



SPEKTRUM®

AR6260 User Guide

AR6260 Bedienungsanleitung

AR6260 Guide de l'utilisateur

AR6260 Guida per l'utente

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, Inc. For up-to-date product literature, visit horizonhobby.com and click on the support tab for this product.


Meaning of Special Language

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product:

NOTICE: Procedures, which if not properly followed, create a possibility of physical property damage AND a little or no possibility of injury.

CAUTION: Procedures, which if not properly followed, create the probability of physical property damage AND a possibility of serious injury.

WARNING: Procedures, which if not properly followed, create the probability of property damage, collateral damage, and serious injury OR create a high probability of superficial injury.

 **WARNING:** Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not attempt disassembly, use with incompatible components or augment product in any way without the approval of Horizon Hobby, Inc. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

**Age Recommendation: Not for children under 14 years.
This is not a toy.**

WARNING AGAINST COUNTERFEIT PRODUCTS

Always purchase from a Horizon Hobby, Inc. authorized dealer to ensure authentic high-quality Spektrum product. Horizon Hobby, Inc. disclaims all support and warranty with regards, but not limited to, compatibility and performance of counterfeit products or products claiming compatibility with DSM or Spektrum technology.

NOTICE: This product is only intended for use with unmanned, hobby-grade, remote-controlled vehicles and aircraft. Horizon Hobby disclaims all liability outside of the intended purpose and will not provide warranty service related thereto.

WARRANTY REGISTRATION

Visit www.spektrumrc.com/registration today to register your product.

DSMX®

Spektrum launched the 2.4GHz RC revolution with its DSM2® technology. Since then, millions of hobbyists the world over have come to embrace 2.4 as the way to fly. Spektrum leads the way yet again with DSMX—the world's first wideband frequency-agile 2.4GHz signal protocol.

How Does DSMX Work?

It's a crowded 2.4GHz world out there and every 2.4GHz system faces the same challenges. DSMX better equips you for these challenges by combining the superior data capacity and interference resistance of a wideband signal (like that used in DSM2) with the agility of frequency shifts. Compared to the wideband signal of DSMX, the narrow band signal of other frequency agile 2.4GHz transmitters is more likely to suffer data loss in the event of on-channel interference. Think of it as a river vs. a stream. It takes more interference to dam a river than it does a stream. As more and more 2.4GHz transmitters compete for the same number of available channels, there is more interference and more risk for data loss. By adding the agility of frequency shifts to the superior interference resistance of a wideband signal, DSMX is far less likely to suffer significant data loss from on-channel interference. The result is quicker connection times and superior response in even the most crowded 2.4GHz environment.

DSMX Operational Differences

DSMX transmitters and receivers function nearly identically to Spektrum DSM2 systems. Binding, setting the failsafe, recording flight log data, as well as general use of the system is no different than using any current Spektrum system.

Following are the operational differences:

Brownout Detection is not available on DSMX Receivers. DSM2 receivers feature Brownout Detection that flashes the LED on the receiver if a power interruption occurs. While DSMX receivers have QuickConnect™ technology and recover instantly from a power interruption, the architecture of DSMX prevents Brownout Detection when operating in DSMX mode.

Flight Log Recording-Fades Higher than DSM2

Note that DSMX moves through the band while DSM2 finds two quiet channels and remains on those channels. Consequently because DSMX operates on quiet and noisy channels, it's common to have more antenna Fades than when using DSM2. When taking flight log data readings, the Frames and Hold Data are important and should be used as a reference while Fades are insignificant due to the nature of frequency shifting. A 10-minute flight will typically result in less than 50 Frame Losses and no Holds.

Just How Good is DSMX?

In multiple tests, 100 DSMX systems were operated simultaneously for extended periods of time. During these tests each of the 100 systems was monitored in flight and on the ground. Not a single case of RF link loss, latency increase or control degradation was experienced or recorded.

Is DSMX Compatible with DSM2?

Yes. DSMX and DSM2 transmitters can be used interchangeably. In fact, many pilots may find the DSM2 equipment they have now is all they will ever need. Even if a new DSMX transmitter eventually comes along that they really want, all the DSM2 receivers they have now will work with it. It is important to note, however, that while DSMX is compatible with DSM2, the only way to experience the full benefits of DSMX in a busy 2.4 environment is by pairing a DSMX transmitter with a DSMX receiver.

