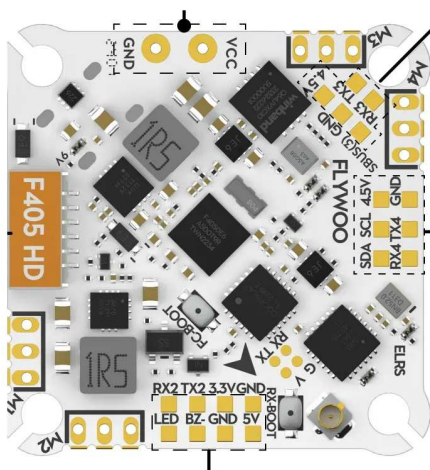




GOKU F405 HD 1-2S 12A ELRS AIO V2

User manual

AIO board for 1-2S micro drones with a built-in
ExpressLRS 2.4 GHz receiver



Read the whole manual before installation.

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1. Safety instructions

1.1 Before you start

This product is an **electronic component of an unmanned aircraft**, not a finished product ready for use. It is intended for people experienced in building and setting up FPV models, who can solder and work with configuration software. It is not a toy and is not intended for children.

- Read this entire manual before you start building and keep it for future reference.
- The board works with battery voltage and with motor outputs. Incorrect wiring will destroy the board, set the battery on fire or cause injury.
- Correct wiring, configuration and operation of the finished aircraft are the responsibility of the person who builds and operates it.
- Do not connect or use a board that is damaged, bent or has been exposed to water.

1.2 Handling the board

The board is sensitive to static electricity and to mechanical damage.

- Hold the board by its edges; do not touch the solder pads, connectors or components.
- Discharge static electricity by touching an earthed object before handling the board; use an antistatic mat when soldering.
- Never place the board on a conductive surface and do not leave it loose in a box with metal parts.
- Always connect and disconnect connectors **with the battery unplugged**.
- The board is not water resistant. Protect it from moisture, rain and snow.

1.3 Li-Po and LiHV batteries

The board is designed for a 1-2S battery. Connecting a battery with more cells will destroy it immediately.

Battery state	Li-Po	LiHV
Fully charged (per cell)	4.20 V	4.35 V
Fully charged, 2S	8.40 V	8.70 V
End the flight (per cell)	3.50 V	3.50 V
End the flight, 2S	7.00 V	7.00 V
Storage (per cell)	3.80 V	3.80 V
Storage, 2S	7.60 V	7.60 V

- Charge only with a charger intended for the given cell type and never leave charging unattended.
- Take out of service any battery with a swollen case, a damaged lead or after a hard impact.
- Never short-circuit a battery and never discharge it below the voltages above.
- Do not extinguish a burning Li-Po with water. Use dry sand or a fire extinguisher and ventilate the area.

1.4 Rotating propellers and bench testing

Most of the setup can be done without propellers. Do not fit the propellers until the aircraft is completely set up.

- **Always** remove the propellers before connecting the board to a computer or testing the motors in the configurator.
- Secure the aircraft mechanically during testing so that it cannot move.
- Never put your hands, face or loose clothing in the plane of the propellers.
- Before connecting the battery, make sure the transmitter is switched on and the Arm switch is off.

1.5 Temperature and cooling

The board and the connected video transmitter get very hot in operation. Without airflow they can overheat even while the aircraft is on the ground.

- Do not leave the aircraft standing with the battery connected for a long time.
- Do not touch the board, the ESCs or the video transmitter immediately after a flight – risk of burns.
- The 9 V supply for the video transmitter can be switched off in flight from the transmitter – see chapter 5.9.

2. Product description

GOKU F405 HD 1-2S 12A ELRS AIO V2 is an AIO (All-In-One) board for micro drones powered by a 1-2S battery. On a single 30 × 30 mm board it combines a flight controller (FC) with an STM32F405 processor, a 12 A four-in-one electronic speed controller (ESC) and an ExpressLRS 2.4 GHz receiver. It has a direct connector for a DJI digital video transmitter and a separate 9 V power output.

