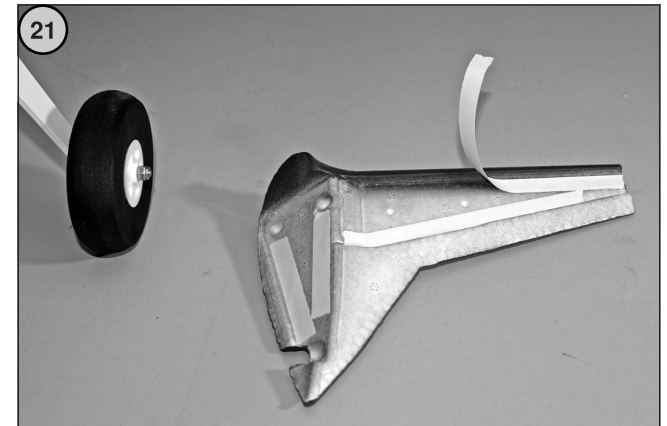
Fig. 18

- Screw the main undercarriage units to the fuselage, securing the wing struts at the same time.



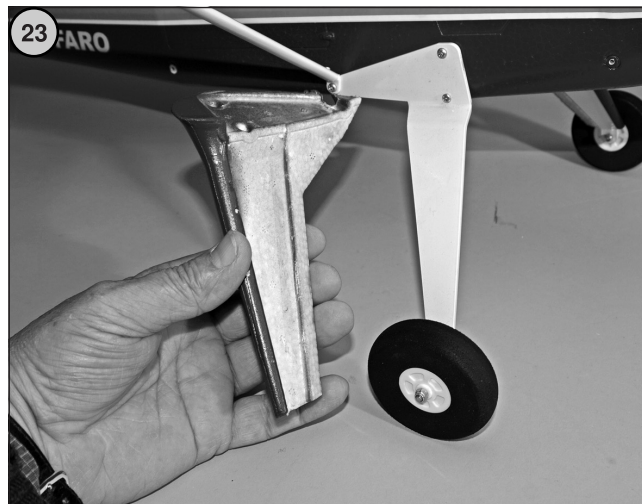
Figs. 19 and 20

- Screw the wing struts to the wings.



Figs 21 to 24

- Peel off the backing film from the adhesive tape on the undercarriage fairings.
- Offer up the undercarriage fairings to the wheel legs, position them carefully, and press them into place.



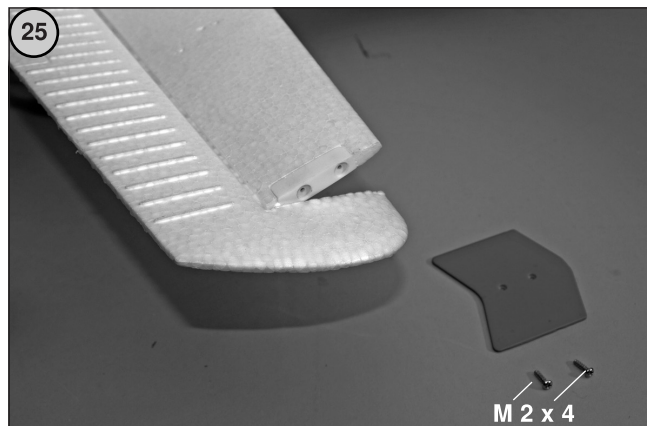


Fig. 25
- Tailplane strakes and retaining screws

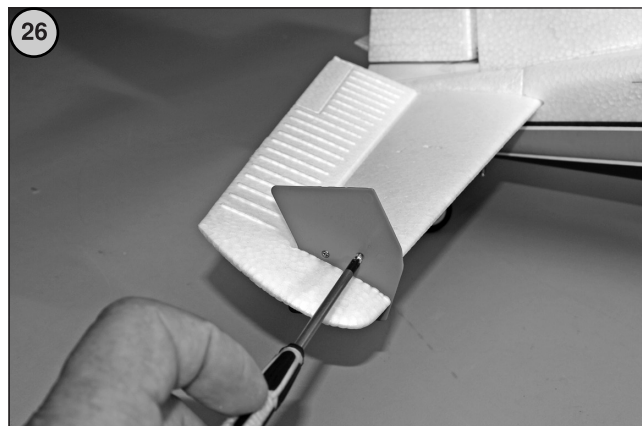


Fig. 26
- Screw the strakes to both ends of the tailplane.

