

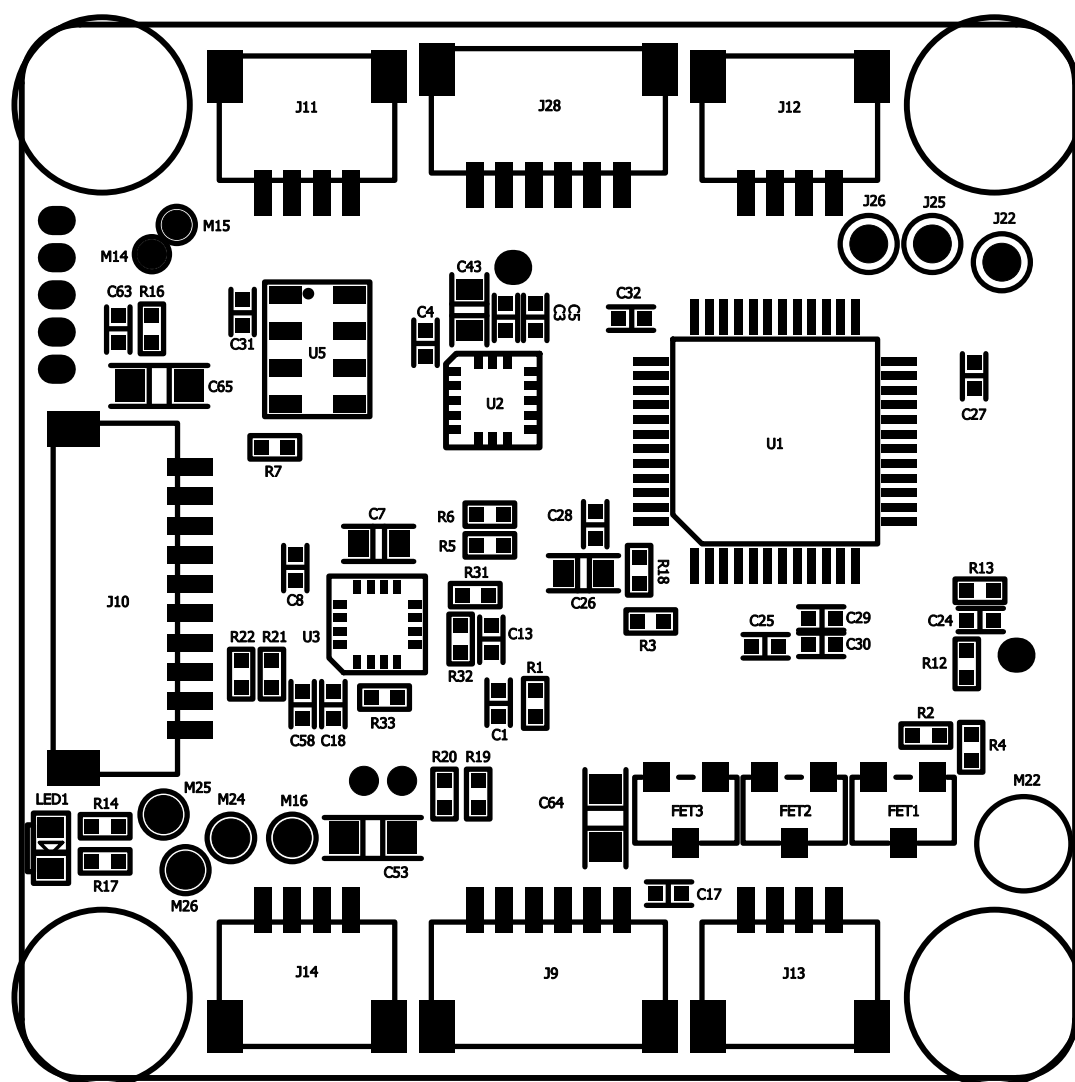
# Manual

## AIO Copter Flight Control

AIO Copter Flight Control with copter firmware Q06

No. S1038 with 5 V SBEC

No. S1038.SW with 12 V SBEC





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## Index

<b>Introduction</b> .....	4
<b>Service centre</b> .....	4
<b>Intended use</b> .....	5
Target group.....	5
<b>Package content</b> .....	5
<b>Technical data</b> .....	6
<b>Symbol description</b> .....	6
<b>Safety notes</b> .....	6
For your safety by handling the transmitter and the receiver .....	7
For your safety by handling the batteries .....	8
<b>Installing the Graupner S1038 AIO FC</b> .....	8
Connecting the RC components of the copter.....	8
Connection socket J9 "FPV transmitter" .....	8
Connection socket J10 "Telemetry/Update/Waypoints" .....	9
Connection socket J11 ... J14 "RGB-LEDs" .....	9
Connection socket J28 or connection pins "ESC" .....	9
Connection socket M27 and M28 "CAM POWER" .....	9
Top of the Graupner S1038 AIO FC .....	10
Bottom of the Graupner S1038 AIO FC .....	11
Optional accessories .....	11
<b>Binding</b> .....	12
<b>Transmitter presets</b> .....	13
Flight mode .....	13
Auto-flip function on channel 6.....	15
Switching the FPV transmitter channel .....	15
<b>"Telemetry" menu</b> .....	17
SETTING & DATA VIEW .....	17
Receiver display .....	17
ROLL/NICK Display .....	19
YAW Display.....	20
MULTIC. AUTOPILOT .....	22
BASIC Display.....	23
AXIS ASSIGNMENT .....	31
<b>Firmware update</b> .....	33
<b>SIMPLIFIED DECLARATION OF CONFORMITY</b> .....	34
Manufacturer .....	34
<b>Notes on environmental protection</b> .....	35
<b>Care and maintenance</b> .....	35
<b>Warranty conditions</b> .....	35

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## Introduction

Thank you very much for purchasing a **Graupner S1038 AIO Flight Control**.

Read this manual carefully to achieve the best results with your HoTT system and first of all to safely control your models. If you experience any trouble during operation, take the instructions to help or ask your dealer or **Graupner** Service Centre.

Due to technical changes, the information may be changed in this manual without prior notice. Be always updated by checking periodically on our website, **[www.graupner.de](http://www.graupner.de)** to be always uptodate with the products and firmwares.

This product complies with national and European legal requirements.

To maintain this condition and to ensure safe operation, you must read and follow this user manual and all the safety notes before using the product and you have to respect those notes also for future use!



### Note

This manual is part of that product. It contains important information concerning operation and handling. Keep these instructions for future reference and give it to third person in case you gave the product.

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## Service centre

<b>Graupner Central Service</b> Graupner GmbH Henriettenstrasse 96 D-73230 Kirchheim / Teck	<b>Servicehotline</b> ☎ (+49) (0)7021/722-130 Monday- Thursday: 9:15 am- 4:00 pm Friday: 9:15 am- 1:00 pm ✉ <a href="mailto:service@graupner.de">service@graupner.de</a>
Graupner USA 3941 Park Dr Suite 20-571 El Dorado Hills, CA 95762	Website: <a href="http://www.graupnerusa.com">www.graupnerusa.com</a> Phone: +1 855-572-4746 Email: <a href="mailto:service@graupnerusa.com">service@graupnerusa.com</a>

### **Graupner in Internet**

For the service centers outside Germany please refer to our web site **[www.graupner.de](http://www.graupner.de)**.

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## Intended use

The **Graupner S1038 AIO Flight Control** should only be used for the purpose specified by the manufacturer for operation of UAVs (unmanned aerial vehicles) or remote controlled models. Any other type of use is impermissible and may cause significant property damage and/or personal injury. No warranty or liability is therefore offered for any improper use not covered by these provisions.

In addition, it is explicitly pointed out that you must inform yourself about the laws and regulations applicable at your respective starting point before starting the remote control operation. Such conditions may differ from state to state, but this must be followed in every case.



### Notes

- In general, it should not be forbidden to fly over airfields, factories, nature reserves, built-up areas, etc.
- Where designated no-fly zones are located, and which in no way affect them, it can be determined, for example, using the "Air-Map" app.
- Read through this entire manual before you attempt to install or use the receiver.

