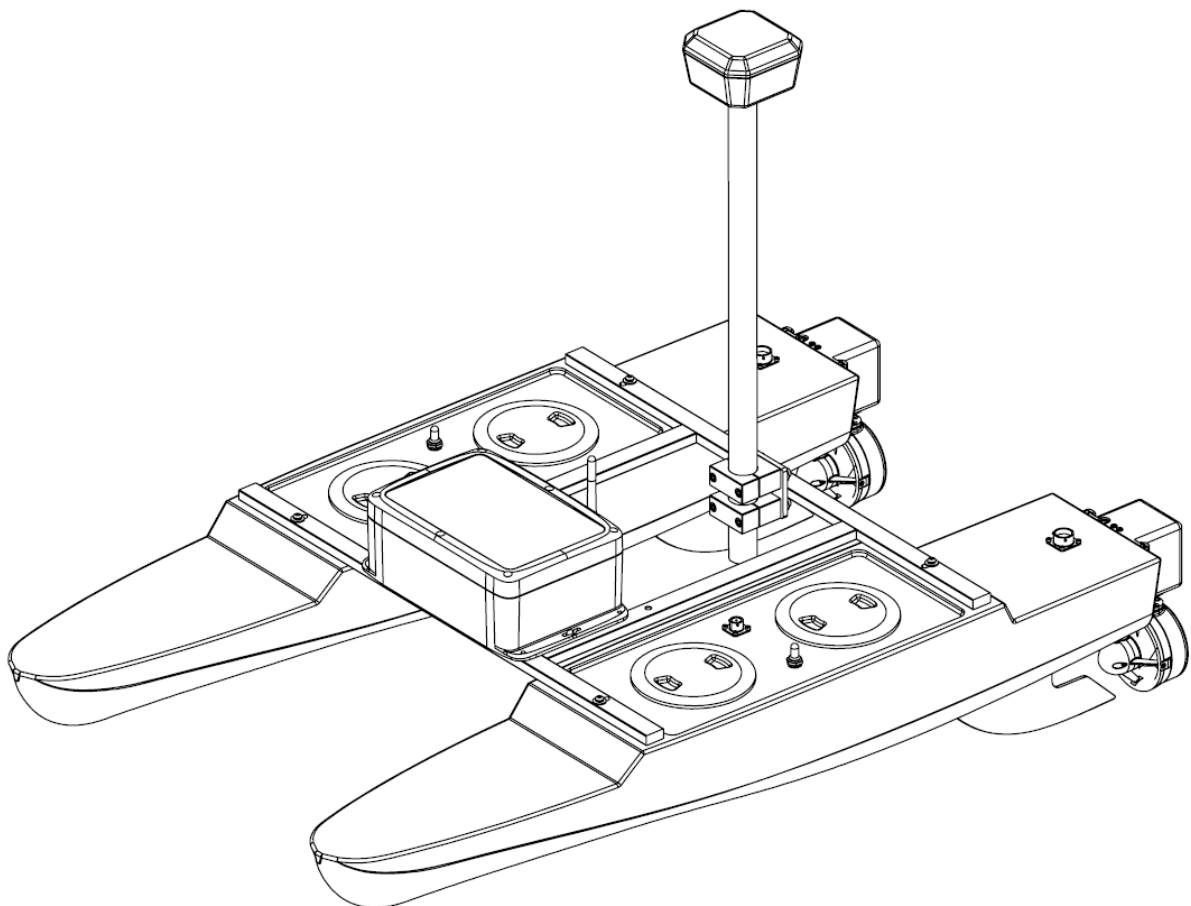


HyDrone™ ASV Servo

Generation 4

User and Technical Manual

Seafloor Systems, Inc



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1 Introduction

1.1 System Overview

Welcome to the Seafloor Systems HyDrone™ ASV Servo manual. This document provides an overview of the key features and functionalities of our cutting-edge Uncrewed Survey Vessel (USV) designed for hydrographic surveying and marine mapping applications. The HyDrone™ ASV Servo offers advanced hydrographic surveying capabilities, flexible payload options, and real-time data viewing. The HyDrone™ ASV Servo features a robust hull and propulsion system, and reliable communication system. This manual is for hydrographic surveyors, marine scientists, and technical personnel involved in underwater mapping and surveying tasks using the HyDrone™ ASV Servo.

1.2 Terms And Acronyms

ANP	AutoNav Plus
ASV	Autonomous Survey Vessel
Bow	Front or forward part of the vessel
BHSC	Button Head Socket Cap Screw
CAA	Collision Avoidance Assist
CCW	Counter-Clockwise
CW	Clockwise
ESC	Electronic Speed Controller
FAQ	Frequently Asked Questions
GND	Ground (Voltage)
GNSS	Global Navigation Satellite System
GPS	Global Position Satellites
HDPE	High Density Polyethylene
HLP	Hydrolite Plus
HUD	Heads Up Display
LED	Light Emitting Diode
LiPo	Lithium Polymer Battery
Motor	Center electronic part of the Thruster
MBES	MultiBeam Echosounder
NMEA	National Marine Electronics Association
PoE	Power over Ethernet
Port	Left side of vessel - facing towards bow
Prop	Propeller
RCU	Remote Control Unit
RCV	Remote Controlled Vessel
RDP	Remote Desktop Protocol, Remote Desktop Connection
Receiver, RCVR	Receiver for the Transmitter
RSSI	Received Signal Strength Indicator
RTK	Real Time Kinematic
RTL	Return to Launch
Rx	Receive
SBES	Single Beam Echosounder
Servo Thruster	Servo Thruster Assembly
SOC	State of Charge
Starboard	Right side of vessel - facing towards the bow
Stern	Rear or aft part of the vessel
SVP	Sound Velocity Profiler
SVS	Sound Velocity Sensor
Thruster	Thruster assembly with prop
Transmitter	Transmitter also known as Radio Control Unit
Tx	Transmit
UI	User Interface
USV	Uncrewed Survey Vessel
VDC	Voltage - Direct Current

VAC

Voltage - Alternating Current

Information

Information banner is to notify useful information for operator.

Caution

Caution banner is provide important information that if disregarded may result in accidental misuse or damage to the system.

Important Alert

Important Alert is to provide important information that if disregarded may prove harmful to personnel or equipment.

1.3 System Specifications

Survey Speed	2 knots (1m/s)
Max Speed	4 knots (2m/s)*
Length	45.6in (1.2m)
Pontoon Width	8.37in (0.21m)
Overall Width	29.25in (0.74m)
Hull Material	High-Density Polyethylene (HDPE)
Hardware	316 Stainless Steel
Weight	28lbs (12.7kg)
Payload	32lbs (14.51kg)
Power	14.8VDC Nominal
Battery Endurance	5.5 Hours At Survey Speed With 16Ah Batteries
Thruster	2x Electric Thrusters
Steering	Directed Thrust
Communication Range	Line of Sight, Up to 0.18mi (300m) (Conditions Dependent)
Remote Control Range	Up To 0.6mi (1km) (Conditions Dependent)
Remote Control Voltage Range	6-8.5VDC
Sea State	Beaufort Sea State 2 and Below (Figure 97)
Operating Air Temperature	14°F – 113°F (-10°C – 45°C)
Operating Water Temperature	28.4°F – 96.8°F (-2°C – 36°C)

*Speed in ideal conditions. 8 hour operational endurance (with 4 batteries). Refer to Survey Duration Chart. 3.4

1.4 System Limitations

To limit potential damage to the HyDrone™ ASV Servo, it is not recommended to use the USV in the following conditions:

- Colder environments can lead to decreased battery capacity and shorter endurance compared to what is indicated on the endurance chart. (Refer to 3.4)
- Range outside of 0.6mi (1km) line of sight.
- Charging: On land only. No equipment leakage circuit interrupter (ELCI) protections for on water charging.
- Weather Conditions: Do not use USV in adverse weather. Thunderstorms, lightning, hurricanes, monsoons, extreme heat, strong current, strong wind, heavy rain, etc.

1.5 Warranty

Seafloor Systems, Inc. is committed to upholding the highest standards of quality, reliability, and durability in its products. We provide a warranty to the original purchaser or purchasing agency, guaranteeing that each HyDrone™ ASV Servo will be free from defects in materials or workmanship for a duration of one year from the date of shipment.

Battery Warranty Limitation:

Batteries are excluded from the standard one-year warranty and are instead covered under a limited warranty of ninety (90) days from the date of shipment. This limitation applies to all battery types provided by or included with Seafloor Systems products.

The warranty provided does not cover defects resulting directly or indirectly from misuse, negligence, accidents, repairs, or alterations conducted outside of our facilities. It also does not cover the utilization of the HyDrone™ ASV Servo for purposes other than water measurements, or pairing it with instruments exceeding a weight of 25lbs (11.3kg).

Seafloor assumes no responsibility for the loss of boats, instruments, damage to property, or any injury or fatality associated with the utilization of its products or any products that may be included or utilized in conjunction with Seafloor products. Seafloor's warranty does not extend to third-party products sold by Seafloor, which may encompass items such as GPS devices, depth sounders, and other supplementary

equipment.

All warranty-related services are carried out from Seafloor's facility in El Dorado Hills, California, U.S.A.

1.6 Technical Support

Seafloor Systems, Inc. provides comprehensive customer support through an online support system during regular business hours. For assistance outside of standard business hours, support is available by appointment.

If your HyDrone™ ASV Servo was purchased through an authorized dealer, we kindly request that you contact your dealer's designated point of contact for immediate support and assistance.

To submit a support request, please fill out our support form on our website www.seafloorsystems.com via the big green button. Please include as much information as possible:

Technical Support

- Your Name and Company
- Where you purchased the system
- Purchase Order number
- Serial number of the system
- In-depth explanation of the issue
- Any helpful pictures of the issue

Upon submitting your support request through our website, a case will be automatically generated in our support system. One of our support representatives will reach out to you to assist with your inquiry or issue within 48 hours. Please note that this response time does not include weekends.

- Website: www.seafloorsystems.com
- Phone (PST/PDT): +1 530-677-1019 (Business Hours: Monday - Thursday, 0700-1730)

2 Safety

2.1 Battery Safety

Please read through these instructions carefully before you operate the HyDrone™ ASV Servo.

Important Alert

Danger to life from electric shock. Contact with uninsulated or damaged parts can result in severe physical injuries.

- Before and after every use of a LiPo battery, carefully inspect the pack to ensure no physical damage, swelling or “ballooning” is visible.
- If at any time you have an accident with your HyDrone™ ASV Servo, or if the battery swells, “balloons”, or feels too hot to the touch, immediately stop use and carefully follow these safety steps:
 - Using electrical protective gloves, remove the battery pack from your HyDrone™ ASV Servo or charger.
 - Place the battery in a LiPo safety sack or other fireproof container, away from flammable materials and in a well-ventilated area.
 - Observe the battery from a safe distance for at least 30 minutes.
 - If after 30 minutes the pack appears stable, follow the battery disposal instructions below.
 - Under no circumstances should you return a battery to operation that has “ballooned” or been damaged in any way.
- Always handle LiPo batteries with extreme care and take all necessary precautions to avoid battery packs and cells being dinged, dented, punctured, or otherwise damaged.
- Keep battery packs out of the reach of children and pets.
- Do not disassemble, modify, or attempt any form of repair of a LiPo battery.
- Do not allow exposed battery wires to touch each other.
- Always disconnect your battery from any device when not in use. All devices continue to draw power even when turned off.
- Store your batteries in a cool, dry place between 40°F - 80°F (4°C - 26°C). All battery packs should be stored away from any flammable materials in a LiPo safety sack or other fireproof container (not included) with the plugs/connectors covered.
- Batteries should be stored at 3.75-3.85V per cell. Failure to maintain these levels could result in a loss of battery capacity. Do not store batteries with voltage above or below this range for longer than one week. Check cell voltage with a voltage tester, following the included instructions. (Refer to 3.6)
- LiPo batteries must be fully charged and returned to the recommended storage voltage range (3.75-3.85V per cell) at least once a month. Max voltage of a 4S battery is 16.8VDC. (4.2VDC/Cell)
- Always take precautions to cover the battery plugs/connectors while not in use.
- Always transport LiPo batteries in LiPo safety sack or other fireproof container with the battery plugs/connectors covered.
- Never leave LiPo battery packs in an automobile. Temperatures within a vehicle can quickly reach unsafe levels.
- Always keep a class D chemical fire extinguisher nearby, in case of fire when storing, handling, charging, or using LiPo battery packs.

- Make sure the battery connections are connected in the proper polarity. Battery packs should be properly secured within the vehicle to prevent movement and damage to the battery while in use.
- If the battery exceeds temperatures of 140°F (60°C) immediately discontinue charging and isolate the battery pack. Refer to point number two above from the Safety Warnings for further instruction.
- Do not, under any circumstances, heat up a battery pack to increase pack performance. Doing so greatly increases the risk of fire.
- Never allow your HyDrone™ ASV Servo to discharge a LiPo battery pack at more than the recommended continuous discharge rate. Refer to the label of your specific battery to determine the proper continuous discharge rate. You must also refer to your specific vehicle user manual to ensure your batteries' continuous discharge rate is not exceeded.
- Damaged or ruptured battery packs or cells may leak electrolytes which can cause moderate to severe irritation including burning and dryness of the skin and eyes. For contact with the skin, thoroughly wash the affected area with soap and warm water. For contact with the eyes, rinse thoroughly with cool water. Seek immediate medical attention for any burns.

Important Alert

Never open the batteries.

2.2 Battery Charging Safety

Important Alert

Failure to follow any of the instructions and safety warnings contained within this document may cause irreversible damage to the battery pack.

Information

Due to shipping regulations, batteries are not shipped fully charged. All battery packs should be fully charged prior to first use.

Lithium Polymer Battery (LiPo):

- LiPo batteries, 2S and greater, feature a separate balancing plug that isolates each cell in a pack and allows each to be charged and monitored independently. This ensures that all cells charge equally and discharge at the same rate during use. Never charge a 2S or greater LiPo battery without connecting the balance lead to the charger. Always balance charge a 2S or greater LiPo battery.
- Charge each battery pack individually. Never charge battery packs in series. Charging packs in series may result in improper charger cell recognition, improper charging rate, and overcharging that may lead to a fire. We recommend using a LiPo balance charge when charging your LiPo batteries.
- Always check to make sure that your LiPo charger settings match those listed on the battery pack label. Refer to the battery label for the proper cell count and 1C charging amperage settings.
- Always use a charger specifically designed for LiPo batteries. Never use NiCD or NiMH chargers to charge LiPo batteries.
- Do not charge LiPo batteries to more than 4.2V per cell.
- Never leave batteries unattended while charging, even when using a LiPo safety sack or another fireproof container. Batteries on charge MUST remain under constant observation so that you may react quickly should any problems arise.

2.3 Vessel Safety

Important Alert







Working with electricity in water environments requires utmost caution and adherence to safety protocols. Here are some important safety guidelines when using the HyDrone™ ASV Servo:

- **Electrical Safety:** Exercise extreme caution when dealing with electricity in water. Avoid exposed wires and electrical circuits to prevent electrical shock hazards.
- **Propeller (Prop) Safety:** Keep body parts away from the thruster inlet and outlet to prevent injuries.
- **Operating Conditions:** Avoid operating the thrusters for extended periods outside of the water. The thrusters rely on water for cooling and running them dry can result in increased heat build up and potential damage.
- **Environmental Considerations:** While the thrusters can handle saltwater and sandy environments, it's crucial to avoid sucking debris into the thruster. Steer clear of plants, weeds, and other aquatic debris to prevent damage.
- **Battery Safety:** Never leave batteries powered on while the HyDrone™ ASV Servo is unattended. Always disconnect all batteries immediately after use.

Adhering to these safety guidelines is crucial for the safe and effective operation of the HyDrone™ ASV Servo and to prevent accidents or damage to the equipment. Always prioritize safety when working with water-based electrical equipment.

3 System Operation

3.1 What's Included

Item	Quantity	Description	Image*
Pontoons	2	HyDrone™ ASV Servo USV	
Servo Thruster	2	Servo Thruster for Pontoons	
Frame	1	Frame with Pole Mounts	
Fins	2	Seafloor Fins	
Frame Bolts	4	M5x25mm BHSC, Washer, and Lock Washer	
AutoNav™	1	AutoNav™ Module	

Shoreside Telemetry Module	1	Paired to AutoNav™	
Serial Cable	1	For GPS input communication	
Pontoon Power Data Cable	2	Keyed for each pontoon	
Remote Control Unit (RCU)	1	Remote Control Unit for HyDrone™ ASV Servo	
USB Charging Cable	1	Charging Cable for RCU. USB A to USB Mini Cable.	
USB Cable	1	USB A to USB A Cable for hardwire connection to AutoNav™	
LiPo Charger with Power Cable	2	Charger for the 4S LiPo Battery	
Velcro	4	For pontoon batteries(Not included)	
Allen Driver: 5mm	1	For Pole Mount	
Allen Driver: 3mm	1	For Frame Bolts	
Allen Driver: 2.5mm	1	For Fin Set Screws	

Hatch Wrench	1	For Pontoon Hatches	
AutoNav™ hardware	2	To attach AutoNav™ to Frame	
Voltage Tester	1	To measure the 4S LiPo voltage	
USB Drive	1	Loaded with software, drivers, and manuals	
Programming Card	1	To Program the ESC	
Receiver Programming Cable	1	For Firmware Flashing	
DB9 Null Modem	1	Swaps TX and Rx, usually orange in color	
DB9 Gender Changer	1	Male to Male DB9 gender changer, usually yellow in color	
USB to Serial Adapter	1	For devices that do not have a DB9 port	

Table 3: What's Included

*Please note that images provided are for illustrative purposes only and may not precisely represent the delivered product. Seafloor Systems reserves the right to modify any product at its discretion.