NOTICE: Never mix DSM2 and DSMX receiver components. DSMX and DSM2 transmitters are compatible with all receivers.





Are DSM2 Transmitters Eligible for a DSMX Add-on?

Yes. Spektrum and JR DSM2 transmitters except the DX5e can be updated by contacting an authorized Horizon Hobby service center. There is a fee to update the transmitter to DSMX. You can update Spektrum AirWare transmitters by visiting community.spektrumrc.com. DSM2 receivers and transmitter modules are not eligible for the DSMX add-on.

Does DSMX have ModelMatch and ServoSync?

Yes. DSMX will provide you with these and other exclusive Spektrum advantages you already enjoy with DSM2. Want to know more about DSMX? Visit spektrumrc.com for complete details on DSMX as well as the many other reasons why Spektrum is the leader in 2.4GHz.

Transmitter-Receiver Compatibility

Transmitter		Receiver	
DSMX 	DSM2 	DSM2 	DSMX 
DX5e DX6i DX7 DX7s DX8	DX5e DX6i DX7 DX7SE DX8 DX10t Modules	AR500 AR600 AR6100 AR6110/e AR6200 AR6255 AR6300 AR6400/ALL AR7000 AR7100/R AR7600 AR8000 AR9000 AR9100 AR9200 AR9300 AR12000 AR12100	AR400 AR600 AR610 AR610C AR6115/e AR6210 AR6255 AR6260 AR6310 AR6410/ALL AR7010 AR7110/R AR7200BX AR7610 AR8000 AR9010 AR9020 AR9110 AR9210 AR9310 AR10000 AR12010 AR12020 AR12110 AR12120
Set Tx to DSM2 only DSM2	DSM2		
	DSMX		

Spektrum AR6260 User Guide

The Spektrum™ AR6260 6-channel full range receiver is designed for installation in compact airplanes constructed of carbon fiber. Carbon fiber can create an RF shielding effect that can significantly reduce radio range when using conventional receivers and antennas. The AR6260 features an antenna design that overcomes RF issues in these critical environments.

Compatibility

The AR6260® features DSMX® technology and is compatible with all Spektrum and JR® aircraft radios that support DSM2®/DSMX® technology.

Features

- 6-channel receiver optimized for carbon fiber fuselage installations
- Compact endpin design is ideal for F5D and hand launch sailplanes with small cross sections
- Offers superior RF coverage with through-the-fuselage feeder antennas
- Flight Log and Telemetry Compatible
- Includes two internal receivers with two 7-inch (186mm) feeder antennas
- Red LED indicates number of holds
- Preset failsafe system on all channels

Applications

Compact airplanes with carbon structure including:

- Carbon/Composite F5D electrics
- Carbon hand launch and DLG gliders
- Carbon hotliners
- Compact aircraft with significant conductive materials (carbon, aluminum or other metals) that could weaken the signal

Specifications

Type: DSMX Full Range receiver for carbon aircraft

Channels: 6

Modulation: DSMX

Dimensions: 47mm x 23.5mm x 12.8mm

Weight: 0.4 oz (11g)

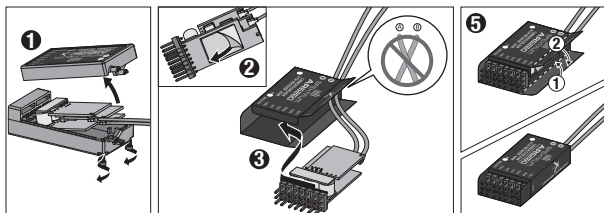
Voltage Range: 3.5 to 9.6V

Resolution: 2048

Compatibility: All DSM2/DSMX aircraft transmitters

Installing the Polycarbonate Receiver Case (Optional)

1. Loosen the screws in the receiver case and remove the top.
2. Carefully remove the receiver board from the hard plastic case and remove the protective film from the double-sided tape on the bottom of the receiver.

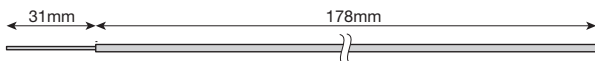


Install the receiver board in the polycarbonate case by first inserting antenna A into the Ⓐ cut out and antenna B into the Ⓑ cut out. Do not allow the antennas to cross inside the case.

3. Press the case against the double-sided foam tape to secure the receiver board.
4. Fold the case in the order shown and secure with double sided tape.