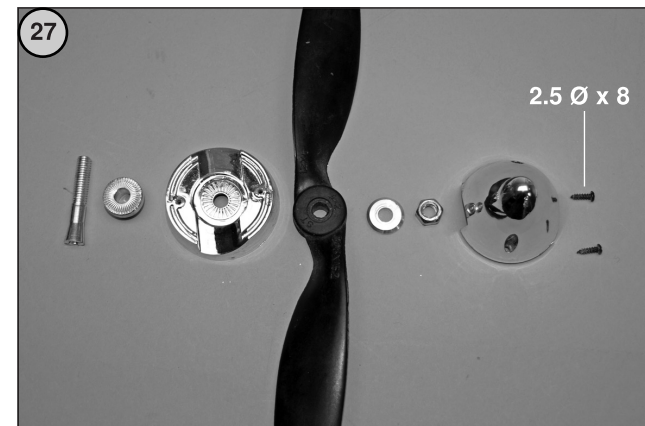


Fig. 27
- Propeller, spinner and fixings.



Fig. 28
- Fit the propeller, taper collet and spinner backplate on the motor shaft, leaving about 4 mm clearance between the dummy radial engine and the spinner backplate.



Fig. 29
- Fit the spinner cap and the retaining screws.



Fig. 30
Please refer to the radio control system instructions before tackling the next stage.
- Assign the control functions by connecting the servos to the appropriate sockets at the receiver.
- Connect the speed controller.
- Install the receiver in the fuselage.
- Deploy the receiver aerial(s) as recommended in the RC system instructions.
- Stick two strips of Velcro tape (hook) in the battery well to secure the flight battery.



Figs. 31 and 32

- Apply a strip of Velcro tape (loop) to the underside of the flight battery.



Fig. 32



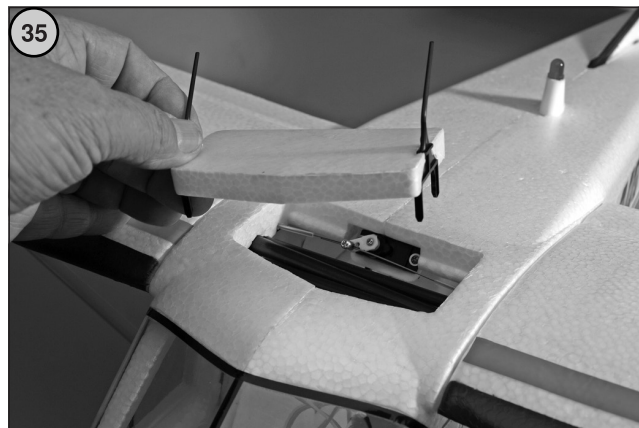
Fig. 33

- Place the battery in the fuselage, **but do not connect it at this stage.**



Fig. 34

- Close the battery well cover.



Figs. 35 and 36

- The servo hatch is fitted with two snap-fitting latches. Place the hatch cover in position and engage the latches.

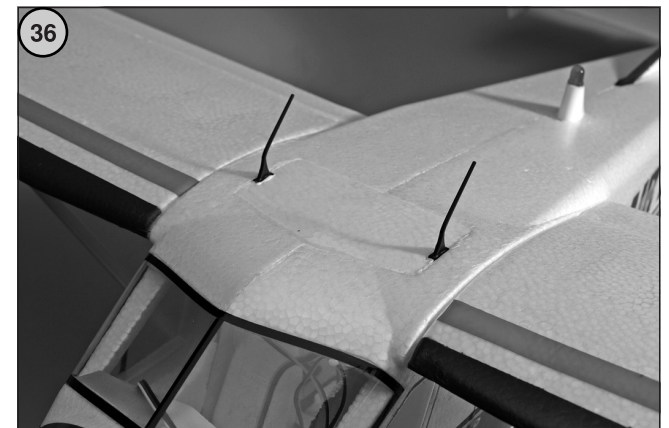
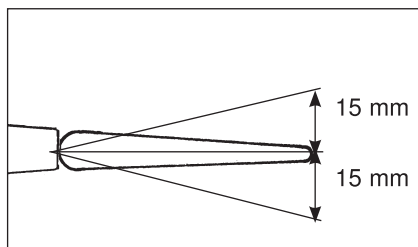