## Target group

The item is not a toy. It is not suitable for children under 14. The installation and operation of the receiver must be performed by experienced modellers. If you do not have sufficient knowledge about dealing with radio-controlled models, please contact an experienced modeller or a model club.

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## Package content

- S1038 or S1038.SW AIO copter Flight Control
- Manual

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## Technical data

Antenna	1x 145 mm, of which the last 30 mm active
Operating voltage	7.4 ... 15,2V
Frequency range	2400 ... 2483.5 MHz
Modulation	2.4 GHz FHSS
Current consumption approx.	70 mA
Temperature range	-15 ... +70°C
Dimensions approx.	36 x 36 x 10 mm
Weight approx.	9 g

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## Symbol description

Always observe the information indicated by these warning signs. Particularly those which are additionally marked with the words **CAUTION** or **WARNING**.



The signal word **WARNING** indicates the potential for serious injury, the signal word **CAUTION** indicates possibility of lighter injuries.

The signal word **Note** indicates potential malfunctions. **Attention** indicates potential damages to objects.

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## Safety notes



These safety instructions are intended not only to protect the product, but also for your own and other people's safety. Therefore please read this section very carefully before using the product!

- Do not leave the packaging material lying around, this could be a dangerous toy for children.
- Persons, including children, with reduced physical, sensory or mental capabilities, or lack of experience or knowledge, or not capable to use safely the receiver must not use the receiver without supervision or instruction by a responsible person.
- Operation and use of radio-controlled models needs to be learnt! If you have never driven such a model, then start extra carefully and make sure to be familiar with the reactions of the model to the remote control commands. Proceed responsibly.
- First, always perform a range and function test on the ground (to do so, hold your model tight), before you use your model. Repeat the test with running motor and with short throttle bursts.

- Only use the components and spare parts that we recommend. Always use matching, original **Graupner** plug-in connections of the same design and material.
- Make sure that all of the plug-in connections are tight. When disconnecting the plug-in connections, do not pull the cables.
- Protect the AIO FC from dust, dirt, moisture and foreign parts. Do not expose it to vibrations or to extreme heat or cold. The models may only be operated remotely in normal outside temperatures such as from -10°C to +55°C.
- Always use all your HoTT components only with the latest firmware version.
- If you have questions which cannot be answered by the operating manual, please contact us or another expert in the field.

For your safety by handling the transmitter and the receiver



#### **WARNING**

**Also while programming the transmitter, make sure that a connected motor cannot accidentally start. Disconnect the fuel supply or drive battery beforehand.**



#### **CAUTION**

**Avoid every kind of short-circuit in all sockets of the transmitter! Risk of fire! Use only the suitable connectors. In no case the electronic component of the transmitter or of the receiver may be changed or modified. Due to licensing reasons, any reconstruction and/or modification of the product is prohibited.**



#### **Note**

**During transport protect the model and the transmitter from damages.**

For your safety by handling the batteries



### CAUTION

- Protect the batteries from dust, dirt, moisture, heat and vibrations. Only use in dry locations.
- Do not use any damaged battery.
- Batteries may not be heated, burned, short-circuited.
- If handled improperly, there is a danger of fire, explosion, irritation and burns.
- Leaked electrolyte is caustic and should not be touched or come into contact with your eyes. In case of emergency, rinse with a large quantity of water and consult a Med. Doctor.
- Stock the batteries in dry and fresh conditions.
- Dispose of the battery in the proper disposal centers.

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## Installing the Graupner S1038 AIO FC

The **Graupner S1038 AIO FC** must be mounted with its lower surface parallel to the chassis using the rubber buffers and M3 screws.

The **Graupner S1038 AIO FC** must be protected against dust, splash water, etc. in the model. When you install your **AIO FC**, make sure that it is not excessively airtight to prevent it from overheating during operation.

The cables may not be wound around antenna or run next to it. Make sure that the cables cannot shift to lie directly adjacent to antenna during flight.

In the case of carbon fibre chassis, at least the last 35 mm of the antennas shall be routed outside.

## Connecting the RC components of the copter

Insert the connection cable of the ESCs of the copter, which must be connected to the receiver, with the black or brown cable upwards into the connector strip of the receiver, as shown in the illustration on the left. The polarity of the plug-in system cannot be reversed. Do not apply force. The servo connections of the **Graupner**-HoTT receiver are numbered. Only use speed controllers that are **multi-shot** capable to connect the motors.

### Connection socket J9 "FPV transmitter"

If necessary, the FPV transmitter No. 16570.123 is connected to the socket labelled "J9". For the S1038.SW the voltage has to be reduced from 12V to 5V using a PDB # 8474!



### Connection socket J10 "Telemetry/Update/Waypoints"

If required, the optional GPS module No. 33602 can be connected to the socket labelled "J10". In addition, the receiver updates are performed on this socket.

The Smart Audio connector can be used to connect an FPV video transmitter with the Smart Audio function. If necessary, the power supply of the video transmitter can be provided via the 5V/.SW 12V connection and GND.

Software updates or waypoints can be loaded using the adapter cable S1038.2. Optionally, a receiver can be connected with SBUS to operate the flight control with an SBUS receiver. The SBUS signal is automatically detected after the power-up of the flight control.

### Connection socket J11 ... J14 "RGB-LEDs"

If required, the optional RGB LED PCBs are connected to sockets labelled "J11 ... J14".

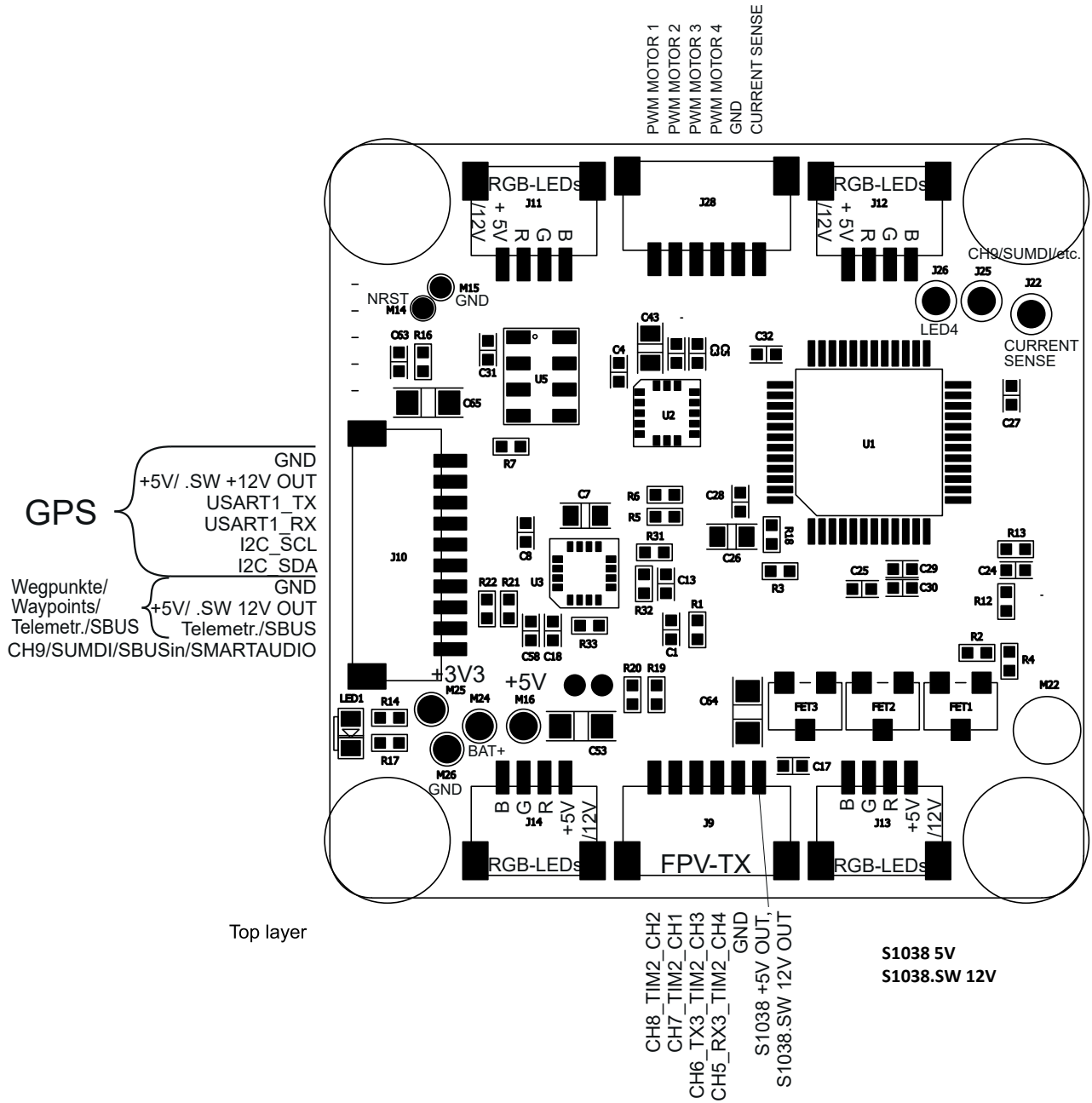
### Connection socket J28 or connection pins "ESC"

The 4in1 ESC 7242.4 is connected to the sockets labelled "J28". The 4in1 ESCs No. S3087 or No. S3088 are connected to the double row pin headers J23/24.