Feeder Antennas

The AR6260 incorporates two 7-inch feeder antennas, which are designed to be easily mounted through the fuselage in carbon airplanes. Each feeder antenna includes a coaxial portion (which can be thought of as an extension) and an exposed 31mm tip antenna. The last 31mm is the active portion of the antenna.



Red LED Hold Indicator

The AR6260 features a red LED (labeled with H on the Polycarbonate Case) that indicates the number of holds that have occurred since the receiver was last powered on. The LED will flash the number of holds, then pause (e.g., flash, flash, flash, pause, flash, flash, flash, pause indicates three holds occurred since the receiver was last turned on). Note that holds are reset to zero when the receiver is turned off. During the first flights of a new airplane, it's recommended to check the red LED hold indicator. If it's flashing, it's important to optimize the installation (move or reposition antennas) until no hold occurs. On later flights, the LED Hold Indicator can be used to confirm RF link performance.

Receiver Installation

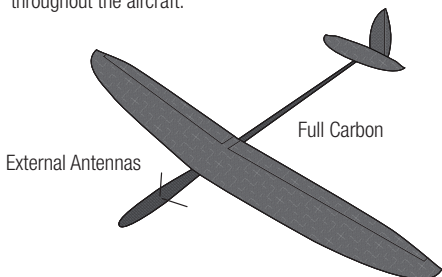
Airplanes with significant carbon fiber construction can create an RF shielding effect, reducing range. The AR6260 is designed to overcome these critical RF issues in carbon airplanes by outfitting the aircraft with two external antennas at specific points that will ensure secure RF coverage from all angles of the aircraft.

Step 1. Identifying the Type of Carbon Aircraft

While some Hand Launch Gliders and F5D airplanes are full carbon construction, many only use carbon in areas that require extra strength. Some of the latest aircraft are constructed with 2.4GHz friendly fuselages, meaning that the forward section of the fuselage is constructed from non-conductive materials like fiberglass and Kevlar® composite materials that don't affect RF. The first step in a proper installation is identifying the type of fuselage.

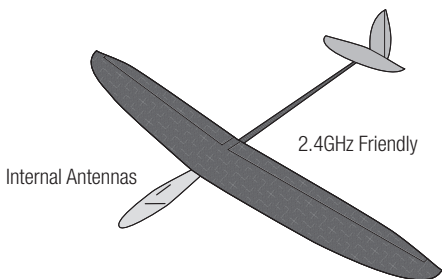
A- Full Carbon

All components of the airplane, including the entire fuselage, wing and tail, are constructed of carbon fiber or have a carbon fiber weave throughout the aircraft.



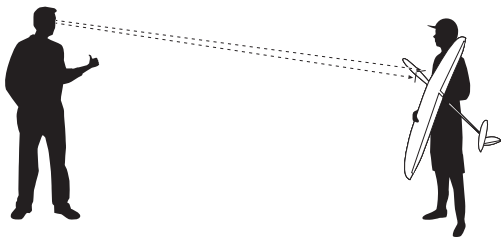
B- 2.4GHz Friendly Fuselage

The section forward of the wing is constructed of non-conductive materials like fiberglass, Kevlar® composite material, etc. but the wing and possibly the tail section have carbon or carbon weave construction.



Step 2. Determining Antenna Mounting Positions

After determining which type of aircraft you will be using from the list above, refer to the antenna mounting illustrations as a guideline as to where the feeder antennas should be located. Keep in mind that full carbon aircraft will require externally mounted antennas, while the 2.4GHz-friendly fuselage can have the antennas mounted internally. The goal is to mount the antennas in a location so that at least one will always be in the RF visual line of sight of the transmitter (e.g. not blocked by carbon fiber structures) in all attitudes. This can easily be visualized by having a helper stand about 20 feet away and rotate the airplane in all attitudes, confirming that there is a direct line between you and at least one receiver antenna that isn't blocked by carbon fiber structure.



Step 3. Installing the Receiver

Install the receiver in the normal position recommended by the airplane's manufacturer. Double-sided tape or foam can be used to secure the main receiver in place.

Step 4. Mounting the Antennas

To install the antennas, drill a 1/16-inch hole in the desired antenna mounting position.

Slide the feeder antenna through the hole until the 31mm tip, and about 2mm of coaxial, completely exit the fuselage. Use a drop of CA to glue the antenna to the fuselage. Ensure that the 31mm active portion of the antenna tip is fully exposed.