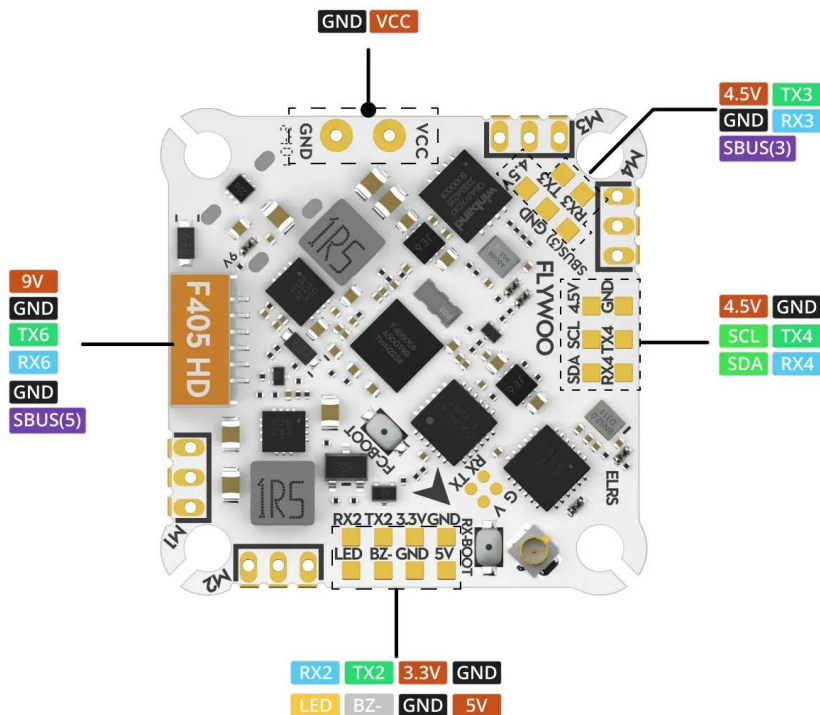
2.1 Package contents

- 1× GOKU F405 HD 1-2S 12A ELRS AIO V2 board
- 1× XT30 power cable
- 1× DJI video transmitter connection cable
- 1× power lead with a PH 2.0 connector
- 1× Flywoo ELRS 2.4G Minimortal PCB T Antenna UFL
- 1× capacitor
- 4× straight JST socket for the motors
- 4× M2×10 screw, 4× M2 nut, 4× M2 anti-vibration grommet

The battery, motors, frame, propellers and video transmitter are not included.

2.2 Board layout and pads

Layout of the solder pads and connectors on the top side of the board:



Pad layout according to the manufacturer's documentation

The markings on the board match the function of each pad: **VCC** and **GND** are the battery power pads, **M1** to **M4** are the motor connectors, **TXn** and **RXn** are serial port pads, **SCL** and **SDA** the I2C bus, **LED** the pad for addressable LEDs and **BZ-** the pad for a buzzer. The six-pin connector on the edge of the board carries the **9 V** supply, the **UART6** port and an **SBUS** input.

The board also has two buttons: **FC-BOOT** to put the flight controller into DFU mode and **RX-BOOT** for the built-in receiver. The receiver antenna is connected to the u.FL connector marked **ELRS**.

2.3 Technical data

Processor	STM32F405 (BGA package)
Gyroscope	BMI270
Barometer	DPS310 or SPL06
Flight log memory	8 MB (blackbox)
Current sensor	yes, integrated
Betaflight firmware	target FLYWOOF405S_AIO
INAV firmware	target FLYWOOF405HD
OSD for analogue video	not fitted
Serial ports	UART 1, 2, 3, 4, 5, 6
I2C bus	SCL / SDA
LEDs	2× WS2812
USB connector	USB Type-C
Electronic speed controllers	4× 12 A, BLHeli_S
Supported ESC protocols	Oneshot125, Oneshot42, Multishot, DShot150, DShot300, DShot600
Input voltage	1-2S Li-Po
Power outputs (BEC)	5 V / 2 A and 9 V / 2 A
Mounting hole pattern	25.5 × 25.5 mm, 3 mm hole
Dimensions	30 × 30 mm
Weight	4.9 g

2.4 Serial ports (UART)

The board has six serial ports. UART1 is permanently wired inside the board to the built-in ExpressLRS receiver and is not brought out to any pads.

