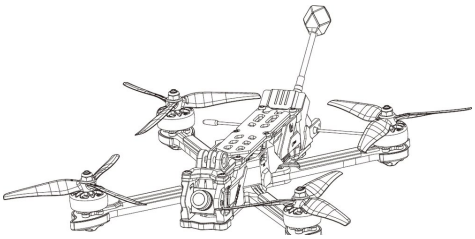
Nazgul XL5 ECO V1.1

5" freestyle FPV drone · 6S · PNP (no receiver)
User Manual



This product is not a toy. Before first use, read the entire manual carefully and observe the safety instructions and the regulations of the country of operation.

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1. Safety Instructions

Warning: Before using the aircraft, thoroughly read this manual for important notes and warnings. This manual contains important safety, operation and maintenance instructions. Failure to follow proper usage may result in damage, injury or product malfunction.

1.1 Safe Flying Guidelines

① **Age recommendation:** This product is not a toy and has certain risks. It is not suitable for non-professionals under the age of 18.

② Keep out of reach of children. Children are prohibited from touching it.

③ DO NOT operate under the influence of alcohol, fatigue or other impaired mental states.

④ DO NOT use the aircraft to carry any illegal or dangerous goods.

⑤ DO NOT operate the aircraft in no-fly zones and near sensitive buildings and facilities stipulated by laws and regulations. These may include airports, borderlines, major cities, power plants, hydroelectric stations, prisons, transportation hubs, government buildings and military facilities.

⑥ Before performing remote controller channel calibration, firmware upgrades or parameter settings, turn off the power supply or remove the propellers to prevent the motors from rotating at high speed.

⑦ DO NOT fly in airspace with limited altitude.

⑧ DO NOT use this product for any unauthorized surveillance activities or to infringe on the privacy of others.

⑨ DO NOT use this aircraft to infringe on the property rights of others.

⑩ DO NOT use the aircraft in densely populated areas, including but not limited to city centers, sports stadiums, exhibition venues, concert halls, stations and temporary event areas. If there is a filming requirement, be sure to apply for a permit from the relevant authorities before flying.

1.2 Rotating Propellers and Mechanical Hazards

- The XING-E Pro 2207 motors spin at very high speed and the propellers can cause serious cuts. Never reach into the propeller area while a battery is connected.
- Carry out all setup, binding and testing **without propellers**. Install the propellers only after successful binding and verification of the settings.
- The drone is fast and heavy (take-off weight around 650 g) and can cause injury or damage on impact. Keep a safe distance from people, animals and property.
- After landing or a crash, first Disarm (stop the motors) and disconnect the battery. Motors and ESCs may be hot.

1.3 Li-Po and LiHV Batteries

The drone is designed for **6S** batteries with an XT60 connector. The battery is not included. Observe these values:

State	Li-Po (per cell / 6S)	LiHV (per cell / 6S)
Fully charged	4.20 V / 25.2 V	4.35 V / 26.1 V
End the flight	3.5 V / 21.0 V	3.5 V / 21.0 V
Storage	3.8 V / 22.8 V	3.8 V / 22.8 V

- Charge batteries only with a charger designed for Li-Po / LiHV with cell balancing, on a non-flammable surface and under supervision.
- Do not use a swollen, mechanically damaged or leaking battery. Inspect the battery after a crash.
- Never short-circuit or puncture a battery or expose it to fire or temperatures above 60 °C.
- Deep discharge irreversibly damages the battery. Disconnect the battery between flights and before storage.

1.4 Manufacturer's Disclaimer

The following points are an abridged version of the manufacturer's (iFlight) disclaimer. They **do not limit the buyer's rights** under Chapter 9.

- This product is not a toy and requires basic knowledge to control. Therefore, it is important to proceed gradually. Before using the aircraft, thoroughly read this manual and the Disclaimer and Safety Guidelines.
- Failure to comply with the instructions may result in property damage, safety accidents or personal injury. By starting to use this product, you confirm that you understand the instructions and that you are responsible for your own actions and their consequences. Use this aircraft only for legitimate purposes.
- iFlight shall not be liable for any loss or damage resulting from improper use of the product that does not follow official documentation.
- iFlight is a registered trademark of Huizhou iFlight Innovation Technology Ltd. All other product names and brands are trademarks of their respective owners.

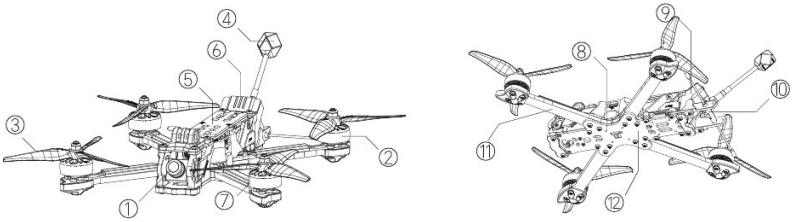
2. Product Description

2.1 Introduction

Nazgul XL5 ECO is a classic 5-inch freestyle FPV drone. Its flight controller (FC) and ESC system deliver stable and smooth power output, easily handling both high-speed maneuvers and agile control, and the analog video link provides an immersive first person view (FPV) flying experience.