TIP: Use the optional (sold separately) Antenna Exit Guides (SPM6824) to safely mount the antennas outside of the fuselage.

IMPORTANT: If the antenna is to be mounted internally (in the front of a 2.4GHz fuse), the coaxial can be taped into position. Ensure the 31mm tip is located at least 2 inches from any significant carbon structure.

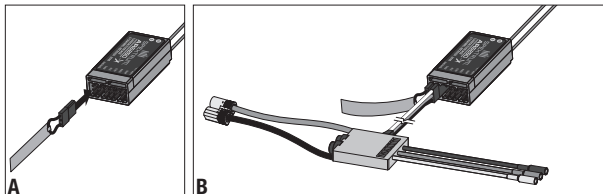
Step 5. Plugging in the Servo Leads

Plug the servo leads into the appropriate servo ports in the receiver, noting the polarity of the servo connector. Consult your radio's manual for specific details as to which servo plugs into which servo port channel.

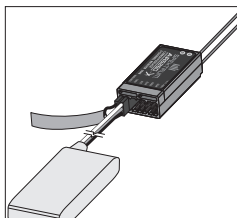
Step 6. Binding the Receiver

Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. You must bind the AR6260 receiver to your transmitter before it will operate.

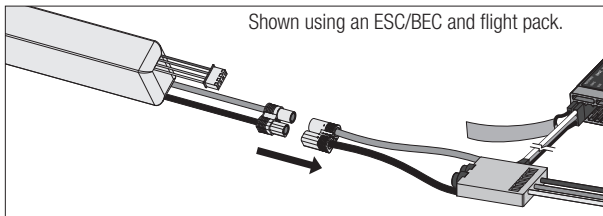
- 1A. To bind the AR6260 to a DSM2/DSMX transmitter, insert the bind plug in the BATT/BIND port on the receiver.



- 1B. To bind an aircraft with an electronic speed controller that powers the receiver through the throttle channel (ESC/BEC), insert the bind plug into the BATT/BIND port in the receiver and the throttle lead into the THRO port.
2. Power on the receiver. The LED on the receiver will flash, indicating the receiver is ready to be bound to the transmitter.



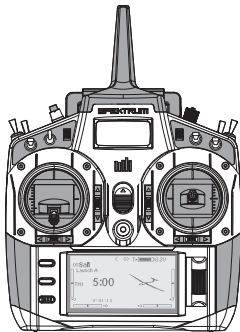
Shown using a separate receiver pack. The battery can be connected to any open port except the Bind port.



Shown using an ESC/BEC and flight pack.

Once the bind process is complete, you can remove the bind plug and connect the battery to the Bind port.

3. Move the throttle stick and all channels to the desired failsafe position.
4. Follow the procedures of your specific transmitter to enter Bind Mode. The system will connect within a few seconds. Once connected, the two LEDs on the receiver will turn solid.



5. Remove the bind plug to prevent the system from entering bind mode the next time the power is turned on.
6. After you've set up your model, always rebind the system to set the true failsafe positions.

Step 7. Radio Setup and Programming

Following the instructions in your radio manual, program your airplane.

Step 8. Rebinding the Receiver

After you've programmed your model, it's important to rebind the system so the true failsafe control surface positions are set.

Step 9. Ground Range Testing and Verification Red LED

Advanced Range Testing

In airplanes that have significant carbon fiber construction, it is imperative to first do an advanced ground range check. This ground range check will confirm that the receiver is operating optimally and that the antennas are properly mounted in a position that will give positive RF coverage in all attitudes. This advanced range check allows the RF performance of the receiver and the positions of each antenna to be verified and to optimize the locations of the antennas.

Advanced Range Test

1. Turn on the system (Tx and Rx).
2. Have a helper hold your aircraft while observing the red LED (labeled with H) located on the receiver.
3. Standing 30 paces away from the model, face the model with the transmitter in your normal flying position and put your transmitter into range test mode. This causes reduced power output from the transmitter. Have your helper position the model covering all

orientations (nose up, nose down, nose toward the Tx, nose away from the Tx, etc.) while watching the red LED, noting any correlation between the aircraft's orientation and when holds occur. Do this for one minute. The timer on the transmitter can be used here.

4. After one minute, release the range test button. A successful installation will yield the following: no holds, no flashing red LED.