Port	Pads	Purpose per manufacturer
UART1	no pads	built-in ExpressLRS receiver
UART2	RX2, TX2	free port
UART3	TX3, RX3	free port
UART4	TX4, RX4	GPS module
UART5	SBUS(5)	SBUS input on the video transmitter connector
UART6	TX6, RX6	video transmitter on the six-pin connector

Next to the UART3 pads there is an **SBUS(3)** pad – a second SBUS input for connecting an external receiver. The I2C bus (**SCL**, **SDA**) is brought out next to the UART4 pads and is used to connect a compass.

Always check the port assignment in the configurator on the *Ports* tab after flashing the firmware. If you connect a peripheral to a different port, you must assign the corresponding function to it manually.

2.5 Built-in ExpressLRS 2.4 GHz receiver

The receiver is part of the board and communicates with the flight controller over UART1 using the CRSF protocol. It identifies itself in the configurator as *Flywoo EL24P 2400 RX*.

Receiver processor	ESP8285
Radio chip	SX1280IMLTRT
Frequency range of the module	2400–2500 MHz
Maximum refresh rate	500 Hz
Minimum refresh rate	25 Hz
Protocol to the flight controller	CRSF
Antenna	u.FL / IPEX, supplied in the package

In the Czech Republic and in the European Union only the 2400–2483.5 MHz segment may be used. Details and transmit power limits are given in chapter 3.3.

2.6 Power outputs

The board has three power rails for peripherals:

- **5 V / 2 A** - the main supply for peripherals, brought out to the 5 V pad next to the LED and buzzer pads.
- **9 V / 2 A** - the supply for the digital video transmitter on the six-pin connector. This rail can be switched off in flight from the transmitter (chapter 5.9).
- **4.5 V** - pads for powering small peripherals such as a receiver or a GPS module.

The first pin of the six-pin connector carries 9 V. Never connect a peripheral intended for 5 V to it - you will destroy it instantly.

3. Legal conditions of operation in the CR and the EU

3.1 The law of the country you fly in applies

Regulations (EU) 2019/947 and 2019/945 apply in all Member States of the European Union, but national implementing rules differ from country to country – registration portals, the minimum age of the pilot, geographical zones, compulsory insurance, permitted frequency bands and maximum transmit powers. The information in this chapter describes the situation in the Czech Republic. If you operate the drone in another country, you must follow the rules of the state in which you fly.

3.2 The board is a component, not a complete drone

The board alone is not an unmanned aircraft. Regulation (EU) 2019/945, which establishes classes C0 to C4 and their labelling, applies to complete unmanned aircraft systems, not to individual parts. The board therefore does not and cannot carry a class label.

Once you build the board into an aircraft, the **operation** of that aircraft is subject to Regulation (EU) 2019/947 and the related national rules. Compliance is the responsibility of the operator, that is, the person who flies the aircraft.

3.3 Radio frequencies and transmit power

The built-in ExpressLRS receiver is a radio device that also transmits – it sends telemetry back to the transmitter. Operation in the 2.4 GHz band is governed in the Czech Republic by a general authorisation of the Czech Telecommunication Office.

Band	Limit	Source
2400–2483.5 MHz	25 mW e.i.r.p.	VO-R/10, Art. 3 (j)

- The frequency range of the radio chip is 2400–2500 MHz, but it may only be operated in the **2400–2483.5 MHz** segment.
- The maximum radio-frequency power transmitted in this band is stated in the EU declaration of conformity for the product – see chapter 8.2.
- Setting the transmit power in the firmware of both the receiver and the transmitter is the responsibility of the user. Setting it above the permitted limit breaches the conditions of the general authorisation.
- Outside the Czech Republic the limits of the respective country apply.

