



EXOMO Copilot USER MANUAL

Congratulations! You have just acquired a powerful and clean electric drive that propels you into the future of aviation.

EXOMO products are assembled with great care from quality components and are checked on the test bench before delivery.

This manual allows you to get the most out of this power unit and maintain its performance over time, be sure to accept the recommendations for use and implementation to maintain safety.



Note: These powertrains are not certified by civil aviation, they must only be used on aircraft where such certification is not required.

On the US market, a special airworthiness certificate in the experimental category is issued to operate an aircraft which does not conform to its certificate.

Special airworthiness certificates may be issued in the experimental category for the following purposes: Operating amateur-built, kit-built, or light-sport aircraft.

All aircraft require prior training by a professional to be used, and possession and use of the aircraft are subject to local, national and international regulations that must be complied with.

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Summary

1. Specifications	3
2. Assembling the motor unit	4
2.1. Mounting the engine assembly	4
2.1.1. Mounting on non referenced frame	4
2.1.2. Acceleration handle	4
2.2. Mounting the propeller	5
3. Getting started	6
3.1. Preliminary checks	6
3.2. Connecting the battery	6
3.3. Safety to getting started	7
3.4. Safety when operating	8
4. Using the motor unit group	9
4.1. Reading of the control screen	9
4.1.1. Handle analog screen	9
4.1.2. Handle screen in stand by and manual mode	9
4.2. Accelerator	11
4.3. Flight regimes	11
4.4. Autopilot mode	11
4.5. Autopilot tuning mode	12
5. Calibration mode	13
5.1. Enter in calibration mode	13
5.2. Throttle calibration	13
5.3. Other devices calibration	14
5.4. Saving calibration	14
6. Using the battery	15
6.1. Recommendation	15
6.2. Loading procedure	15
6.2.1. 1200w charger	15
6.2.2. Checking and storing	16
6.3. Electrical hazard	16
7. General rules of use	17
7.1. Transportation	17
7.2. Storage	17
7.3. Maintenance	17

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1. SPECIFICATIONS

ENGINE POWER: 15 KW

BATTERIES:

- Li-Ion 18650 Cells with a 300 A fuse
- Nominal voltage: 55,5 Volts

BATTERY SIZES:

- | | |
|---------------|---------------|
| - 3 kwh 50 Ah | Mass: 15,5 Kg |
| - 4 kwh 70 Ah | Mass: 20 Kg |
| - 5 kwh 90 Ah | Mass: 25 Kg |

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2. ASSEMBLING THE MOTOR UNIT

2.1. MOUNTING THE ENGINE ASSEMBLY

The motor support is pre-drilled to adapt it on the Polini or Vittorazi attachment points.

The assembly of the propulsion system on a frame is made under the responsibility of the buyer if it's not done on our workshop.

Attach the battery holder to the frame with washers on each side and screw the nuts, self-braked washers and bolts, position the bolt covers.

2.1.1. MOUNTING ON NON REFERENCED FRAME

2.1.1.1. POSITIONING OF THE PROPELLER AXIS

If mounting is done on a frame that does not have standard attachment points, the centering of the propeller shaft must first be checked.

The pack includes a 130 cm propeller, when used on a paramotor frame, it must be perfectly centered with respect to the cage and the outer arch of the cage must extend at least 5 cm over the whole periphery.

2.1.1.2. MOUNTING THE BATTERY HOLDER AND ENGINE SHELL

In the case the fixing points are near the pre-drilled holes or outside the support, it is preferable to contact the manufacturer to make a plate permitting the acceptance of the existing fixing points.

Any other assembly is done under the responsibility of the user.

The fixing must be done by 8 mm diameter bolts with 20 mm washers on each side of the battery holder fixation points.

The user is solely responsible for the strength of the chassis or the structure used to fix the motor support.

In the event that you dismantle the assembly, the threads must be re-coated with thread brake and the bolts replaced with new bolts of the same quality.

The engine shell can be placed on the battery holder with the eight 6 mm bolts with washer on each side of the parts.

The plane of rotation of the propeller must be retreated at least 5 cm from the plane of the cage and be parallel to it.