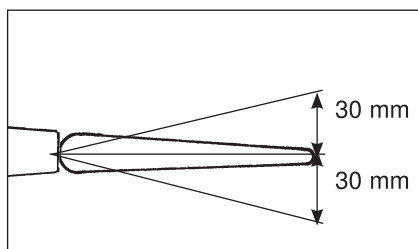
Fig. 36

37

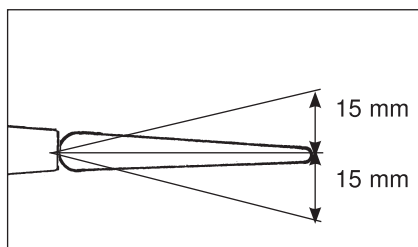
Aileron



Rudder



Elevator



Landing flaps

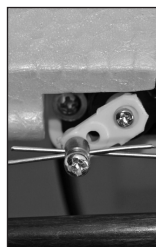
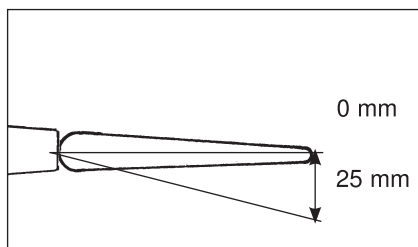


Fig. 37, checking the working systems

- **Check the channel assignment at the receiver.**
- Check the **neutral position** of the control surfaces.
- If necessary, adjust the position of the rudder and elevator pushrods in the swivel connectors, and only then tighten the M3 x 3 mm grub screws in the connectors.
- Fine corrections to the ailerons and flaps can be carried out at the transmitter.
- Stand behind the model.
- **Check the direction of rotation of the servos.**
- When you move the aileron stick to the right, the right-hand aileron should rise, the left-hand aileron fall.
- Pull the elevator stick back towards you, and the rear edge of the elevators should rise.
- When you move the rudder stick to the right, the rudder should deflect to the right.
- If any of the control surface functions works the wrong way round, correct it using your transmitter's servo reverse facility for that function.
- Set the control surface travels to the stated values, referring to the radio control system instructions.

Setting up the landing flaps

Check the direction of rotation of the landing flap servos. Tighten the swivel connector at the servo.

up: 0 mm
down: 25 mm

We recommend setting up a mixer to apply 5 mm down-elevator to prevent the model ballooning up when the flaps are lowered.

- The travels are measured at the inboard end of the control surfaces.
- The stated control travels are just a guide for the first few flights. The final settings should be selected to suit the individual pilot's flying style.
- The Expo settings should also be adjusted to suit the pilot's preference.

38

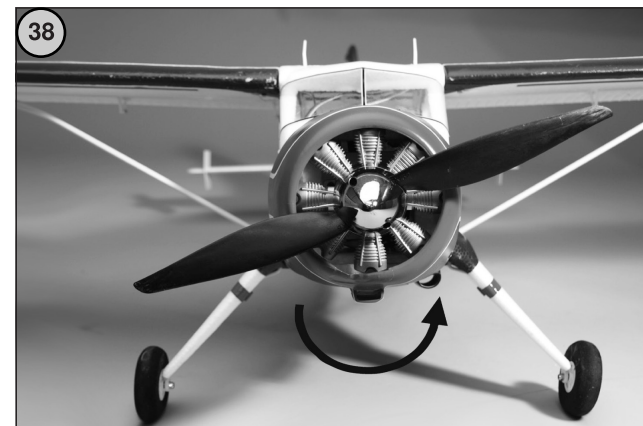


Fig. 38

- **Switch the transmitter on, and move the throttle stick to the "motor off" end-point.**
- **Give the flight battery a full charge, open the hatch, and connect the pack.**
- **Program the Stop and Full-Throttle positions of the speed controller as described in the instructions on page 14.**

Checking the power system

- Hold the model in such a way that the propeller is free to rotate. **Caution: Whenever you are working on the power system (for installation, set-up or maintenance), keep well clear of the rotational plane of the propeller - injury hazard.**
- Check the direction of rotation of the motor. The propeller must turn anti-clockwise when viewed from the front.
- If this is not the case, swap over any two of the three wires between the motor and the speed controller.
- **First disconnect the flight battery from the speed controller, then switch the transmitter off.**