3.4 Operator registration and operating categories

The following obligations concern the finished aircraft into which you build the board.

- The operator must **register** if the aircraft carries a sensor able to capture personal data, that is, above all a camera – regardless of its weight. In the Czech Republic the register is kept by the Civil Aviation Authority at dron.caa.cz and the number issued must be marked on the aircraft.
- An aircraft without a class label built after 1 January 2024 may be operated in the open category as a **privately built unmanned aircraft system** – in subcategory A1 with a take-off mass below 250 g and a speed below 19 m/s, otherwise in subcategory A3. Subcategory A2 is not available for it.
- The usual limits of the open category apply: a height of **up to 120 m** above ground, permanent visual contact with the aircraft and a ban on flying over assemblies of people. In subcategory A3 a distance of 150 m from residential, commercial, industrial and recreational areas is required as well.
- If you fly with FPV goggles, an **unmanned aircraft observer** must stand next to you and keep visual contact with the aircraft without optical aids.
- Work out the real take-off mass of the aircraft including the battery and accessories.
- Liability insurance is not compulsory for small aircraft in the open category, but we recommend it.

4. Installation and wiring

4.1 What else you need

In addition to the package contents you will need:

- a frame with a 25.5 × 25.5 mm mounting hole pattern and four motors for 1-2S,
- a 1-2S Li-Po or LiHV battery and a matching charger,
- a radio transmitter with an ExpressLRS 2.4 GHz module,
- a DJI digital video transmitter and goggles if you want to use the video connector,
- a soldering iron with a fine tip, solder, wire and heat-shrink tubing,
- a computer with the Betaflight or INAV configurator and a USB-C cable.

4.2 Mounting into the frame

The board is mounted on a 25.5 × 25.5 mm pattern; the holes are 3 mm in diameter.

- ① Place the board in the frame so that the arrow on the board points **forward** in the direction of flight.
- ② Fit the supplied M2 anti-vibration grommets into the holes and secure the board with the M2×10 screws and nuts.
- ③ Tighten the screws only lightly – overtightening compresses the grommets and they stop damping vibration.
- ④ Check that no wire touches the solder pads above or below the board.

If the board is fitted in any other orientation, the rotation must be set in the configurator. Mechanically correct mounting is always more reliable.

4.3 Power supply and capacitor

The battery is connected to the **VCC** and **GND** pads on the top side of the board, either with the supplied XT30 cable or with the PH 2.0 lead.

- ① Cut the wires to the required length, tin the ends and solder them to the VCC (positive) and GND (negative) pads.
- ② Solder the supplied **capacitor** to the same pads. Observe the polarity – the stripe on the body marks the negative terminal.
- ③ Once the joints have cooled, inspect them and make sure the solder does not touch the neighbouring pads.

The capacitor suppresses voltage spikes from the motors. Without it you risk gyro noise, video transmitter dropouts and destruction of the board.