In the case of unprotected assembly, it must be verified that the aircraft is designed to accept a propeller of that diameter and check that a fixed or movable part of its structure is not in the vicinity of the propeller disc area.

2.1.1.3. MOUNTING THE BATTERY

Put the scratch belt around the center of the highest tube of the frame.

You can slide the battery inside the shells, slowly to not hit the bottom inside the battery holder.

The scratch can be put around the battery handle to lock the battery inside the shells.

2.1.2. ACCELERATION HANDLE

The handle is designed to be used either in the right or left hand as asked at the ordering by positioning the control screen.

It is advisable to pass the cable between the chassis and the harness to uncouple it from the shoulder strap.

The cable will then be lowered along this strap or inside if it has a passage for the emergency parachute straps.

Adjust the length of the cable to the outside so that you can hold the handle with the arm fully extended and secure the hidden part of the cable with a plastic collar to the chassis.

2.2. MOUNTING THE PROPELLER

We advise to make a first start-up and a test of good operation of the whole motor without propeller.

The assembly of other propellers than those recommended can cause an over-torque and a degradation of the engine and the controller.

This type of installation is excluded from the manufacturer's warranty.

The EXOMO motor turns to the right, so the leading edge of the blades must be oriented in this direction of rotation.

If your version is equipped with a quick release hub, all the parts must be mounted with screws braked to the thread brake to prevent unwanted loosening.

If your propeller is to be mounted directly on the engine, position the flange and first mount all the screws with their washers by hand.

Then make a first moderate tightening so that all the screws make contact with the flange and then tighten with the key the screws opposite (tightening in cross) to balance the assembly.

Then make a final screw-by-screw check.

The four blades E-PROPS propellers require special assembly with the second two-blades positioned at 45 ° from the first two-blade as it advances in the direction of rotation (right). Please refer to the propeller mounting instructions and observe the color codes and stacking order.

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3. GETTING STARTED

3.1. PRELIMINARY CHECKS

Prior to any action, check the propeller mounting, propeller attachment (propeller screws are not braked if directly mounted on the engine, loosening is possible after use of the machine).

The propeller must be checked systematically to check for the absence of shocks on the leading edge as well as the cleanliness of the blades.

For the paramotors, the integrity of the cage must be checked as well as the absence of fixed or moving parts that can be approached from the plane of the propeller.

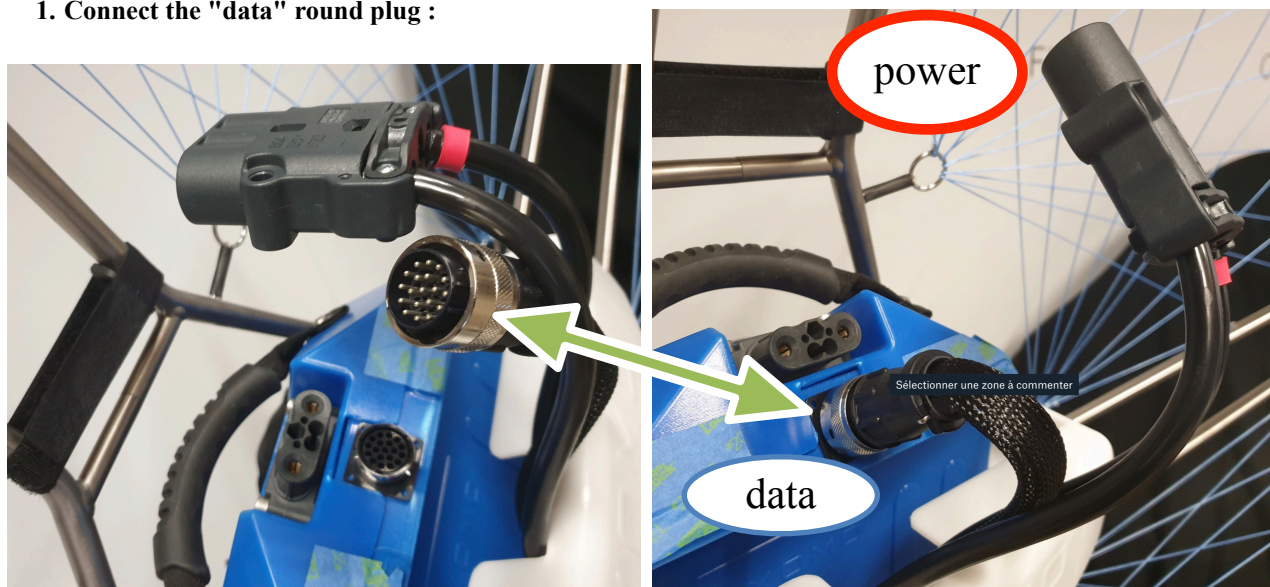
The user must also check that no clothing or part of a floating or mobile garment is worn during the start-up and that no objects likely to enter the plane of rotation of the propeller are worn or Present near the machine.