The **PNP** version is supplied **without an RC receiver** – you purchase a receiver matching your radio and install it yourself (Chapter 4.3).

2.2 Appearance Components



Front view (left) and rear view (right)

①	Camera	⑦	Video transmitter (VTX)
②	Motor	⑧	Side panel + LED strip
③	Propeller	⑨	TPU antenna mount
④	Video transmitter antenna	⑩	Receiver antenna ※
⑤	Anti-slip pad	11	Arm
⑥	XT60 connector	12	Bottom plate

※ The receiver and its antenna are not included in the PNP version; the illustration shows the drone with a receiver installed.

2.3 Packing List

Item	Qty
Nazgul XL5 ECO V1.1 drone (PNP)	1
Nazgul F5 propeller – CW (clockwise)	2
Nazgul F5 propeller – CCW (counter-clockwise)	2
5.8 GHz video transmitter antenna	1
Anti-slip battery pad	1
Accessory pack, stickers	1 each
Safety warning card, disclaimer, after-sales service card	1 each

Not included: RC receiver, radio transmitter, FPV goggles, battery, charger, GPS module and action camera.

2.4 Specifications

Parameter	Value
Geometry	True-X
Wheelbase (motor diagonal)	245 mm
Dimensions (L × W × H)	173 × 173 × 34 mm (±2 mm)
Weight	427 g (without battery)
Take-off weight	approx. 652 g (with 6S 1400 mAh battery)
Motors	XING-E Pro 2207 1800KV
Propellers	Nazgul F5
Battery	6S Li-Po, XT60 connector; recommended capacity 1300–1550 mAh
Flight controller and ESC	depends on production batch – see Chapter 2.6
Video transmitter	BLITZ 5.8G 1.6W (analog) – see Chapter 2.5
Camera	iFlight RaceCam R1 Mini (analog)
Receiver	not included (PNP)
Max. speed	190 km/h (manual mode, manufacturer's figure)
Max. hover time	approx. 11.5 min (no load, 6S 1550 mAh battery)
Operating temperature	−10 °C to 40 °C

The drone features an anti-spark circuit that protects the XT60 connector and the electronics when the battery is plugged in, and a built-in buzzer.

2.5 Video Transmitter

Parameter	Value
Product name	BLITZ 5.8G 1.6W VTX
Frequency band	5.8 GHz, 40 channels (bands A, B, E, F, R)
Output power	PIT / 25 / 400 / 800 / 1600 mW
Input voltage	7–34 V (2–8S)
Antenna connector	MMCX
Mounting holes	30.5 × 30.5 mm / Φ3 mm
Weight	18.9 g (antenna not included)

Without a special licence, a maximum of 25 mW e.i.r.p. and only channels within 5725–5875 MHz are permitted in the Czech Republic. Details in Chapter 3.6.

2.6 Flight Controller (FC) and ESC

On 21 October 2025 the manufacturer changed the flight stack used in the drone. Depending on the production batch, your unit therefore contains one of these stacks:

	ATF435 stack	F7 stack
Flight controller (FC)	BLITZ ATF435	BLITZ F7
ESC	BLITZ E55S 4-in-1 (BLHeli_S)	BLITZ E55 4-in-1
Betaflight firmware target	IFLIGHT_BLITZ_ATF435	IFRC-IFLIGHT_BLITZ_F722

- Both flight controllers have an ICM42688 gyro, a DPS310 barometer, 32 MB blackbox flash and 6 serial ports (UART). The receiver connects to **UART2**.
- You can identify your stack by the marking on the flight controller board or by the firmware target displayed by Betaflight Configurator after connecting.
- When updating the firmware, always use the target that matches your flight controller. A wrong target may render the flight controller inoperable.

2.7 Manufacturer

Manufacturer	iFlight Innovation Technology Limited
Address	6th Floor, Building B2, Galaxy IMC, Beixin Road, Zhongkai Avenue, Huizhou 516006, Guangdong, China
E-mail	support@iflight.com
Phone	+86 752 3866 695
Web	www.iflight.com

Importer and responsible person in the EU: see Chapter 8.1.

3. Legal Conditions of Operation in the Czech Republic and the EU

3.1 The law of the country where you fly applies

Regulations (EU) 2019/947 and 2019/945 apply in all EU member states, but national implementing rules differ from country to country – registration portals, minimum pilot age, geographical zones, mandatory insurance, permitted frequency bands and maximum transmit power. The information in this chapter describes the situation in the Czech Republic. If you operate the drone in another country, you must comply with the regulations of the country in which you fly.