3.2 System Overview Diagram

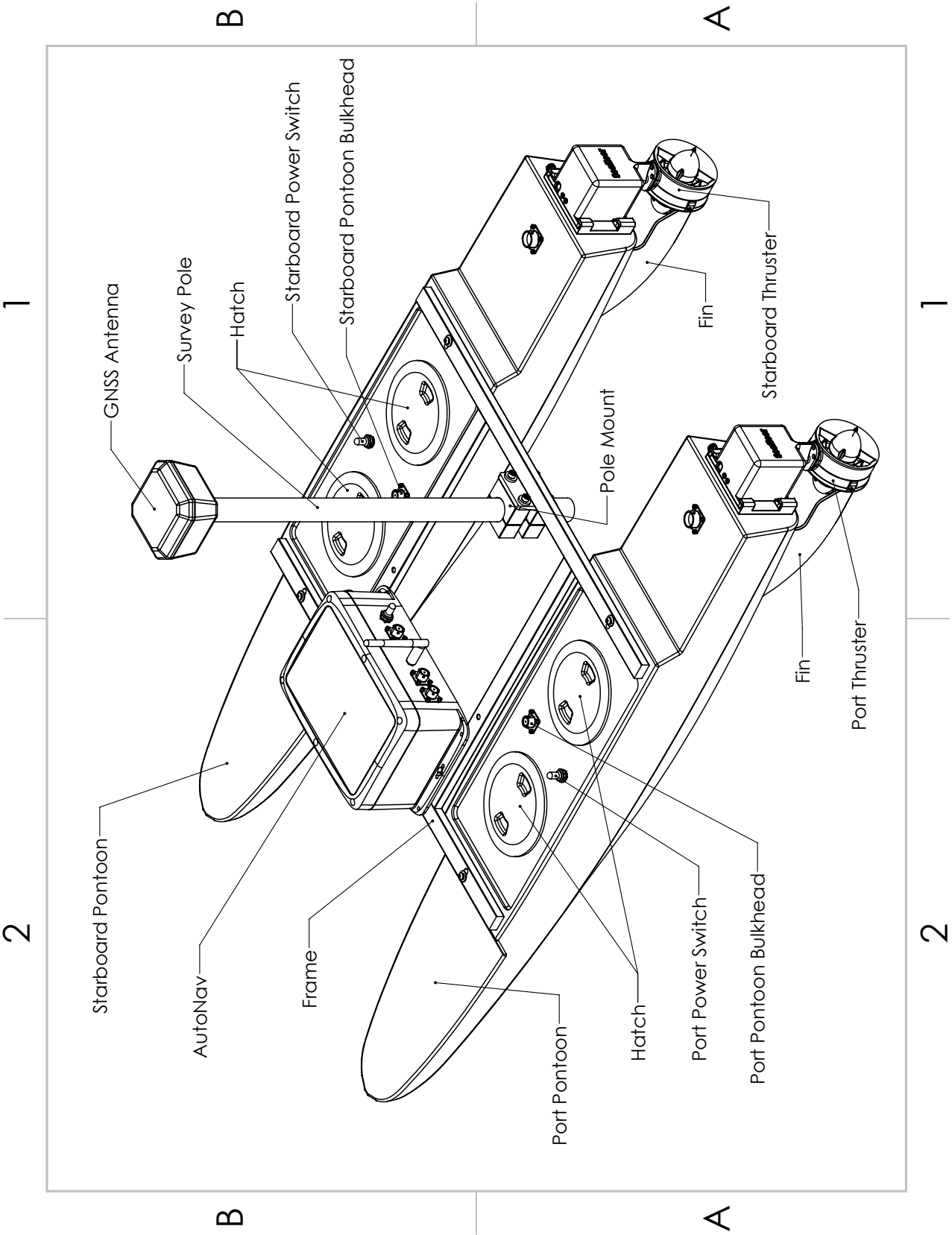


Figure 1: HyDrone™ ASV Servo System Overview

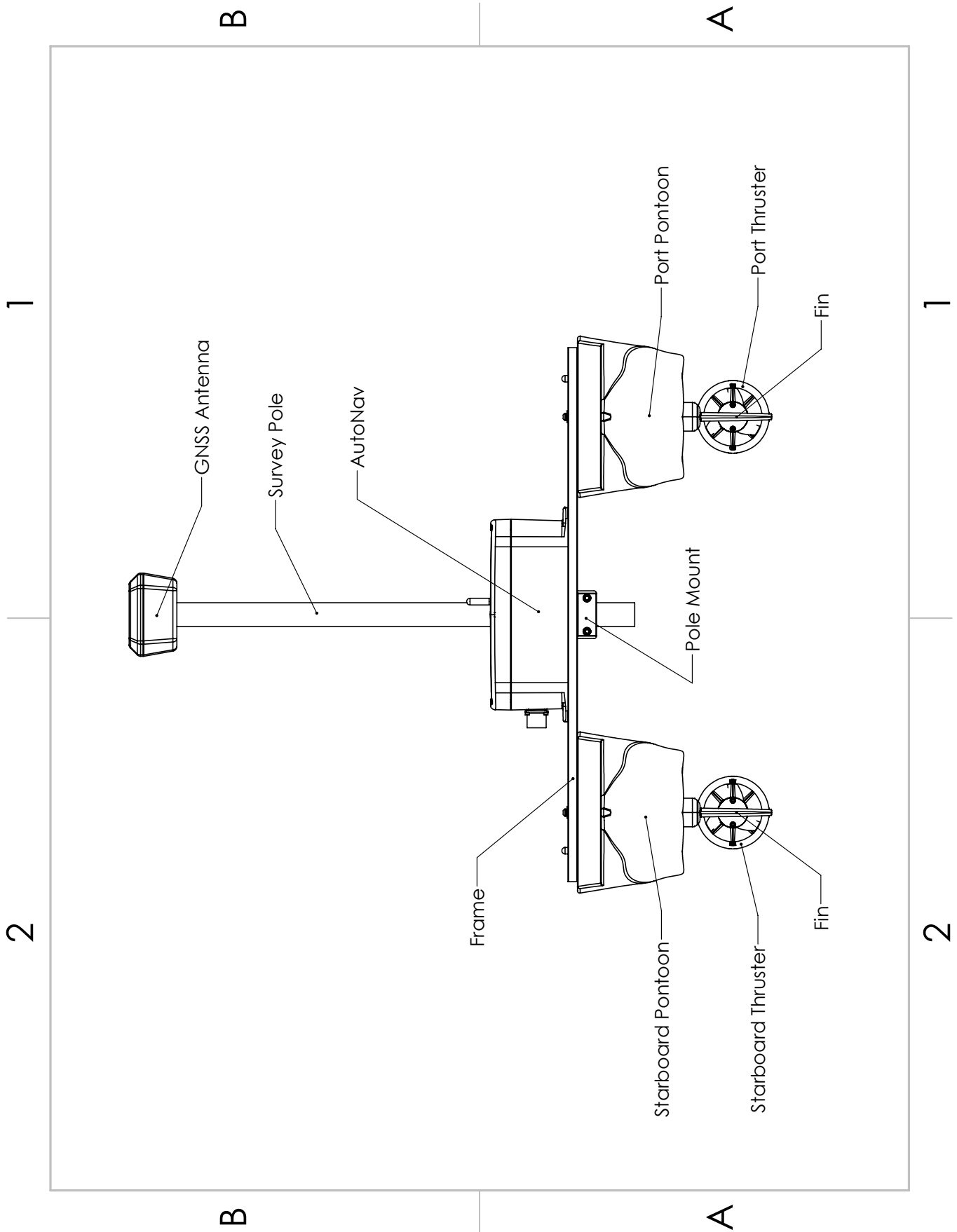


Figure 2: HyDrone™ ASV Servo Front View

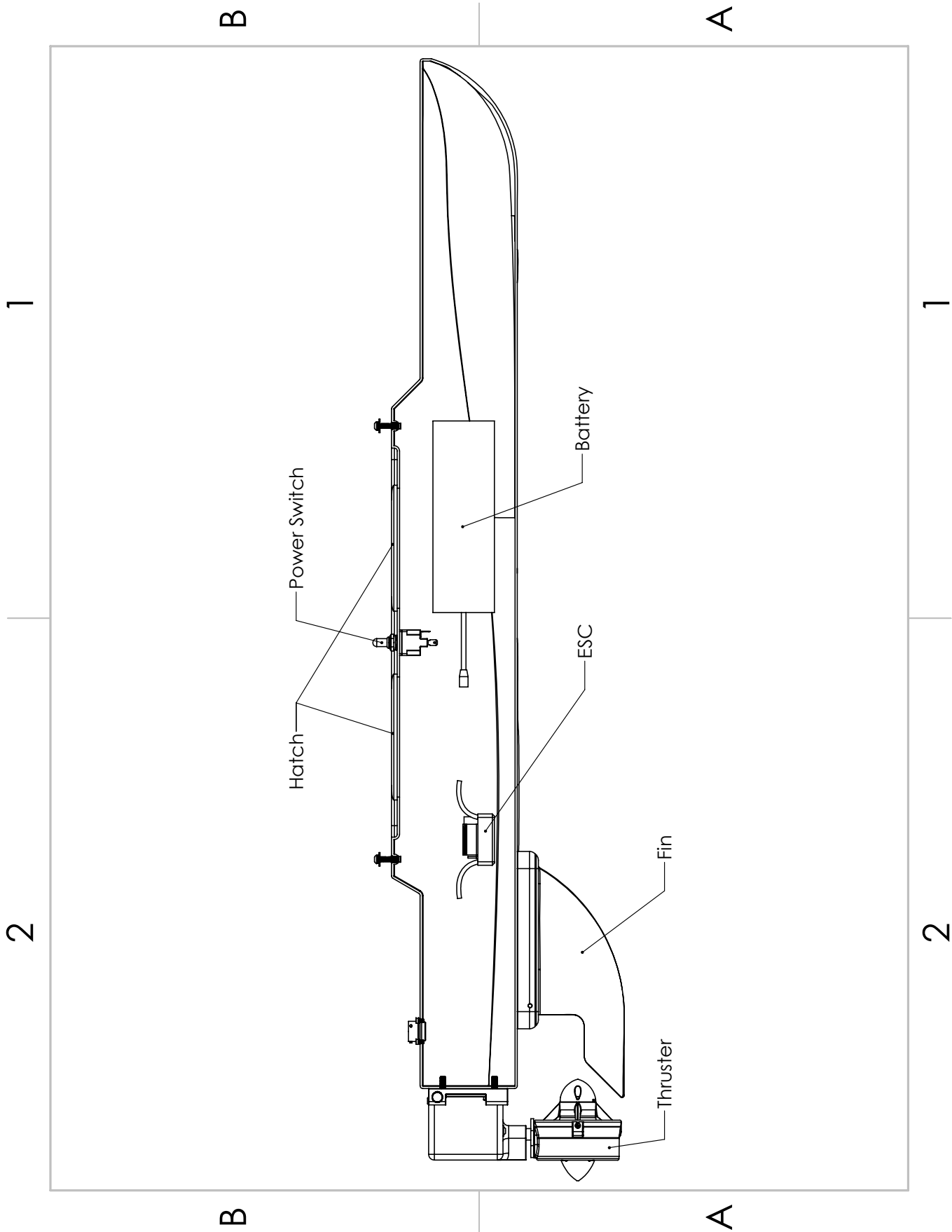


Figure 3: HyDrone™ ASV Servo Side View

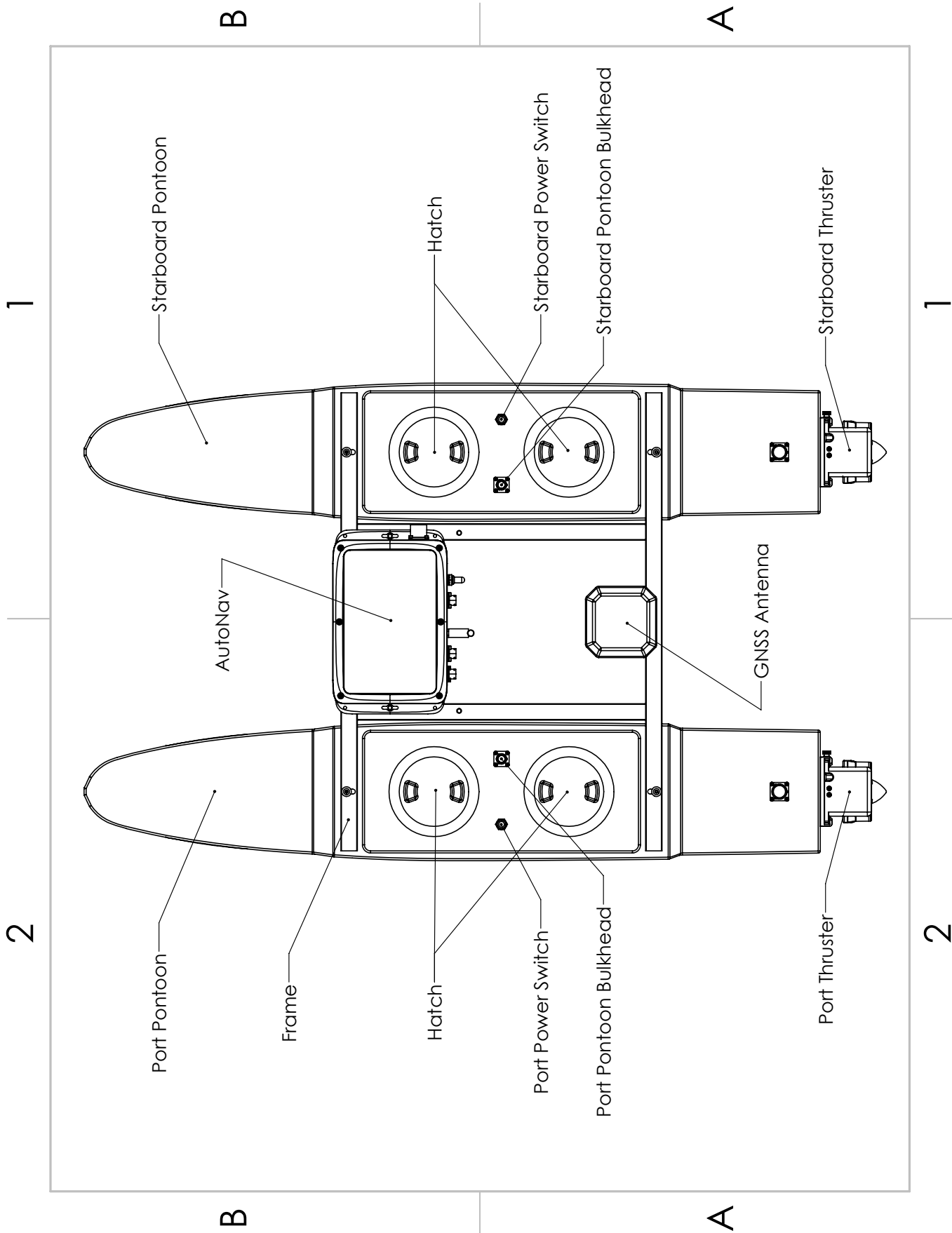


Figure 4: HyDrone™ ASV Servo Top View

1. Port: To Hydrene Port Pontoon Bulkhead (Amphenol Male 6pin)
2. Starboard: To Hydrene Starboard Pontoon Bulkhead (Amphenol Female 6pin)
3. SMA Antenna: Communication to Shoreside Telemetry Module.
4. GPS: GPS input to AutoNav™ (Amphenol Female 6pin)
5. Power: Up - AutoNav™ on. Down - AutoNav™ off.
6. USB: For hardwire connection to AutoNav™.

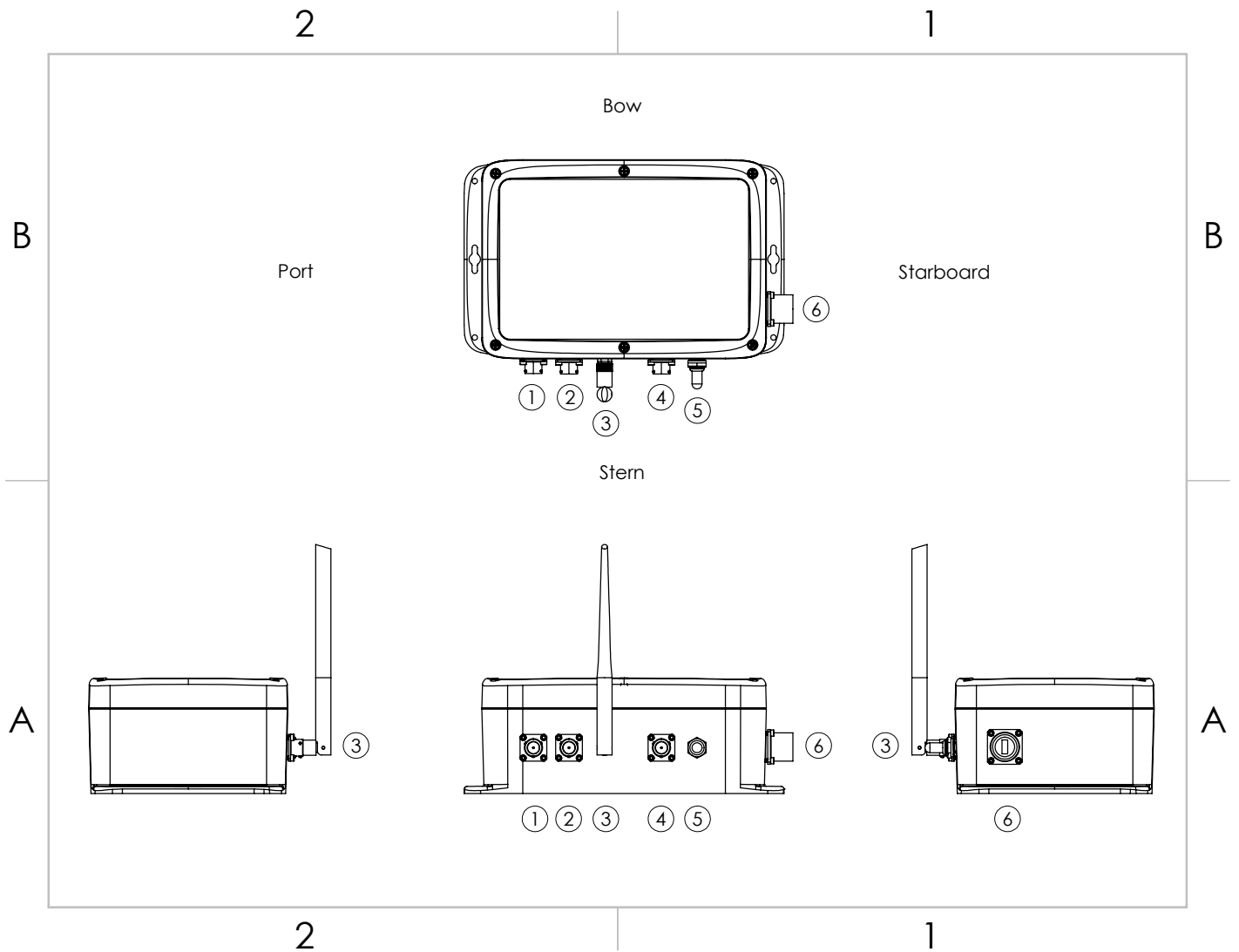


Figure 5: AutoNav™ Layout

3.3 Assembling Your HyDrone™ ASV Servo

1. Open the HyDrone™ ASV Servo case.
2. The top section that houses the frame, fins, and other components can be removed and set aside.



Figure 6: Opening HyDrone™ ASV Servo Case



Figure 7: Removing Top Layer

3. Arrange an elevated platform for positioning the HyDrone™ ASV Servo pontoons, ensuring sufficient clearance for fins and thrusters.



Figure 8: Port(Left) Pontoon

4. Space the pontoons roughly 1' (30.4cm) apart.
5. Verify the port pontoon and starboard pontoon are on their correct sides.



Figure 9: Left And Right Pontoons

- Power switches and Hydrone Stickers should be facing outward
 - Using the stickers at the stern. Port is left. Starboard is right.
6. Remove the frame from the top section of foam and lay it across the two pontoons. The pole mount should be on the back half of the vessel.



Figure 10: Pontoons Not Spaced Correctly

7. Apply a thin coat of anti-seize to the end of the frame bolts. Loosely install all the supplied stainless steel frame hardware.



Figure 11: Frame Hardware

8. Tighten them with the supplied 3mm Allen driver.

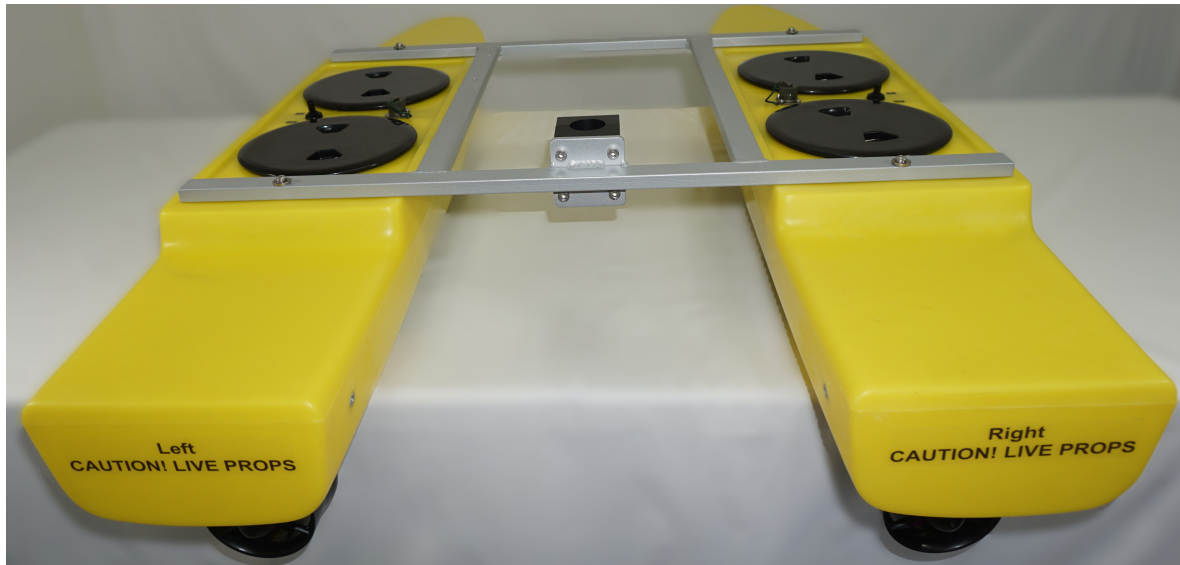


Figure 12: Frame Attached

9. Flip the Hydronautics™ upside down to gain access to the fin mount channel.
10. Slide the fin with the notch facing the bow into the fin mount channel.
11. Using the supplied 2.5mm Allen driver, tighten the set screw to hold the fin in place.



Figure 13: Fin Installation

12. Flip the Hydronautics™ fin side down.
13. At the stern, install the servo thruster and slide it into it's mount. Each servo thruster will have a backing plate engraved with Left or Right. You can also confirm the correct side by the prop orientation. (Refer to Figure 15 or 5.2)
14. Tighten the thumbscrew to lock the thruster in place.
15. Connect cable into pontoon bulkhead.

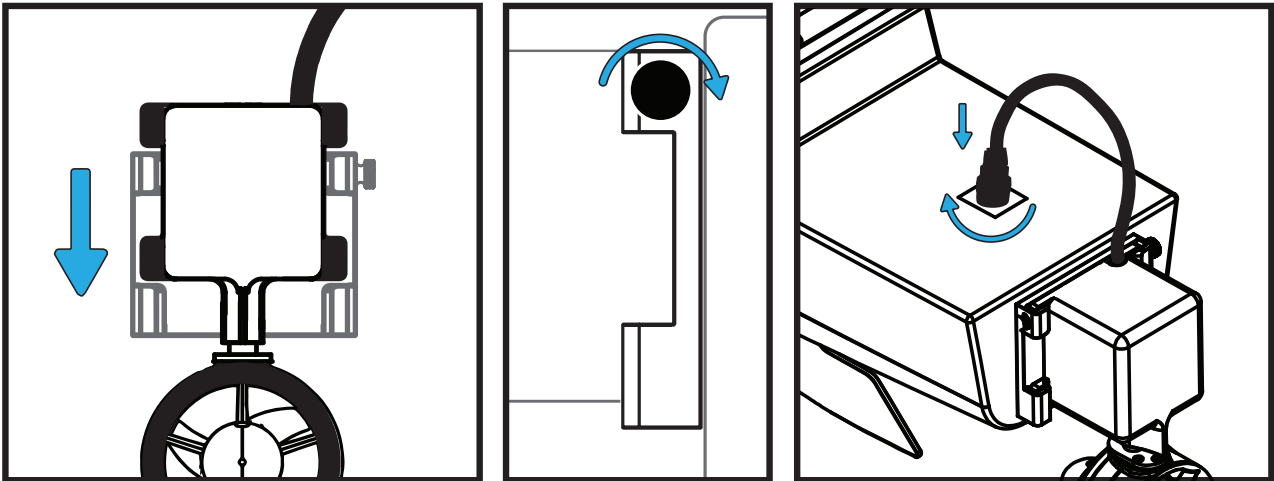
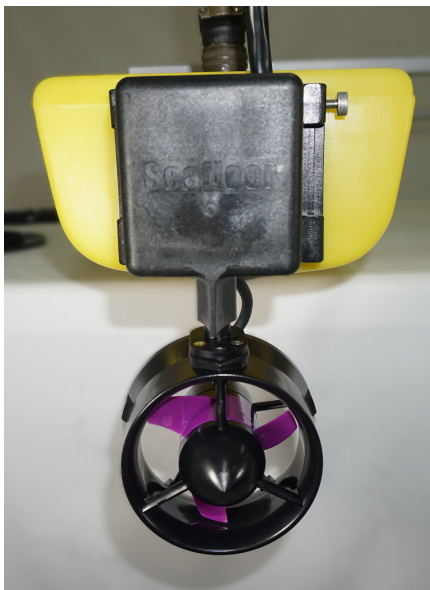


Figure 14: Servo Thruster Installation



(a) Port Servo Thruster



(b) Starboard Servo Thruster

Figure 15: Servo Thruster Locations

16. Place the AutoNav™ on the Hydron™ frame. Power switch facing the stern. (Figure 5)
17. Install the 2x M5x30 bolts and washers through the AutoNav™ box and frame.
18. Install and tighten the M5 wingnuts.



Figure 16: AutoNav™ Mounted

19. Screw in the 1x Telemetry Module Antenna into the SMA bulkhead on the AutoNav™. (Figure 5)

Caution

Do not power AutoNav™ without Telemetry Antenna attached. Potential damage to Telemetry Module if not followed.

20. Unscrew the pontoon and AutoNav™ bulkhead caps.

Information

Verify the Pontoon Power Data Cables have same gender cable ends. Port cable is female cable ends. Starboard cable is male cable ends.

21. Connect the Pontoon Power Data Cable between the pontoon and AutoNav™. **They are gender keyed.** Female cable for port, male cable for starboard.
22. Connect the serial cable into the GPS bulkhead.

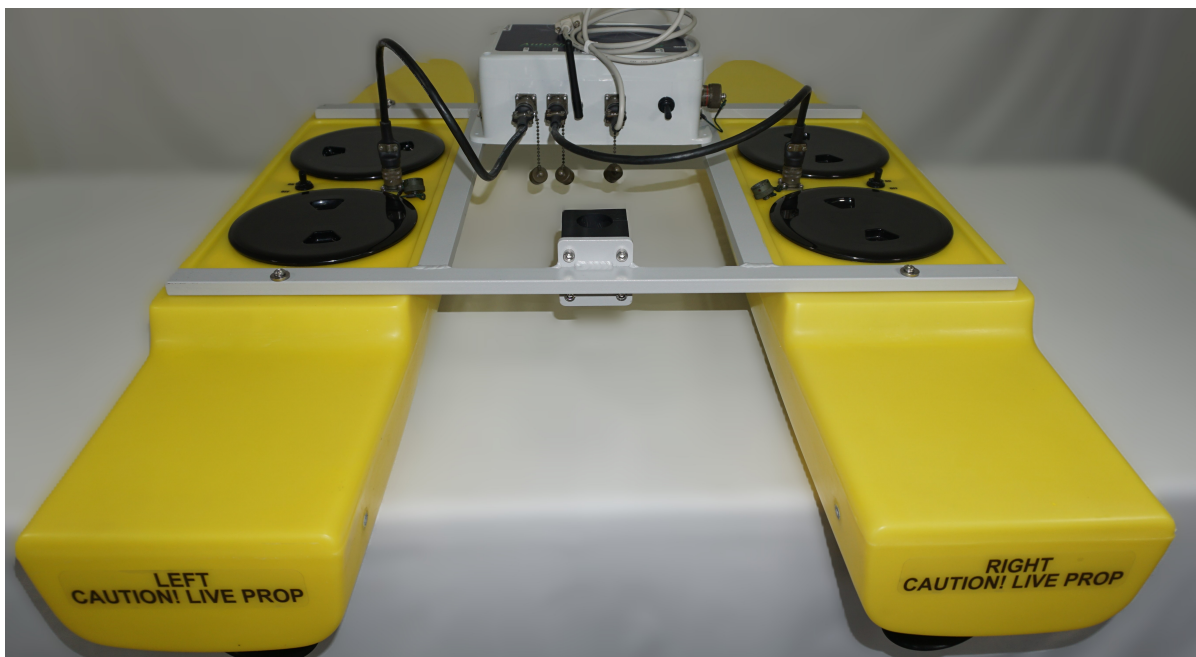


Figure 17: HyDrone™ ASV Servo Assembled

3.4 HyDrone™ ASV Servo Endurance Chart

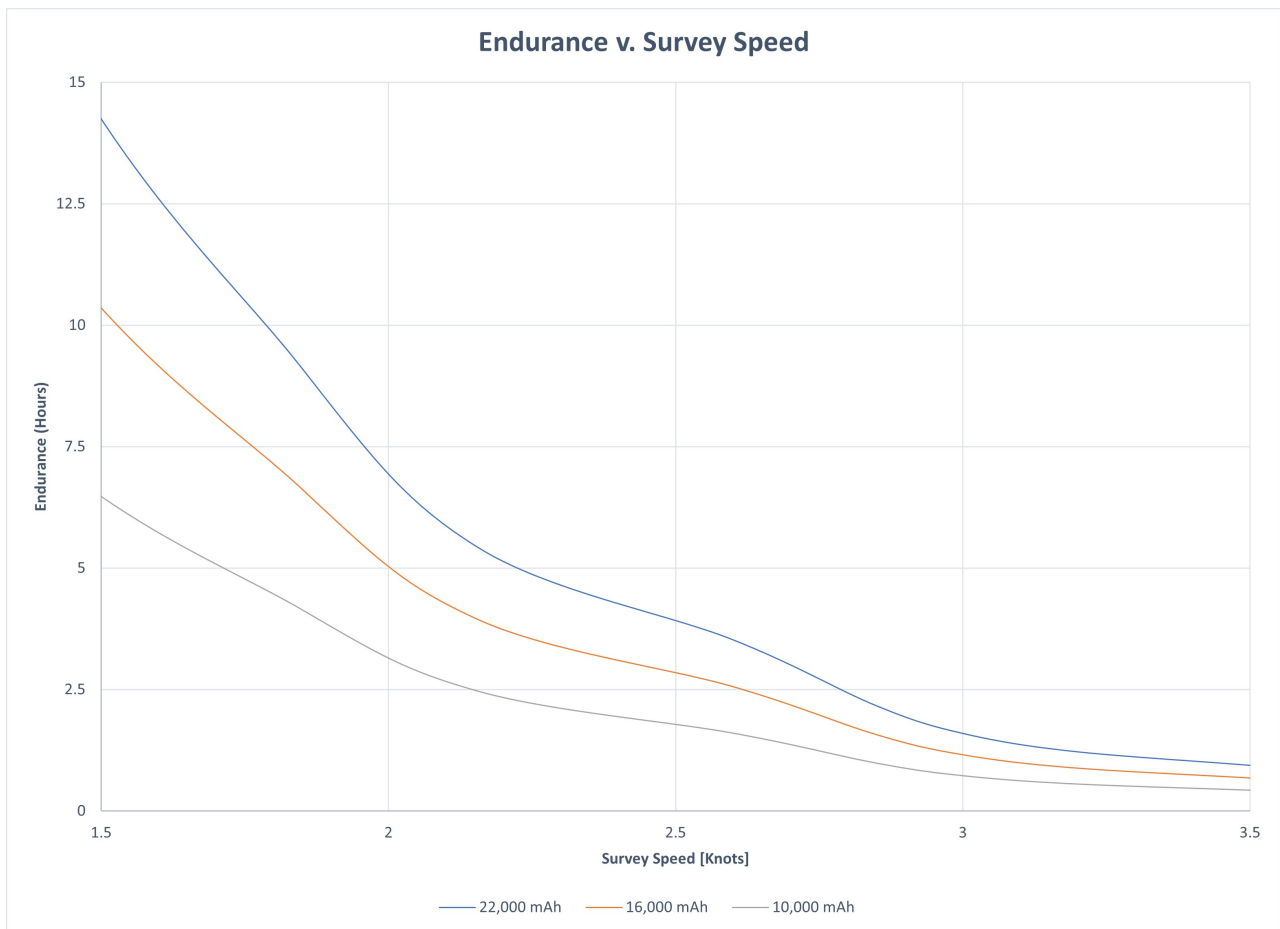


Figure 18: HyDrone™ ASV Servo Endurance Chart

3.5 Remote Control Unit (RCU)

The HyDrone™ ASV Servo is controlled by a Taranis Q-X7 Access Transmitter.