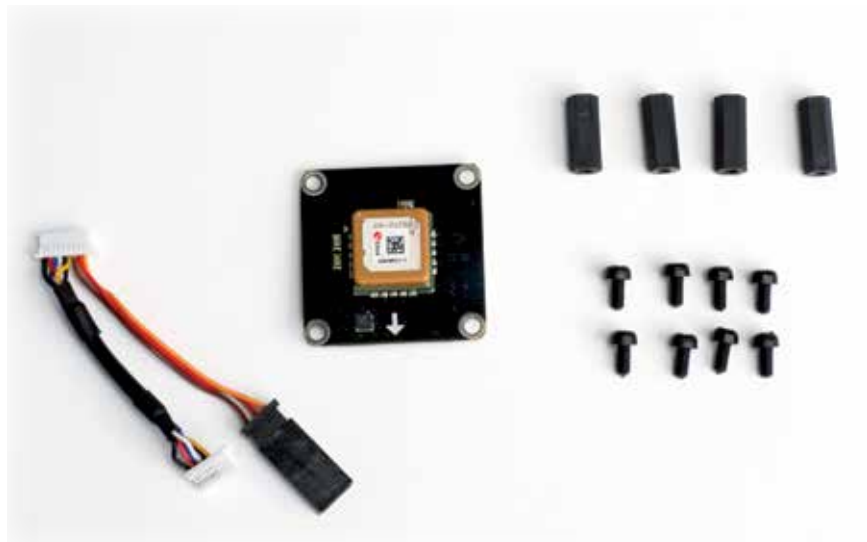
### Connection socket M27 and M28 "CAM POWER"

The FPV camera is to be connected to the sockets "M27" (ground) and "M28" (5 V) (S1038.SW 12V).

# Top of the Graupner S1038 AIO FC



## Optional accessories



To establish a connection with the transmitter, the **Graupner** HoTT receiver must first be "bound" to at least one model memory in "its" **Graupner** HoTT transmitter. This process is generally called "binding". However, the methods to be used are not always the same, so the following step-by-step instructions apply only to binding a **HoTT AIO FC** to any transmitter:

### *Binding step-by-step*

- If the **Graupner S1038 AIO FC** is already bound to a specific transmitter and this binding should be maintained, the transmitter should ideally be switched on before the receiver. At the latest, however, within approximately 15 seconds from the moment when the receiver is switched on, the red LED of the receiver is constantly on.



#### **Attention**

As soon as the LED starts to flash, the **Graupner S1038 AIO FC** is in bind mode. From this point on there is the risk that the **AIO FC** unintentionally binds to a transmitter, which is casually in bind mode at the same time, whereupon the model can run uncontrolled at any time. The distance between transmitter and **AIO FC** should be at least 0.5 m, otherwise the receiver of the **AIO FC** can be overdriven.

- If the **Graupner S1038 AIO FC** is unbound or it should be bound to another transmitter or only the model memory has to be changed than the previous one, proceed as follows:
  1. *Prepare the transmitter or model memory to be bound according to the instructions for binding.*
  2. *Switch on the copter power supply.*
  3. *The LED of the **AIO FC** lights constantly red.*
  4. *Approximately 15 seconds after the **AIO FC** is switched on, its red LED starts to flash, indicating that the **AIO FC** is now in bind mode.*
  5. *Start the transmitter-side binding according to the instructions of the transmitter.*
  6. *If the red LED of the **AIO FC** goes out within about three seconds, the binding process has been completed successfully.*
  7. *Your transmitter/**AIO FC** combination is ready for operation.*

*If the LED on the **Graupner S1038 AIO FC** remains still red, the "binding" has failed. Change the positions of the associated antennas and try the entire procedure again.*

## Transmitter presets

Depending on the bandwidth of the model type selection of the transmitter used, either the model type "Copter" or alternatively a "Fixed-wing model" should be selected. Some of the current HoTT transmitters are even shipped with preconfigured model memory.

According to the transmitter instructions, the appropriate control mode and, if necessary, "motor front / rear" must be set. Usually "backwards" so that the channel 1 indicator in the servo display indicates -100% in the "motor off" position of the "motor / pitch control stick".

## Flight mode

Flight mode has to be set to channel 5. To do this, program a 3-way switch in the "Control settings" menu on Channel 5 as follows:

► E5	SW4/5	+100%	+100%
E6	free	+100%	+100%
E7	free	+100%	+100%
E8	free	+100%	+100%
E9	free	+100%	+100%
▼		- Trv	+

1	0%	2	0%
3	0%	4	0%
5	0%	6	0%
7	0%	8	0%
9	0%	10	0%
11	0%	12	0%

### Attitude mode

The stick movements acts directly proportionally to Roll and Nick. In the attitude mode, the maximum inclination angle is limited to approx. 50° at 100% of the stick travel.

The attitude mode is active as long as the bar of channel 5 is on the left of +49% in the »Servo display«.

(The 0% shown on the left are based on the switch programming above.)

Flight mode suggested for beginners.

► E5	SW4/5	+100%	+100%
E6	free	+100%	+100%
E7	free	+100%	+100%
E8	free	+100%	+100%
E9	free	+100%	+100%
▼		- Trv	+

1	0%	2	0%
3	0%	4	0%
5	+100%	6	0%
7	0%	8	0%
9	0%	10	0%
11	0%	12	0%

### Rate mode

In this mode, the rate is determined by the rash of the stick without inclination limit. In this aerobatic mode rolls and loops are possible.

The rate mode is active as soon as the bar of channel 5 in the display »Servo Display« is +50% or higher.

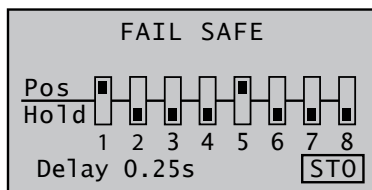
(The +100% shown on the left are based on the switch programming above.)

Not suitable for beginners.



### Note

The third switch position is required for the autopilot mode described below and it is available only after the connection of the optional GPS module No. 33602.



## Fail-Safe settings

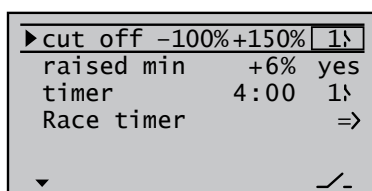
We recommend to set Channel 1 and Channel 5 to "Pos" according to the transmitter instructions and to put the pitch control stick in the motor OFF position before storing the fail-safe settings and to set the attitude / rate mode switch to the "Attitude mode" position so that the attitude mode is active in fail-safe situations and the motors stop. If the optional GPS module, No. 33602, is connected to the **S1038 AIO FC**, it is then recommended to set C1 on "halten" and C5 and C6 on "Pos". So that, in the Come back home position, the copter will fly back to the starting position if there is a loss of signal.



## Note

As soon as a correct transmitter signal is detected by the receiver module, this state is terminated and the pilot must take control again.