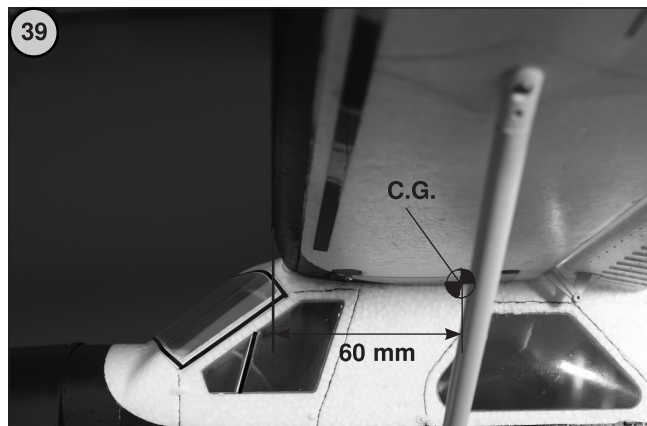


Fig. 39

- Mark the Centre of Gravity - "C.G." - on both sides of the fuselage at a point 60 mm from the wing leading edge.
- Support the model at the marked points and allow it to hang freely. Ideally the model will now balance level, with the nose inclined slightly down.
- Adjust the position of the flight battery if necessary.
- Mark the battery location in the fuselage, so that you can be confident of replacing it in the same position after removing it.

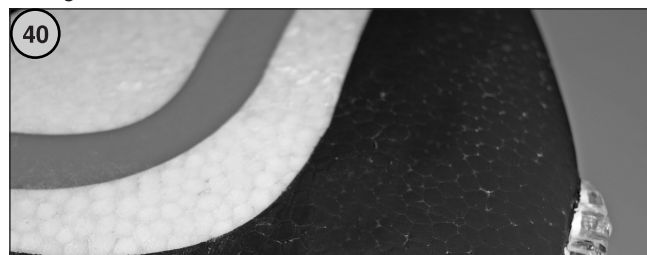


Fig. 40

- Locate the two-pin plug attached to the lighting unit, and connect it to a vacant receiver channel, taking care to maintain correct polarity. **Caution:** the signal pin is not used.
- The lighting system (navigation lights and landing light) are permanently on when the receiving system is operating, and cannot be controlled from the transmitter. If you prefer to fly without the lights, disconnect the plug at the receiver.
- The lighting system uses LEDs, whose minimal current drain has no effect on flight times.

Test-flying, flying notes

- **Read the sections in the Safety Notes entitled "Routine pre-flight checks" and "Flying the model" before attempting to fly the model for the first time.**
- For your first few flights it is best to wait for a day with no more than a gentle breeze.
- A good flying site consists of a large, flat, open grassy field, devoid of trees, fences, high-tension overhead cables etc.
- Repeat the check of all the working systems.
- **The model is capable of taking off from a hard surface as well as being hand-launched.**
- The model must always be launched directly into any wind.
- **If a suitably smooth runway is available, we recommend a ground take-off.**
- Carry out a series of taxi tests to become accustomed to the model's ground handling and response to the control surfaces.
- With the nose pointing straight into wind, apply full-throttle and allow the model to pick up speed. When flying speed is reached, lift off with a brief application of up-elevator.
- Ask an experienced modelling friend to hand-launch the aircraft for you. He should be capable of giving the model a reasonably strong, flat launch.
- With the motor running at full-throttle, give the aeroplane a firm launch directly into any breeze, with the fuselage and wings level.
- Keep the Beaver flying straight and level at first; don't initiate a turn while it is still close to the ground.
- Adjust the control surface trims if necessary, so that the model flies straight with a reasonable rate of climb "hands off".
- Check the model's response to control commands. You may need to increase or reduce the control surface travels after the first landing.
- Check the aeroplane's stalling speed at a safe height.
- Check the effect of the landing flaps at a safe altitude, with the motor throttled back or switched off. Don't deploy the flaps close to the ground until you are confident of the model's reaction.
- Keep the glider's speed well above the stall for the landing approach.

- If you needed to adjust the trims during the test-flight, correct the length of the appropriate pushrod once the model is back on the ground, then return the transmitter trims to centre so that full trim travel is available to both sides of neutral for subsequent flights.
- After every flight check that the wings are still securely attached to the fuselage; re-engage the retaining clips if necessary.

Be sure to read these Safety Notes before you operate your model. Always keep to the procedures and settings recommended in the instructions.