Information

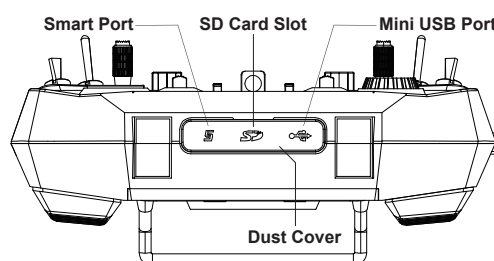


Figure 19: Bottom View

To charge the battery:

- Open bottom dust cover to reveal Mini USB port.
- Connect supplied USB Charging Cable.
- Connect USB A into a suitable charger source. (5VDC at 2A)

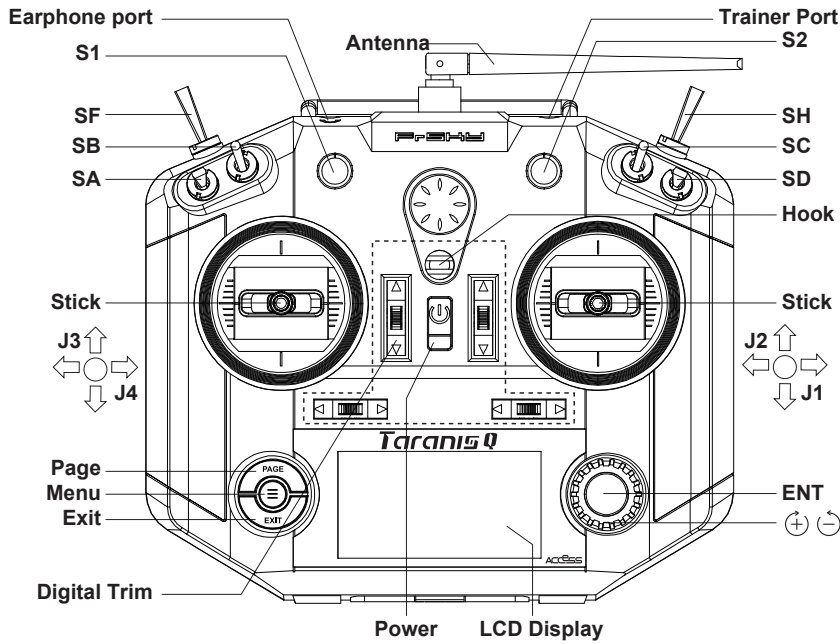


Figure 20: RCU Front View

Remote Control Unit Functions

Power	Press and hold Release when the fourth loading dot appears - to power on Release when the last loading dot shows - to power off
J1/J2	Throttle (Up/Down Steering (Left/Right)
J3/J4	Unused
S1	Volume Clockwise to turn up Counter-Clockwise to turn down
S2	Unused
SA	Arm (Up) (+ SH down/pull) Unused (Center)(Default Position) Disarm (Down) (+ SH down/pull)
SB	Loiter (Up) Unused (Center)(Default Position) Unused (Down)
SC	Unused
SD	Unused
SF	Manual (Up/Push)(Default Position) Auto (Down/Pull)
SH	Unused (Up)(Default Position) Send Command (Down/Pull) Hold for 5 seconds. To Arm SA up + SH down To Disarm SA + plus SH down
Digit Trims	Unused
Earphone Port	Unused
Trainer Port	Unused
Module Bay	Unused
Battery Cover	RCU Internal Battery Location (Refer to Fig 21)

Table 4: RCU Functions

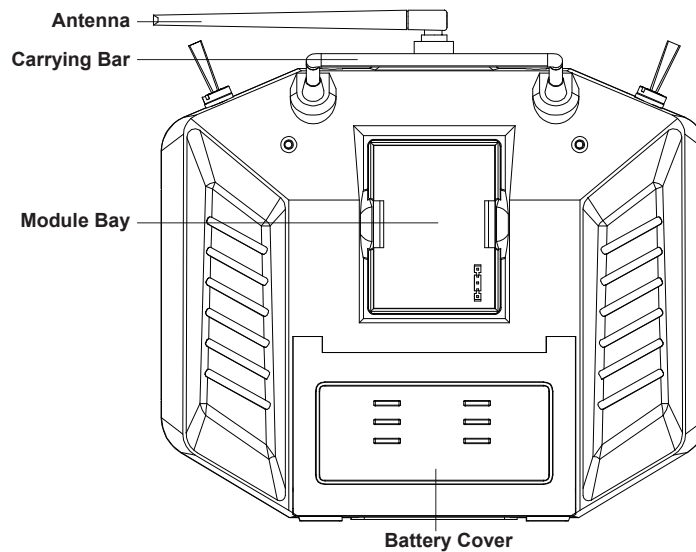


Figure 21: RCU Back View

Information

To arm HyDrone™ ASV Servo:

Move SA switch up and hold SH down for 5 seconds. A long alert tone (Beep—) will emit from the AutoNav™, indicating system is armed. See Figure 20

To disarm HyDrone™ ASV Servo:

Move SA switch down and hold SH down for 5 seconds. A short alert tone (Beep-) will emit from the AutoNav™, indicating system is disarmed. See Figure 20

3.6 Voltage Tester

Information

Max voltage of a 4S battery is 16.8VDC. (4.2VDC/Cell)

Connecting to a Voltage Tester:

1. Connect the balance cable connector to the voltage tester.
2. Due to the versatile nature of the voltage tester, it may take a few configurations to connect correctly.



Figure 22: LiPo Voltage Tester

3. The voltage tester will cycle from overall voltage to each cell voltage.
4. It is recommended to check every battery prior to operation.

3.7 Battery Charging

3.7.1 E4 Cube Charger

Important Alert

Never leave batteries unattended while charging. Batteries on charge MUST remain under constant observation so that you may react quickly should any problems arise.

Caution

Max voltage of a 4S battery is 16.8VDC. (4.2VDC/Cell)

Caution

Charging LiPo Battery: with E4 Cube Balance Charger

1. Using the supplied voltage tester, verify each cell is above 3.2V, below 4.2V, and within 10% of each other.
2. Plug the E4 Cube charger into an AC 100-240VAC/50-60Hz outlet. Note that the battery is not connected to the charger currently.

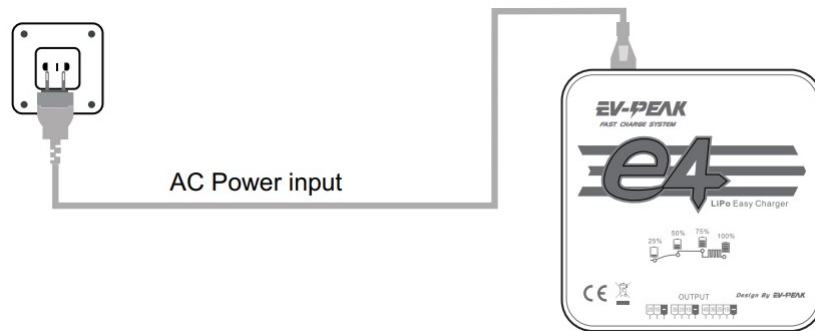


Figure 23: Cube Balance Charger Power

3. Charger will run a self-check. Wait for LED 1, 3 and LED 2, 4 to blink alternately before proceeding.
4. Connect the 4S 14.4V LiPo battery balance cable to the 4S (right) port.

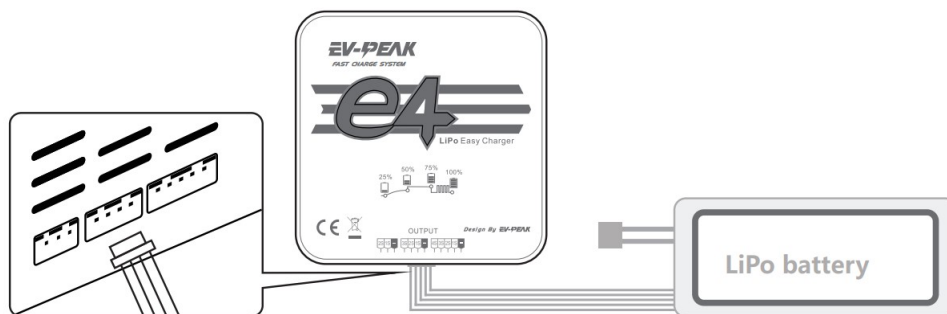


Figure 24: Cube Balance Charger Connection

5. After connecting the battery, the LED will blink and indicate the battery capacity percentage.
 - First LED indicates 25% capacity
 - Second LED indicates 50% capacity
 - Third LED indicates 75% capacity

- Fourth LED indicates 100% capacity
 - Four LEDS will always be on when the battery is fully charged
6. When the battery is fully charged, disconnect the AC power first. Then disconnect the LiPo battery.

Technical Data

Property	Value
AC Input	100-240VAC
Rated Voltage	2S - 4S
Maximum charge current	4A
Charge Mode	Balance

Table 6: E4 Cube Balance Charger Technical Data

3.7.2 Optional - Spektrum Charger

Important Alert

Never leave batteries unattended while charging. Batteries on charge MUST remain under constant observation so that you may react quickly should any problems arise.

Caution

Max voltage of a 4S battery is 16.8VDC. (4.2VDC/Cell)

Caution

Charging LiPo Battery: with Spektrum Charger

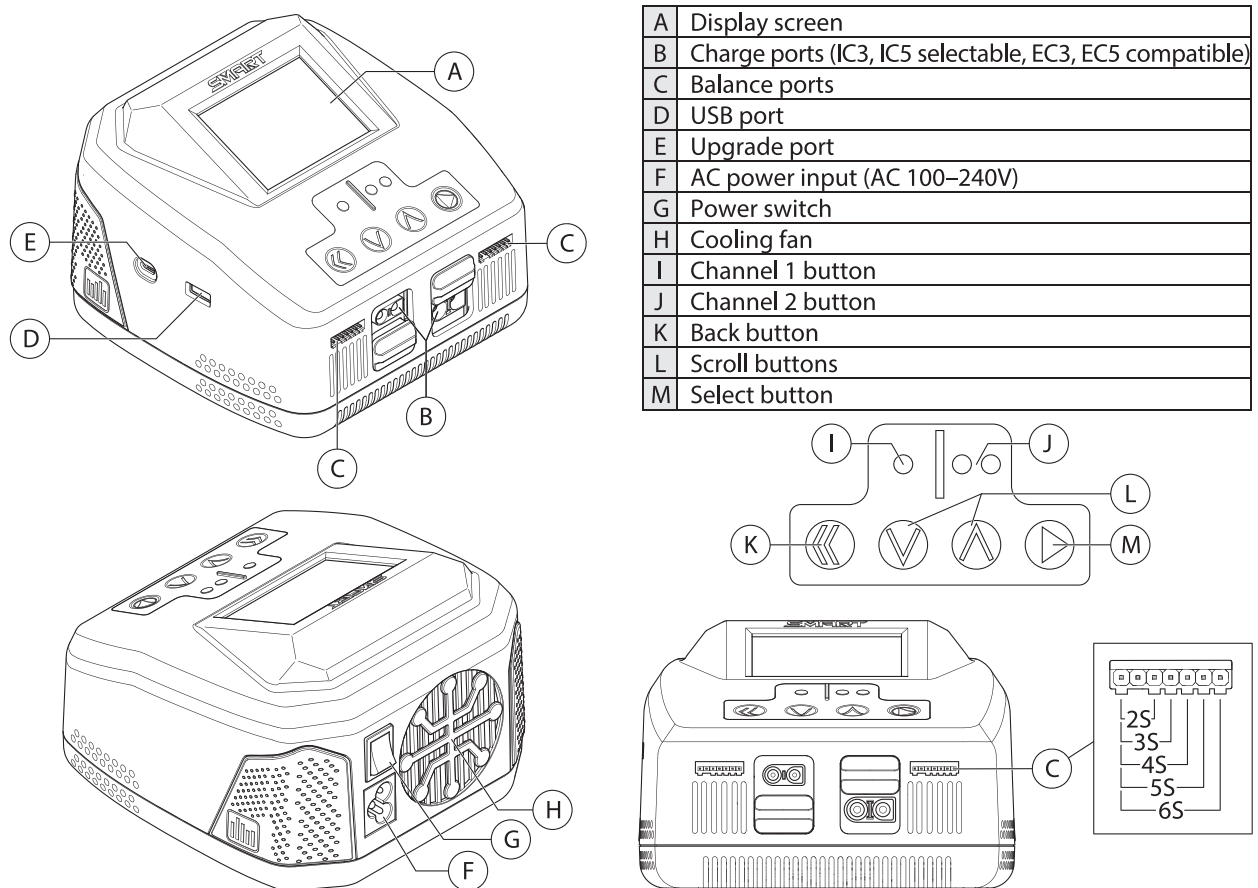


Figure 25: Spektrum Charger Layout

1. Using the supplied voltage tester, verify each cell is above 3.2V, below 4.2V, and within 10% of each other.
2. Plug the S2200 G2 Smart Charger into an AC 100-240VAC outlet. Note that the battery is not connected to the charger currently.
3. The charger will initialize and display the home screen, which indicates that the charger is ready to be used.
4. Locate the charger adapter cables. Female IC5 connector to male XT90.
5. Connect male IC5 into the charger. Slide the port cover down to access the female IC5 connector.

6. Connect the female XT90 from the 4S LiPo into the male XT90 on the adapter cable. Then, connect the balance lead into the charger.
7. Press and release the menu/select button to display the charger settings list.

Task	Select Charge, Discharge, or Storage
Battery (Type)	Select LiPo
Cells (Cell Count)	Select 4 cells for 4S LiPo battery
Current	Select 10A for 10,000mAh, 16A for 16,000mAh and 20A for 22,000mAh batteries
Start	Start the charger cycle
Smart Battery Settings	N/A
System Settings	Charger Settings
Charger History	Displays number of charger cycles per day, total number of cycles, charger temperature, and input power

Table 7: Spektrum Charger Settings

8. Select the 'Charge Task' option to charge the battery.
9. Confirm the settings are correct for the battery.

Important Alert

WARNING: Always check charging parameters before initiating the charge process. Charging any battery with improper settings, including charging a battery in the wrong mode, can result in property damage and fire.

10. Scroll to the 'Start' menu item. Press and release the 'Select' button to begin charging.
11. During the charging process the main screen will provide the following information:
 - (a) Charge percentage
 - (b) Battery data
 - (c) Charge rate
 - (d) Capacity rate
 - (e) Total charge time
12. To view additional cell voltage (scroll to the next screen)
 - (a) To stop the charging cycle, press and release the 'Back' button during charge or press and hold the 'Menu' button.
 - (b) Select the 'Stop' menu item. The charger will then return to the home screen.
13. When charging is complete the charger will beep once to indicate fast charging is done. When the charger is finished balancing the battery it will double beep twice.
 - (a) The main screen will display a green battery bar at the top to indicate the battery is full and the charging process has finished.
 - (b) The total capacity charged and total charge time will be displayed.
14. Disconnect the battery from the charger.

Information

Charger error – If the charger displays an error, follow the on-screen prompts to remedy the error. If necessary, disconnect the battery from the output and balance ports, disconnect the power supply, and then restart the charger.

Technical Data

Input Voltage	100-240 VAC
Charge Current	0.1 - 20.0A
Discharge Current	0.1 - 1.5A
USB Output	5V / 2A
Max Charge Power	2x200W
Max Discharge Power	10W
Balance Current	1.5A/cell
Balance Cells	1-6s

Table 9: Spektrum Charger Technical Data

3.7.3 Optional - Tattu Charger

Important Alert

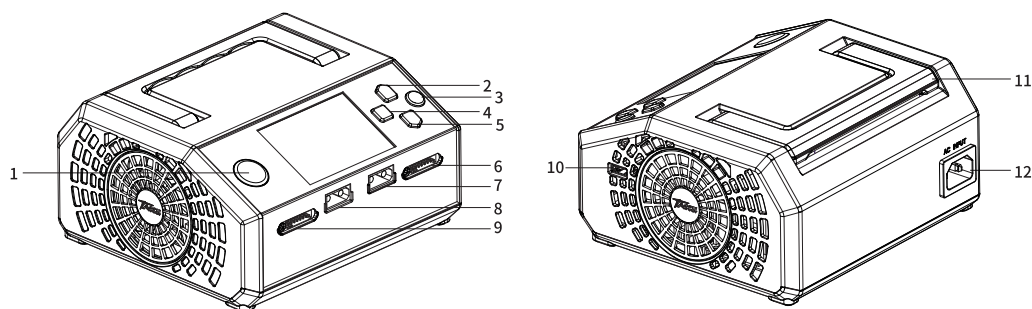
Never leave batteries unattended while charging. Batteries on charge **MUST** remain under constant observation so that you may react quickly should any problems arise.

Caution

Max voltage of a 4S battery is 16.8VDC. (4.2VDC/Cell)

Caution

Charging LiPo Battery: with Tattu Charger

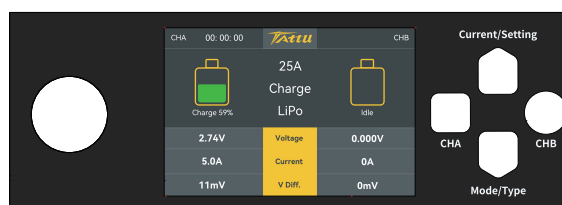


NO.	Description	NO.	Description
1	Power Switch	2	Current/Settings
3	CHB	4	CHA
5	Mode/Type	6	Balance Port B
7	Channel B	8	Channel A
9	Balance Port A	10	USB Upgrade Port
11	Handle	12	AC Input Port

Figure 26: Tattu Charger Layout

- Using the supplied voltage tester, verify each cell is above 3.2V, below 4.2V, and within 10% of each other. Please refer to 2.1.
- Plug the Tattu TA1000 Charger into an AC 100-240VAC outlet. Note that the battery is not connected to the charger currently.
- Short press the Power Switch to power on the charger. The screen will display the start-up interface.
- After powering on, the internal self-test interface displays for 5 seconds. After a successful self-test it will automatically switch to the main interface.
- Connect the female XT90 from the LiPo battery into the male XT90 connector on the charger. Then, connect the balance lead into the charger.
 - Charging G-Tech Smart Batteries:
 - If communication between the battery and charger is successful, the charger will automatically set charge settings and start after 6 seconds.
 - Charging Non G-Tech Smart Batteries:
 - Using the up and down button, select the appropriate current, operation mode, and battery type.

- ii. Press and hold the CH A or CH B button to start charge operation.



Button	Mode	Function
Power Switch	Short Press/Long Press	Short press to turn on/Long press to turn off
Current/Settings	Short Press/Long Press	Short press to select current/ Long press to enter the setting interface
Mode/Chemistry	Short Press/Long Press	Short press to select Charge/storage mode/ Long press to select battery chemistry Lipo/LiHV
CHA	Short Press/Long Press	Short press to return or view the interface of a single cell/Long press to start or pause the process of CHA
CHB	Short Press/Long Press	Short press to confirm or view the interface of a single cell/Long press to start or pause the process of CHB

Figure 27: Tattu Charger Operation

6. Press and hold the corresponding channel button to pause the charging operation.
7. During the charging process the main screen will provide the following information:
 - (a) Charge time
 - (b) Charge percentage
 - (c) Status
 - (d) Voltage
 - (e) Current
 - (f) Real-time voltage difference

Important Alert

WARNING: Always check charging parameters before initiating the charge process. Charging any battery with improper settings, including charging a battery in the wrong mode, can result in property damage and fire.

8. When charging is complete, two beeps will be heard and the display will read "Done 100%" with a full green battery indicator.
9. Disconnect the battery from the charger.
10. Long press the Power Switch for 3 seconds to power off the charger.

Important Alert

WARNING: For safety, please do not disconnect the battery while charging. If you need to remove, please pause or cancel charging first.

Technical Data

Input Voltage	100-240 VAC
Max Charge Current	25.0A
Discharge Current	6.0A
Max Charge Power	2x500W
Max Discharge Power	2x70W
Balance Cells	1-7s
Operating Temperature	0°C - 60°C
Storage Temperature	-20°C - 60°C

Table 11: Tattu Charger Technical Data

3.8 Pre-Launch Check List

- Check all RCU switches and knobs are in correct positions for power on. **Ensure volume knob is fully clockwise.** (Refer to 3.9)
- Check that no warnings are displayed when RCU is powered on. Determine cause of any warning and correct.
- Check that no alarms are heard (**See volume knob note above**) or felt (Haptic Vibration Feedback System).
- Check model displayed on main screen is correct. (Figure 54)
- Check RCU battery voltage is sufficient to perform lake test. 6-8.5VDC
- Check pontoon battery voltage level is fully charged. 16.8VDC (4.2VDC/Cell)
- Check propulsion system functions properly with manual control.
- Check the GPS system is fully charged.
- Check the AutoNav™ is receiving accurate GPS position in Mission Planner.
- Check the AutoNav™ has the correct heading in Mission Planner.
- Check the AutoNav™ does not show any errors in Mission Planner.