3.2. CONNECTING THE BATTERY

Check that the throttle handle is visible, attached to a point away from the propeller area and that the throttle lever slides freely.

The connection of the battery always takes place in two steps:

1. Connect the "data" round plug :



NB : in this stage :

- When the battery is connected, the handle screen lights up and the copilot starts.
- **Do not power on the engine (long press on the red handle switch) nor activate the throttle until the power plug is connected.**

The risk is to cause damage to the whole electronic system. By the way, in this case, some protection stuff should cutoff the power and stop the device. You'll have to unplug the battery, wait for one minute and connect again.

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2. Connect the power plug (two wires) :



To disconnect, make sure that the machine is off and always disconnect the two outlets in reverse order : **first disconnect the "data" socket and then plug off the power socket.**

3.3. SAFETY TO GETTING STARTED

Three levels of safety must be crossed to start the machine:

A. Battery Connection

The motor must never be left unattended with a connected battery, if you have to move away, always unplug the two battery plugs.

B. Activation of the handle switch

A long press on the red handle switch starts the system with an initialization time. The following screens appear and at the end, the system emits three notes (you can release the red handle switch as soon as the second screen appears) :



The motor is then ready for operation and the screen indicates the actual battery voltage (64v if it is fully charged) *(picture to be changed)*

The activation of the handle switch must only be carried out when the pilot is ready for take-off and must be shut off as soon as possible: any involuntary action on the throttle causes the propeller to rotate, at this time, the operating status is only shown the ventilation of the controller, the « Manual mode » indication on the handle screen.

A short press on the red handle switch stop the system (from « Manual mode » to « Stand by »).

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3.4. SAFETY WHEN OPERATING

Before the propeller is rotated, check that nobody is near the machine and that no adult, child or animal can get close to the system in operation without being able to detect its presence.

Check before starting that no fixed or moving object can come into contact with the machine or be moved, projected or sucked by the blast of the propeller.

If the propeller is broken, parts could be thrown at high speed into the plane of the propeller and cause serious injury.

The system must never be operated on the ground fixed by any device.

The pilot must be in place with immediate access to the throttle switch.

In the case of the paramotor, the machine must be worn, with all straps in place and the handle in hand.

It is strictly forbidden to test the maximum thrust on the ground without prior training, the power of the device can easily unbalance the pilot and make it fall with a rotating propeller.

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4. USING THE MOTOR UNIT GROUP

4.1. READING OF THE CONTROL SCREEN



4.1.1. HANDLE ANALOG SCREEN

The display has an analog battery level indicator (by voltage) with LED bars, this indication is approximate but allows an easy reference to be consulted in flight and tells you that the battery is not fully charged if some bars are missing.



This is essential and should always be checked before take-off as it ensures that you will have the energy required for the expected flight time depending on the capacity of your battery.

Note that the battery capacity is variable in the time, it increases in the first days of use and will then gradually decrease to about 20% when you have reached the number of cycles planned by the manufacturer.

4.1.2. HANDLE SCREEN IN STAND BY AND MANUAL MODE

4.1.2.1. STAND BY MODE

After the battery is connected, the handle and the copilot start in « stand by » mode.