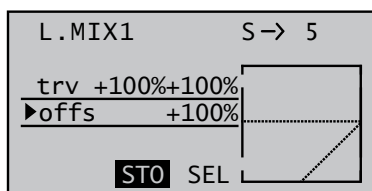
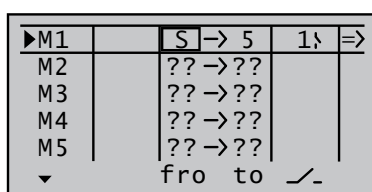
## Throttle Cut



For safety reasons, a motor stop switch must always be programmed on the transmitter side according to the transmitter instructions. Only when this is placed into the appropriate position, an undesired start of the motors is reliably prevented.

But in order to be able to switch off the motors also in the Acro 3D mode, another mixer has to be programmed. Namely, if the copter is operated in the acro 3D mode with the rate mode enabled, the motor stop function would not shut off the motors, but set them to "full power backwards". To prevent this, the mixer must be programmed in such a way that switching the motor stop switch to the motor OFF position also switches to the attitude mode, in which the stop of all motors is ensured.

## Programming step-by-step



1. Program a linear mixer of "S => 5" according to the transmitter instructions.
2. Assign to this mixer the same switch with the same switching direction, which switches to the attitude mode.
3. Change to the setting page of the mixer.
4. Set the "travel" symmetrically to +100%.
5. Change to the line "Offset".
6. Now either set the offset value manually to +100% or set the motor stop switch to "motor ON" and then push the ENT key. In both cases, however, the adjacent picture must arise.

## Auto-flip function on channel 6

I5	SW4/5	+100%	+100%
► I6	SW6/7	+100%	+125%
I7	free	+100%	+100%
I8	free	+100%	+100%
I9	free	+100%	+100%
▼▲		- trv	+

1	0%	2	0%
3	0%	4	0%
5	0%	6	+125%
7	0%	8	0%
9	0%	10	0%
11	0%	12	0%

If the copter is in attitude mode, the automatic flip function can easily trigger a flip of the copter.

The auto-flip function is activated via a key switch assigned to channel 6. This has to be programmed on channel 6 in the "Control setting" menu of the transmitter and then, with the button held down, the asymmetrical travel must be set to +125%.

If this button is pressed, the servo position of channel 6 exceeds the value of 111% and the autoflip function is thus "armed" for 5 seconds. As soon as the roll or pitch control stick is moved over more than 50% of the stick travel within this time, the copter will automatically flip in that direction.



### Note

After the flip, position deviations in the range <10 ° are possible.

## Switching the FPV transmitter channel

I5	SW4/5	+100%	+100%
► I6	SW6/7	+100%	+100%
I7	free	+100%	+100%
I8	free	+100%	+100%
I9	free	+100%	+100%
▼▲		- trv	+

If the Attitude mode and the motor stop function are active, with each switching pulse of + +100% on channel 6, the transmission channel of the FPV transmitter can be switched in rotation.

## Only with optional GPS module No. 33602

### Autopilot mode

I5	SW4/5	+100%	+100%
► I6	SW6/7	+100%	+100%
I7	free	+100%	+100%
I8	free	+100%	+100%
I9	free	+100%	+100%
▼▲		- trv	+

1	0%	2	0%
3	0%	4	0%
5	-100%	6	0%
7	0%	8	0%
9	0%	10	0%
11	0%	12	0%

The combination of a -100% control signal on channel 5 and 0% on channel 6 switches to autopilot mode. Neutral stick position means GPS position and altitude hold.

If you start in autopilot mode, the height is maintained at the middle of the stick (0%).

If you start in Rate or Attitude mode and then switch to the autopilot mode, the throttle position when switching the mode is the stick position at which the altitude is maintained.

When starting in autopilot mode with a throttle position above the middle of the stick travel (0%), the copter automatically raises to a height of approx. 1m so that it can hold the position.

In autopilot mode, an electronic grid is set at 500 m distance and the max. altitude. Upon reaching the limits, a corresponding warning message is transmitted to the transmitter.



### Note

An additional value of more than +50% on channel 7 switches to "Carefree autopilot mode".

### Come-back-home mode

The combination of a -100% control signal on channel 5 and -100% on channel 6 switches to the "Come back to start point" mode.

### Flying on preset waypoints

The combination of a -100% control signal on channel 5 and +100% on channel 6 switches to the "Fly on pre-programmed way-points" mode.

To create the waypoints you will need:

- A suitable mobile phone with Android operating system.
- The app "GraupnerSJHoTTViewer2" on the mobile phone.

For transfer to the Kopter you will need:

- "micro USB OTG to micro USB cable", No. 33002.OTG0M5
- Update adapter, No. S8500
- Update cable, No. 7168.S



### Notes

- When the GPS is connected, the copter only allows the motors to be switched on if 6 GPS satellites or more are found.
- While searching for GPS satellites, an HD camera should be off. If more than 8 satellites have been found, the HD camera can be switched on. But then check the transmitter's GPS display to see if there are more than 6 satellites available.
- The Autopilot and Come back home mode only work in the configuration of how the compass was calibrated (eg with HD camera on). If you change the airfield, the compass should be recalibrated.
- If the departure of the pre-programmed waypoints is interrupted and switched to "autopilot" mode, the copter will stop at the point of interruption.

I5	SW4/5	+100%	+100%
I6	SW6/7	+100%	+100%
► I7	3	+100%	+100%
I8	free	+100%	+100%
I9	free	+100%	+100%
▼▲		- trv	+

1	0%	2	0%
3	0%	4	0%
5	-100%	6	0%
7	+100%	8	0%
9	0%	10	0%
11	0%	12	0%



### Note

A lower value of less than +50% on channel 7 switches to "Normal autopilot mode".



## "Telemetry" menu

### SETTING & DATA VIEW

Telemetry
► SETTING & DATA VIEW
SENSOR
RF STATUS VIEW
VOICE TRIGGER
RX DATA ON
ALARM SETTING

The basic handling of the "Telemetry" menu is described in the respective transmitter instructions or the instructions of the Smart-Box. By way of derogation, only in certain receivers the menu structure is summarized under the generic term "setting & data view". These instructions also provide information on how to access this menu. Change accordingly to the first setting page of the **Graupner S1038 AIO FC**.



#### Notes

- The setting values shown in the following display illustrations always show the standard values.
- Some of the menu items shown in the following display illustrations are only displayed if the GPS module No. 33602 is connected.

### Receiver display

RECEIVER	Q.06	>
> LANGUAGE:	english	
ALARM VOLT:	10.2V	
ALARM TEMP:	70 °C	
Altitude max:	100m	
CH9:	SERVO	
Video Channel	R3	
VTX-Power	0	
Alarm Capac.	400mAh	

RECEIVER	Q.06	>
> LANGUAGE:	english	
Ant1 99%	Ant2 98%	
ALARM VOLT:	10.2V	
ALARM TEMP:	70 °C	
Altitude max:	100m	
PERIOD:	20ms	
SUMD at CH5:	No	
CH5:	SERVO	
CH6:	SERVO	
Video Channel	R3	
VTX-Power	0	

### LANGUAGE

In the "Language" line you can set the display language in the receiver menu.

The choices are: German, English, French, Italian, Spanish

### ALARM VOLT

If the receiver voltage falls below the set value, a low-voltage warning is generated by the transmitter in the form of a "sound-declining alarm tone" or the "receiver voltage" speech output message.

### ALARM TEMP

If the receiver temperature exceeds the set temperature, a warning is generated by the transmitter in the form of a "3-step sound-climbing alarm tone" or the "receiver temperature" speech output message.

### Max. altitude



#### Note

This menu line is only visible after connecting the optional GPS module, No. 33602.

If the optional GPS module No. 33602 is connected, this line is visible and in the autopilot mode, the altitude is limited to the set altitude.

If the copter exceeds the set max. height, the transmitter emits a warning message "max. height". Transmitters without voice output will output a corresponding tone sequence.

## C9: SERVO/SUMDI/SBUSin/SMARTAUDIO

### Note

For safety reason the "C9" changes take effect after switching off and on the copter.



- **SERVO**

The receiver-specific connection is suitable for operating a servo or speed controller to C9 (CH9).