3.9 HyDrone™ ASV Servo Power On Procedure

Caution

- Disconnect the batteries of the HyDrone™ ASV Servo at 12.8VDC (3.2VDC/Cell) to avoid irreversible damage. (Refer to 1.4)
- To extend the battery life of the HyDrone™ ASV Servo, it is advisable to power it off prior to when the voltage discharges to 13.6VDC (3.4VDC/Cell). (Refer to 1.4)

Information

1. Power on the RCU. (Refer to 3.5)
2. Verify the right joystick is centered.
3. Install fully charged 4S 16.8VDC (4.2VDC/Cell) batteries into each pontoon. Connect the female XT90 connector of the battery to the male XT90 connector of the power switch.
4. Power on the AutoNav™. Three step up tones can be heard roughly 10 seconds after powering on, indicating that the AutoNav™ is initialized.
5. Power on both pontoon switches (Figure 1), wait 15 seconds for the ESCs to initialize with a series of beeps.
6. Arm the HyDrone™ ASV Servo with the RCU. (Refer to 3.5)
7. Verify controls function correctly. (Refer to 5.2)
8. Secure all hatches with the hatch wrench before launching vessel.

Caution

Do not run thrusters for more than a few seconds out of the water.

3.10 Manual Operation

HyDrone™ ASV Servo is a directed steered vessel. The right joystick controls both throttle and steering. Must have forward or reverse thrust for steering.

- Adjust speed using the RCU's throttle control: push forward for forward motion, pull back for reverse, and center for neutral.
- To turn left, move the right joystick to the left. For a right turn, move the right joystick to the right.
- Familiarize yourself with the controls in a safe area to get a feel for the boat's responsiveness.
- Be mindful of the apparent opposite steering when the HyDrone™ ASV Servo is headed toward you.

3.11 Autonomous Operation - Mission Planner

Information

Seafloor Systems AutoNav™ requires two NMEA input GPS strings. GPS/GNSS system not provided by Seafloor, will need to be configured to output the required NMEA strings.

- GGA and RMC at 5Hz with a GP Talker ID(Prefix) at 38400 baud rate. RS232 Protocol with DB9 connector. USB to DB9 adapter does not work.
- Example:
 - \$GPGGA,123519,4807.038,N,01131.000,E,1,08,0.9,545.4,M,46.9,M,,*47
 - \$GPRMC,123519,A,4807.038,N,01131.000,E,022.4,084.4,230394,003.1,W*6A

Caution

Important: The AutoNav™ navigates using GPS waypoints, users should toggle to Manual mode to avoid objects and always maintain line of sight.

AutoNav™ does have a Return to Home (Launch) function, it is not enabled on the RCU. To activate in Mission Planner, navigate to the Data tab and below the Heads Up Display (HUD). On the Actions tab, click RTL. (Return to Launch)

Caution

Below will show you how to setup a mission in Mission Planner. However, it's important to note that a mission can be started one of two ways.

- RCU - using the SF switch. (Refer to 3.5)
- Software - Mission can be started via HUD Actions.

If started with software, the toggle switch will be in "Manual". To stop the survey, you must toggle the switch to "Auto" then back to "Manual". Same goes for the opposite scenario.

Information

Internet connection on the field laptop is required to view satellite background images.

Caution

Do not assume satellite images of water level are correct. Always drive the perimeter with the HyDrone™ ASV Servo.

Mission Planner:

1. Open Mission Planner on a field laptop.
2. Connect the USB from the Telemetry Module into the field laptop.
3. Connect to the AutoNav™. (Your Windows may assign a different COM port number.)

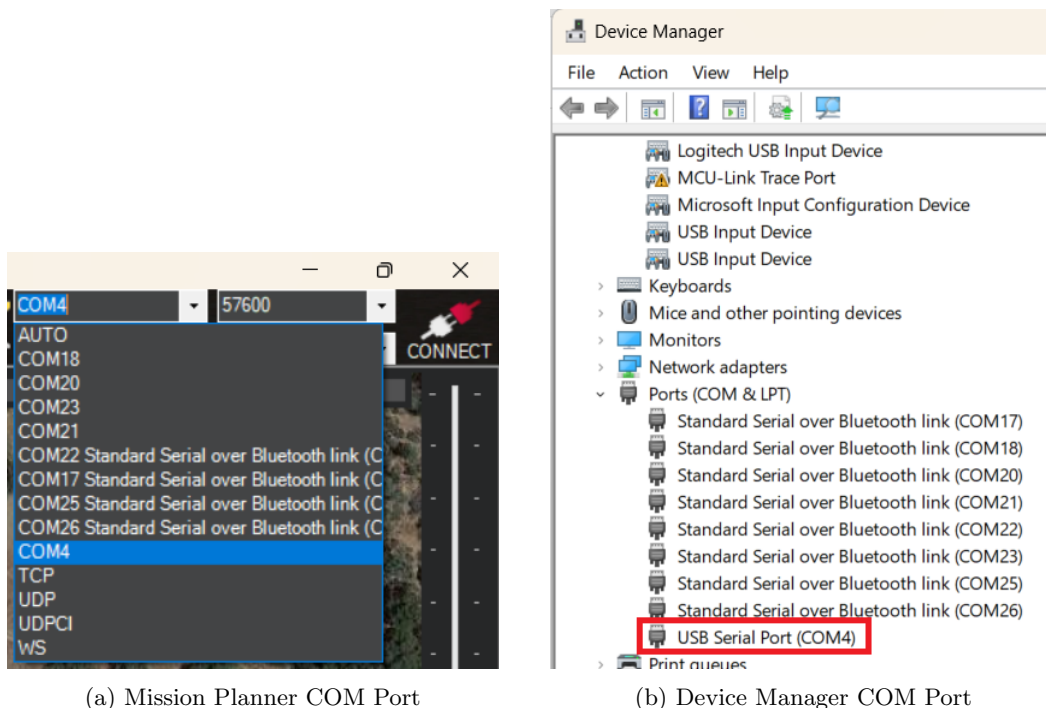


Figure 28: USB Telemetry Module COM Port

- Choose the Telemetry Module COM port
 - 57600 baud rate
4. Click PLAN.
 5. Find your survey area.
 6. Click the circled polygon in the top left and select 'Draw a Polygon'.

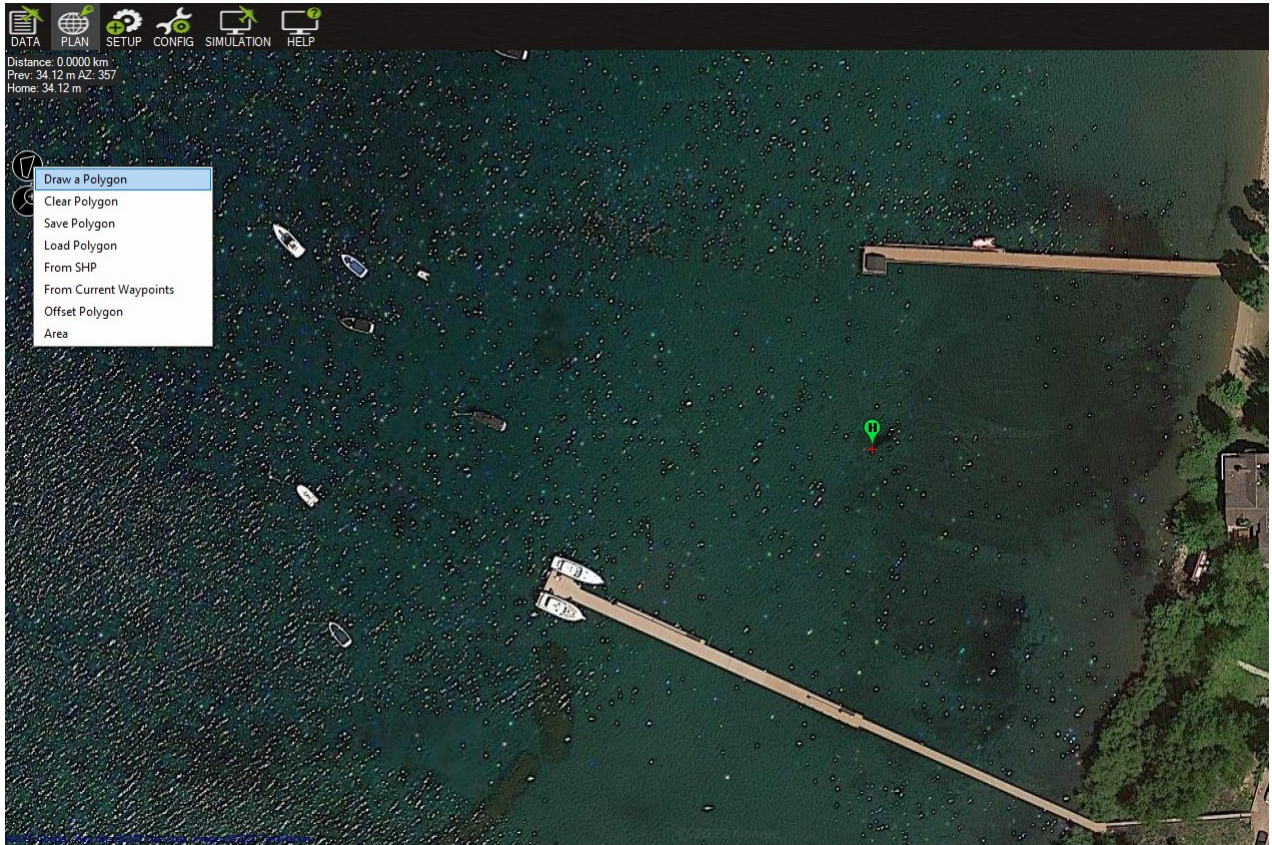


Figure 29: Polygon Select

7. Click on the survey area to define the borders of the survey. Use mouse to drop red polygon points to outline survey area.
 - Give enough distance for tides. Can also manually drive the HyDrone™ ASV Servo to desired location and drop polygon points at each extent.
8. Right click survey area. Highlight 'Auto WP' and select 'SimpleGrid'.

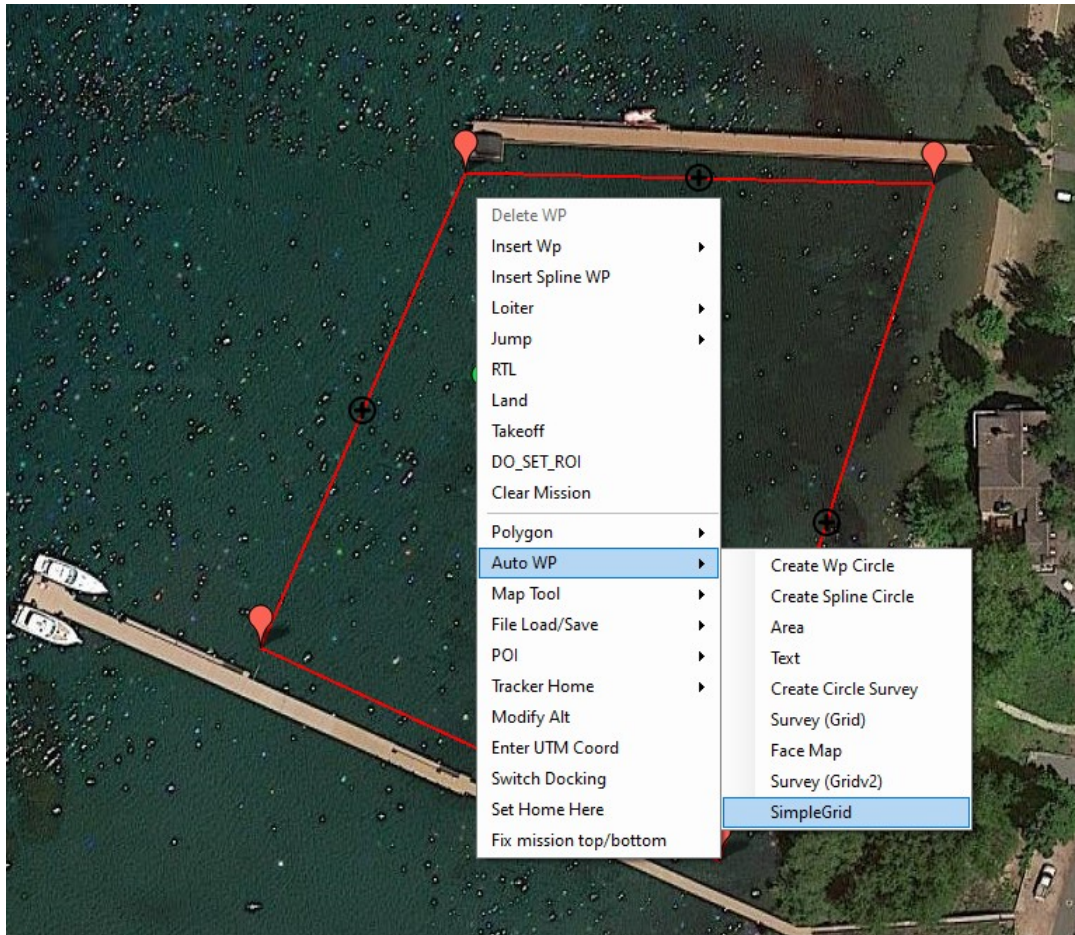


Figure 30: SimpleGrid Select

Altitude	Leave as is
Angle	Change the angle of the survey
Line spacing	Distance between lines, dependant on your swath width
Spacing inline	Increase until only start/end are present
Overshoot	Leave as is
Overshoot	Leave as is
Speed	Drop down to survey speed or delete later
Start From	Leave as is

Table 12: SimpleGrid Settings

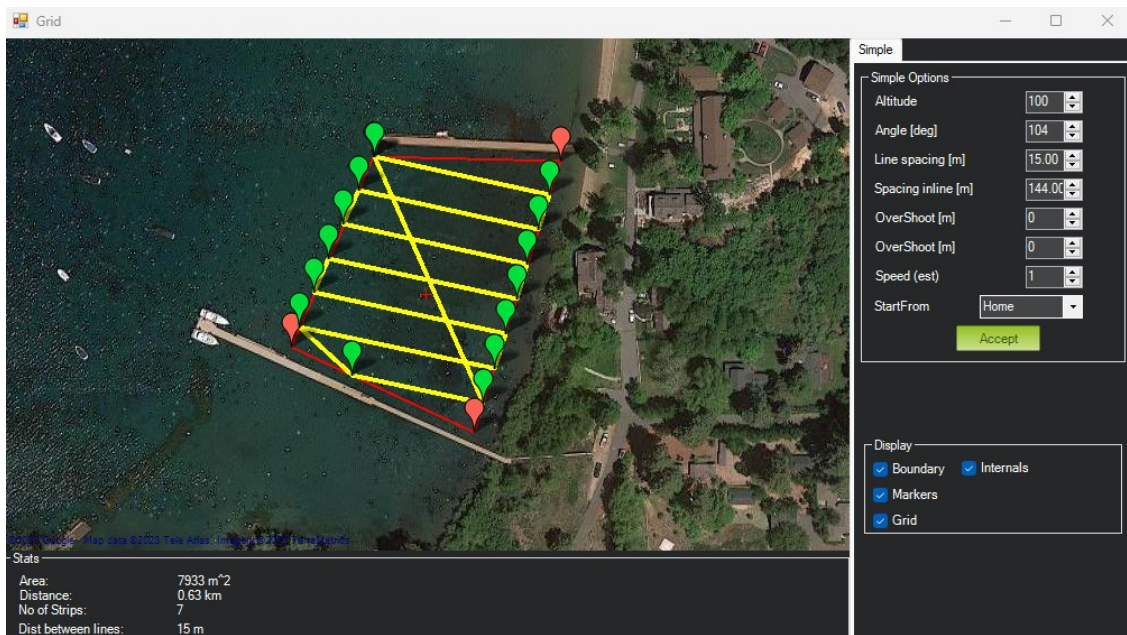


Figure 31: SimpleGrid Settings

9. Delete the first command, speed change.

	Command	Delay				Lat	Long	Alt	Frame	Delete			Grad %	Angle	Dist	AZ
1	DO_CHANGE_SPEED	1	1	0	0	0	0	0	Relative	X			0	0	0	0
2	WAYPOINT	0	0	0	0	39.0882645	-119.9410	100	Relative	X			259.8	168.9	107.2	356

Figure 32: Delete DO.CHANGE.SPEED

- By deleting it will revert back to default survey speed.

10. Click 'Write' on the right panel.



Figure 33: Write Mission

- This will save the mission to the AutoNav™. It will stay saved until a new mission has been overwritten.

11. Using the RCU SF switch to toggle USV into Auto mode and run mission.

Important Alert

Be aware, if your USV does NOT have CAA installed or installed but not powered on, the USV will head directly to the location where it was first armed. If there are objects in the way or it was armed on shore, the boat may run aground.

3.12 HyDrone™ ASV Servo Power Off Procedure

1. Upon retrieval of the HyDrone™ ASV Servo, disarm using the RCU SA and SH switch. (Refer to 3.5)
2. Power off the AutoNav™.
3. Power off both pontoon switches. (Figure 1)
4. Disconnect each 4S battery. Disconnect the female XT90 connector of the battery from the male XT90 connector of the power switch.
5. Power off RCU by holding Power button until the 4 dots count down. Release at one dot. (Refer to 3.5)

3.13 Fail-Safe

Important Alert

If there's a failure, the HyDrone™ ASV Servo is equipped with integrated fail-safes to address emergency situations if necessary.

- Within RCU range you can disarm the USV to stop or prevent throttle commands to the thrusters.
- Outside of RCU range if loss of comms:
 - Manual mode: The vessel will drift with no input. Attempt to reconnect by moving shoreside position and set RTL.
 - Autonomous mode: The vessel will continue on its mission. It is best practice to always survey within the RCU range.
- It is possible to program other fail safe parameters. By default these are all disabled as there is a potential to interrupt the survey plan. Please contact Seafloor Systems if you wish to enable.

3.14 RCU Voltage Monitor

HyDrone™ ASV Servo has a built-in real-time voltage monitor of the system and RCU.

To view RCU battery voltage:

1. Power on the RCU. (Refer to 3.5)
2. Press EXIT to get to the main screen.

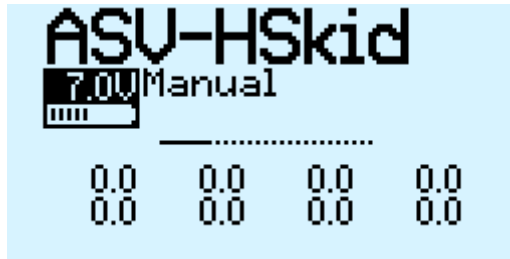


Figure 34: Main Screen

3. Battery icon and percentage is the RCU battery.

- Battery Range is 6-8.5VDC.

To view HyDrone™ ASV Servo battery voltage:

1. Power on the RCU. (Refer to 3.5)
2. Power on the AutoNav™.
3. Hold down PAGE button to access the DISPLAY screen.

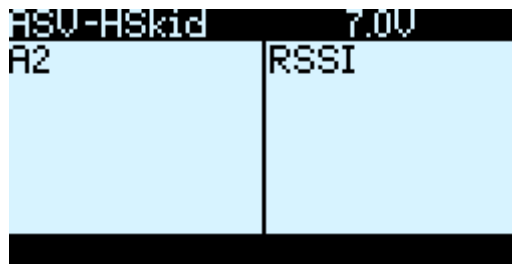


Figure 35: Display Page

- Left voltage(A2) is the starboard pontoon battery.
- Right number(Received Signal Strength Indicator (RSSI)) is the RCU signal strength.
- Top left name is the RCU model.
- Top right voltage is the RCU battery.

4 Frequently Asked Questions (FAQ)

- Why does the prop not spin in reverse?
 - The ESC is not programmed to “Forward and Reverse” running mode. Refer to 6.6 for ESC Programming.
- Why does the thruster motor not respond while the HyDrone™ ASV Servo is powered? Alert tone of beep-, beep- (1 second interval) is heard.
 - There is no signal from the receiver. Verify that the RCU is powered and that the RCU and receiver are bound. Verify all connections are clean and fully seated.
- Why is the hatch leaking?
 - Verify the condition of the hatch seal. Lubricate or replace as necessary.
- Why is the prop spinning without engaging the throttle?
 - Verify that the throttle trim is centered. Calibrate if necessary, refer to 6.5.

- Why is the HyDrone™ ASV Servo still powered when the main switch is in the off position?
 - Disconnect the battery.
- Why does the HyDrone™ ASV Servo have a limited turning radius or only turns in one direction?
 - Verify that the props are clean of debris. If issue still persists, calibrate ESC. (Refer to 6.5)
- Why is the pontoon not powering on?
 - Power switch on ESC is off or not fully seated in the on position.
- Why is the receiver not powered?
 - Connector is not fully seated or inadvertently disconnected.
- Why do I need to keep programming the ESC?
 - RCU joysticks are not in the neutral position when the pontoon is powered up.
- Why isn't the thruster functioning while the servo can still rotate? An alert tone of beep-, beep- (1 second interval) can be heard.
 - No signal from receiver. Verify RCU is powered. Verify RCU and receiver are paired. Calibrate ESC. (Refer to 6.5)
- HyDrone™ ASV Servo is not going into Auto mode.
 - No GPS or Compass Variance. Verify your GPS is outputting GGA and RMC at 5Hz with a talker ID(Prefix) of GP at a 38400 Baud rate. Use the supplied Null Modem if you are confident your GPS is outputting correctly. Calibrate the compass.
- AutoNav™ disconnects from Mission Planner if driven too far away.
 - The supplied USB Telemetry Module is good up to 300m range. (Conditions dependent) To increase the range you must increase the height of the US Telemetry Module antenna.
- USB telemetry module is not being found in Device Manager.
 - Download and install the USB telemetry module driver from the supplied USB Drive.

5 Troubleshooting

5.1 Current Propeller Orientation and Rotation

Information

USVs and spare parts manufactured after September 9, 2024, have standardized to one prop rotation and orientation.

If the propellers on a HyDrone™ ASV Servo are rotating in the wrong direction, it will cause the boat to move in circles when attempting to go forward. Similarly, installing the wrong propeller will also lead to same issue. If you recently installed a new thruster or propeller, please use the below information to check proper orientation and rotation.

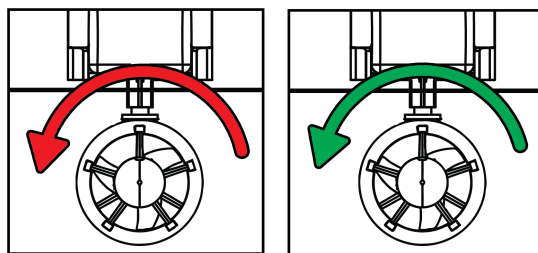


Figure 36: HyDrone™ ASV Servo Prop Rotation
(Colors Illustrate Maritime Navigation Lights)

- Both Thrusters:
 - Motor must rotate counterclockwise(CCW) (Figure 36)
 - Prop is CW

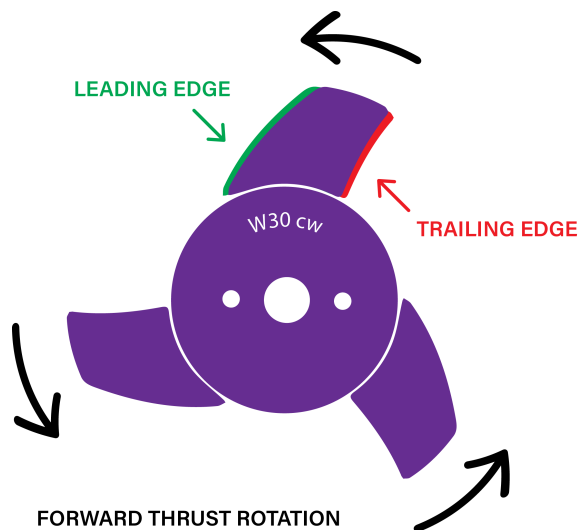


Figure 37: W30 CW Prop

5.2 Old Propeller Orientation And Rotation

If the propellers on a HyDrone™ ASV Servo are rotating in the wrong direction, it will cause the boat to move in circles when attempting to go forward. Similarly, installing the wrong propeller will also lead to same issue. If you recently installed a new thruster or propeller, please use the below information to check proper orientation and rotation.