The screen indicates the voltage, starting mode with 0v until the engine has been started :

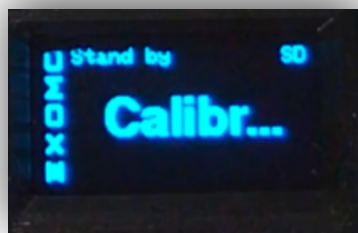


- The « SD » on the top right indicates that the device will store flight datas (if not, a strike through « ~~SD~~ » appears);

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- « LG calibr » invites the user to make a **Long** press on the **Green** handle switch to enter in the calibration menu;

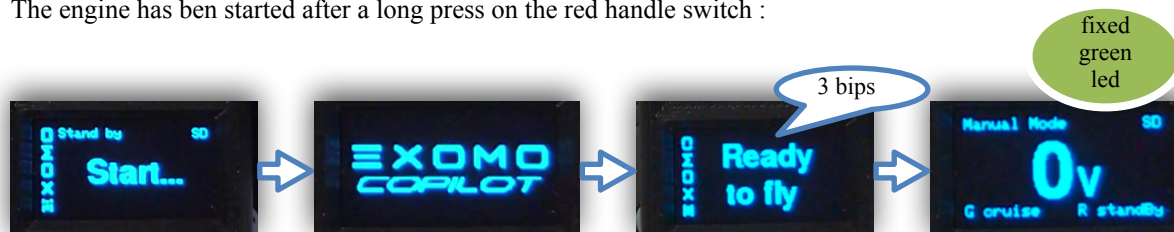


- « LR start » invites the user to make a **Long** press on the **Red** handle switch, to enter in the calibration menu.



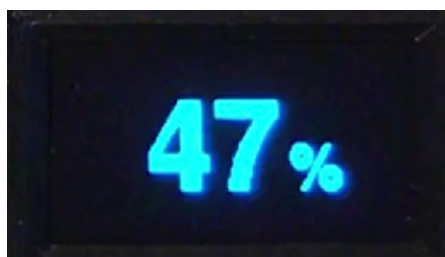
4.1.2.2. MANUAL MODE

The engine has ben started after a long press on the red handle switch :



The motor is then ready for operation and the screen indicates :

- the actual battery voltage (64v if it is fully charged) *(picture to be changed)*
- or, if the power trigger is pressed, the power asked in percent :



In flight, you can read successively :(those informations should depend on the version of the copilot firmware

- | | |
|------------------------------------|--------|
| - the flight time in minutes | XX min |
| - the altitude from take off (QFE) | XXX m |
| - the climb rate (VZ) | XX m/s |
| - the remaining battery capacity | XX % |

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4.2. ACCELERATOR

Your EXOMO pack is equipped with a soft and progressive power lever.

The propeller acceleration is programmed so that the full power is reached within 3.5 seconds if you press the joystick sharply.

This safety also relates to a regulation of the power delivered to the engine to preserve your machine.

This involves a response time when you are asking for power from a stopped propeller, this will have to be taken into account during your take-off and anticipate a power shift if you want to interrupt an approach.

In flight, this delay is insensitive and you will have an instantaneous acceleration if your propeller is already rotating.

4.3. FLIGHT REGIMES

An electric motor has an energy limited by the capacity of the battery.

You will need to understand if you want to fly as long as possible with a battery charge because the more power you ask, the more you reduce the flying time.

After takeoff, it is therefore advisable to rapidly take a continuous but steady climb to reach your cruising altitude.

Similarly, more you're flying at a reasonable altitude, more you increase the flight time.

It is possible to reduce and even stop power to operate an ascending flight zone.

An electric paramotor is thus an ideal machine to exploit the thermal ascensions if you have this level of piloting.

Propeller stopped, the energy consumption is negligible.

However, the cruising flight is the most economical mode of flight in calm air, if you stop the thrust for a while, you will need to consume more energy to return to your starting altitude.

To have fun locally, to make maneuverability or slalom, you can ask all the power of your EXOMO for short times, your flight time will be reduced but the motorization is designed to withstand strong solicitations.