- **SUMDI**

A receiver SUMD or SUMD3 signal can be connected as a satellite receiver with this setting to allow redundant reception.

- **SBUSin**

A receiver SBUS signal can be connected as a satellite receiver with this setting to allow redundant reception.

- **SMARTAUDIO**

enables following SMARTAUDIO functions at C9 (CH9).

### Video channel

If the video transmitter No. 16570.123 is connected to the connector J9, then the video channel can be set via this menu item.

In addition to what mentioned above, when the motor stop function is active, the video channel can be further switched by a 2 second switching pulse of +100% on control channel 6.

If a smart audio compatible FPV video transmitter with smart audio is connected to the USART2\_RX port, then a channel 1-8 of the Race-band video channels can be set via this menu item. In Europe may be used only race band R3-R6 channels except for events with permission.

### VTX power

If a smart audio compatible FPV video transmitter V2 or newer with smart audio is connected to the USART2\_RX port, then the transmission power can be set via this menu item. However, the setting is for the current battery only and will not be saved.

After disconnecting the power supply and reconnecting the power supply, the transmission power 0 is automatically active again until it is set differently again.

## ALARM Capac.

If the used battery capacity exceeds the set value, a warning message "Capacity" is output in the transmitter or a corresponding sequence of tones by transmitters without voice output. In this case you should return to the starting point or, if this is no longer possible, land safely.

## ROLL/NICK Display

MULTICOPTER RO/NI	<	>
> ROLL/NICK P		30
ROLL/NICK D		50
DAMPING		10
ROLL FACTOR %		95
POWER 2SENS.	100	
R/N DYNAMIC		70
---ATTITUDE MODE---		
ROLL/NICK I		40
AGILITY		3
---RATE MODE---		
R/N RATE I		10
RATE		70

The control is based on the PID principle, where the "P" stands for "proportional", the "I" for "integral" and the "D" for "digital". In short ...

... the deviation from the setpoint proportional to the manipulated variable has an effect at the P value.

... the existing control deviation is continuously summed up at the I value and then acts on the manipulated variable via the I value.

... the differential component only takes into account the speed of the control deviation and then acts on the control accordingly via the D component.

## ROLL/NICK P

This parameter determines the tilting behaviour of the copter during the maximum climb.

In order to prevent tilting at full climbing power in the end, this parameter must be increased in steps of 5 until a medium-fast tilting occurs. Subsequently, this value is to be adjusted in individual steps until the tilting has disappeared.

## ROLL/NICK D

This parameter determines the tilting behaviour of the roll / pitch function of the copter.

As described above, this parameter must be adjusted until the Multicopter engages exactly over Roll and Nick. A too high value leads to very rapid oscillations.

## DAMPING

The damping factor should be set as low as possible, but as high as necessary, so that the PID control can operate optimally. To prevent oscillations or tilting, the damping should be <30. To dampen motor or prop vibration and prevent motor noise, higher values may be needed. These can be adjusted at the beginning in steps of 10 and then finer.

## ROLL FACTOR %

Set the Roll setting as percent value of the overall gain. For symmetrical copters, the value should normally be left at 100.

If, because of its gravity centre, the Copter is more agile on the Roll axis than on the Nick axis, then you can change here the roll factor. In the **Graupner ALPHA RACE 250 Q** this value is set about 65%.

### POWER 2SENS.

Very strong drives can lead to oscillating at full throttle. This parameter allows you to set a kind of gyro suppression. Higher values result in an increased suppression towards full throttle.

### R/N DYNAMIC

Higher dynamic values provide a more direct feel for the flight (3D flight 50 ... 100), lower dynamic values for smoother flight recordings, rounder freestyle flying and races (30 ... 50).



#### Note

If a channel is selected in the "R / N DYNAMIC" line, but no encoder is assigned to it on the transmitter side, the value in brackets is specified.

## — ATTITUDE MODE —

### ROLL/NICK I

Set the I component of the Attitude mode. At too low values of Copter tilts slowly. If it stops after a roll or pitch command and "oscillates", the value must be reduced.

### AGILITY

This value determines how fast a change of position is made.

## — RATE MODE —

### R/N RATE I

Sets the I component of the rotation in rate mode. At too low values of Copter tilts slowly. If it stops after a roll or pitch command and "oscillates", the value must be reduced.

### RATE

This value sets the maximum potential rate in Rate mode.

## YAW Display

The general comments on PID control in the description of the roll / pitch display are also applicable here.

MULTICOPTER YAW	<	>
> YAW P	40	
YAW I	10	
YAW D	10	
RATE	70	
YAW DYNAMIC	75	

## YAW P

The P factor is responsible for the snap to yaw. Higher values result in a faster stop. At too high P-values the copter starts to “swing”. In such cases, the value must be reduced again.

## YAW I

The I-factor ensures constant rotations. Start with low values and only increase them until the rotations are constant. Too high value cause an oscillation when you stop. Eventually, the motors can start rotating and thus cause unwanted rising.

## YAW D

The D-factor affects the stopping behaviour in Yaw. In most Copters a hard D action is necessary. The D component must be set as low as possible, since it affects the whole system.

## RATE

For beginners we recommend a rate of about 50. For racers and free-style pilots we recommend a value between 50 and 70.

## YAW DYNAMIC

Higher dynamic values provide a more direct feel for the flight (3D flight 80 ... 100), lower dynamic values for smoother flight recordings, rounder freestyle flying and races (30 ... 80).

**Note**

This menu page is only visible after connecting the optional GPS module, No. 33602.

**GPS**

YES: GPS functions activated. Motors start from 6 satellites.

NO: GPS functions Autopilot, Come back home and Way-point are deactivated.

In Autopilot mode the attitude mode with altitude holding is active.

It is not necessary to wait for the engines to be switched on until satellites are found.

MULTIC. AUTOPILOT	< >
> GPS	YES
ALT HOLD P	30
ALT HOLD I	10
ALT HOLD D	10
ALT HOLD II	5
POS HOLD P	40
POS HOLD I	15
POS HOLD D	10
POS HOLD II	50
ALT COMING HOME	25

**Altitude hold P**

The altitude hold P value compensates the climb and descent rate and must be adjusted so that it is compensated as well as possible. The copter must under no circumstances swing around the desired height, otherwise the value must be reduced.

**Altitude hold I**

The altitude hold I value compensates for the height difference and must be set so that it is compensated as well as possible. The copter must under no circumstances swing around the desired height, otherwise the value must be reduced.

**Altitude hold D**

The altitude hold D value compensates the acceleration (wind gusts) in the height direction and it must be adjusted so that it is compensated as well as possible.

**Altitude hold II**

The altitude hold II value compensates for the time-integrated height difference, so that the desired height is kept as good as possible. This does not usually have to be adjusted.

**Pos hold P**

The POS HOLD P value compensates for the position speed and must be set to compensate as well as possible. The copter must never circling or overshooting the GPS target position, otherwise the value must be reduced.

**Pos hold I**

The POS HOLD I value compensates for the position difference and must be set to compensate as well as possible. Under no circumstances the copter should oscillate around the GPS target position,

MULTIC. AUTOPILOT	< >
GPS	YES
ALT HOLD P	30
ALT HOLD I	10
ALT HOLD D	10
ALT HOLD II	5
> POS HOLD P	40
POS HOLD I	15
POS HOLD D	10
POS HOLD II	50
ALT COMING HOME	25

otherwise the value must be reduced or the compass calibration and voltage calibration have to be repeated.

## Pos hold D

The POS HOLD D value compensates the acceleration (wind gusts) of the GOS position and it must be adjusted so that it is compensated as well as possible.

## Pos hold II

Currently without effect.

The POS HOLD II value compensates for the distance difference integrated on time so that the position setpoint is kept as good as possible. This does not usually have to be adjusted.