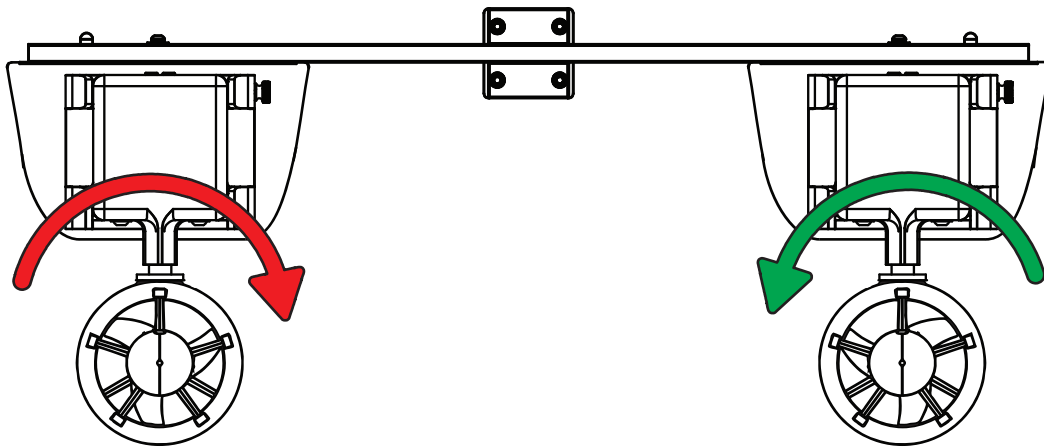


Figure 38: HyDrone™ ASV Servo Prop Rotation
(Colors Illustrate Maritime Navigation Lights)

- Port Thruster:
 - Motor must rotate clockwise(CW) (Figure 38)
 - Prop is CCW



Figure 39: W30 CCW Prop

- Starboard Thruster:
 - Motor must rotate counter-clockwise(CCW) (Figure 38)
 - Prop is CW



Figure 40: W30 CW Prop

5.3 AutoNav Errors

Common Errors:

If the Autonomous Operation is not behaving as expected, open and connect to Mission Planner. The HUD will show errors.

- **EKF3 waiting for GPS config data**
 - No GPS input. Check GNSS output. Use a Null Modem if needed.
- **Bad Gyro Health**
 - Can be ignored. The USV was powered on and moving while initializing.
- **Unhealthy AHRS**
 - Incorrect NMEA GPS strings or an accelerometer calibration is needed. (Refer to 6.7)
- **RC Failsafe**
 - RCU powered off or out of RCU range.
- **EKF Failsafe**
 - GPS position issue. Check GNSS system and NMEA outputs.
- **Internal Error**
 - Powered on incorrectly, reboot.
- **'EKF' will be red**
 - Normally red upon power up or Compass issue. Let stabilize or see above for Compass Variance.
- **Compass Variance with single antenna GPS system**
 - Incorrect NMEA GPS strings or compass calibration required.

5.4 RCU Fault

Flashing Green Power Button

- Indicates the device is attempting to charge while the battery is removed or there is a fault with the battery.

6 Configure Procedure

6.1 RCU Receiver Binding Procedure

Archer Plus R6 Binding:

Registration is only required if the RCU or Receiver (RCVR) was replaced. Skip to step 7 to bind for either receivers.

1. Refer to 3.5 for button or switch location on RCU.
2. Power on the RCU, power off the Archer Plus R6.
3. Quick press 'Menu' on the RCU.

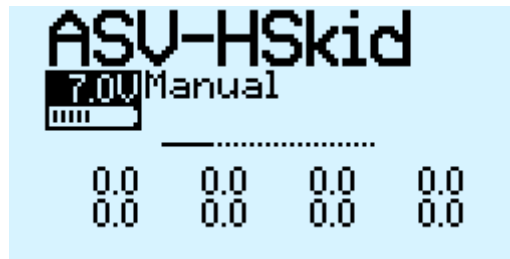


Figure 41: Model Select Screen

4. Quick press 'Page' to switch to SETUP Page 2/13.

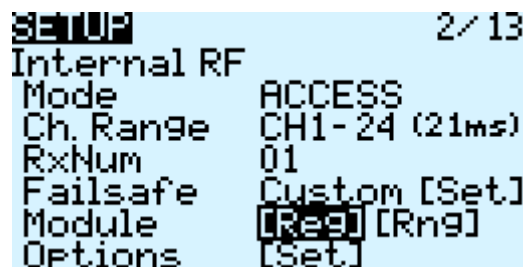


Figure 42: Internal RF

5. Using the ENT knob, scroll down to INTERNAL RF. (Figure 42)
 - (a) Archer Plus R6 Registration: (Registration ID is the vessel serial number)
 - i. Under Internal RF, Click Reg. A menu will pop up with 'Waiting...'
 - If you are changing to a new RCU and know the REG ID, you can scroll up and change ID. Once changed, skip to Step 7 below.

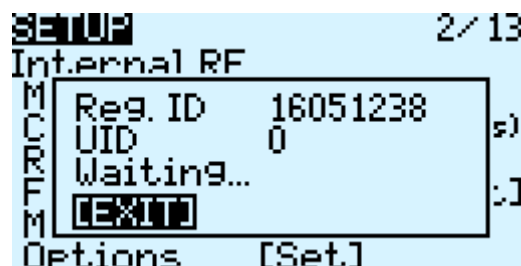


Figure 43: Waiting To Register

- ii. On the Archer Plus R6, hold down the receiver button while powering up the Archer Plus R6. (Figure 44)

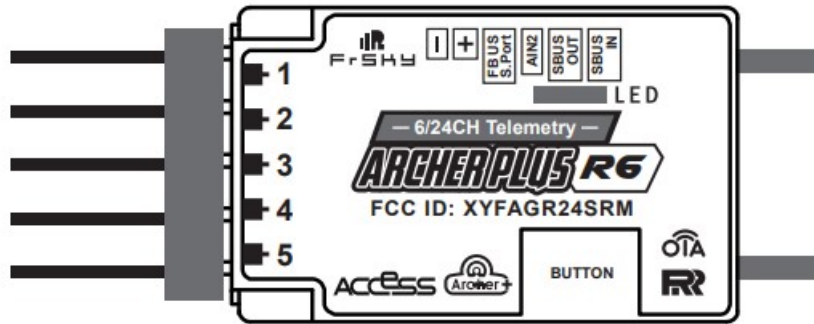


Figure 44: Archer Plus R6

- It is suggested to disconnect the main cable to remove power and reconnect when power is needed.
 - iii. On the RCU, 'Waiting...' will be replaced with the model name.
 - iv. Press Enter to confirm, registration complete.
 - v. Power off the receiver.
6. Scroll to Receiver 1 and select Bnd.

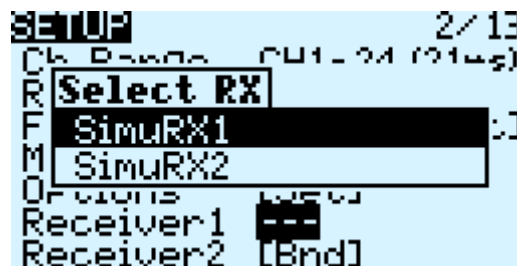


Figure 45: Binding Screen - SimuRX1/2 Is Only Used For Simulation

7. Power on the Archer Plus R6
8. Press OK once bind is successful.

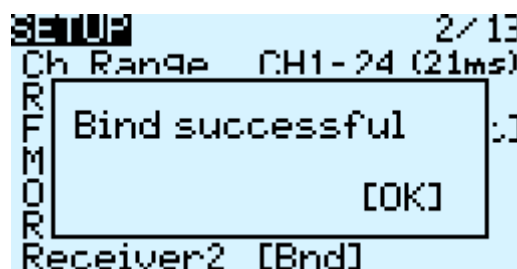


Figure 46: Bind Successful

6.2 RCU Telemetry Configuration Procedure

Information

Telemetry configuration is only required if the RCU or Receiver (RCVR) was replaced. RCU and Receiver must be bound.

1. Refer to 3.5 for button or switch location on RCU.
2. Power on the RCU, power on the HyDrone™ ASV Servo.

- Quick press 'Menu' on the RCU.

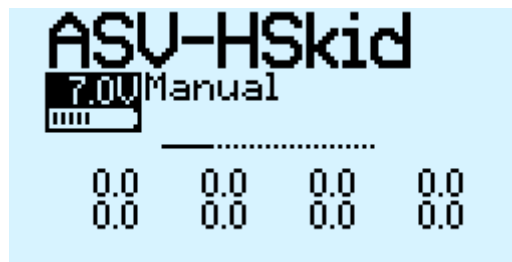


Figure 47: Model Select Screen

- Quick press 'Page' to switch to TELEMETRY Page 12/13.

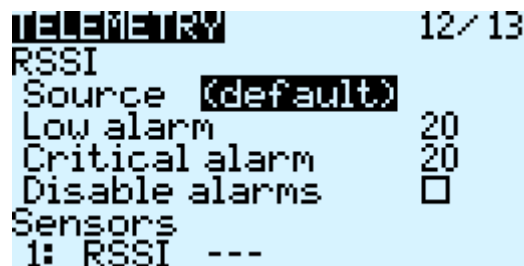


Figure 48: Telemetry Page

- Scroll down and select "Delete all sensors".



Figure 49: Delete All Sensors

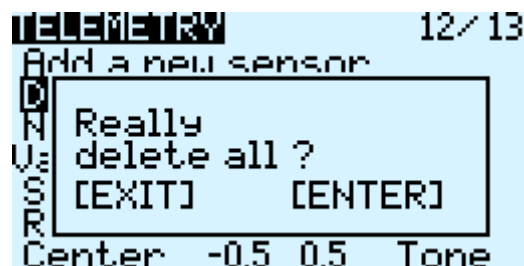


Figure 50: Delete All Sensors Pop-Up

- Scroll up and select "Discover new sensors".


```

TELEMETRY 12/13
Discover new sensors
Add a new sensor...
Delete all sensors
No inst. ☐
Vario
Source ---
Range -10 10

```

Figure 51: Discover New Sensors

7. A2 sensor will be active.
8. Select the A2 sensor.

```

SENSOR 0.0V
Name A2
Type Custom
ID F103 27
Source Ext. module
Unit V
Precision 0.0
Ratio 19.4

```

Figure 52: A2 Sensor Page

9. At the top of the screen is the pontoon voltage.
10. Scroll down to the Ratio. Modify the value to set the pontoon voltage. Use the supplied Voltage Checker to check the pontoon voltage.
11. Press 'Exit' and the A2 sensor is setup.
12. Quick press 'Page' to switch to DISPLAY page 13/13.

```

DISPLAY 13/13
Screen 1 Nums
A2 RSSI
--- ---
--- ---
--- ---
Screen 2 None
Screen 3 None

```

Figure 53: Display Page

13. The A2 will be removed when the sensors were deleted. Select the empty spot and scroll to A2. Do not use A2+ or A2- as they will show higher or lower voltages.
14. Press 'Exit' to complete the configuration.

6.3 RCU Calibration Procedure

Calibrations should only be initiated if the HyDrone™ ASV Servo demonstrates a delayed response or excessively quick response, while the remainder of the joystick throw remains unchanged.

Information

All calibrations must be done in the correct order. Please refer to 3.5 to familiarize yourself with the RCU controls.

1. HyDrone™ ASV Servo must be powered off.
2. Power on the RCU. (Refer to 3.5)

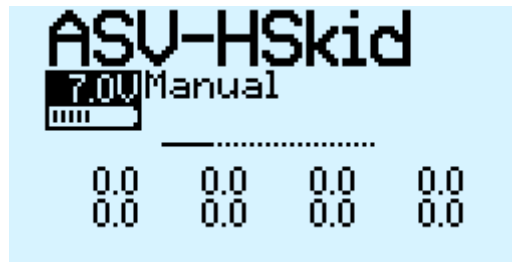


Figure 54: Main Screen

3. Hold down 'Menu' button.

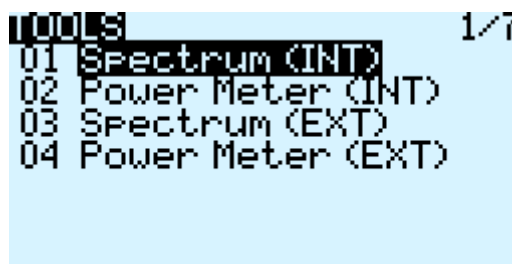


Figure 55: RCU Settings

4. Quick press 'Page' to switch to HARDWARE to Page 6/7.

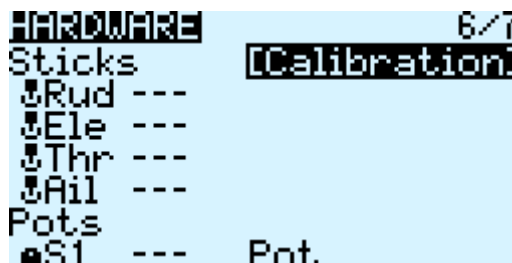


Figure 56: Hardware Page

5. Highlight 'Calibration' and select.
6. Follow the onscreen instructions.



Figure 57: Start Of Calibration

7. Once calibration is complete, screen will cycle back to start of calibration page.
8. Press Exit twice to exit back to main screen.

6.4 RCU AutoNav Calibration

1. Power on the RCU.
2. Power on the AutoNav™.
3. Connect to the AutoNav™. (USB Cable is 115200 baud rate)
4. Vessel **MUST** be disarmed.
5. Select Setup tab.

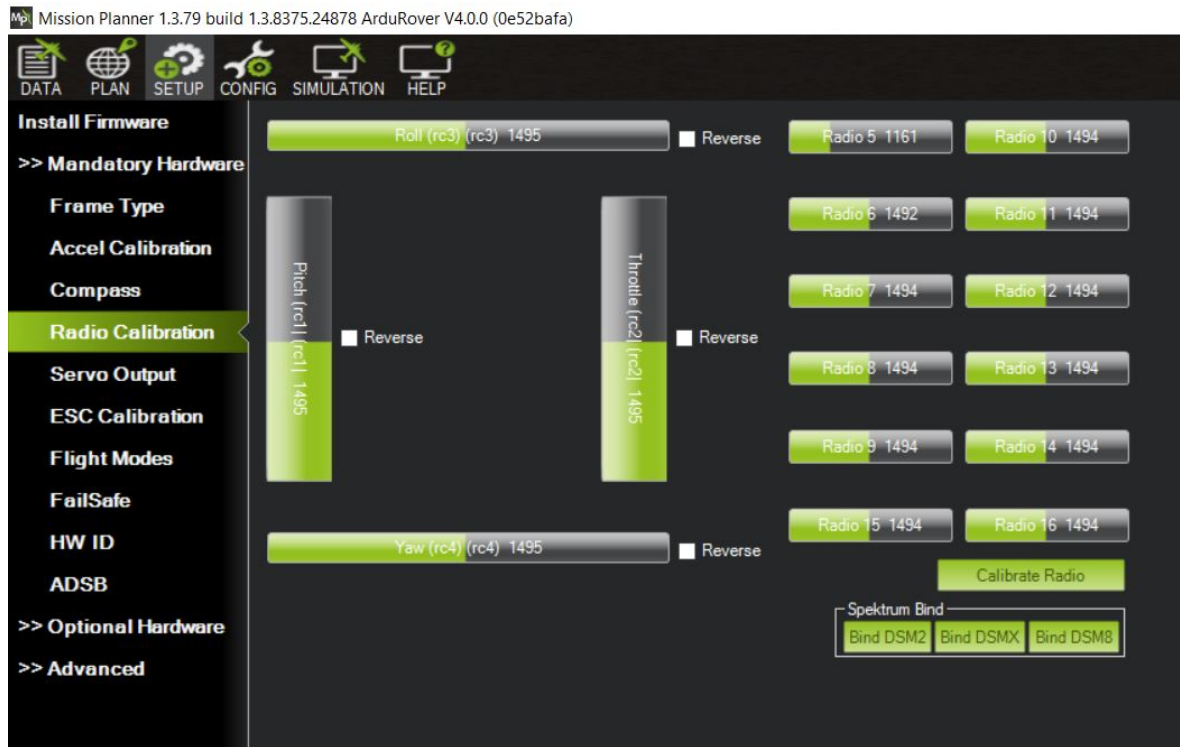


Figure 58: Setup Tab

6. Select Mandatory Hardware.
7. Select Radio Calibration.

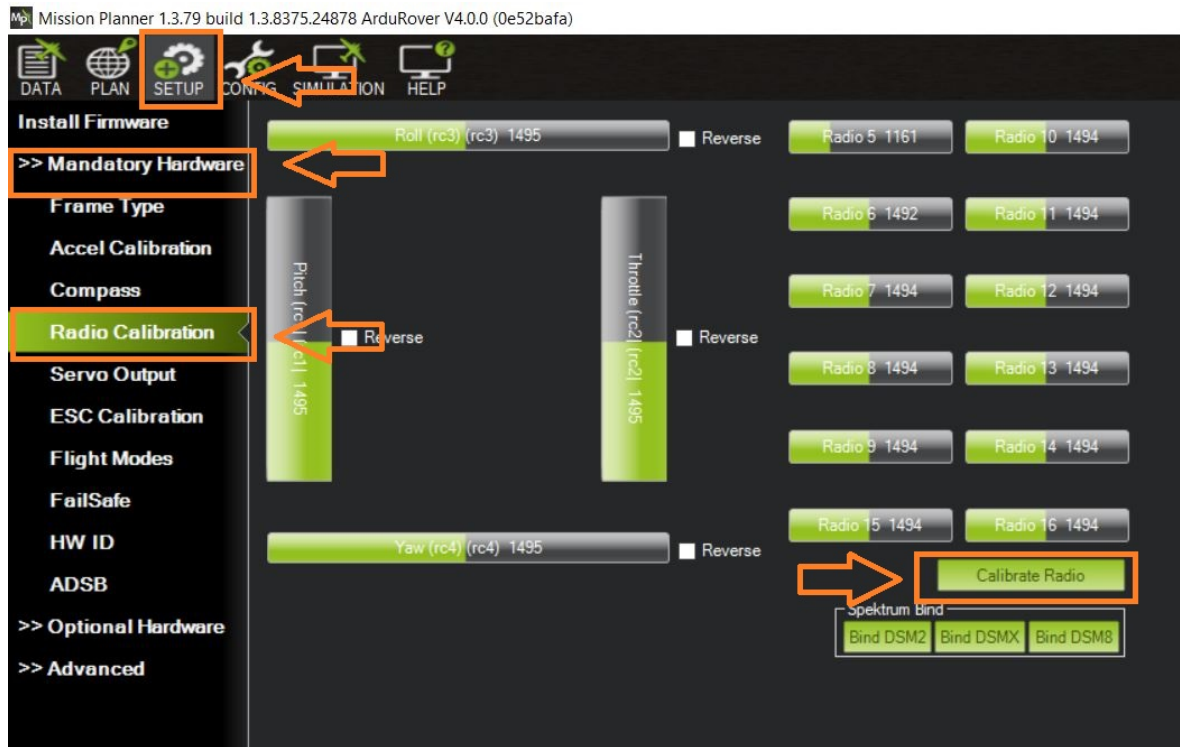
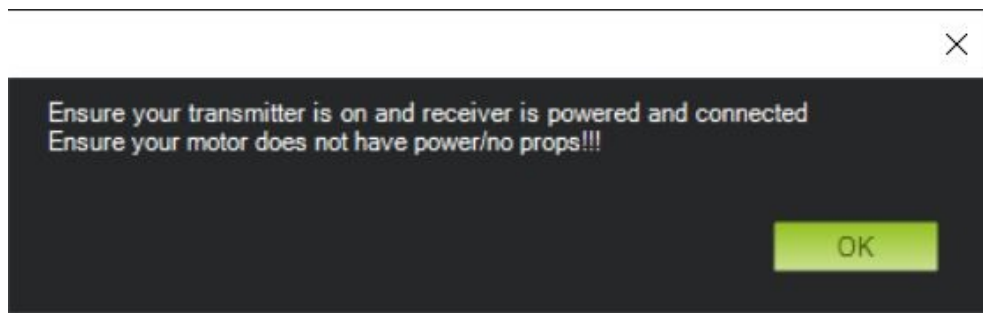
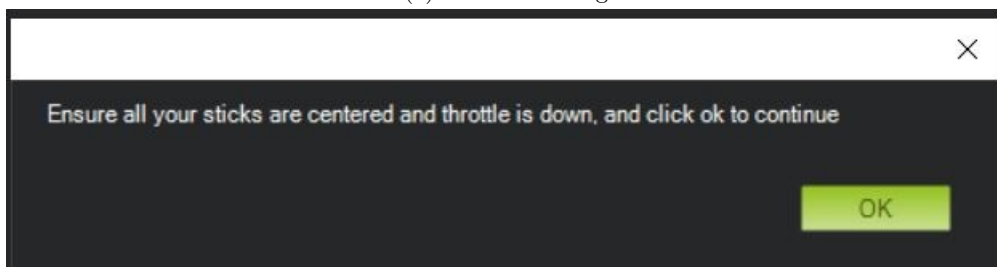


Figure 59: Radio Calibration Steps

8. Select Calibrate Radio.



(a) Power Warning



(b) Radio Cal Instructions

Figure 60: Pop Ups

9. Move all joystick to their min and max positions.
10. Move all switches to each position. Be sure to arm and disarm.
11. You will notice each active channel will have a red line indicating the received min and max signal.

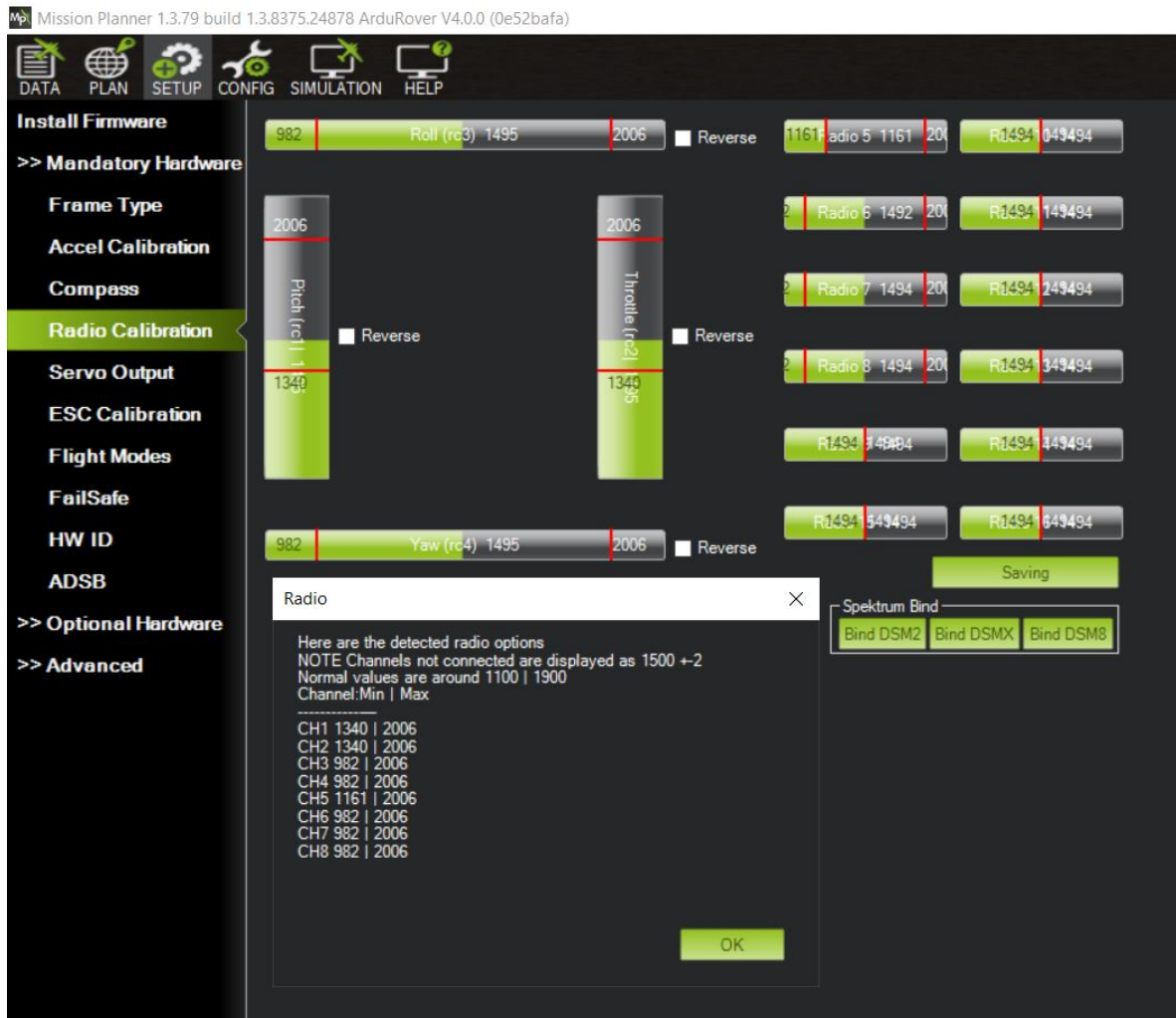


Figure 61: Radio Calibration Verification

12. Select Click when Done.

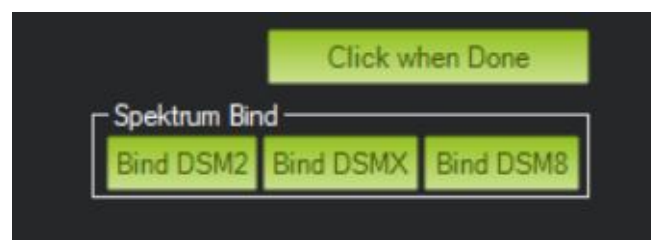


Figure 62: Click When Done

13. A page will popup indicating the new min and max values. Press OK. (Refer to Figure 61)

6.5 ESC Calibration Procedure

1. Calibrate one ESC at a time.
2. Power on the RCU. (Refer to 3.5)
3. Push the Throttle Control to full throttle on the pontoon you are calibrating.
4. Power on the HyDrone™ ASV Servo.