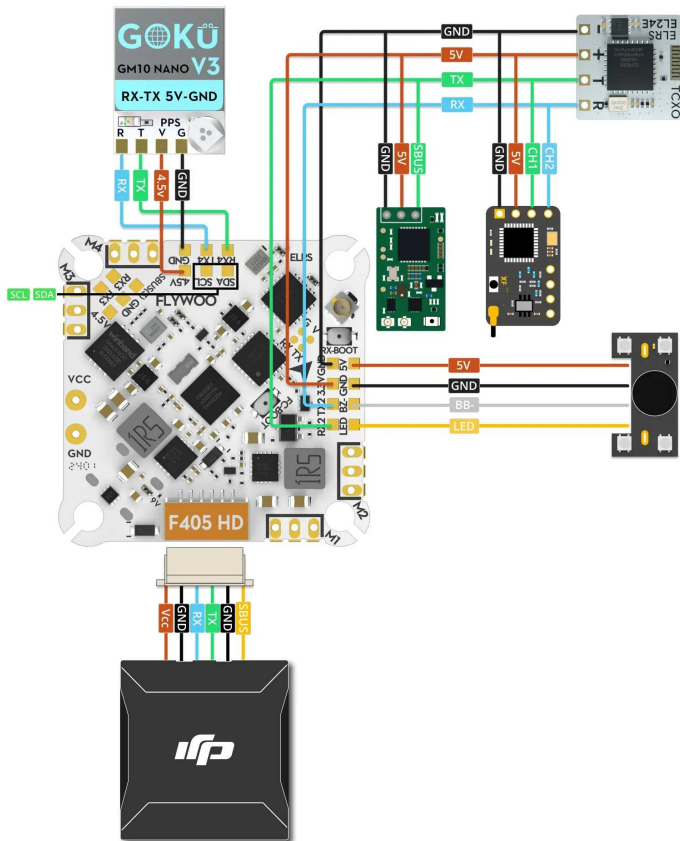
4.4 Motors

The motors are connected to the **M1** to **M4** connectors in the corners of the board; straight JST sockets are supplied in the package.

- Solder a socket to the motor wires; the order of the wires does not matter – the direction of rotation is set in the ESC firmware.
- Check the assignment of the motors to the individual connectors in the configurator on the *Motors* tab before fitting the propellers.
- Route the motor wires so that they cannot reach the propellers.

4.5 DJI video transmitter

The six-pin connector on the edge of the board is intended for a direct connection of a DJI digital video transmitter. The cable is supplied in the package – no soldering is required.



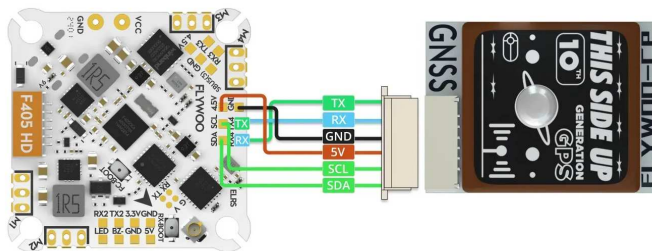
Peripheral wiring according to the manufacturer's documentation

- The connector carries the **9 V** supply, the **UART6** serial port for data and the on-screen display (OSD), and an **SBUS** input.
- The 9 V supply is intended precisely for the video transmitter; the board thus prevents dropouts when the battery voltage sags.
- The connector fits only one way – never force it in.

The board has no OSD chip for analogue video. The on-screen display is available only with a digital video transmitter.

4.6 GPS module and compass

A GPS module is connected to the **TX4** and **RX4** pads and powered from the **4.5 V** pad. A module with a compass also uses the I2C bus – the **SCL** and **SDA** pads.



GPS module with compass according to the manufacturer's documentation

- Connect the **TX** pin of the module to **RX4** on the board and **RX** of the module to **TX4**.
- Place the module as far as possible from the power wires and motors, otherwise the compass will be disturbed.
- In the configurator assign the GPS function to UART4 and enable the compass module on the *Configuration* tab.

4.7 LEDs and buzzer

At the bottom of the board there are the **LED**, **BZ-**, **GND** and **5V** pads.

- Connect the data wire of a WS2812 LED strip to the **LED** pad and the strip power to **5V** and **GND**.
- A buzzer is connected to the **BZ-** pad (negative) and **5V** (positive).
- Two WS2812 LEDs are also fitted on the board from the factory.

4.8 External receiver

To use a different receiver instead of the built-in one, the board has two SBUS inputs.

- The **SBUS(3)** pad next to the UART3 pads – for a receiver soldered to the board.
- The **SBUS(5)** pin on the six-pin connector – used by video transmitters with their own receiver.
- Power the receiver from the **4.5 V** or **5V** pad according to its requirements.

The built-in receiver stays connected to UART1 even when an external receiver is used. Assign the serial RX function to the port you actually use.

5. Setting up

5.1 Connecting to a computer

The board is connected to a computer with a **USB Type-C** cable.