## RETURN FLIGHT ALTITUDE

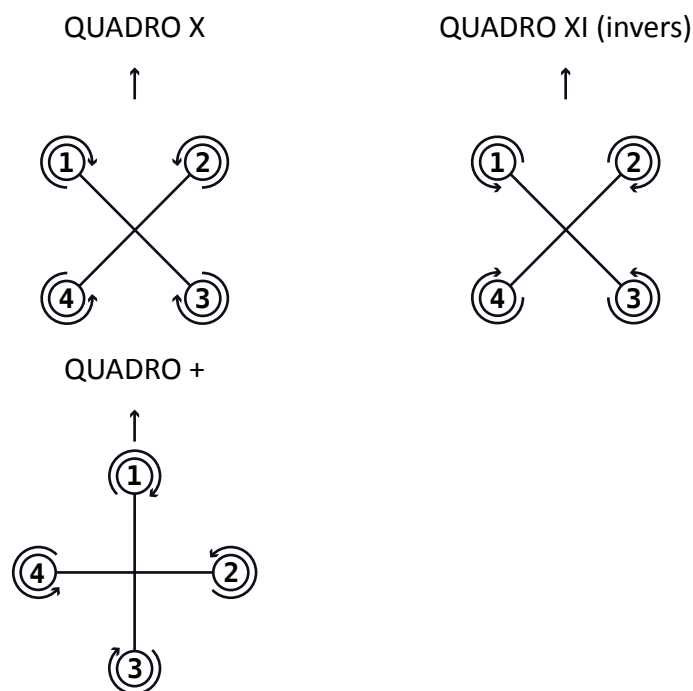
Determines the return altitude at Coming Home in meters.

## BASIC Display

MULTICOPTER BASE	< >
> TYPE	QUADRO XI
MODE	NORMAL
ESC	DSHOT
MINPOWER %	5
FREESTYLE	1
VIBRATIONSFILTER	50
VIBRATIONSFILT.2	70
COMPASS CALIBR	No
SCURRENT CALIBR.	No
CALIBR.POS	No
LOGGING	10
Reboot	No

## TYPE

The "Type" line defines the basic configuration of the copter. The following selections are available:



Connect the speed controllers of the motors to the receiver following the proper scheme. The represented motor direction is referred to the copter seen from the top.

## ESC

The 4in1 controllers No. S3087, S3088, 7242.4 have a built-in power shunt. For correct current indication, the current connection of the

4in1 controller must be connected to the **S1038 AIO FC** and the corresponding 4in1 controller type must be selected.

### **BEC: Factor setting: S1038: 5V, S1038.SW: 12V**

For the FC S1038, the BEC voltage 5V or 10V can be selected. The stored voltage only becomes active after a reboot. For the FC S1038.SW, the BEC voltage is fixed at 11 ... 12V and it cannot be changed.

### **Current factor**

The current factor is set to 100 (%) by default. However, if the current display is not accurate enough, it can be adjusted in the range of 75 ... 125%.



#### **Note**

If the current can not be measured directly, the current factor can be readjusted as follows: charging capacity \* 100 / consumed capacity.

### **ESC: Factory setting DSHOT**

ONESHOT, MULTISHOT8, MULTISHOT32 (not suitable for Akro 3D) and DSHOT are faster communication protocols within receiver and controller. Please check which protocol your controller supports. It allows the speed controllers to communicate much faster with receiver. So the motors react faster to receiver controls. The motor output signal is shorter, about 125µs-250µs, instead of before PPM (1000µs – 2000µs), with MULTISHOT now even faster with 5-25µs. MULTISHOT8 is the standard setting. Faster protocols improve flight behavior, as long as the controllers can process the protocol without error.

In DSHOT mode, it is no longer necessary to set any controller travel. In addition, in DSHOT mode the controller can be toggled between MODE NORMAL and ACRO3D without reprogramming.

**Turtle mode:** As soon as the motors are off and the copter has more than 90 degrees of inclination angle, the turtle mode will be activated when the motors are switched on again.

Depending on the stick deflection and direction, two motors are activated with roll / pitch or yaw in reverse direction. The bigger the stick deflection, the faster the motors run.

If the copter has turned back to the normal position <90 degrees tilt, then switch the motor switch back to off. The next time the motors are switched on, the normal flight mode is active again and the direction of rotation of the motors is back to normal.



If the direction of rotation of the motors does not reverse when the copter is upside down, then the BL Heli S controllers have to be updated to version 16.7. BL Heli32 controllers must also be updated to the latest software version. BLHeli controllers are not suitable for DSHOT.

For safety reasons, however, only "Multishot 8", ONESHOT or DSHOT should be used, especially in 3D mode, as many controllers react to unexpected shutdowns on "Multishot 32".

## MODE

### CONTROLLER SETTING (Not necessary with DSHOT)

To initialize the controller, the signal of the motor / pitch control stick of the transmitter is transmitted directly to the speed controller of the copter.

#### *Setting the speed controllers step-by-step*

1. *Remove rotors for safety reasons*
2. *Make sure that the transmitter-side pitch signal reaches  $\pm 100\%$ .*
3. *In the telemetry menu of the transmitter, change the value field of the "MODE" line to "CONTROLLER SETTING" and confirm with ENTER.*
4. *Switch off the copter or unplug the battery plug.*
5. *Switch off the motor stop function of the transmitter.*
6. *Move the pitch control stick of the transmitter to the full throttle position.*
7. *Switch on the copter or connect the battery.*
8. *Wait for the confirmation melody or, if no sound is heard, alternatively switch on the motor stop function after approx. 15 seconds.*
9. *After approx. 15 additional seconds, check the function.*
10. *In the telemetry menu of the transmitter, reset the value field of the "MODE" line to the original setting and confirm with ENTER.*
11. *Switch off the copter or unplug the battery plug.*
12. *If the motors do not start after completion of this process despite active binding, the copter must be bound again.*

## NORMAL

This setting must be used for copters with speed controller without reverse of the direction of rotation.

## ACRO 3D

This setting is reserved for copters whose speed controllers are equipped with direction reverse.



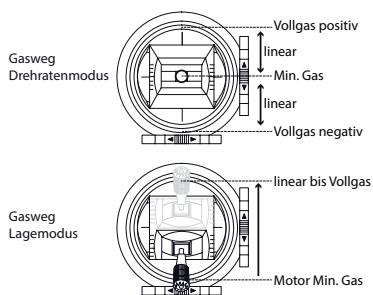
### Note

For safety reason the "**Type**" and "**Mode**" changes take effect after switching off and on the copter.



## CAUTION

Since the power control operates differently in the rate mode, see figure on the left, the motors may start rotating more or less when switching from the attitude mode to the rate mode, depending on the current position of the pitch stick. Therefore always mount the propellers immediately before starting the flight operation and start and land exclusively in "attitude mode".



During prolonged extreme aerobatics of the copter in Acro 3D mode (e.g. , sequence> 1min), the receiver may lose its attitude information and, as a result, the copter may move to an undesired position when switching to attitude mode. In this situation, the copter should be in the Rate mode and either it is left quiet for about 30 seconds or it is landed for a short time, so that the receiver can readjust the position information again.



## Note

If the motors do not stop completely in the attitude mode, so that the position control is still active and can also serve as a rescue mode in an emergency, this can be remedied with the aid of a mixer:

### Mixer programming step by step

M1		S → 5	1↓ ⇒
►M2		C1 → C1	3↓ ⇒
M3		?? → ??	
M4		?? → ??	
M5		?? → ??	
▼▲		fro to	↙↘

L.MIX2
C1→C1

►trv -30% 0%

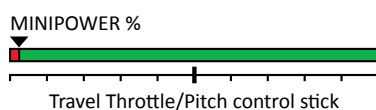
off 0%

SYM ASY

1. Program a same-channel mixer "1 => 1" according to the transmitter instructions.
2. Assign to this mixer the same switch with the same switching direction, which switches to the attitude mode.
3. Leave this switch in the ON position.
4. Change to the setting page of the mixer.
5. Change through "ASY" to the setting field of the "Travel" line.
6. Set the value in the active value field of the "Travel" line to -30%.  
In the idle position of the throttle / pitch stick, the bar of channel 1 in the "servo display" should now be at about -66%.