5. Two short Beep- Beep- tones will be heard, confirming the full throttle position.
6. Immediately release the Throttle Control to the neutral position.
7. A steady and long beep— can be heard, confirming the neutral position.

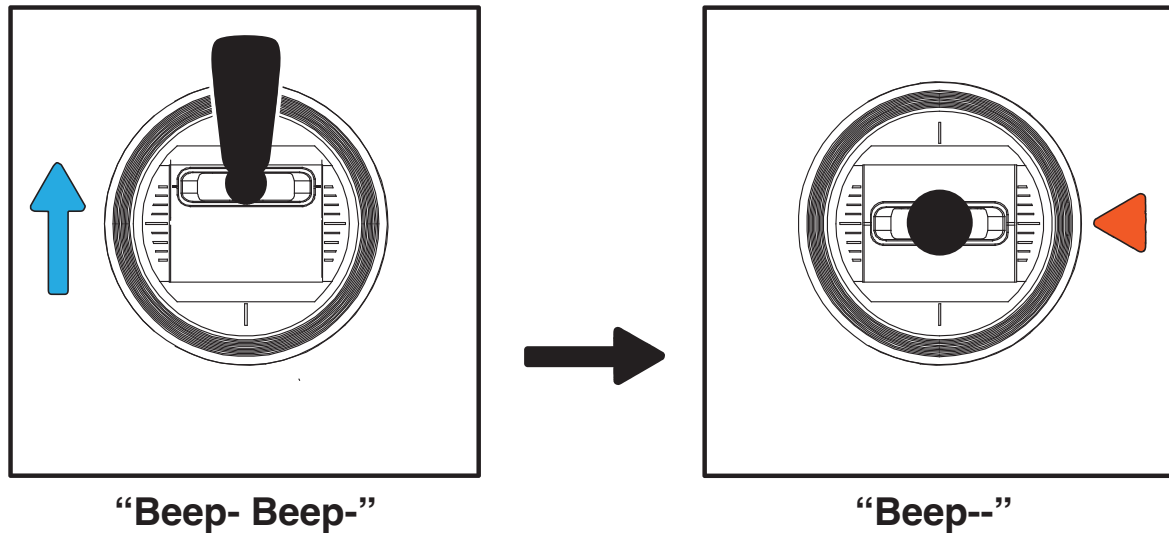


Figure 63: Joystick Position

8. Finalization tones can be heard. Calibration complete.
9. Repeat for the opposite side.

6.6 ESC Programming Procedure

LED Indications

Solid Red	Throttle
Solid Red and Green	Full throttle
Flashing Red	Low Voltage Cutoff Protection is activated
Flashing Green	Overheat protection is activated

ESC Programming

1. Connect the included ribbon cable into the programming slot on the programming card.



Figure 64: ESC Programming Card Ports

2. Connect the ribbon cable to the ESC. Pay attention to the connector orientation.

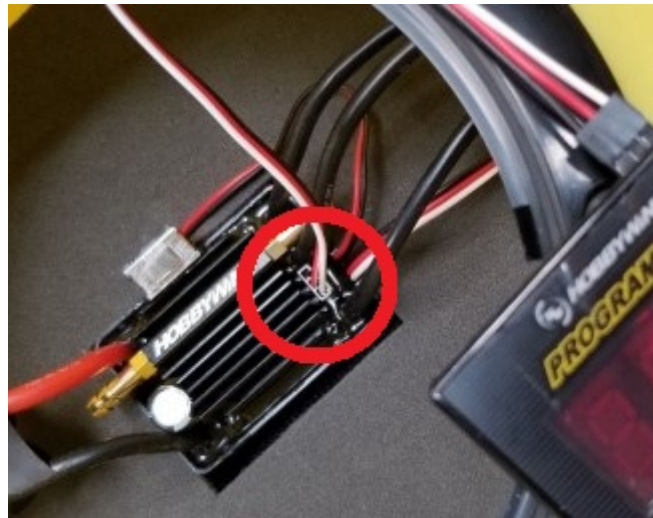


Figure 65: ESC Programming Card Connection

3. Power on the HyDrone™ ASV Servo. The Programming Card will power on.
4. Using the chart below, match the Items with the Values.
5. Press Item to cycle Items. Press Value to cycle Values. Press 'OK' to save for each Item.

Item	Value	Description
1	2	Forward & Reverse Mode
2	1	Auto Calc LiPo Cells
3	4	3.2V/cell Low Voltage Cut Off
4	5	15° Timing
5	4	100% Reverse

Table 13: ESC Programming Values

6.7 AutoNav™ Accel Calibration Procedure

1. Remove AutoNav™ from the HyDrone™. Disconnect all cables.

2. Connect the supplied 3' USB A to USB A into the field laptop and AutoNav™.
3. Open Mission Planner.
4. Connect to the AutoNav™.

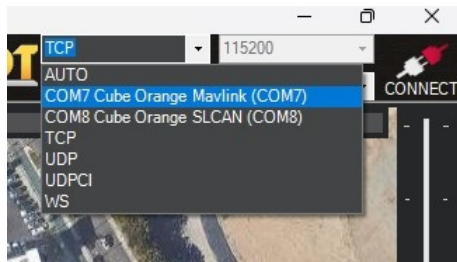


Figure 66: COM Port

- Choose Mavlink COM port
 - 115200 baud rate
5. AutoNav™ must be disarmed.
 6. Select Setup tab.

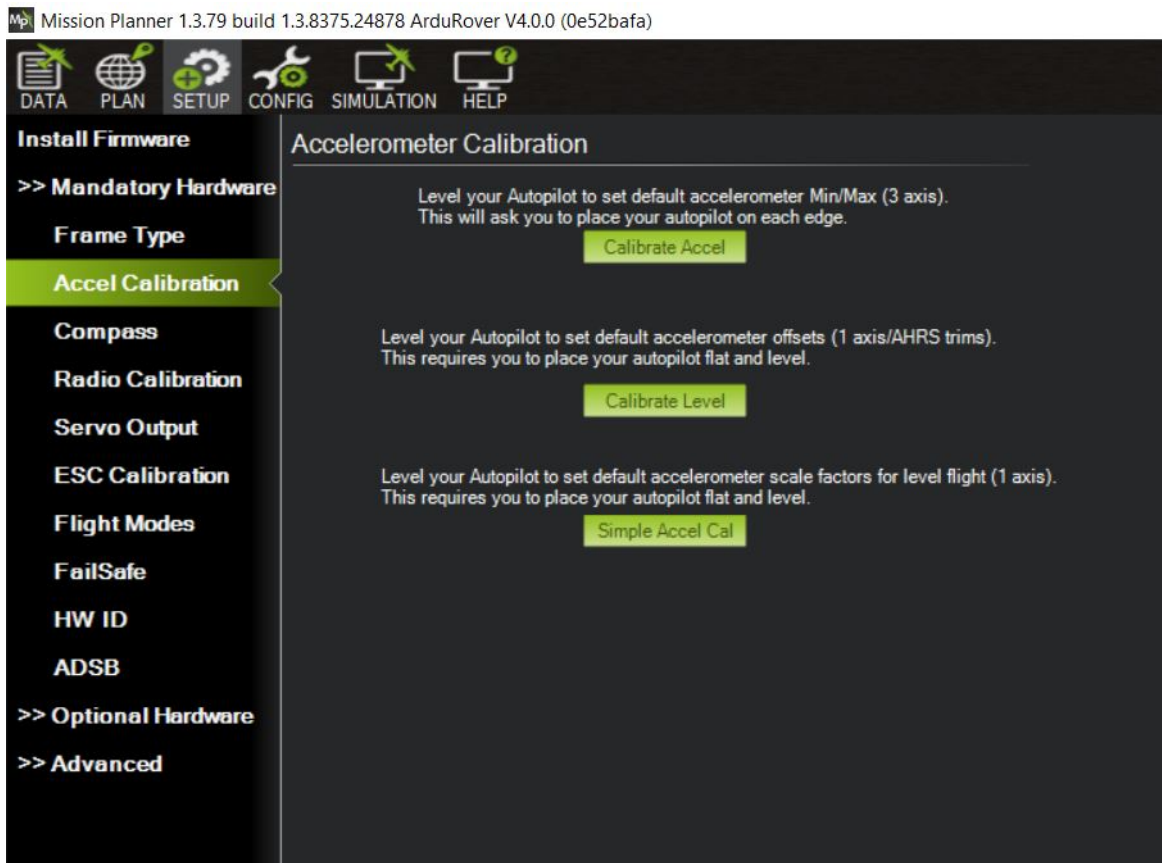


Figure 67: Accel Calibration

7. Select Mandatory Hardware.
8. Select Accel Calibration.

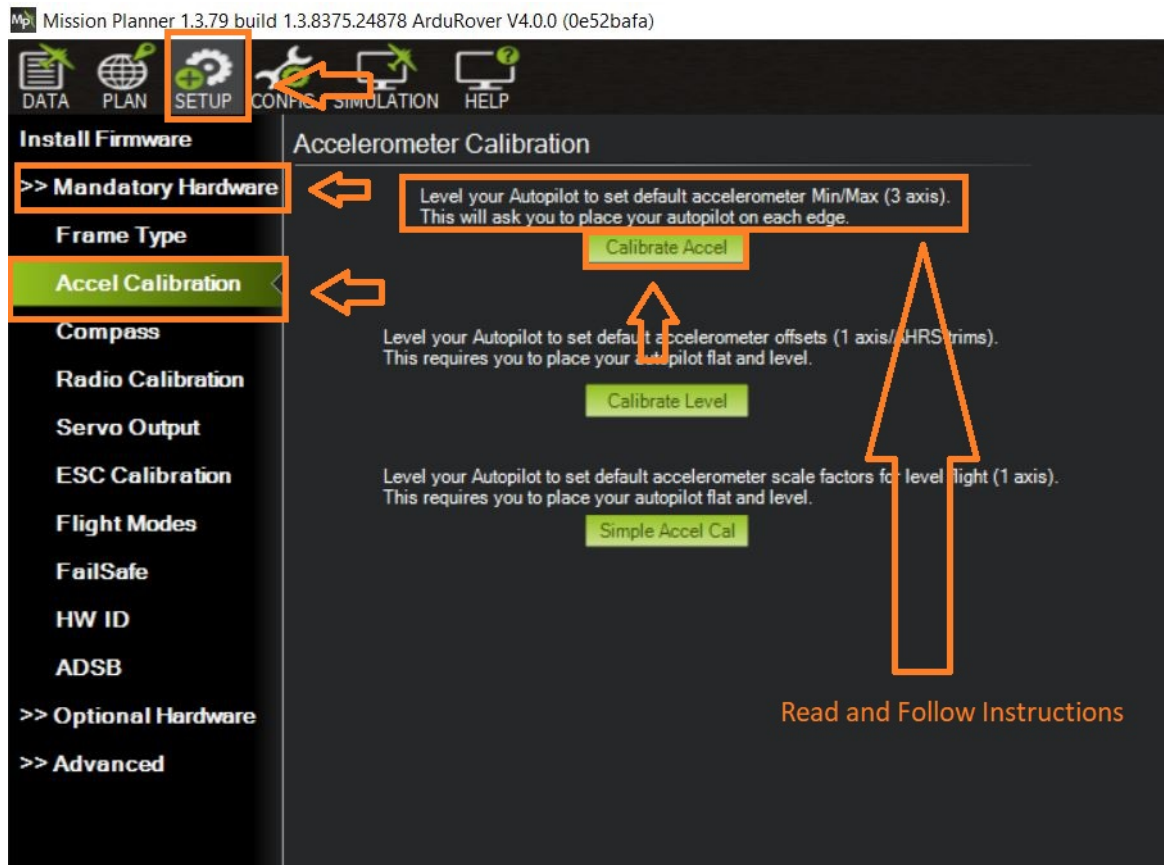


Figure 68: Accel Calibration Steps

9. Set the AutoNav™ on a level surface.
10. Select Calibrate Accel(3 axis). You will rotate and hold the AutoNav™ on each axis. Instructions will be present during the process. **Starting with the bulkheads facing backwards(stern).**

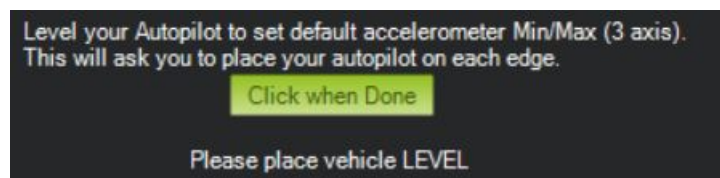


Figure 69: Accel Calibration In Process

- (a) First is a level surface. Click button when done.
 - (b) Rotate on it's left side. Click button when done.
 - (c) Rotate on it's right side. Click button when done.
 - (d) Rotate nose down. (Bulkheads facing the sky) Click button when done.
 - (e) Rotate nose up. (Bulkheads facing the ground) Click button when done.
 - (f) Rotate it upside down. Click button when done.
11. 3 axis calibration is complete.

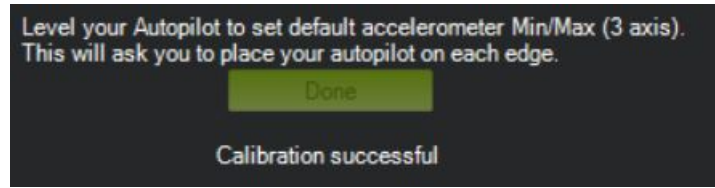


Figure 70: Accel Calibration Complete

12. Set the AutoNav™ on a level surface again.
13. Select Calibration Level. (See Figure 67)

6.8 AutoNav™ Compass Calibration Procedure

Information

Compass calibration should be performed away from metal buildings and any electronic equipment.

1. Remove AutoNav™ from the HyDrone™. Disconnect all cables.
2. Connect the supplied 3' USB A to USB A into the field laptop and AutoNav™.
3. Open Mission Planner.
4. Connect to the AutoNav™

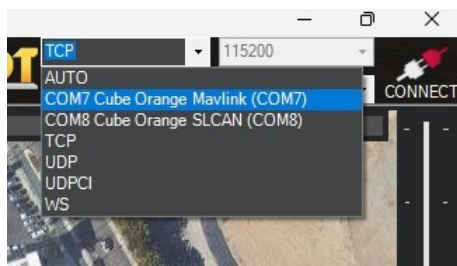


Figure 71: COM Port

- Choose Mavlink COM port
 - 115200 baud rate
5. AutoNav™ must be disarmed.
 6. Select Setup tab.
 7. Select Mandatory Hardware.
 8. Select Compass.
 9. Select Start.

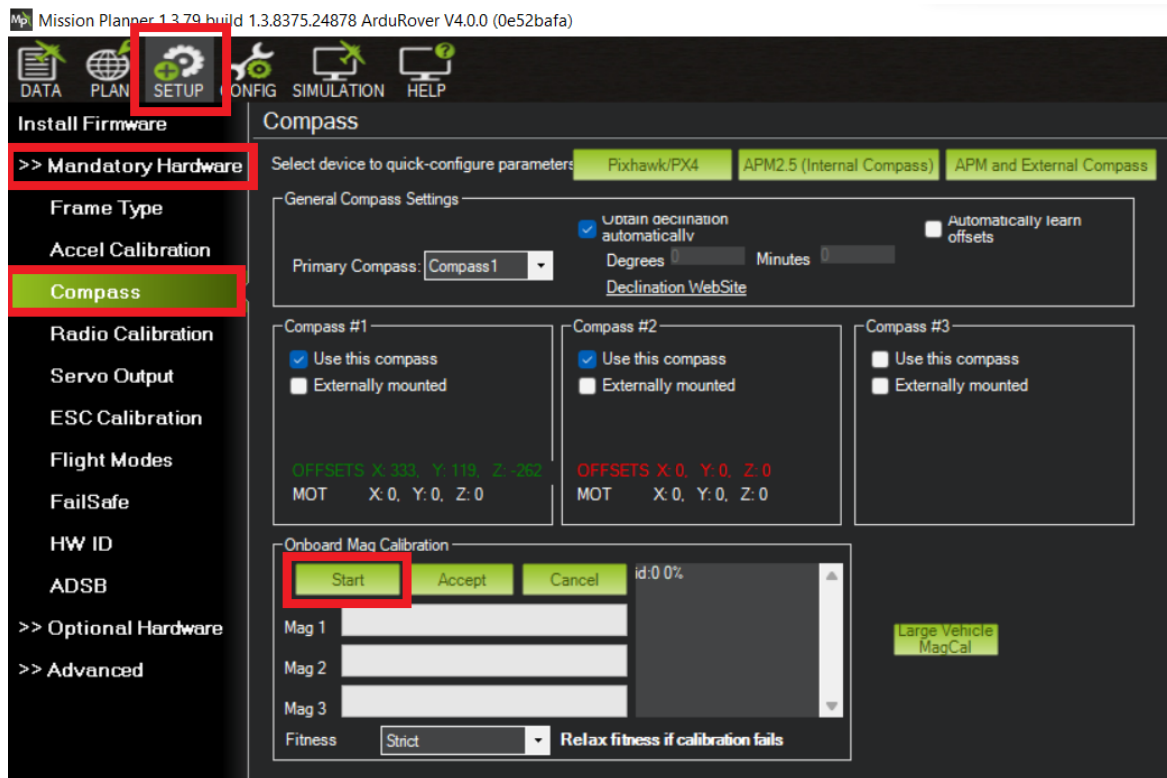


Figure 72: Compass Calibration Steps

10. Rotate the AutoNav™ 360 degrees on the X, Y, and Z axis.

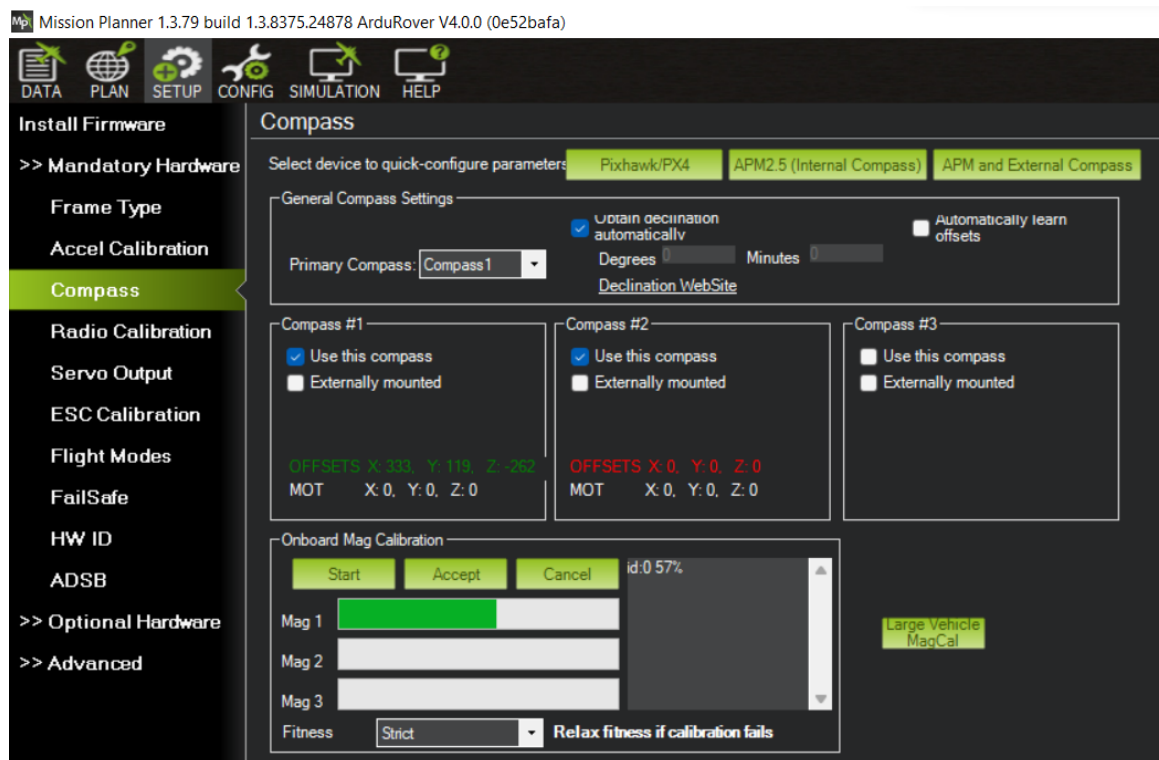


Figure 73: Compass Calibration Progress

11. Mag 1 green progress bar will start increasing.

12. A "Please reboot the autopilot" popup will indicate compass calibration is complete.

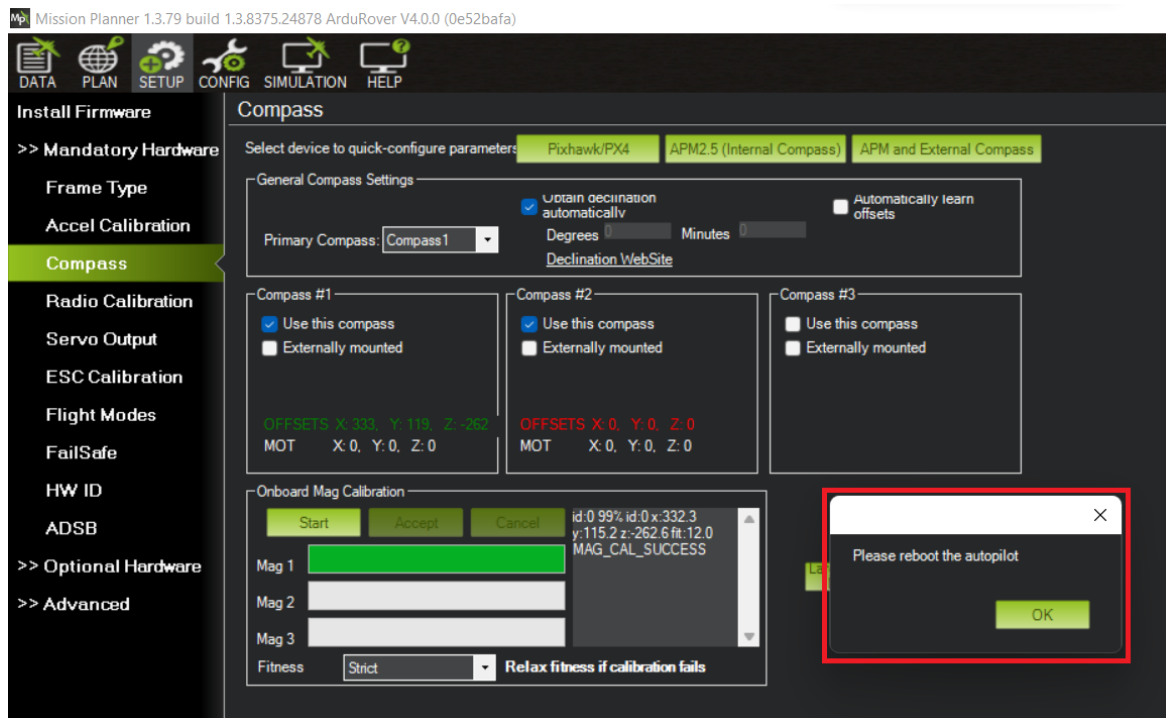


Figure 74: Compass Calibration Complete

13. Select 'OK'.

14. Press CTRL and F keys to open up the advanced tools screen.

15. Select 'reboot pixhawk'.



Figure 75: CTRL-F Screen

- The autopilot hardware will reboot. Mission Planner will disconnect and automatically reconnect.
(If it does not, you can manually connect)



Figure 76: Reboot Complete

- Calibration complete.