If you are operating a radio-controlled model aircraft, helicopter, car or boat for the first time, we recommend that you enlist an experienced modeller to help you.

Safety Notes

Radio-controlled models are not toys in the usual sense of the term. Young persons under fourteen years should only be allowed to operate them under the supervision of an adult. Building and operating these models requires technical expertise, manual skills, a careful attitude and safety-conscious behaviour.

Errors, negligence and omissions in building or flying these models can result in serious personal injury and damage to property.

Since the manufacturer and vendor are not in a position to check that your models are built and operated correctly, all we can do is bring these hazards expressly to your attention. We deny all further liability.



Aircraft propellers, and all moving parts generally, constitute a constant injury hazard. It is essential to avoid touching such parts.



Please bear in mind that motors and speed controllers may become hot when operating. It is essential to avoid touching such parts.

Do not stand close to the hazard area around rotating parts when an electric motor is connected to the flight battery.

You must also take care to keep all other objects away from moving or rotating parts.



Observe the instructions provided by the battery manufacturer.

Overcharged or incorrectly charged batteries may explode. Take care to maintain correct polarity.

Protect your equipment from dust, dirt and moisture. Do not subject any components to excessive heat, cold or vibration.

Use the recommended charger only, and charge the batteries only for the prescribed period.

Check your equipment for damage at regular intervals, and replace defective components with genuine spare parts.

Do not re-use any devices which have been damaged in a crash or by water, even when they have dried out again.

Send the equipment to the robbe Service Department for checking, or replace the parts in question.

Crash or water damage can result in concealed defects which may lead to failure in subsequent use. Use only those components and accessories which we specifically recommend.

Do not carry out modifications to the radio control system components apart from those described in the instructions.

Operating the model



Caution - injury hazard:

Please keep a safe distance away from your model aircraft. Never fly over spectators, other pilots or yourself. Always fly manoeuvres facing away from other pilots and spectators.

- Never fly over spectators or other pilots, and maintain a safe distance from them at all times.
- Never endanger people or animals.
- Never fly close to high-tension overhead cables or residential areas.
- Do not operate your model in the vicinity of canal locks or open waterways.
- Do not operate your model from public roads, motorways, paths and squares etc.; use authorised model flying sites only.
- **Never operate the model in stormy weather.**

Never "point" the transmitter aerial straight at the model when operating it. The transmitter signal is at its weakest in this direction. It is always best to stand with the long side of the aerial angled towards the model.

Insurance

Ground-based models are usually covered by standard personal third-party insurance policies. In order to fly model aircraft you will need to extend the cover of your existing policy, or take out specific insurance.

Check your insurance policy (private third-party) and take out new cover if necessary.

Liability exclusion:

robbe Modellsport is unable to ensure that you observe the assembly and operating instructions, or the conditions and methods used for installing, operating and maintaining the model components.

For this reason we accept no liability for loss, damage or costs which are due to the erroneous use and operation of our products, or are connected with such operation in any way.

Regardless of the legal argument employed, our obligation to pay compensation is limited to the invoice value of those robbe products directly involved in the event in which the damage occurred, unless otherwise prescribed by law. This does not apply if the company is deemed to have unlimited liability according to statutory regulation due to deliberate or gross negligence.

Guarantee

Naturally all our products are guaranteed for 24 months as required by law. If you wish to make a justified claim under guarantee, please contact your dealer in the first instance, as he is responsible for the guarantee and for processing guarantee claims. During the guarantee period we will rectify any functional defects, production faults or material flaws at no cost to you. We will not accept any further claims, e.g. for consequential damage.

Goods must be sent to us carriage-paid; we will pay return carriage costs. We will not accept any packages sent without pre-paid postage.

We accept no liability for transport damage, nor for the loss of your shipment. We recommend that you take out appropriate insurance.

Send your device to the approved Service Centre in your country.

The following requirements must be fulfilled before we can process your guarantee claim:

- You must include proof of purchase (till receipt) with the returned product.
- You must have operated the product in accordance with the operating instructions.
- You must have used recommended power sources and genuine robbe accessories exclusively.
- There must be no damage present caused by moisture, unauthorised intervention, polarity reversal, overloading and mechanical stress.
- Please include a concise, accurate description of the fault to help us locate the problem.