4.4. AUTOPILOT MODE

After at least one minute after take off, if you push the green handle switch during flight and release the power trigger in less than 3 seconds, the autopilot mode takes control of the power and allows you to flight automatically horizontally.

The green led blinks slowly in this state.



To cut off the Autopilot, you can press the handle trigger at least at the level you were when starting autopilot.

This function must be used in smooth air and low vertical movements if you don't have the skills to control the wing at any time.

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We recommend to use this function at 150 meters from the ground to ensure your security. Remember that this is a cruising system not done to stay exactly on a level.

Never use the autopilot near the ground, the ground is never flat !

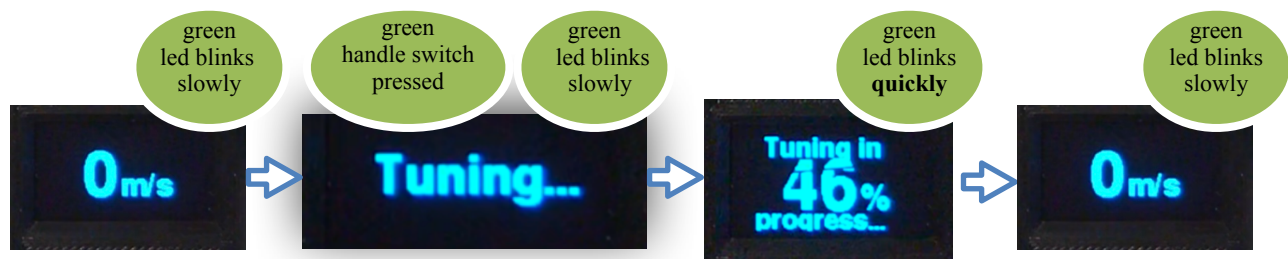
In a thermal ascent, the autopilot reduces the engine power but don't stop the propeller to be able to react quickly.

If you're climbing at more than 1 meter per second during more than one minute, the Autopilot will be automatically cut off.

4.5. AUTOPILOT TUNING MODE

Autopilot algorithm has some parameters witch depend on whole configuration : quality of the wing, the weight of the pilot and the battery, propeller type, ... The copilot is delivered with standards parameters that suits with most of configurations but not specifically the one corresponding to yours. As a result the autopilot mode will generate more or less oscillations with peigne accelerations to maintain the right altitude.

You can ask to the copilot to try and enhance those parameters for you. For that, in autopilot mode, if you push the green handle switch for at least 5 seconds, the autopilot will start an auto-tune procedure : il will increase and decrease the engine power several time and, after having detected optimal parameters, will go back to autopilot mode with a better tuning.



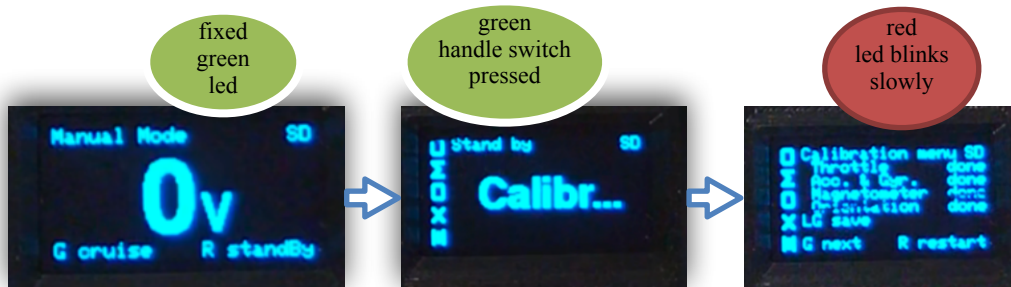
At any moment you can stop the auto-tune procedure, and quit the autopilot/cruise mode pressing the joystick sharply, or stop the engine pressing the red handle switch.

5. CALIBRATION MODE

The copilot is configured and calibrated before delivery. Nevertheless, we'll write here how to use the different configuration steps.

5.1. ENTER IN CALIBRATION MODE

In stand by mode, make a Long press on the Green handle switch to enter in the calibration menu.