- ① Remove the propellers.
- ② Connect the board to the computer with a USB-C cable. Do **not** connect the battery.
- ③ Start the Betaflight or INAV configurator and press *Connect*.
- ④ If the board does not appear, try another cable – many USB-C cables are charge-only and have no data wires.

The motors and the video transmitter are not powered from USB. Test the motors only with the battery connected and without propellers.

5.2 Flight controller firmware

The board is delivered with firmware already flashed. If you want to reflash or change it, use the targets below:

Betaflight	FLYWOOOF405S_AIO
INAV	FLYWOOOF405HD

- Flashing a different target will not damage the board, but it will not work correctly – above all the port and motor assignment.
- If the board does not enter DFU mode by itself, hold the **FC-BOOT** button while plugging in the USB cable.
- Save your configuration with the *diff all* command on the *CLI* tab before reflashing.

5.3 Binding the built-in receiver

The built-in receiver is bound by power cycling, not with a button.

- ① Switch on the transmitter and put its ExpressLRS module into binding mode.
- ② Unplug and plug the power and data cable of the board **three times** in a row.
- ③ The receiver LED flashes rapidly twice – the receiver is in binding mode.
- ④ Once the receiver LED stays on permanently, the receiver is bound.

The transmitter and the receiver must have the same bind phrase and mutually compatible ExpressLRS firmware versions. If they do not match, binding will fail.

5.4 Updating the receiver firmware

The firmware of the built-in receiver can be updated over Wi-Fi or via Betaflight serial passthrough.

- ① Connect the board to the computer, but do **not** connect with the Betaflight configurator.
- ② In ExpressLRS Configurator select the target *FLYWOO 2.4Ghz EL24P*.
- ③ Choose *BetaflightPassthrough* as the flashing method and flash the firmware.
- ④ After updating the receiver, update the module in the transmitter to the same version.

5.5 ESC firmware

The ESCs are of the BLHeli_S type. The manufacturer states that Bluejay firmware is flashed from the factory, which in Betaflight allows bidirectional DShot and RPM filtering. Settings are made in the ESC Configurator.

- Reflash the ESC firmware only when you have a reason to do so.
- The manufacturer does not recommend flashing the 96 kHz variant – it may cause an error in the motor idle setting.
- Do not flash the firmware repeatedly in quick succession; this risks locking up and destroying the board.

5.6 Accelerometer calibration

Calibrate after the board has been mounted in the frame and the aircraft is complete.

- ① Place the aircraft on a flat, level surface.
- ② In the configurator select *Setup* → *Calibrate Accelerometer*.
- ③ Do not move the aircraft during calibration.

5.7 Checking motor order and direction

Always test without propellers and with the aircraft mechanically secured.

- ① Remove the propellers and connect the battery.
- ② Open the *Motors* tab in the configurator and enable motor testing.
- ③ Spin up motors 1 to 4 one by one and check that the right one turns.
- ④ Check the direction of rotation; if it is wrong, change it in ESC Configurator.
- ⑤ Only after a successful test fit the propellers according to the firmware layout.

5.8 Arm, Disarm and failsafe

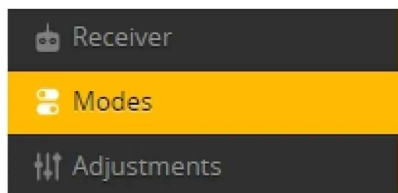
Assign **Arm** (motors on) and **Disarm** (motors off) to a switch on the transmitter on the *Modes* tab. Do not use a lever or a button for Arm that can return by itself.

- The Arm switch must be off before you connect the battery.
- Set the behaviour on loss of signal on the *Failsafe* tab; the recommended setting is to cut the motors immediately (*Drop*).
- Test the failsafe without propellers – switch off the transmitter and check that the motors stop.