## MINPOWER %

MULTICOPTER BASE	< >
TYPE	QUADRO XI
MODE	NORMAL
ESC	DSHOT
> MINPOWER %	5
FREESTYLE	1
VIBRATIONS FILTER	50
VIBRATIONS FILT.2	70



If the throttle / pitch control stick is moved past its stop on the idle-side stopper of the copter speed controller, the motors will start to run. The setting value of this option determines the minimum power to be provided at the switch-on point so that the position control can continue to operate in the Attitude mode and it can also serve as a rescue mode in an emergency. But do not set a too high value here in order not to restrict too much the control range of the speed controller.

The adjustment range is 5 ... 35%.

## FREESTYLE

The setting basically serves to prevent the I-factor from generating a vibration.

The higher the value, the more I-vibrations are prevented, but also the straight-ahead flight is degraded. Values up to max. 20 recommended.

The adjustment range is from 1 ... 100

MIN = disabled

Alternatively, the effect on the I value can also be adjusted by the transmitter. To do this, a rotary or slider control is assigned to one of the control channels 5 ... 16 and the remaining settings are left at the default values. In the value field of the "Freestyle" line, the corresponding channel is then merely to be selected instead of a fixed value.



### Note

If a channel is selected in this line, but no control is assigned in the transmitter or otherwise it influences its neutral position, the value "50" in parenthesis is predefined.

## VIBRATION FILTER, VIBRATION FILTER2

MULTICOPTER BASE	< >
TYPE	QUADRO XI
MODE	NORMAL
ESC	DSHOT
MINPOWER %	5
FREESTYLE	1
> VIBRATIONS FILTER	50
VIBRATIONS FILT.2	70

If you hear , for example, "clicking" noises in the motors by widely fluctuating speeds or vibrations during the flight, such as in low throttle or under hover conditions, these vibrations can be filtered out with the options "damping" and the "vibration filters". Preferably, start with the "vibration filters": These also provide cooler motors. A throttle-dependent filter setting usually brings other benefits for better flight characteristics. For this you program a mixer accordingly from C1 to the channel that was set in the vibration filter (eg range 50 at idle, 80 at full throttle):

### Configure vibration filter step-by-step

1. In the transmitter assign a rotary or slider to a free control channel, e.g. channel 12
2. Select this channel in the value field of the "VIBRATION FILTER" line.
3. In flight, adjust the "VIBRATION FILTER" with the selected controller until the motor noises disappear or at least cannot be further reduced and the rotor speeds are as constant as possible.
4. Leave the control in this position.
5. After landing, read out the set value found in the "VIBRATION FILTER" line of the telemetry menu and then set it manually in the value field, see "67" in the two examples on the left.

MULTICOPTER BASE	< >
TYPE	QUADRO XI
MODE	NORMAL
ESC	DSHOT
MINPOWER %	5
FREESTYLE	1
> VIBRATIONS FIL(67)	C12
VIBRATIONS FILT.2	70

MULTICOPTER BASE	< >
TYPE	QUADRO XI
MODE	NORMAL
ESC	DSHOT
MINPOWER %	5
FREESTYLE	1
> VIBRATIONS FILTER	50
VIBRATIONS FILT.2	70

6. If vibrations still occur during the flight at a different speed, the filter may need to be adjusted slightly or even adjusted according to gas.

Adjustment range: 100 ... 1, MIN, (0)C5, (50)C6 ... (50)C16

The usual adjustment range of the vibration filter is between "65" with 4 ... 5 inch rotors and 80 with 3 inch rotors.

Extremely low values should be avoided as these will worsen the flight behaviour.



#### Note

If a channel is selected in this line, but no control is assigned in the transmitter or otherwise it influences its neutral position, the value "50" in parenthesis is predefined.

### COMPASS CALIBR



#### Note

This menu item is only visible after connecting the optional GPS module, No. 33602.

After each change of the airfield the compass has to be recalibrated. In contrast, the current calibration described below does not have to be repeated every time.



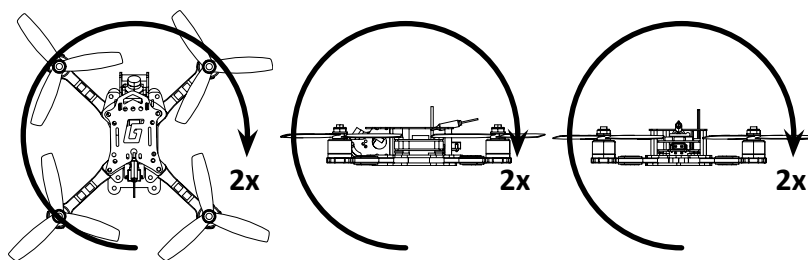
#### Notes

- When using an HD camera, it must be turned on when calibrating the compass. Otherwise, the autopilot mode and the come back home function only work when the HD camera is switched off!
- If the autopilot and come back home function is used, the HD camera may also have to be switched on, as its power requirement influences the compass calibration.
- Avoid calibrating the compass near magnetic fields, powered-on cell phones, or other objects that may be interfering with the natural magnetic field.

### Compass calibration step by step

MULTICOPTER BASE	< >
VIBRATIONS FILTER	50
VIBRATIONS FILT.2	70
> COMPASS CALIBR	No
CURRENT CALIBR.	No
CALIBR.POS	No
LOGGING	10
Reboot	No

1. Bring the angle ">" on the left edge of the display to the "COMPASS CALIBR." line.
2. Push the ENT key to activate the value field.  
The value field is displayed inverted:
3. Change the value field to "Yes".
4. Push again the ENT key.  
The value field is again displayed as "normal".
5. Slowly rotate the multicopter twice in a circle around all three axes and then randomly in different directions until "NO" appears in the display.



Otherwise the process has to be repeated.

## CURRENT CALIBR.



### Notes

- This menu item is only visible after connecting the optional GPS module, No. 33602.
- With active current calibration, the attitude control is inactive, which is why this process must be done on the ground or with appropriately secured copter.
- The current calibration should be done in calm wind conditions, otherwise the current will fluctuate too much and make the calibration more difficult.
- The current calibration becomes most accurate when the nose of the copter faces west or east, because then slight deviations are better detected.
- Furthermore, the suspension position must first be determined and remembered before, if necessary, the propellers are reversed and mounted vice versa, so that the copter is pressed to the ground instead of lifting.
- During the current calibration, the copter must not move and no other control sticks may be moved during the calibration except for the throttle stick.

### Current calibration step by step

MULTICOPTER BASE	< >
VIBRATIONS FILTER	50
VIBRATIONS FILT.2	70
COMPASS CALIBR	No
> CURRENT CALIBR.	No
CALIBR.POS	No
LOGGING	10
Reboot	No

1. Move the throttle / pitch control stick to the idle position and the motor ON / OFF switch to the motor OFF position.
2. Bring the angle ">" on the left edge of the display to the "CURRENT CALIBR." line.
3. Push the ENT key to activate the value field.  
The value field is displayed inverted:
4. Change the value field to "Yes".
5. Push again the ENT key.  
The value field is again displayed as "normal".
6. If "CURRENT CALIBR." is displayed in the value field of the "CURRENT CALIBR." line, the switch must be brought to the motor OFF position if necessary.

7. If "Min" is displayed in the value field of the line CURRENT CALIBR, switch must be switched to the motor ON position.
8. If in the value field of the line "CURRENT CALIBR." "hover" is displayed, the throttle / pitch control stick must be brought into the hover position.



#### Note

If the copter has rotated by mistake or by a command during the current calibration, the calibration must be repeated.

### CALIBR. POSITION

MULTICOPTER BASE	< >
VIBRATIONS FILTER	50
VIBRATIONS FILT.2	70
COMPASS CALIBR	No
CURRENT CALIBR.	No
> CALIBR.POS	No
LOGGING	10
Reboot	No

With this option, if necessary, the basic calibration of the acceleration sensors can be readjusted, so that the copter hovers with the stick and trim to neutral, in attitude mode, precisely horizontally.

To recalibrate, place the copter on an absolutely horizontal surface and then set the value field to "YES".

As soon as the calibration is completed, the display changes back to "NO". To accept the calibration that has just been carried out in the non-volatile memory of the receiver, it is essential to push or tap on the ENT key.

### LOGGING



#### Note

This menu item is only visible after connecting the optional GPS module, No. 33602.