3.2 Drone Classification and Category of Operation

- The drone weighs 427 g without battery; the take-off weight with battery is around 650 g – i.e. **above 250 g**. Check the actual take-off mass (MTOM) by weighing the drone including battery and accessories.
- The drone has **no class label** (C0–C4). The exemption under Art. 20 of Regulation 2019/947 for drones without a class applies only to aircraft placed on the market before 1 January 2024.
- Subcategories **A1 and A2 are not available** for this drone. Subcategory A3 is intended, among others, for **privately built** UAS; whether a drone supplied as PNP can be regarded as such has not been officially clarified. Before flying in the open category, check this with your civil aviation authority (in the Czech Republic: ÚCL).
- Other options are **operation within an authorised model aircraft club or association** (Art. 16 of Regulation 2019/947, Section 54n of Czech Act No. 49/1997 Coll.) according to its operating rules, or operation in the **specific category** under an authorisation from the authority.

3.3 Operator Registration and Pilot Competency

- Operator registration is **mandatory** for this drone (weight above 250 g and camera). In the Czech Republic you register on the ÚCL portal dron.caa.gov.cz. The operator registration number must be displayed on the drone.
- A pilot in the open category must complete the online training and the A1/A3 test on the same portal; the certificate is valid for 5 years. Operation within a club or in the specific category is subject to their conditions.
- The minimum pilot age in the Czech Republic is 16 years (exceptions: flying under direct supervision of a pilot, operation under the rules of a model aircraft club).

3.4 Operational Limits

- Maximum height 120 m above ground, permanent visual line of sight with the drone (VLOS) and observation of the surrounding airspace.

- In subcategory A3: no uninvolved persons may be present in the area of flight, and the horizontal distance from residential, commercial, industrial and recreational areas must be at least 150 m.
- Never fly over assemblies of people. Before flying, check the geographical zones on the map of the Czech Air Navigation Services: aim.rlp.cz.

3.5 Flying with FPV Goggles

When flying with FPV goggles, the pilot cannot see the drone directly. The pilot must therefore be assisted by an **unmanned aircraft observer** who stands next to the pilot, watches the drone and the surrounding airspace without optical aids (binoculars) and warns of hazards. The observer must not be used to extend the range beyond visual line of sight; the pilot is always responsible for the flight.

3.6 Radio Frequencies and Transmit Power

Information according to Art. 10(8) of Directive 2014/53/EU (RED) and limits for the Czech Republic according to the general authorisations of the Czech Telecommunication Office (ČTÚ):

Device / band	Manufacturer's data	Limit in the Czech Republic
Video transmitter 5.8 GHz	40 channels, max. 1600 mW	5725–5875 MHz: 25 mW e.i.r.p. (VO-R/10, Art. 3)
Receiver 2.4 GHz (not included)	stated by the receiver manufacturer	2400–2483.5 MHz: 25 mW e.i.r.p. (VO-R/10) or 100 mW (VO-R/12)
Receiver 868 MHz (not included)	stated by the receiver manufacturer	863–870 MHz: 25 mW e.r.p. (VO-R/10)

- Before the first flight, set the video transmitter to **25 mW** and a channel within 5725–5875 MHz. Some channels of bands A, B, E, F and R lie outside this range – always check the channel frequency.
- In the Czech Republic, the 400, 800 and 1600 mW power levels may only be used by a licensed radio amateur (HAREC / NOVICE) holding an authorisation from ČTÚ, and only in the amateur band 5650–5850 MHz.
- Unmanned aircraft systems must not be operated in the 5150–5170 MHz range.
- The user is responsible for the channel and power settings. Outside the Czech Republic, the limits of the respective country apply.

3.7 Privacy and Insurance

- The drone's camera may capture people. Respect the privacy of others and do not publish recordings of people without their consent.
- In the Czech Republic, liability insurance is mandatory, among others, in the specific category and in subcategories A2 and A3 above 4 kg (Section 54d of Act No. 49/1997 Coll.); for model aircraft clubs their own rules apply. Even where it is not mandatory, we strongly recommend it.

4. First Flight Preparation

Before activation, please make sure the propellers are removed. The propellers can only be installed after the aircraft binding and Betaflight settings are completed. If improper operation results in personal injury, you will be solely responsible for it.

4.1 What Else You Need

- an RC receiver and a compatible radio transmitter – for example ExpressLRS, TBS Crossfire or FrSky,
- analog FPV goggles for the 5.8 GHz band (digital goggles do not work with this drone),
- a 6S Li-Po battery with XT60 connector (recommended capacity 1300–1550 mAh) and a suitable charger,
- a computer with Betaflight Configurator and a USB-C data cable.