5.9 9 V electronic switch

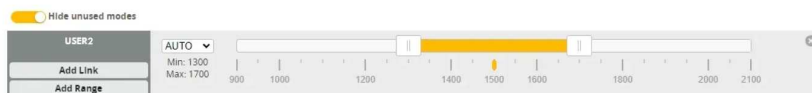
The 9 V supply for the video transmitter can be controlled from a switch on the transmitter – the **USER2** mode in Betaflight is used for this.

- ① Connect the board to the Betaflight configurator and open the *Modes* tab.



The Modes tab in the Betaflight configurator

- ② Find the **USER2** entry and select *Add Range*.
- ③ Move the switch on the transmitter you want to use and save the range you have set.
- ④ Activate the USER2 mode with this switch.



Setting the switch range for the USER2 mode

6. Operation

6.1 Pre-flight check

Go through this list before every flight:

- The propellers are undamaged, correctly oriented and tightened.
- The board is firmly mounted and no wire is loose or chafed.
- The receiver antenna is connected and not kinked.
- The transmitter is switched on, its battery is charged and the Arm switch is off.
- A **fully charged** battery is fitted in the aircraft – 4.20 V per cell for Li-Po, 4.35 V per cell for LiHV.
- The battery connector is secured and the battery is strapped down.
- You have checked the radio range and the failsafe function.

6.2 Monitoring battery voltage

The board measures voltage and current and passes the data to the on-screen display and to the telemetry.

- End the flight at **3.50 V per cell** at the latest – that is 7.00 V for a 2S pack.
- Deep discharge damages the battery permanently and reduces its capacity.
- The voltage reading fluctuates under load; what counts is the voltage at rest after landing.

6.3 Video transmitter temperature

A digital video transmitter heats up quickly without airflow.

- Between flights switch off the 9 V supply with the USER2 switch (chapter 5.9) or disconnect the battery.
- Do not leave the aircraft with the battery connected standing in the sun.

7. Maintenance and troubleshooting

7.1 After every flight

- Disconnect the battery and let the board cool down.
- Check the solder joints, the motor connectors and the antenna mounting.
- Remove dirt with a soft brush; do not use solvents.
- After a crash always inspect the board against the light – look for cracked joints and loose components.

7.2 Soldering and repairs

- Use a temperature-controlled iron with a fine tip and solder quickly.
- Do not overheat the pads – a lifted pad cannot be repaired.
- Always disconnect the battery and USB before soldering.
- Desoldering a component or modifying the board is not a product defect and cannot be claimed under warranty.

7.3 Storage

- Store the board in an antistatic bag, in a dry place and out of the reach of children.
- Store batteries charged to **3.80 V per cell**, that is 7.60 V for a 2S pack.
- Check the batteries regularly during long-term storage.

7.4 Troubleshooting

Problem	Possible cause	Solution
The board does not appear in the configurator	USB cable without data wires, missing driver	try another cable; if problems persist, flash the firmware in DFU mode using the FC-BOOT button
The receiver will not bind	different bind phrase or firmware version	use the same bind phrase and flash the same ExpressLRS version to the transmitter and the receiver
A motor does not spin or spins the wrong way	swapped connectors, wrong direction in the ESC firmware	check the order on the <i>Motors</i> tab, change the direction in ESC Configurator
The video transmitter does not start up	9 V supply switched off, connector not seated	check the USER2 mode and that the connector is fully seated
The on-screen display does not work	the board has no OSD chip for analogue video	the on-screen display works only with a digital video transmitter
GPS does not get a fix	wrong port assignment, interference from the power wiring	assign the GPS function to UART4 and move the module further from the wires
Voltage fluctuates, the gyro is noisy	missing or badly soldered capacitor	solder the supplied capacitor to the VCC and GND pads
The board overheats	long operation without airflow	disconnect the battery between flights or switch off the 9 V supply

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@rotorاما.cz
Phone	+420 252 252 098
Website	www.rotorاما.cz

8.2 Product conformity



- 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@rotorاما.cz.
- **Product identification:** the type designation (GOKU F405 HD 1-2S 12A ELRS AIO V2) is given on the product packaging and in the accompanying documentation.

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.