7 Service And Maintenance

7.1 Maintaining Your Investment

Maintaining your HyDrone™ ASV Servo asset is essential for its reliable performance. Regular maintenance includes routine checks of propulsion system, sensor, and electronics to ensure they are in optimal working condition. Keeping the hull clean as well as verifying the integrity of communication links and power sources, is crucial. By adhering to a proactive maintenance regimen, the USV remains mission-ready, maximizing its effectiveness and longevity.

7.2 Storage

- Store indoors with all hatches open for air circulation.
- LiPo batteries stored at 3.75-3.85V a cell - check every month.
- Pontoon internals are dry

7.3 Service

7.3.1 Thruster Replacement

Servo Thruster Removal:

- Disconnect the connector from the pontoon bulkhead.
- Unscrew locking thumbscrew.
- Slide the servo housing up to remove from mount.

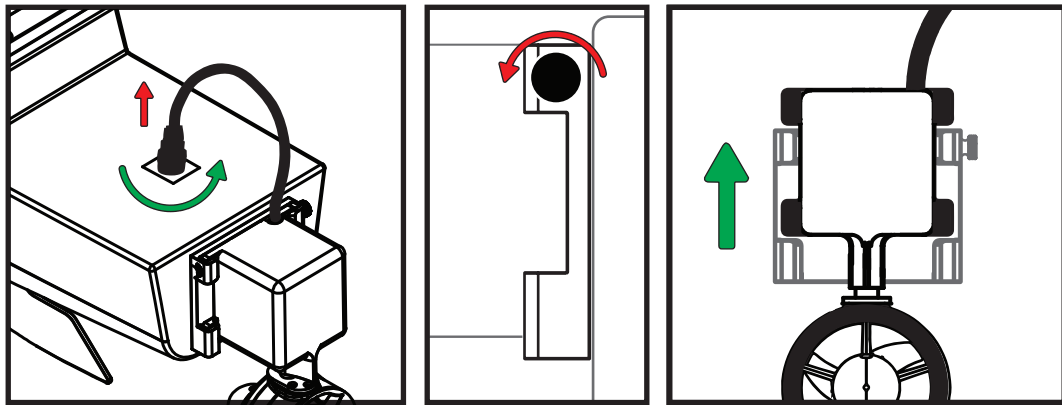


Figure 77: Servo Thruster Removal

Servo Thruster Installation:

1. Slide the servo housing down into the mount.
2. Tighten locking thumbscrew.
3. Connect the connector into the pontoon bulkhead.

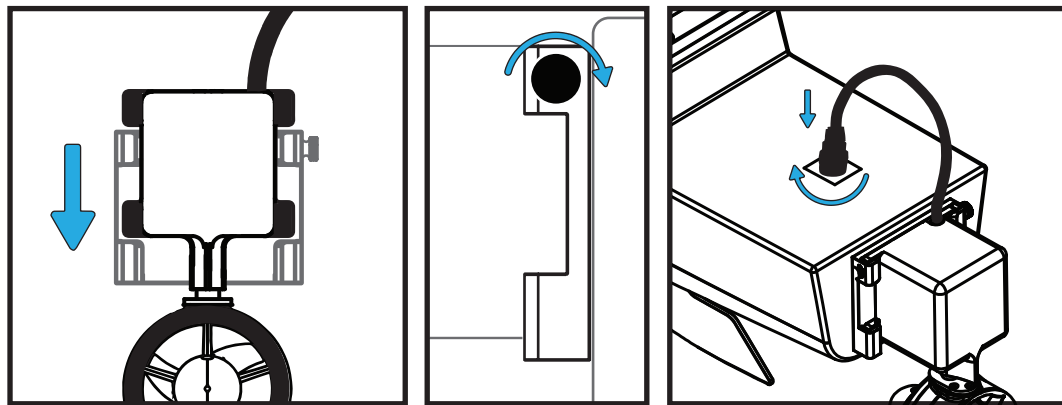


Figure 78: Servo Thruster Installation

7.3.2 Propeller Replacement

Caution

Use Vibra-tite with all hardware. Plastic may become damaged if Vibra-tite instructions are not properly followed.

1. Remove the Servo Thruster from the pontoon. (Figure 14)
2. Flip over the Servo Thruster to access the back panel.

3. Remove the 2x Philip screws with a #3 screwdriver.

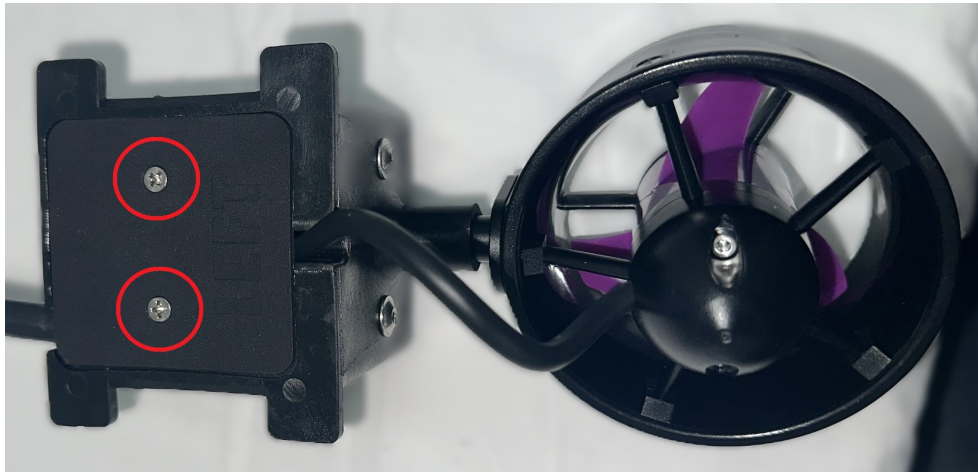


Figure 79: Servo Thruster Access Panel

4. Rotate the thruster to gain access to the thruster shaft bolt.
5. Use a 7m socket to remove the M4 bolt.

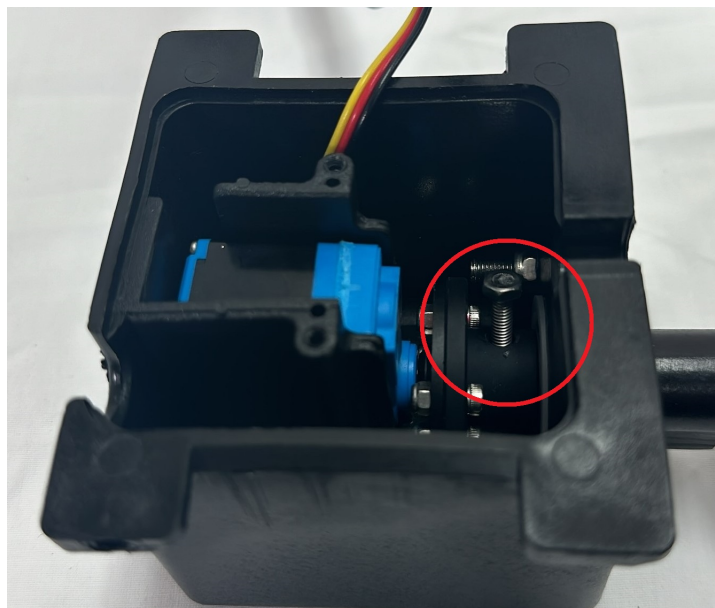


Figure 80: Servo Thruster Shaft

6. Slide the thruster shaft out from the housing.
7. Remove the 3x M3x6 bolts with a 2mm Allen driver.
8. Remove the 1x screw with a #3 Philips screwdriver.



Figure 81: Servo Thruster Adapter Shaft Removal

9. Remove the 4x screws with a #3 Philips screwdriver.



Figure 82: Thruster Housing Removal

10. Remove the 2x screws with a #3 Philips screwdriver.



Figure 83: Prop Removal

11. Remove the prop. The prop may be suctioned to the motor housing. Use care when removing.



Figure 84: Prop Removed

12. Install the replacement W30 prop.
13. Follow the instructions in reverse order for reassembly.

Caution

Be careful not to pinch any wires when installing the access panel cover.

7.3.3 Motor Cleaning

Caution

Use Vibra-tite with all hardware. Plastic may become damaged if Vibra-tite instructions are not properly followed.

1. Remove the Servo Thruster from the pontoon. (Figure 14)
2. Flip over the Servo Thruster to access the back panel.
3. Remove the 2x Philip screws with a #3 screwdriver..

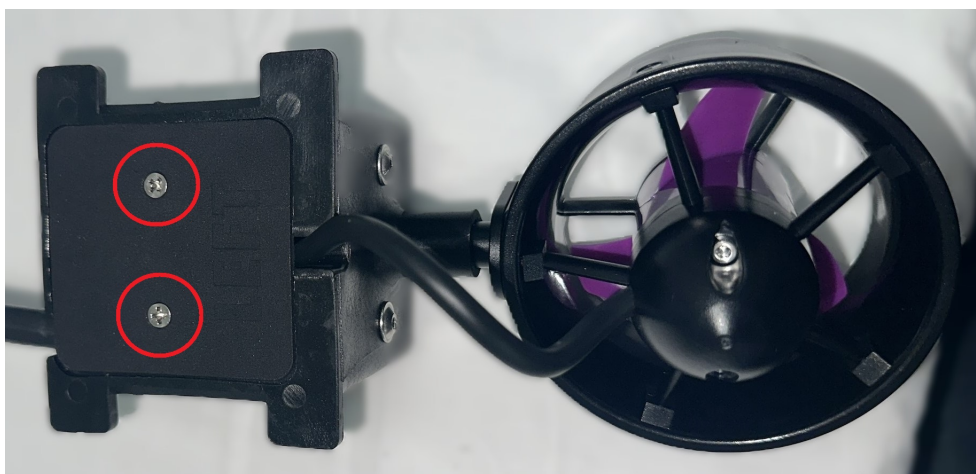


Figure 85: Servo Thruster Access Panel

4. Rotate the thruster to gain access to the thruster shaft bolt.
5. Use a 7mm socket to remove the M4 bolt.

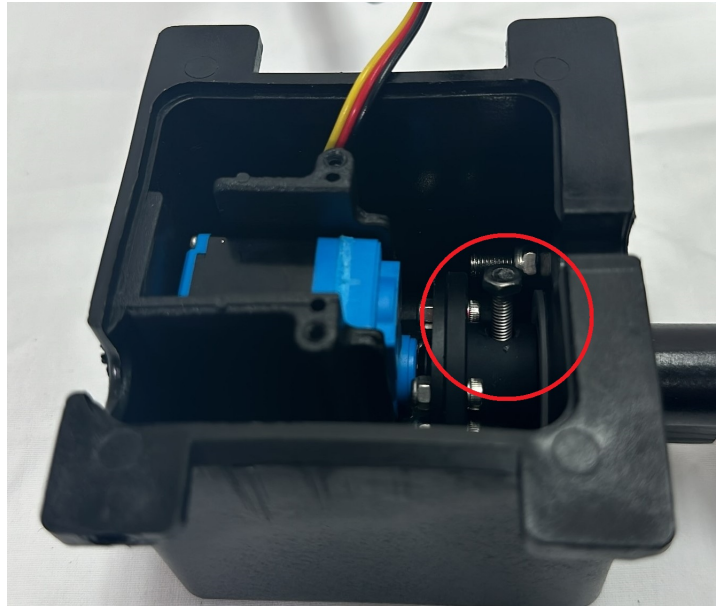


Figure 86: Servo Thruster Shaft

6. Slide the thruster shaft out from the housing.
7. Remove the 3x M3x6 bolts with a 2mm Allen driver.
8. Remove the 1x screw with a #3 Philip screwdriver.



Figure 87: Servo Thruster Adapter Shaft Removal

9. Remove the 4x screws with a #3 Philips screwdriver.



Figure 88: Thruster Housing Removal

10. Remove the 2x screws with a #3 Philips screwdriver.



Figure 89: Prop Removal

11. Remove the prop. The prop may be suctioned to the motor housing. Use care when removing.



Figure 90: Prop Removed

12. Remove the 2x M3 bolts with a 2.5mm Allen driver



Figure 91: Motor Housing Removal

13. Loosen the 2x set screws on the collar towards the bow using a 1.5mm driver(not supplied).

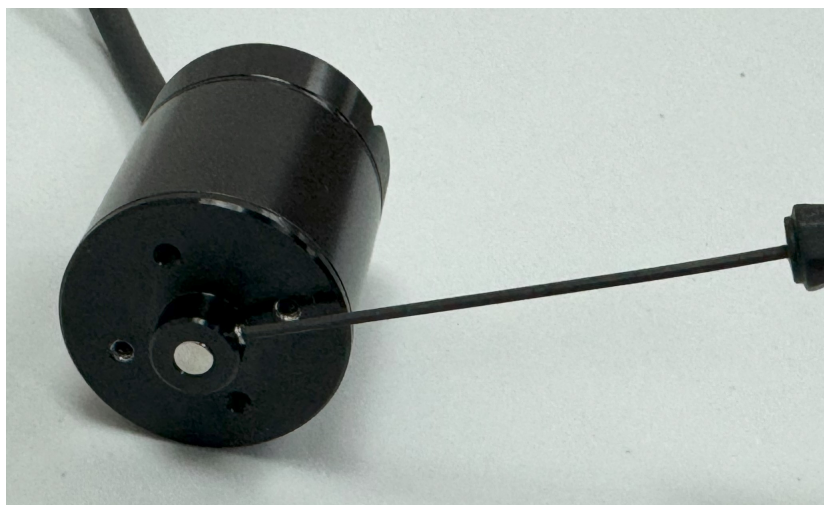


Figure 92: Rotor Removal

14. The motor rotor and stator are magnets. To remove, pull on the motor rotor to slide off.



Figure 93: Stator And Rotor

15. Inspect the magnets and protective coverings. Clean with mild soap and water.
16. Follow the instructions in reverse order for reassembly.

Caution

Be careful not to pinch any wires when installing the access panel cover.

7.3.4 RCU RTC Battery Replacement

Replace the RTC battery when you receive "Battery Warning: RTC Battery Low".

Part Required:

- CR21220 Coin Battery

Tool Required:

- Phillips Screwdriver

1. Power off and flip over the RCU.
2. Remove the two visible Phillip screws.



Figure 94: RCU 2x Screw Locations

3. Remove the module bay cover.
4. Remove the battery cover. (Figure 21)
5. Disconnect the battery.



Figure 95: RCU Additional Screw Locations

6. Remove the additional two Phillip screws.
7. Carefully split case of the RCU.

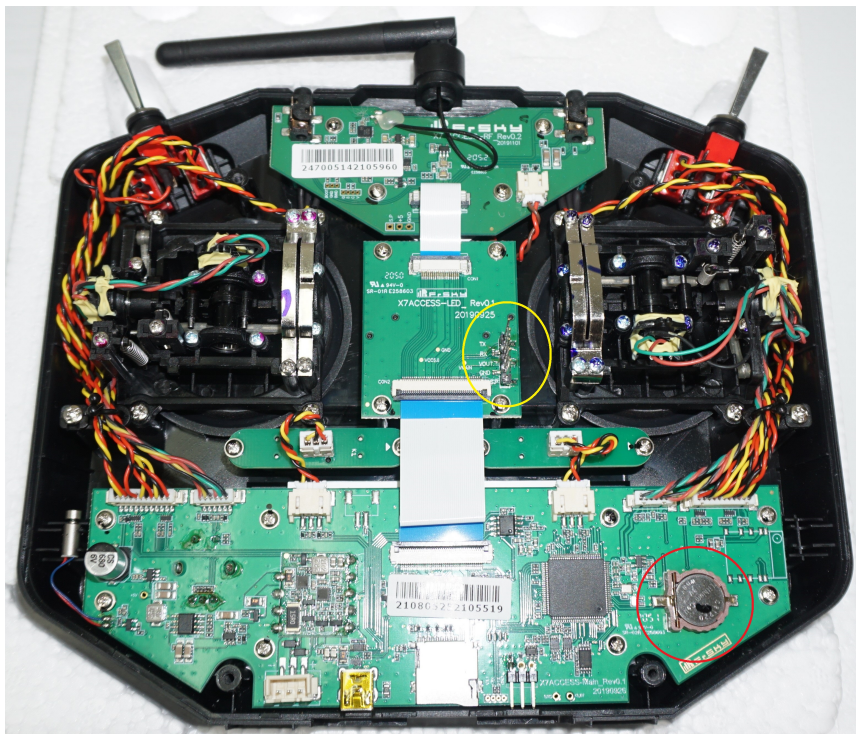


Figure 96: RCU RTC Location

8. Locate the RTC battery(circled red in Figure 96) and remove it.
9. Replace it with a new CR1220 battery.

10. Carefully put the two case halves together. Verify the module bay pins (circled yellow in Figure 96) slide through the slot (Figure 21).
11. Screw in the four Philip screws.
12. Connect the battery.
13. Install battery spacing foam.
14. Install the battery and module bay covers.

7.4 Maintenance Schedule

7.4.1 Pre-launch

- Hull inspection for damage, cracks, or signs of wear.
- Seals are lubricated with silicone-based lubricants.
- Anti-seize on hardware.
- Electronics are functioning.
- Batteries are fully charged.
- Check all hardware is tight.
- Check that cable connections are screwed tight.
- Confirm full insulation of all cables.

7.4.2 After Recovery

- Hull inspection for damage, cracks, or signs of wear.
- Seals are lubricated with silicone-based lubricants.
- Anti-seize on hardware.
- Electronics are functioning.
- Batteries are fully charged.
- Check all hardware is tight.
- Cleaned with fresh water and mild soap.
- Dried off.
- Stored with hatches open for circulation.

7.4.3 Monthly

- Hull inspection for damage, cracks, or signs of wear.
- Check for loose or corroded electrical connections.
- Lubricate seals with silicone-based lubricants.
- Anti-seize on hardware.
- Electronics are functioning.
- Battery maintenance.
 - LiPo batteries should be stored at 3.6V a cell.
- Replenish any parts that were pulled from the spares kit.
- Stored with hatches open for circulation.

8 Technical Diagrams

8.1 Beaufort Sea State Chart

Estimating Wind Speed and Sea State with Visual Clues				
Beaufort number	Wind Description	Wind Speed	Wave Height	Visual Clues
0	Calm	0 knots	0 feet	Sea is like a mirror. Smoke rises vertically.
1	Light Air	1-3 kts	< 1/2	Ripples with the appearance of scales are formed, but without foam crests. Smoke drifts from funnel.
2	Light breeze	4-6 kts	1/2 ft (max 1)	Small wavelets, still short but more pronounced, crests have glassy appearance and do not break. Wind felt on face. Smoke rises at about 80 degrees.
3	Gentle Breeze	7-10 kts	2 ft (max 3)	Large wavelets, crests begin to break. Foam of glassy appearance. Perhaps scattered white horses (white caps). Wind extends light flag and pennants. Smoke rises at about 70 deg.
4	Moderate Breeze	11-16 kts	3 ft (max 5)	Small waves, becoming longer. Fairly frequent white horses (white caps). Wind raises dust and loose paper on deck. Smoke rises at about 50 deg. No noticeable sound in the rigging. Slack halyards curve and sway. Heavy flag flaps limply.
5	Fresh Breeze	17-21 kts	6 ft (max 8)	Moderate waves, taking more pronounced long form. Many white horses (white caps) are formed (chance of some spray). Wind felt strongly on face. Smoke rises at about 30 deg. Slack halyards whip while bending continuously to leeward. Taut halyards maintain slightly bent position. Low whistle in the rigging. Heavy flag doesn't extended but flaps over entire length.
6	Strong Breeze	22-27 kts	9 ft (max 12)	Large waves begin to form. White foam crests are more extensive everywhere (probably some spray). Wind stings face in temperatures below 35 deg F (2C). Slight effort in maintaining balance against wind. Smoke rises at about 15 deg. Both slack and taut halyards whip slightly in bent position. Low moaning, rather than whistle, in the rigging. Heavy flag extends and flaps more vigorous.
7	Near Gale	28-33 kts	13 ft (max 19)	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of wind. Necessary to lean slightly into the wind to maintain balance. Smoke rises at about 5 to 10 deg. Higher pitched moaning and whistling heard from rigging. Halyards still whip slightly. Heavy flag extends fully and flaps only at the end. Oilskins and loose clothing inflate and pull against the body.
8	Gale	34-40 kts	18 ft (max 25)	Moderately high waves of greater length. Edges of crests begin to break into the spindrift. The foam is blown in well-marked streaks along the direction of the wind. Head pushed back by the force of the wind if allowed to relax. Oilskins and loose clothing inflate and pull strongly. Halyards rigidly bent. Loud whistle from rigging. Heavy flag straight out and whipping.
9	Strong Gale	41-47 kts	23 ft (max 32)	High waves. Dense streaks of foam along direction of wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.
10	Storm	48-55 kts	29 ft (max 41)	Very high waves with long overhanging crests. The resulting foam, in great patches is blown in dense streaks along the direction of the wind. On the whole, the sea takes on a whitish appearance. Tumbling of the sea becomes heavy and shock-like. Visibility affected.
11	Violent Storm	56-63 kts	37 ft (max 52)	Exceptionally high waves (small and medium-sized ships might be for time lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere, the edges of the wave crests are blown into froth. Visibility greatly affected.
12	Hurricane	64+ kts	45+ ft	The air is filled with foam and spray. The sea is completely white with driving spray. Visibility is seriously affected.