4.2 Battery Selection and Connection

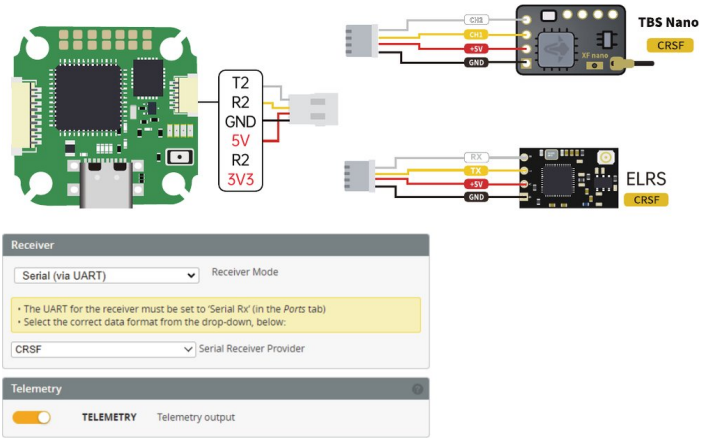
- Use only **6S** batteries. Always install a **fully charged** battery before flight: Li-Po 4.20 V per cell (25.2 V), LiHV 4.35 V per cell (26.1 V).
- Place the battery on the anti-slip pad on the top plate, secure it firmly with a strap and check that it cannot shift or touch the propellers.
- Push the XT60 connector fully home. Connect the battery only with the radio in the Disarm position and the drone resting on the ground.

4.3 PNP Wiring Instruction

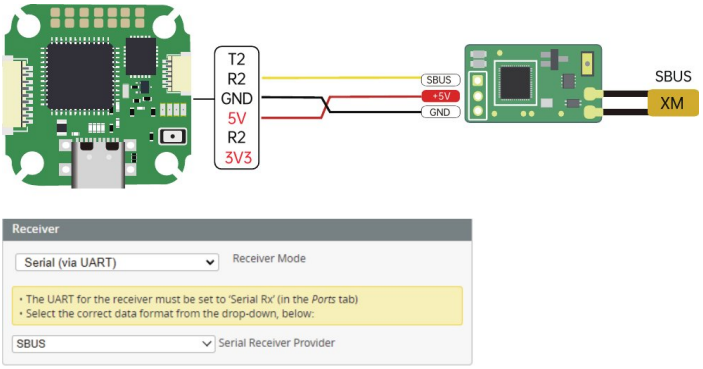
Customers can connect TBS, ELRS and other receivers by themselves (requires removing the top plate). Connect the receiver to the antenna and wires, plug them into the PNP reserved wires and place the receiver antenna into the receiver antenna mount.

The receiver connects to **UART2** of the flight controller (pads T2, R2, GND, 5V). In Betaflight, enable *Serial Rx* for UART2 on the *Ports* tab and on the *Receiver* tab select *Serial (via UART)* and the protocol according to the receiver type:

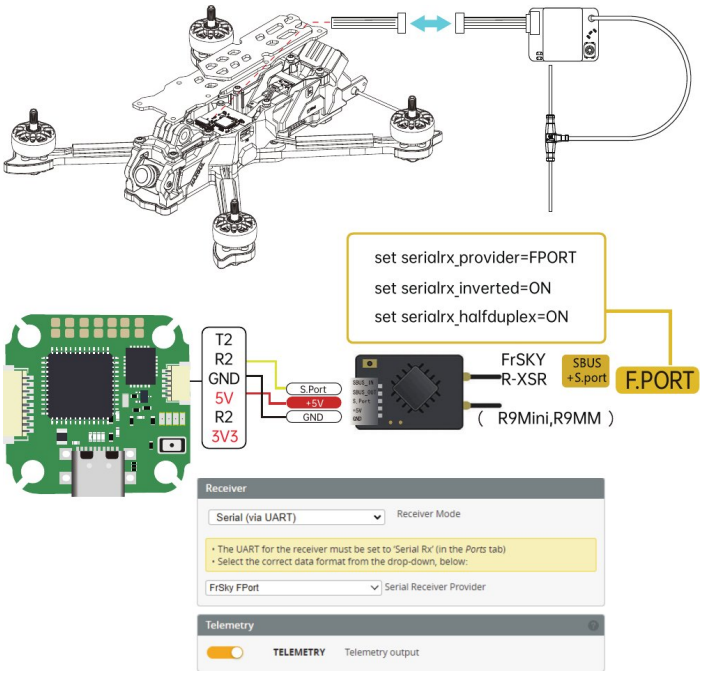
Receiver	Protocol (Serial Receiver Provider)
ExpressLRS, TBS Crossfire	CRSF
FrSky (SBUS)	SBUS
FrSky R-XSR, R9 Mini, R9MM (F.Port)	FrSky FPort + CLI commands below



Connecting a TBS Nano or ELRS receiver – CRSF protocol, telemetry enabled



Connecting an SBUS receiver (e.g. FrSky XM) – SBUS protocol



Connecting a FrSky F.Port receiver (R-XSR, R9 Mini, R9MM)

For F.Port, enter these commands on the *CLI* tab and store them with the *save* command:

set serialrx_provider=FPORT

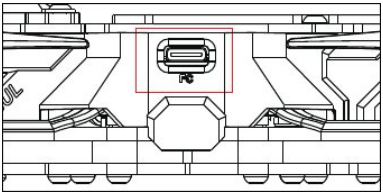
set serialrx_inverted=ON

set serialrx_halfduplex=ON

5. Setup

5.1 ELRS Binding – Traditional Binding Procedure

Example: iFlight Commando 8 radio with ExpressLRS 900TX module; for other radios, please refer to their manuals.