Specification, Skywalker speed controllers:

Type Skywalker	Cont. current	Peak current (max. 10 sec.)	BEC mode	BEC output	Cell count		Weight	Dimensions mm
					LiPo	NiMH		
-6A	6A	8A	Linear	5V / 0.8A	2S	5-6	5.5 g	32 x 12 x 4.5
-12A	12A	15A	Linear	5 V / 1 A	2-3S	5-9	9 g	38 x 18 x 6
-12AE	12A	15A	Linear	5V / 2A	2-3S	5-9	10 g	38 x 18 x 7
-20A	20A	25A	Linear	5V / 2A	2-3S	5-9	19 g	42 x 25 x 8
-30A	30A	40A	Linear	5V / 2A	2-3S	5-9	37 g	68 x 25 x 8
-40A	40A	55A	Linear	5V / 3A	2-3S	5-9	39 g	68 x 25 x 8
-40A-UBEC	40A	55A	Switch	5V / 3A	2-4S	5-12	43 g	65 x 25 x 12
-50A-UBEC	50A	65A	Switch	5V / 3A	2-4S	5-12	43 g	65 x 25 x 12
-60A-UBEC	60A	80A	Switch	5V / 5A	2-6S	5-18	63 g	77 x 35 x 14
-60A-OPTO	60A	80A	N/A	N/A	2-6S	5-18	60 g	86 x 38 x 12
-80A-UBEC	80A	100A	Switch	5V / 5A	2-6S	5-18	82 g	86 x 38 x 12
-80A-OPTO	80A	100A	N/A	N/A	2-6S	5-18	79 g	86 x 38 x 12

Programmable settings:

1. Brake: **Active** / Disabled
2. Battery type: **Lipo** / NiMH
3. Low-voltage guard (cut-off mode): **Soft cut-off (incremental power reduction)** / Cut-off (immediate motor stop)
4. Low voltage cut-off voltage (cut-off threshold): low / **medium** / high
 - 1) In the case of Lithium batteries, the cell count is calculated automatically.
Low / Medium / High cut-off voltage for each cell is: 2.85V / 3.15V / 3.3V.
For example: for a 3S LiPo pack set to "Medium" cut-off voltage, the cut-off voltage is: $3.15 \times 3 = 9.45V$
 - 2) In the case of NiMH batteries Low / Medium / High cut-off voltage is: 0% / 50% / 65% of initial voltage (e.g. nominal battery voltage); 0% means low-voltage protection is disabled.
For example: for a ten-cell NiMH pack: voltage after charging is $1.44 \times 6 = 8.64V$,
At "Medium" setting the cut-off voltage is: $8.64 \times 50\% = 4.32V$
5. Start mode: Normal / Soft / Super-Soft (300ms / 1.5s / 3s)
Normal mode is suitable for any type of model aircraft. Soft or super-soft mode is suitable for model helicopters.
The initial motor start in Soft and Super-Soft mode is slower: it takes 1.5 seconds for soft-start, and 3 seconds for super-soft start, measured from the initial stick movement to "full-throttle". If throttle is reduced to zero (throttle stick "fully back"), and is moved again within three seconds of the initial stick movement (throttle stick to full-throttle position) the repeated brief throttle opening is temporarily carried out in Normal mode in order to avoid a crash caused by excessively slow response to throttle. This special function is particularly important in aerobatics, where fast throttle response is required.
6. Timing: **low** / medium / high (3.75° / 15° / 26.25°)
In general terms the low setting is a good choice for most electric motors. Higher timing can be selected for increased motor speed.

The speed controller in use

IMPORTANT! Since the throttle travel is not the same for all radio control systems, please calibrate the throttle travel before flying the model.

Setting throttle travel:

(the throttle travel should be re-adjusted if you change the radio control system)

1. Switch the transmitter on, and move the throttle stick to "full-throttle".
2. Connect the battery to the speed controller and wait about two seconds.
3. You should hear a "beep" sound; this confirms the full-throttle setting.
4. Move the throttle stick to the "fully back" (Idle) position; you should hear several "beeps" which indicate the number of cells in the battery.
5. You should hear a long "beep" to confirm the Idle end-point of the throttle stick.

Normal Start procedure

1. Move throttle stick to "fully back", switch transmitter on.
2. Connect battery to speed controller; the special "♪123" sound indicates power supply OK.
3. You should hear several "beeps" to indicate the cell-count of the Lithium battery.
4. You will hear a long "beep----" after the self-test.
5. Move the throttle stick forward to start the motor.