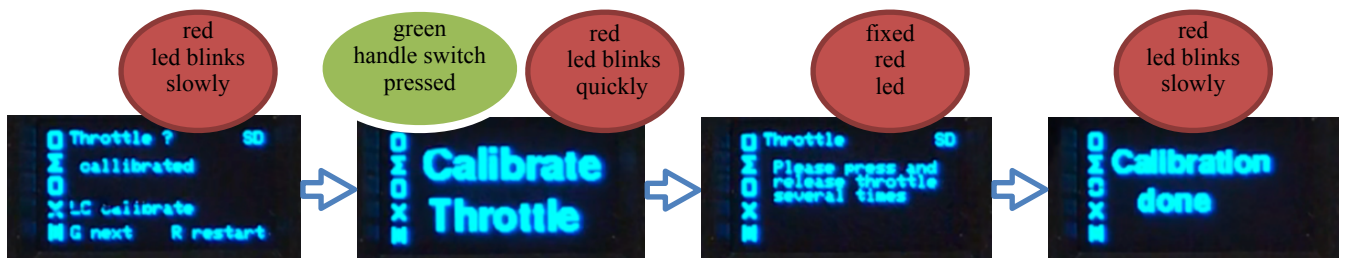
At this stage :

- press on the Red handle switch to restart the device
- press shortly on the Green handle switch to go thru the different menu :
 - Throttle
 - Accelerometer and gyroscope
 - Magnetometer
 - Orientation

5.2. THROTTLE CALIBRATION

Once in the calibration menu, make a long press on the green handle switch until the calibration instructions are written.

Here, « Please press and release throttle several time » during 3 seconds. If nothing is done, « Calibration failure » will be written and you may try again. If you press and release the throttle during 3 seconds, then « Calibration » done will be written for a while, then the main calibration screen will appear.

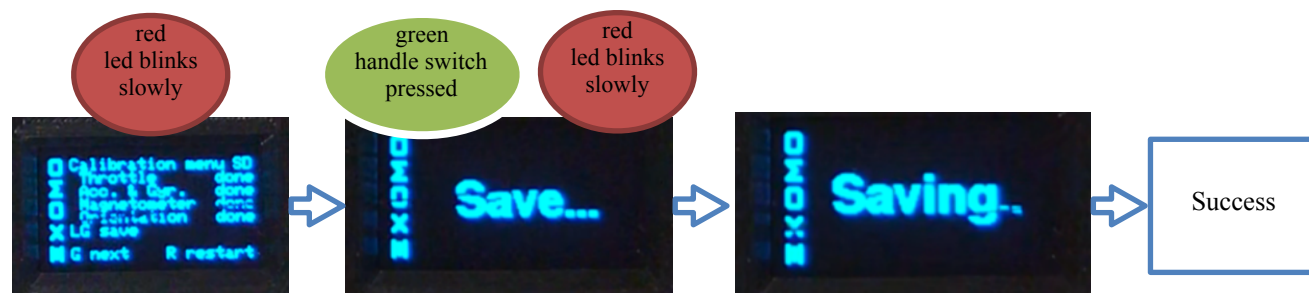


5.3. OTHER DEVICES CALIBRATION

In the same way than for the throttle, other calibration screens will write some instructions you'll have to follow.

5.4. SAVING CALIBRATION

Go back to the main screen making short press on the green handle switch to see the « LG save » option and do a Long press on the Green handle switch to save the configuration



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6. USING THE BATTERY

The use of an electric propulsion imposes flight in dry weather, it prohibits the flight above the water and the practice of foot-drag on the water.

6.1. RECOMMENDATION

Your battery is made up of several elements of very high quality assembled according to the capacity.

Each cell assembly is in fact a battery and is processed individually in the charging and discharging phases.

During charging, the charger is powered by a Battery Management System (BMS, integrated in your battery) and ensures a two-stage charging: first a general rise in voltage and then a balancing of the elements cells by cells until the maximum programmed voltage.

This balancing phase is important because it allows you to take full advantage of the capacity of your battery and it preserve its quality: when you fly, the first element that reaches the minimum voltage will trigger the shutdown of the system.