Flight controller USB port

Plug and unplug the USB port three times: power the aircraft on and off three times, or with the battery disconnected plug and unplug the flight controller USB port three times to supply power to the receiver. The blue LED will start to double flash continuously – bind mode is active.



Steps ① to ③



Steps ④ to ⑥

① After power-on, long press *Model setup* to enter *MODELSEL*.

② Press *Next Page* to enter the *SETUP* page.

③ Scroll down to *External RF* and select *CRSF*.

④ Press *System Settings* to open the *TOOLS* page, select *ExpressLRS* and press to enter.

⑤ Scroll down to *[Bind]* and press *Enter* to enter binding mode.

⑥ After binding, the blue LED on the receiver turns solid blue – binding is successful.

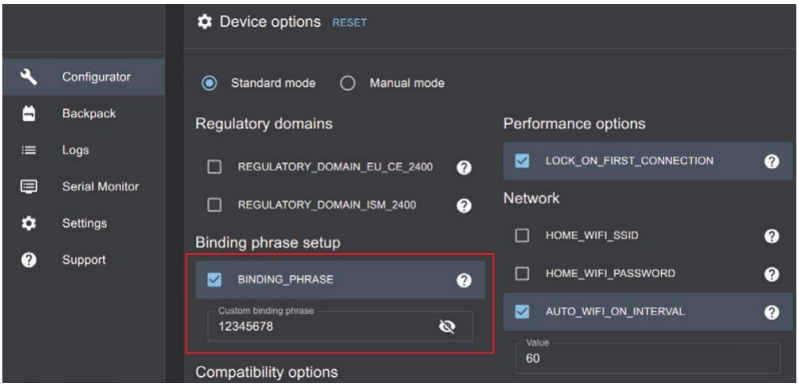
Notes

- Be quick with this process and set the receiver in binding mode first.

- After the binding process is completed, it is recommended to re-power the receiver.
- The distance between receiver and radio should be more than 1 m during the process.
- The receiver firmware version should be consistent with the RF module firmware version. If you cannot bind your hardware, please try to update both to the latest firmware.
- If you cannot bind your aircraft, please try to reboot it, several times if necessary.

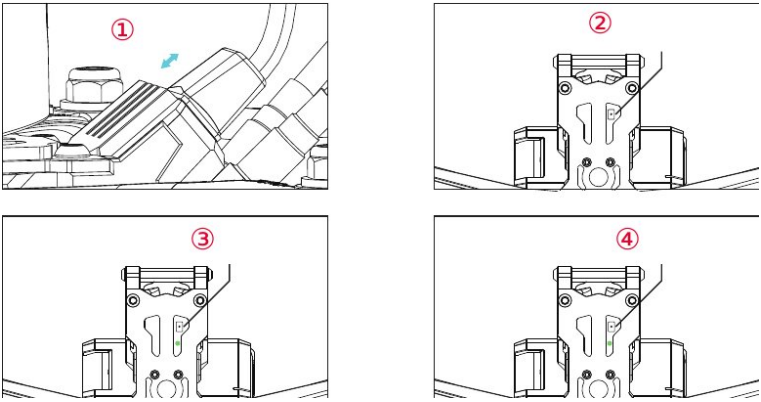
5.2 ELRS Binding – Using a Custom Binding Phrase

When flashing ELRS firmware to the receiver and transmitter, just set a unique custom *binding phrase* to automatically bind all your hardware. Do not set a too simple binding phrase, otherwise other pilots' devices with the same binding phrase might link up as well.



Setting the binding phrase in the ExpressLRS web interface

5.3 TBS Crossfire Binding – Using the Button



① connect power, ② BOOT button, ③ green LED flashes, ④ green LED solid

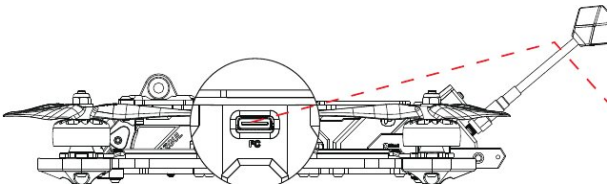
① Connect the power supply / battery and wait until the aircraft completes its self-check.

② Use tweezers to short press the **BOOT** button on the TBS Crossfire receiver.