11.6V	Alt:	0m
0:00	Dir:	0°
10mAh	I	0A
0		0m
0km/h		0°
C+00016 +00060>-00011		

Logging 0 displays the Euler angles in the Copter telemetry display and also allows the position display using the **Graupner** HoTT OSD No. 33641 on the FPV screen or in the FPV video goggles.

The default "10" indicates the compass direction in degrees in the bottom line of the copter display to the right of the ">" so that it can be checked, for example, after recalibrating the compass. The characters 2 ... 14 in front indicate raw values and the "C" at the beginning of the line stands for "Compasslogging". In addition, this display can be used to check the current calibration: In the case of a copter that is fixed to the west or east, the right degree indicator may only change slightly when the motors are off, running at minimum throttle or when hovering. Otherwise, a current calibration should be performed.

The other logging functions are exclusively intended for the service.

### REBOOT

Yes, replaces the disconnection and plugging of the battery with menu items that would otherwise only become active after the main battery is disconnected and reconnected, such as CH9, TYPE, ESC, Mode: Normal mode, Acro 3D, controller settings.

When going back from Acro 3D to normal, you should reboot twice as a precaution.



### Note

The gyroscope calibration, required each time the copter is switched on, takes place as soon as the copter or its receiver is absolutely quiet. The motors will not start until the calibration is completed.

After approx. 3 seconds in the rest position, several beeps can be heard from all motors. The number of beeps varies depending on the speed controller used. These "wiggles" signal that initialisation has been successful and that calibration is complete.



### CAUTION

**If the copter is used for long time (>1min) in Acro 3D mode the receiver can loose its position information and the copter can move itself out of control. In this case the copter should be left in the rate mode and hover or land calmly for approx. 30 s, so that the receiver can track the position again.**

Axis assignment	<
> Do setup	No
ROLL	+2
NICK	+1
GIER	-3

In this display, the gyros and their effective direction are to be determined.

### DO SETUP

After selecting the line "do setup" and changing the value field to "yes", assign the axes as follows:

#### *Do setup step by step*

1. Push or tap on the ENT key  
*"NO" is displayed inverted.*
2. Change the value field to "YES".
3. Push or tap on the ENT key
4. At the transmitter briefly bring the roll control stick to the right stop.  
*The display shows the roll axis inverted.*
5. Tilt the copter more than 45 degrees to the right.  
*As soon as the detected axis with the required sign is displayed in "normal" representation, the axis assignation is completed.*
6. At the transmitter briefly bring the nick control stick to the front stop.  
*The display shows the nick axis inverted.*
7. Tilt the copter more than 45 degrees to the front.  
*As soon as the detected axis with the required sign is displayed in "normal" representation, the axis assignation is completed.*
8. At the transmitter briefly bring the yaw control stick to the right stop.

9. Turn the copter clockwise by more than 45 degrees to the right.  
As soon as the detected axis with the required sign is displayed in "normal" representation, the axis assignation is completed.

The gyros and their operating directions have now been assigned.



#### **Attention**

To be on the safe side, the directions of action of the gyroscope settings must be checked.

#### *Check step by step*

1. Remove the rotors of the copter.
2. Use the pitch control stick to give approx. 25% "throttle".  
*All motors run at the same speed.*
3. Switch to the attitude mode.
4. Tilt the copter forward.

*The front motors must turn faster than back ones.*

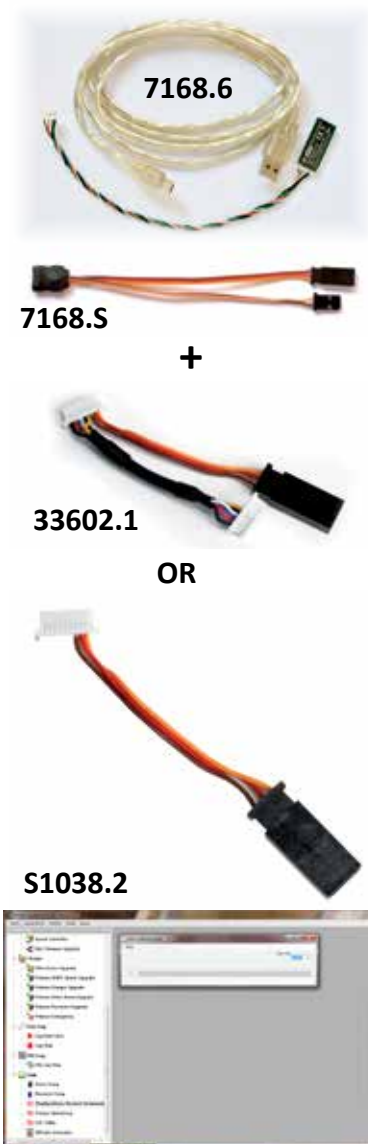
5. Tilt the copter to one side.

*The motors of the side, the "hanging" side must turn faster than those of the opposite, higher side.*

|| *If this is not the case, the entire gyro assignment must be repeated.*



## Firmware update



Firmware updates of the **Graupner S1038 AIO FC** are performed via the J10 connector on its side, using a laptop or PC running Windows 7 ... 10. You will also need a USB interface, No. 7168.6, so as the adapter lead, 7168.S, which are available separately. Furthermore, either the adapter cable No. 33602.1 included in the package of the GPS module No. 33602 or the optionally available adapter cable No. S1038.2 are required.

The programs and files required can be found in the Download area for the corresponding products at [www.graupner.de](http://www.graupner.de).

One of the last two mentioned adapter cables must be connected to the 7168.S cable and this combination must then be connected to the USB interface, No. 7168.6. The plug-in system is correspondingly protected against reverse polarity. Never use force, the plugs should click easily into place.

Insert the free end of one of the two adapter cables with the plug side facing upwards into the socket of the **Graupner S1038 AIO FC** marked "J10". Under no circumstances you should use force here.

The update takes place via the program part "Slowflyer / Gyro Receiver Downloads" of the program "Firmware\_Upgrade\_gr\_Studio" available under "Links". Please follow the notes of the software. The further procedure is also described in detail in the manual contained in the data package. You can also download these from the download page of the product at [www.graupner.de](http://www.graupner.de).



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## SIMPLIFIED DECLARATION OF CONFORMITY

**Graupner/SJ** hereby declares that the AIO FC **S1038** complies with the Directive 2014/53/EU.

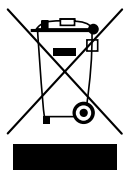
The full text of the EU Declaration of Conformity is available at the following Internet address: **www.graupner.de** Notes on environmental protection

### Manufacturer

Graupner Co., Ltd  
Post Code: 14557  
8th F, 202 Dong, Chunui Techno-Park II, 18, 198 Street  
Bucheon-ro, Wonmi-Gu, Bucheon-Shi, Gyeonggi-do  
South Korea

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## Notes on environmental protection



If this symbol is on the product, instructions for use or packaging, it indicates that the product may not be disposed with normal household waste once it has reached the end of its service life. It must be turned over to a recycling collection point for electric and electronic apparatus.

Individual markings indicate which materials can be recycled. You make an important contribution to protection of the environment by utilizing facilities for reuse, material recycling or other means of exploiting obsolete equipment.

Batteries must be removed from the unit and disposed of separately at an appropriate collection point. Please inquire if necessary from the local authority for the appropriate disposal site.

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## Care and maintenance



The product does not need any maintenance. Always protect it against dust, dirt and moisture.

Clean the product only with a dry cloth (do not use detergent!) lightly rub.

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## Warranty conditions

**Graupner/SJ** GmbH, Henriettenstrasse 96, 73230 Kirchheim/Teck grants from the date of purchase of this product for a period of 24 months. The warranty applies only to the material or operational defects already existing when you purchased the item. Damage due to misuse, wear, overloading, incorrect accessories or improper handling are excluded from the guarantee. The legal rights and claims are not affected by this guarantee. Please check exactly defects before a claim or send the product, because we have to ask you to pay shipping costs if the item is free from defects.

These operating instruction are exclusively for information purposes and are subject to change without prior notification. The current version can be found on the Internet at **[www.graupner.de](http://www.graupner.de)** on the relevant product page. In addition, the company **Graupner/SJ** has no responsibility or liability for any errors or inaccuracies that may appear in construction or operation manuals.

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