It is possible to recharge incompletely a battery but it will regularly have to leave it time for a complete balancing.

During the discharge phase, during the flight, the system monitors the voltage of each element, automatically reduces the available power at the end of the capacity, and switches off the power as soon as one of the elements reaches the minimum voltage.

This voltage is programmed to preserve the life of your battery and to completely empty the battery in flight presents no danger for its longevity.

After the flight and depending on the demand for power, the elements of the battery warm up.

It is strongly advised not to charge a hot battery, so you must wait until the temperature is below 30 ° C to start charging.

The battery is delivered to you discharged at 40%, it is necessary to make a complete charge before the first flight

6.2. LOADING PROCEDURE

6.2.1. 1200W CHARGER

Before charging, make sure that the AC outlet you are using operates at 220 or 240 Volts and can withstand a power demand greater than 1000W.

Check that the battery is cold (under 30°C).

Connect successively:

- 1. The data plug on the battery
- 2. The power connection on the battery
- 3. The AC outlet of the charger

The two chargers leds turns to red and indicate the voltage of the charge (not the voltage of the battery).

The total load is indicated by the green led on the left, disconnect the AC outlet, be sure that the red LED on the secondary box is off to disconnect the battery and you can go flying !

The secondary charging box can stay connected to the battery 24 hours to equilibrate it perfectly, you can see the box working as the red LED is blinking.

Be careful, you will never disconnect the secondary box as the LED is blinking, it can cause damage on the electronic cards.

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6.2.2. CHECKING AND STORING

6.3. ELECTRICAL HAZARD

Your battery is equipped with solid connectors in which the electrical contacts are integrated and normally inaccessible.

The batteries have a working voltage which is lower than the limit of the risk of electrification for the continuous currents, that have been fixed in the case of direct contact in a humid environment.

Particular care should be exercised in the presence of children who may slip their fingers into the dwellings.

Batteries should not be accessible to children of all ages who can insert metal parts into the connectors, as this may cause a short circuit.

Given the electrical energy stored in these batteries, a short circuit could cause severe burns and can destroy the batteries.

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7. GENERAL RULES OF USE

7.1. TRANSPORTATION

When handling the machine, it is necessary to avoid any direct impact on the external motor part.

This could damage the motor axis and cause contact with the internal fixed part or also generate vibrations during operation.

Be careful on the risk of dropping paramotors, especially when the battery is removed because the center of gravity goes up and facilitates the imbalance.

The battery is a fragile element considering its weight, care must be taken to avoid any violent shock with the ground which could move or deform the internal elements.

When transporting in a vehicle, make sure that the heavy components of the engine and the battery are secured against hard parts of the vehicle.

In the event of an accident, these elements may constitute dangerous projectiles if they penetrate the passenger compartment.

The throttle grip and its screen are fragile parts essential to the operation of your machine, be careful not to crush them, protect them in the harness when you're storing your paramotor.

Also be careful not to exert any significant pull on the cable of the handle.

7.2. STORAGE

The storage room of your appliance must be tempered, clean, dry and ventilated.

Be sure that this room can not be flooded, dried or dripped with dust.

The motor is sensitive to metal dust because it has high power magnets.

Do not saw, grind or weld metal in the vicinity.

You can cover the motor part with a clean cloth to protect it against dust.

Never enclose the motor or battery components with a tight seal because that may cause condensation.

The battery should not be stored at very low load or at maximum load.

To store it, make a full load with balancing and then run the engine to lower the voltage to 53 volts.

Be sure to maintain this storage voltage regularly.

7.3. MAINTENANCE

The motor part of your EXOMO has only one movable element supported by bearings.

These elements do not require any periodic intervention and their wear can only take place after a very long period of use.

Contact the manufacturer immediately if you notice any machine vibration or malfunction, do not attempt to tamper with any part of the system or the battery.

Any intervention found on these items will result in a loss of the guarantee and a repair at your expense.

The exterior surfaces of the machine can be cleaned with a cloth moistened with household alcohol, do not use petrol, solvents or cleaning agents.

The EXOMO team wishes you good flights.

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