③ The green LED flashes – binding mode is active. Enter the TBS Crossfire transmitter or TX module settings page, scroll down to *[BIND]* and press the button to enter.

④ After successful binding, the receiver's green LED turns solid.

5.4 Connecting to Betaflight

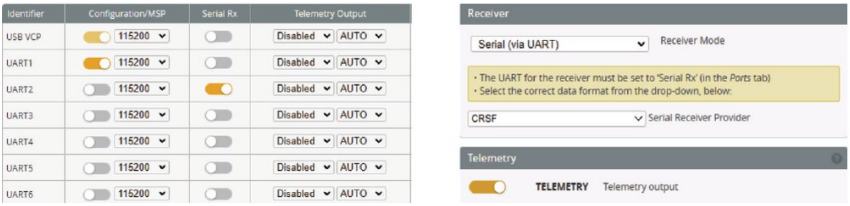


Flight controller USB port

Download Betaflight Configurator (betaflight.com/download) and connect the flight controller with a USB cable. Betaflight Configurator is the software used to configure the flight controller (firmware) of your aircraft.

5.5 Receiver Port / Protocol

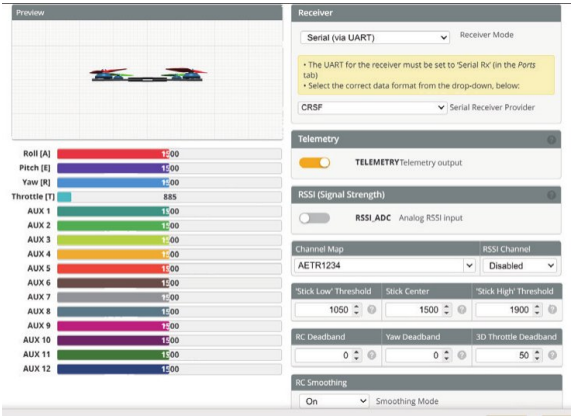
For ELRS and TBS receivers: on the *Ports* tab *Serial Rx* is enabled for UART2, on the *Receiver* tab the **CRSF** protocol is selected and telemetry is enabled.



Ports tab (left) and receiver settings (right)

5.6 Channel Map Setting

The manufacturer lists the channel maps **AETR1234** and **TAER1234**. Set the one that matches the channel order of your radio and check on the *Receiver* tab that each stick moves the correct channel (Roll, Pitch, Yaw, Throttle).



Receiver tab – Channel Map

5.7 Modes, Arm and Disarm

The default mode is **Angle** (self-levelling); you can set other modes on the *Modes* tab.



ARM – channel AUX1, range 1600–2100

ARM: ARM/DISARM channel switch to Arm (start the motors) and Disarm (stop the motors) the aircraft. The default factory setting is **AUX1**: low range = Disarm, high range = Arm. The lit icon indicates Arm, the grey icon indicates Disarm.



ANGLE – channel AUX2, range 900–2100

ANGLE: Angle mode switch. The default factory setting is **AUX2** and the mode remains on throughout the flight. The lit icon indicates that Angle mode is on.

Failsafe

Failsafe is the drone's reaction to a loss of the radio signal. On the *Failsafe* tab, check that on signal loss the drone stops the motors (Drop) or performs the configured procedure. Test it without propellers: with the drone armed, switch off the radio – the motors must stop.

5.8 Motor Check

With the propellers removed, connect the battery and connect the drone to Betaflight. On the *Motors* tab, after confirming the safety notice, gradually increase the speed of each motor and check that every motor rotates in the correct direction according to the illustration in Chapter 6.1.

5.9 Firmware Update and Further Guides

Update the firmware only when necessary. Before updating, save a backup of your settings (*diff all* command in the CLI) and use the firmware target according to Chapter 2.6.

Official documentation:

ExpressLRS

www.expresslrs.org

EdgeTX

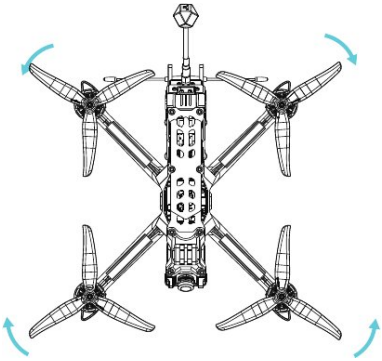
edgetx.org

Betaflight: betaflight.com

6. Flight

6.1 Propellers Installation

Identify CW & CCW propellers by the direction marking on their surface and install them correctly on the aircraft according to the illustration.



Caution

- Before removing or installing the propellers, make sure the aircraft is powered off.
- Handle propellers carefully to avoid accidental cuts.
- Propellers are consumables; inspect them and replace them if worn, damaged or deformed.
- Ensure propellers are installed correctly and securely before each flight.
- Avoid close contact with rotating propellers and motors.
- This product is not intended for children.