Protective functions

1. **Start-up error guard:** If the motor does not start within two seconds of the throttle stick's movement, the speed controller shuts off the throttle function. If this should happen, it is ESSENTIAL to return the throttle stick to the "fully back" (Idle) position. (Such a situation can occur for any of the following reasons: unstable connection between controller and motor, propeller or motor jammed or stalled, gearbox damaged, etc.)
2. **Overheating guard:** If the temperature of the speed controller rises above 110°C, the speed controller reduces power.
3. **Loss of transmitter signal:** the speed controller reduces power if the transmitter signal fails for one second. If the signal loss continues for a further two seconds, the controller shuts off power.

Remedy

Problem	Possible cause	Remedy
When switched on, the motor does not work; no sounds are emitted:	Incorrect connection between speed controller and battery	Check connections. Replace the connectors.
When switched on, the motor does not work; the following warning sound is emitted: "Beep-beep-, beep-beep-, beep-beep-" (there is a one-second interval between the "beep-beep" signals)	Input voltage not normal; i.e. too high or too low.	Check the voltage of the battery.
When switched on, the motor does not work; the following warning sound is emitted: "Beep-, beep-, beep- " (there is a two-second interval between "beeps")	Fluctuating throttle signal.	Check transmitter and receiver. Check the cable between the speed controller and the receiver.
When switched on, the motor does not work; the following warning sound is emitted: "Beep-, beep-, beep- " (there is a 0.25 second interval between "beeps")	Throttle stick not at the "fully back" position.	Move the throttle stick to the "fully back" position.
When switched on, the motor does not work; the following warning sound is emitted: "♪56721" after two beeps (beep- beep-)	Throttle travel reversed: controller switches to programming mode.	Set the throttle channel to the correct direction.
Motor runs in the wrong direction	Connection between motor and speed controller must be changed.	Swap over any two connecting leads between motor and controller.

Programming the speed controller using the transmitter (four steps):

Note: please check that the throttle curve is set to 0%, the throttle stick is at the neutral position, and the throttle travel is set to 100%.

1. Starting programming mode
2. Selecting the programming point
3. Setting the programming point (value):
4. Quitting programming mode

1. Starting programming mode

- 1) Switch transmitter on, move throttle stick to full-throttle, connect battery to speed controller.
- 2) Wait two seconds: you should hear a "beep- beep-" sound.
- 3) Wait a further five seconds; you should hear a special "♪56721" sound. This confirms the start of programming mode.

3. Setting the programming point (value):

You will hear a looped sequence of different sounds. After each sound you can adjust the value by moving the throttle stick to full-throttle. After this you will hear a special "♪1515" sound which confirms and stores your selection. (Holding the throttle stick at full-throttle returns you to Step 2, after which you can select a different point. Moving the throttle stick within two seconds at the Neutral position quits programming mode.)

Point	Sound		
	"beep-" (one brief beep)	"beep-beep-" (two brief beeps)	"beep-beep-beep-" (three brief beeps)
Brake	Off	On	
Battery type	LiPo	NiMH	
Cut-off	Soft-cut	Cut-off	
Cut-off threshold	low	medium	high
Start mode	normal	soft	super-soft
Timing	low	medium	high

2. Selecting the programming point

When programming mode commences, you will hear a looped sequence of eight sounds. Moving the throttle stick to the neutral position within three seconds of hearing a particular sound selects the corresponding point.

- | | | |
|--------------------------|------------------|-----------------------|
| 1. "beep" | Brake | (one brief beep) |
| 2. "beep-beep" | Battery type | (two brief beeps) |
| 3. "beep-beep-beep" | Low voltage | (three brief beeps) |
| 4. "beep-beep-beep-beep" | Cut-off voltage | (four brief beeps) |
| 5. "beep-----" | Start mode | (one long beep) |
| 6. "beep-----beep" | Timing | (one long, one brief) |
| 7. "beep-----beep-beep" | Reset to default | (one long, two brief) |
| 8. "beep-----beep-----" | Quit | (two long beeps) |

4. End of programming

There are two methods of quitting programming mode:

1. At programming point 3: move the throttle stick to the Neutral position within two seconds of hearing the special "♪1515" sound.
2. At programming point 2: move the throttle stick to the Neutral position within three seconds of hearing the "beep-----beep-----" sound (e.g. Point No. 8).



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