Figure 97: Beaufort Sea State

8.2 Block Diagrams

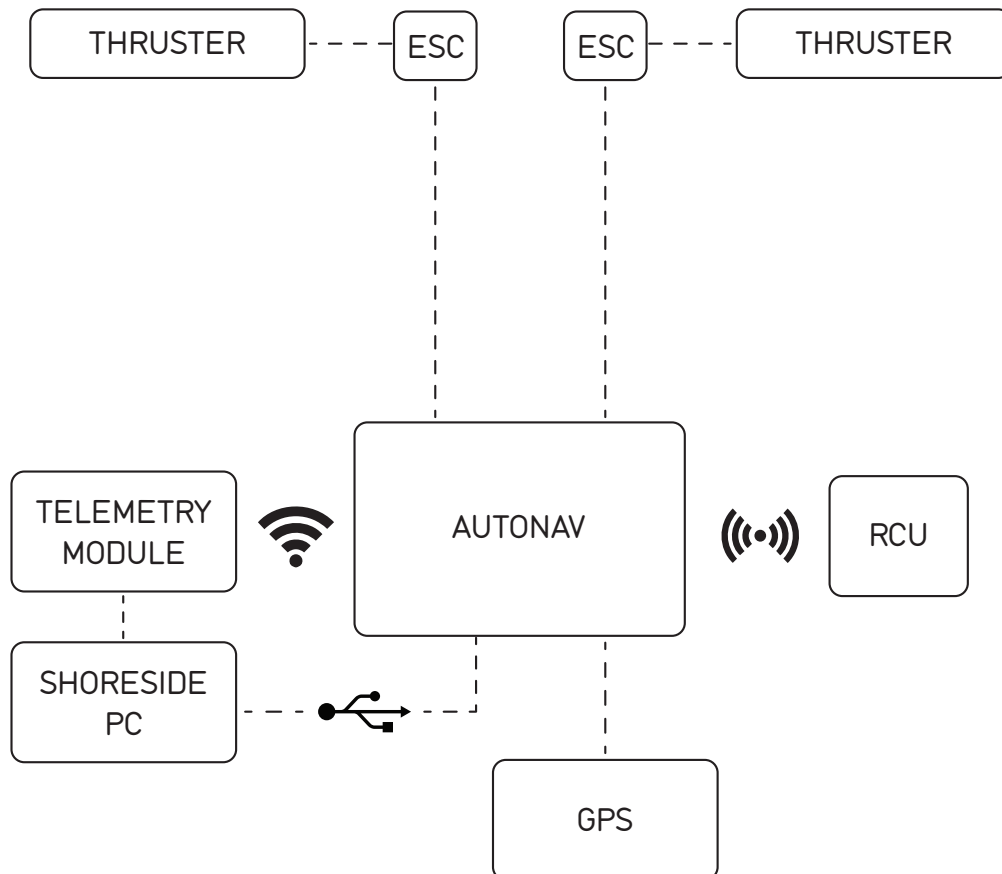


Figure 98: Block Diagram

8.3 Electrical Diagrams

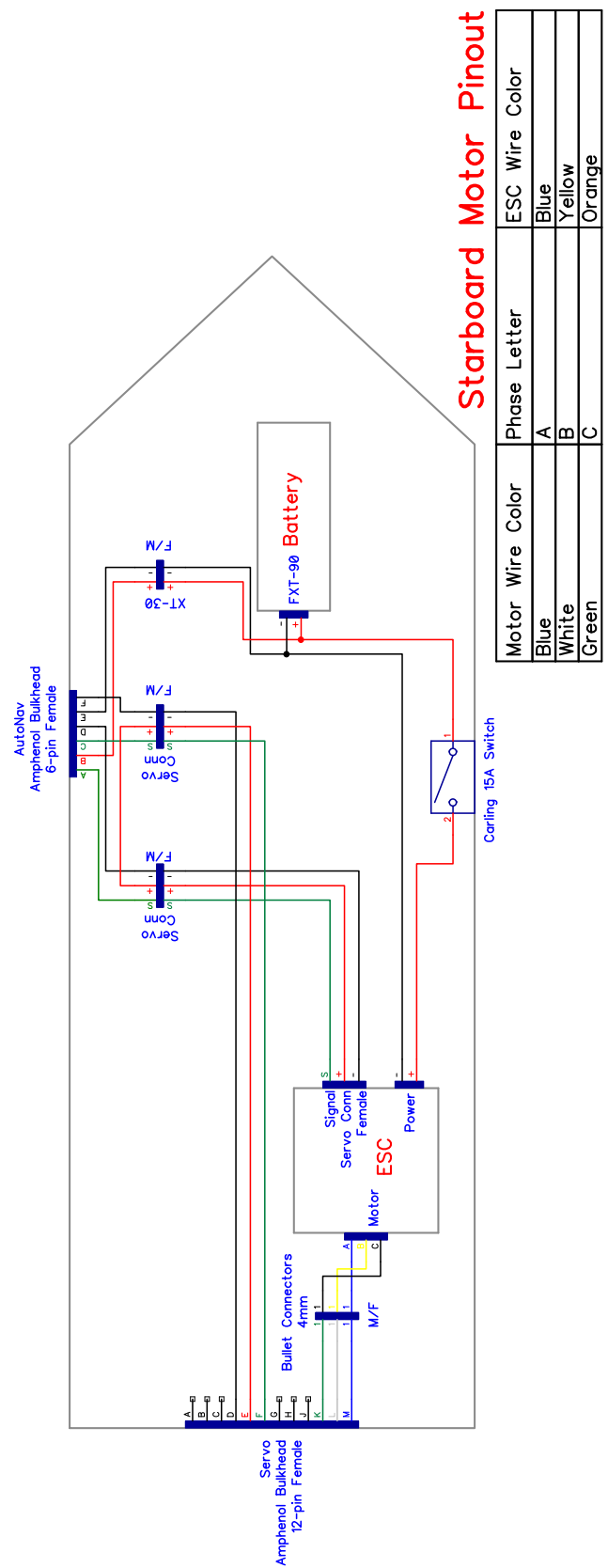
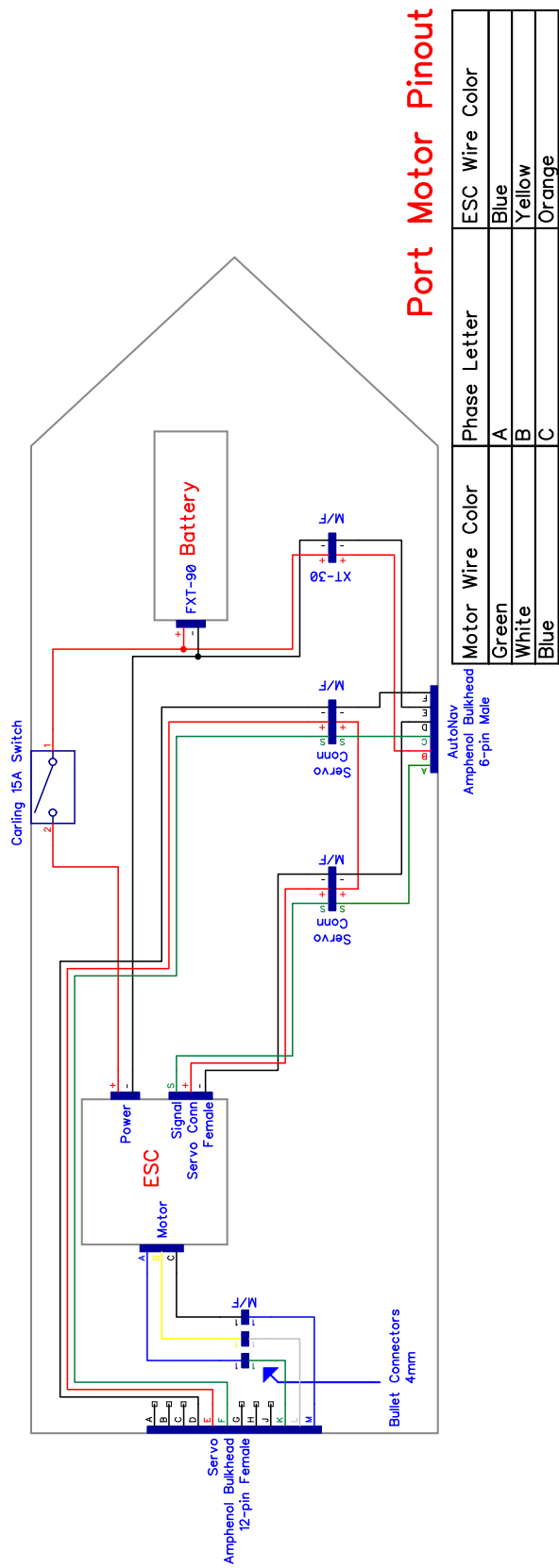


Figure 99: HyDrone™ Electrical

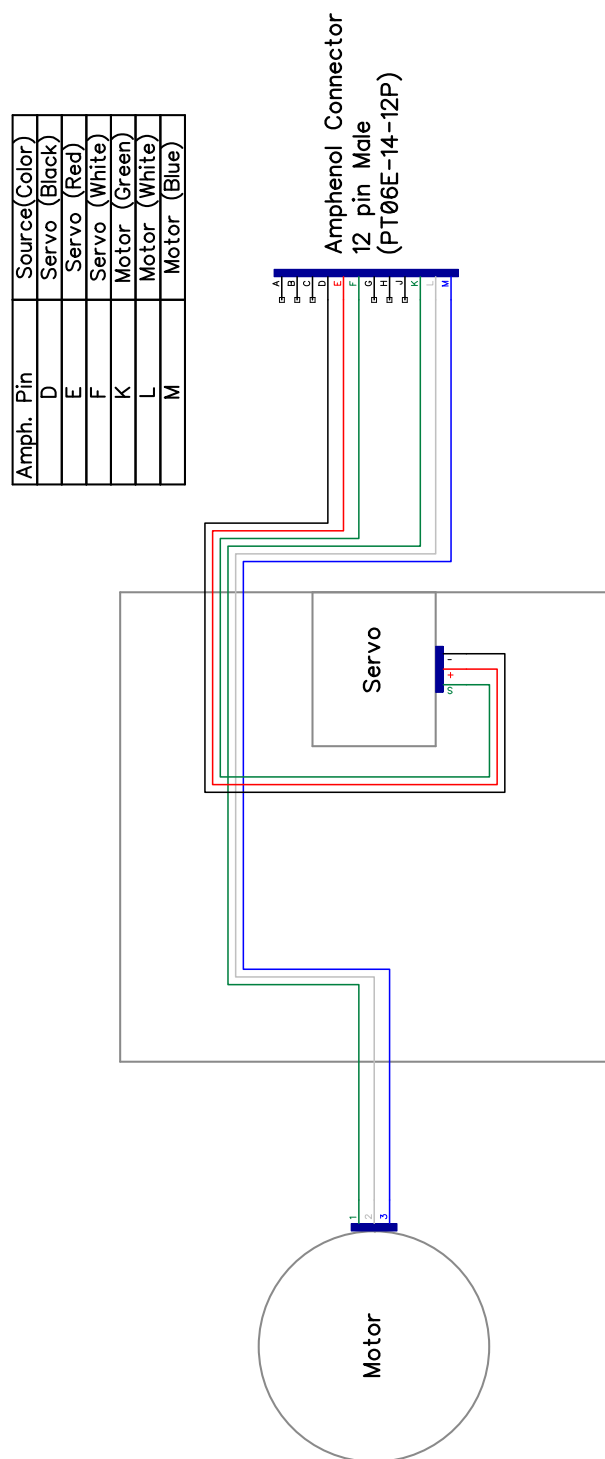


Figure 100: Servo Thruster

Port		Starboard		GPS	
Amphenol Bulkhead 6-pin Male		Amphenol Bulkhead 6-pin Female		Amphenol Bulkhead 6-pin Female	
Pin	Function	Pin	Function	Pin	Function
A	ESC Signal	A	ESC Signal	A	N/C
B	N/C	B	Battery +	B	N/C
C	Servo Signal	C	Servo Signal	C	GPS RX
D	ESC Ground	D	ESC Ground	D	N/C
E	N/C	E	Battery -	E	GPS GND
F	Servo Ground	F	Servo Ground	F	GPS TX

Figure 101: AutoNav™ Bulkhead Pinout

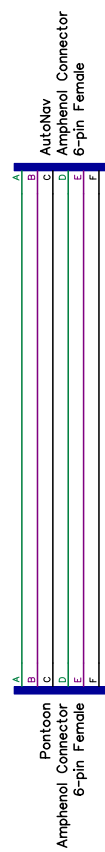


Figure 102: Port Pontoon Power Data Cable

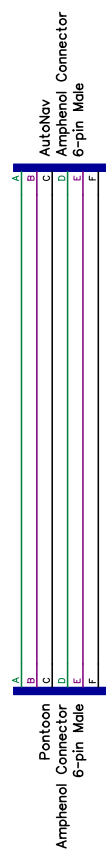


Figure 103: Starboard Pontoon Power Data Cable

Amphenol Pin	Serial Cable Color	Serial Pin	Function
C	Red	3	AutoNav RX (In)
E	Brown	5	Ground
F	Gray	2	AutoNav TX (Out)

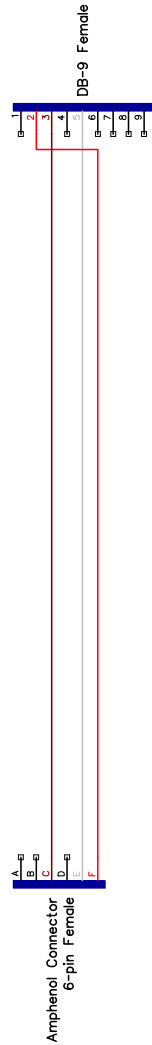


Figure 104: Serial Cable

8.4 Mechanical Diagrams

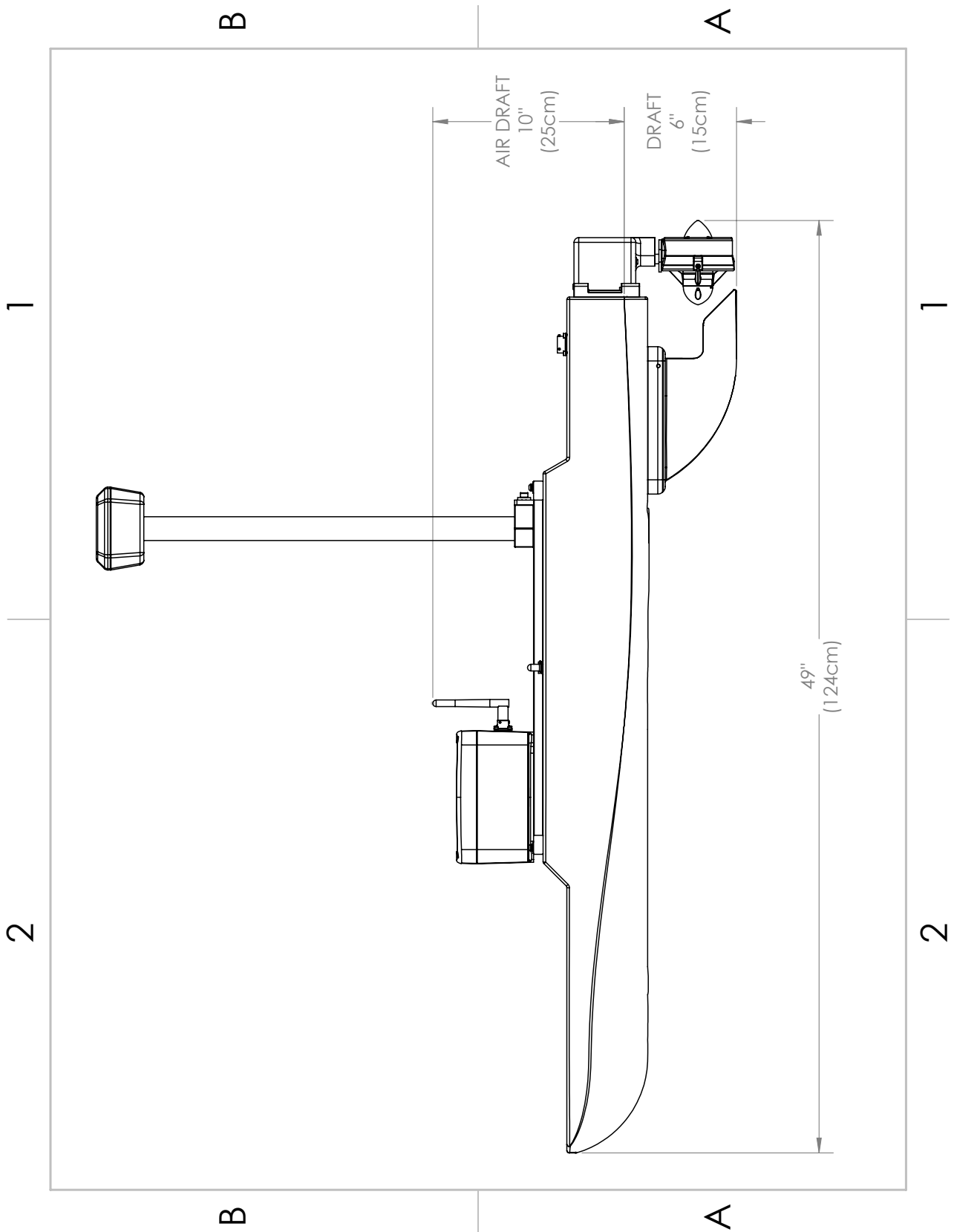


Figure 105: Side View Diagram

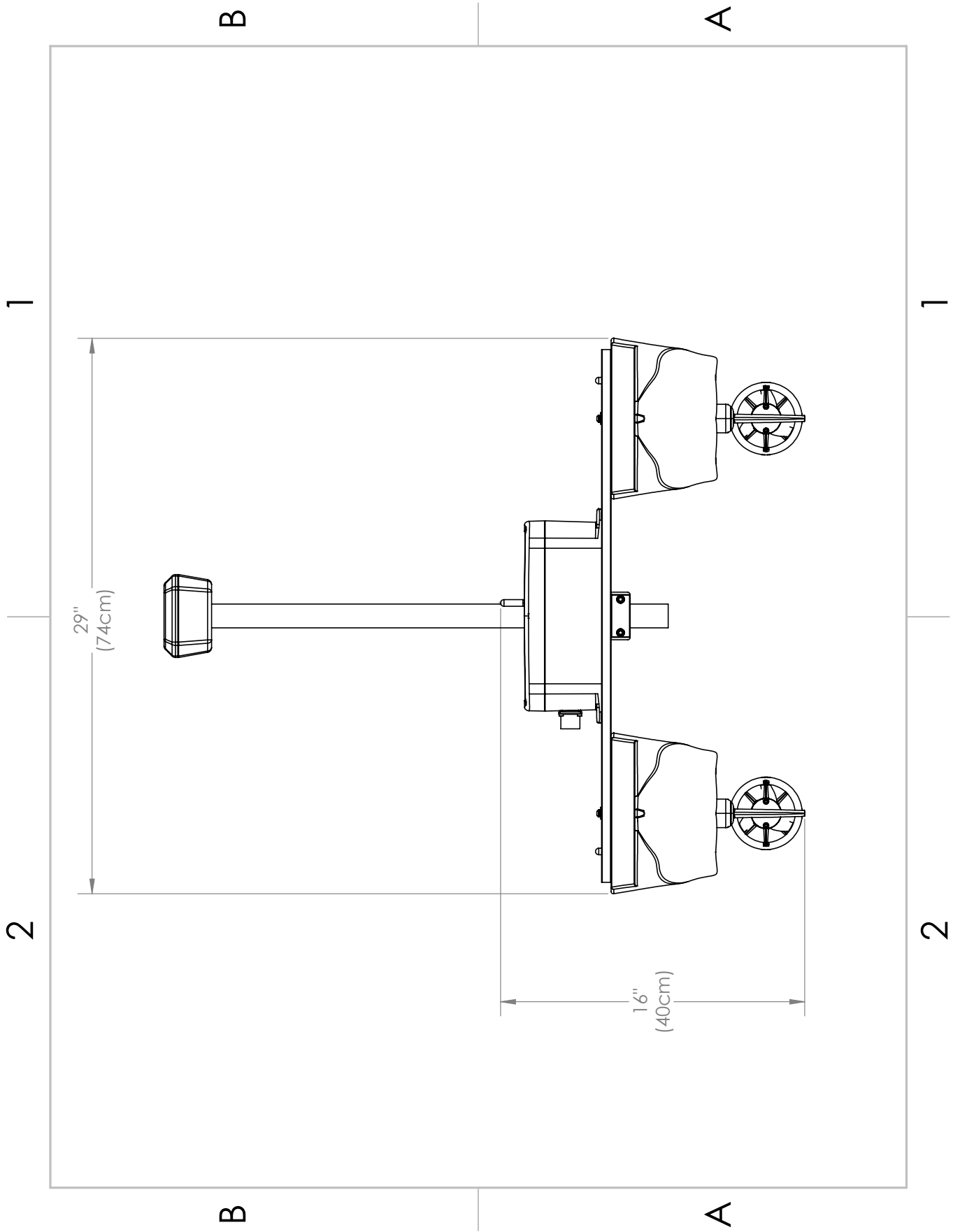


Figure 106: Front View Diagram

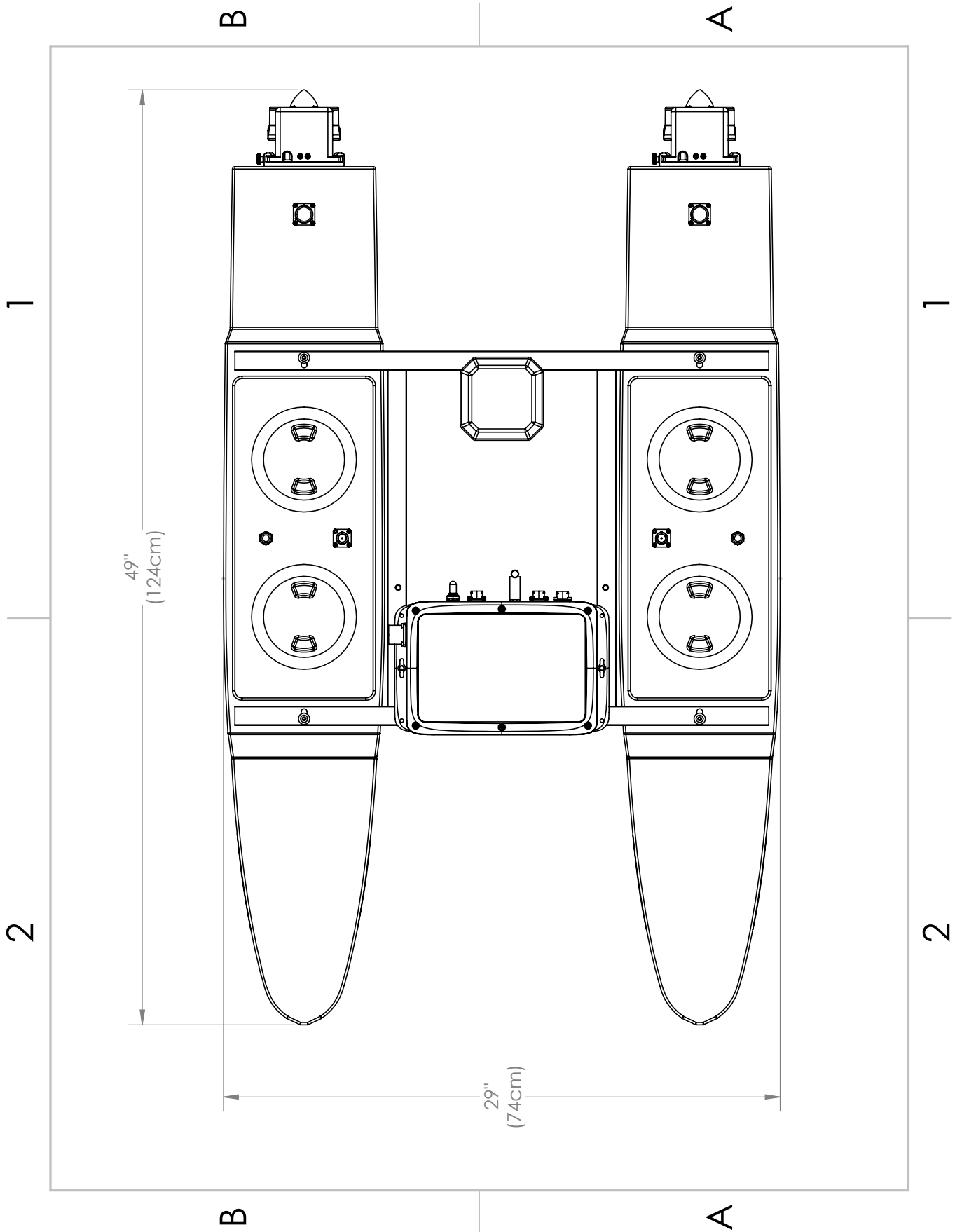


Figure 107: Top View Diagram

Revision History

Revision	Date	Author(s)	Description
1.0	4.8.2024	BA	Created
1.1	6.17.2024	RQ	Revised
1.2	7.29.2024	RQ	Revised Operating Hours, Added Tattu Charger
1.3	11.20.2024	BA	Added new prop rotation
1.4	7.14.2025	BA	Added Warranty Addendum