6.2 Pre-Flight Check

Please check the following before each flight:

① The video transmitter antenna is installed correctly – never power on the aircraft without the antenna.

② The battery is **fully charged** (Li-Po 25.2 V, LiHV 26.1 V) and shows no obvious damage, deformation or leakage.

③ The battery is a 6S type (nominal voltage 22.2 V) and is compatible with the aircraft.

④ The battery is properly secured and the XT60 connector is clean, undamaged and firmly plugged in.

⑤ The radio is powered on and bound to the aircraft, and the receiver LED indicates a connection.

⑥ The motors rotate in the right direction (check without propellers on the *Motors* tab).

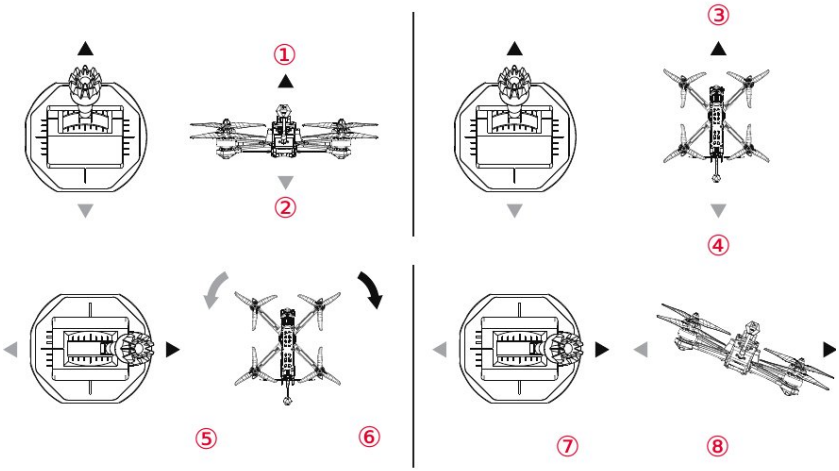
⑦ The propellers are in good condition and mounted correctly and securely.

⑧ The take-off area is open, free of obstacles and at a safe distance from people and valuable objects.

⑨ On the first flight or after a major upgrade, conduct a ground test first to make sure all functions work normally.

6.3 Basic Remote Controller Operation

The aircraft is controlled via the radio sticks. There are two main stick configurations – Mode 1 and Mode 2. The illustration uses Mode 2 as an example; see the radio manual for more information.



Left half of the illustration: left stick, right half: right stick (Mode 2)

Stick	Movement	Aircraft response
Left	up / down	① climb / ② descend (throttle)
Right	up / down	③ head tilts down, aircraft flies forward / ④ rear tilts down, aircraft flies back
Left	left / right	⑤ turn left / ⑥ turn right
Right	left / right	⑦ left side tilts down, aircraft flies left / ⑧ right side tilts down, aircraft flies right

6.4 Takeoff and Landing

Before operating the aircraft, check local laws and regulations (Chapter 3). The user is solely responsible for complying with them.

▶ Takeoff

Pull the throttle to the lowest position, Arm and gradually increase the throttle to lift the aircraft approximately 10–20 cm off the ground. Once the aircraft's attitude is stable, throttle down and Disarm. Put on FPV goggles (or face the monitor), Arm and slowly increase the throttle to ascend smoothly.

▶ Landing

① Before landing, gradually lower the aircraft to an appropriate altitude, maintaining a stable flight speed and attitude.

② Slowly approach the pre-selected landing area, preferably using a gliding approach.

③ Slowly decrease the throttle to let the aircraft land gently.

④ Disarm when the aircraft touches the ground or is 5–10 cm above it; avoid hard landings.

⑤ After landing, immediately unplug the battery.

6.5 Monitoring Voltage and Ending the Flight

- Monitor the battery voltage in the OSD in your goggles. Judge the remaining flight time and leave enough reserve for a safe landing.
- When the cell voltage approaches 3.7 V (22.2 V for 6S), start returning. End the flight at **3.5 V per cell (21.0 V)** at the latest. Over-discharge causes irreversible damage to the battery.
- Before landing, check that there are no people or animals in the landing area.
- After landing, first power off the aircraft by unplugging the battery to avoid accidentally arming it with a radio switch.

6.6 GPS Rescue Mode (Optional)

The GPS module is not included in the PNP version and must be purchased separately (the manufacturer offers the iFlight BLITZ M10 V2 GPS). When setting up GPS in Betaflight, connect the battery so that the GPS can be configured properly. Before using GPS Rescue, carefully read the manufacturer's GPS Rescue Mode Precautions.

① If the aircraft has triggered GPS Rescue automatically, after it returns you only need to move either stick to take manual control – do not toggle the GPS Rescue switch.

② If you triggered the return manually with the switch, toggle the switch back once the aircraft is within controllable range to regain control.

If the GPS Rescue switch is toggled after you have successfully taken over, GPS Rescue turns on again. If the rescue conditions are not met at that time, the aircraft may disarm and fall.

7. Maintenance and Troubleshooting

7.1 After Every Flight

- Disconnect the battery and let the motors and electronics cool down.
- Check the propellers, arms, screws, antenna and camera mount. Tighten loose screws and replace damaged parts (the frame parts are the same as on the Nazgul5 V3 frame).
- Remove grass, sand and dirt from the motors. Do not wash the drone with water.

7.2 Troubleshooting Guide

Issue	Possible reason	Solution
	Receiver protocol does not match the actual configuration.	Check that the protocol matches the receiver and its serial port.
	Mode settings conflict causing failure to arm.	Check for conflicts or duplicates in the Modes tab.
The aircraft does not respond to the stick input	Receiver channel map does not match the radio.	Set the channel map to match the radio.
	Aircraft is at a tilted angle.	Check the maximum arming angle in Betaflight.
	Throttle channel is too high.	Lower the throttle fully or check the throttle channel number.
	GPS Rescue configured, but no GPS fix or insufficient satellites.	Wait for a GPS fix or disable GPS Rescue.

Issue	Possible reason	Solution
GPS Rescue not triggering	Flight distance has not exceeded 100 m.	Fly straight for at least 100 m past your descent distance; the home arrow must point towards you.
Aircraft rolls over on takeoff or cannot take off	Propellers installed incorrectly.	Ensure that the propeller direction matches the motor direction.
Unusual noise from motors after takeoff	Propellers are loose.	Tighten the propellers.
	Propeller damaged.	Replace the propeller.

7.3 Storage

- Store batteries disconnected at a storage voltage of **3.8 V per cell (22.8 V)** in a fire-resistant bag, and the drone in a dry place out of reach of children.

8. Information for the EU and Czech Market

8.1 Importer and responsible person in the EU

The product is placed on the European Union market by the importer stated below, who is at the same time the responsible person within the meaning of Article 16 of Regulation (EU) 2023/988 of the European Parliament and of the Council on general product safety (GPSR).

Importer / responsible person in the EU	Rotorama, s.r.o.
Company ID (IČO)	051 57 692
VAT ID (DIČ)	CZ05157692
Registered office	Okrajová 1351, 674 01 Třebíč, Czech Republic
E-mail	info@rotorama.cz
Phone	+420 252 252 098
Website	www.rotorama.com

8.2 Product conformity

CE

- The product bears the **CE** marking and complies with the requirements of the applicable European Union harmonisation legislation.
- A copy of the **EU Declaration of Conformity** is available from the importer at the address stated above or at the e-mail address info@rotorama.cz.
- **Product identification:** the type designation (Nazgul XL5 ECO V1.1 6S PNP) is shown on the product packaging.

8.3 Disposal of electrical equipment



- The crossed-out wheeled bin symbol on the product, its packaging or in the documentation means that at the end of its service life the product **must not be disposed of together with mixed municipal waste**.
- Hand it over at a take-back point for electrical equipment – at a collection yard, at a take-back point of a collective system, or at the retailer when purchasing a new equivalent product. Take-back is free of charge for the end user.
- The obligations under Act No. 542/2020 Coll., on end-of-life products, are fulfilled by the importer through a collective take-back system.
- Proper disposal helps prevent negative impacts on the environment and human health and contributes to the reuse of secondary raw materials.

Through its contractual partner **ASEKOL a.s.**, the company ensures the take-back of waste electrical equipment from households and the separate collection of waste electrical equipment, batteries and accumulators in accordance with the applicable legislation. The customer is entitled to hand over old electrical equipment or a battery or accumulator at any collection point of the above contractual partner. The addresses of these take-back points are listed at www.asekol.cz, www.ecobat.cz and also https://visoh2.mzp.cz/RegistrMistZO/RegistrMistZOPublic/MapaMistZpetOdberu.

9. Warranty and rights arising from defective performance

The rights and obligations of the contracting parties are governed by Czech law, in particular by Act No. 89/2012 Coll., the Civil Code, and Act No. 634/1992 Coll., on consumer protection.

- The seller is liable to the buyer for the product being free of defects on receipt. If the buyer is a consumer, a defect may be notified **within two years of receipt** of the product (Section 2165 of the Civil Code).
- If a defect appears within **one year** of receipt, the product is deemed to have been defective already at the time of receipt (Section 2161(5) of the Civil Code).
- When purchasing online, a consumer has the right to **withdraw from the contract within 14 days** of receiving the goods without giving a reason (Section 1829 of the Civil Code).
- Claims should be made with the retailer from whom you purchased the product. The importer's contact details are given in Chapter 8.1.
- The competent body for out-of-court settlement of consumer disputes is the **Czech Trade Inspection Authority**, Štěpánská 796/44, 110 00 Prague 1, www.coi.cz.