If any holds occur, redo the test, noting the orientation of the aircraft when the holds occur. This will allow you to change and optimize the antenna position(s) to a better location.

Step 10. Short Test Flight Verification with Hold Indicator

When the system tests successfully, it's time for a short/near test flight. This first flight should be close (less than 200 feet) and about five minutes or less. After the flight, land near yourself and check that no holds occurred. A successful flight will result in 0 holds. Extend the flight distance and times, checking the Hold data after every flight until you are confident with the results.

Y-Harnesses and Servo Extensions

IMPORTANT: When using Y-harness or servo extensions, only use standard non-amplified Y-harnesses and servo extensions. Amplified Y-harnesses may cause the servos to operate erratically or not function at all and should not be used with Spektrum equipment. When converting an existing model to Spektrum technology, ensure that all amplified Y-harnesses and/or servo extensions are replaced with conventional non-amplified versions.

Preset Failsafe

The AR6260 features preset failsafe on all channels. Preset failsafe is ideal for sailplanes, allowing the aircraft to automatically dethermalize if the signal is lost. With preset failsafe, all channels go to their preset failsafe positions if the signal is lost, preventing a flyaway.

Receiver Power Only

- When the receiver only is turned on (no transmitter signal is present), all channels have no output signal. This prevents overdriving the servos and linkages.

IMPORTANT: Some analog servos may drift slightly during power-up even though no signal is present. This is normal.

After Connection

- When the transmitter is turned on and after the receiver connects to the transmitter, normal control of all channels occurs.
- After the system makes a connection, if loss of signal occurs, Preset Failsafe drives the throttle, aileron and elevator servos to their preset failsafe position set during binding.

Receiver Power System Requirements

Inadequate power systems that are unable to provide the necessary minimum voltage to the receiver during flight have become the number one cause of

in-flight failures. Some of the power system components that affect the ability to properly deliver adequate power include:

- Receiver battery pack (number of cells, capacity, cell type, state of charge)
- The switch harness, battery leads, servo leads, regulators, etc.
- The BEC used in the speed controller won't support the current required by the servos.

The AR6260 has a minimum operational voltage of 3.5 volts; it is highly recommended the power system be tested per the guidelines below.

Recommended Power System Test Guidelines

If a questionable power system is being used (e.g. a small or old battery that may not support high-current draw, etc.), it is recommended that a voltmeter be used to perform the following test.

Tip: The Spektrum Flight Log (SPM9540) is the perfect tool to monitor voltage in the test below. The Flight Log is not compatible with the AR6260 for recording flight data.

Plug the Flight Log into an open channel port in the receiver and with the system on, load the control surfaces (apply pressure with your hand) while monitoring the voltage at the receiver. The voltage should remain above 4.8 volts even when all servos are heavily loaded.



CAUTION: When charging Ni-MH batteries, make sure the battery fully charges. Ni-MH batteries charged with peak detection fast chargers have a tendency to false peak (i.e. not fully charge), which could lead to a crash.

ModelMatch™ Technology

Some Spektrum and JR transmitters offer a feature called ModelMatch technology that prevents the possibility of operating a model using the wrong model memory, potentially preventing a crash. With ModelMatch technology, each model memory has its own unique code (GUID) and, during the binding process, the code is programmed into the receiver. Later, when the system is turned on, the receiver will only connect to the transmitter if the corresponding model memory is programmed onscreen.

IMPORTANT: If at any time you turn on the system and it fails to connect, check to be sure the correct model memory is selected in the transmitter. Please note that the Spektrum Aircraft Modules do not have ModelMatch technology.

Tips on Using Spektrum 2.4GHz

While your DSM equipped 2.4GHz system is intuitive to operate, functioning nearly identically to 72MHz systems, following are a few common questions from customers.

1. Q: Which do I turn on first, the transmitter or the receiver?

A: It doesn't matter, although it is suggested to turn the transmitter on first. If the receiver is turned on first, the throttle channel doesn't put out a pulse position at this time, preventing the arming of electronic speed controllers, or in the case of an engine powered aircraft, the throttle servo remains in its current position. When the transmitter is then turned on the transmitter scans the 2.4GHz band and DSM2 systems will acquire two open channels while DSMX systems will begin transmission after being turned on. Then the receiver that was previously bound to the transmitter scans the band and finds the GUID (Globally Unique Identifier code) stored during binding. The system then connects and operates normally. If the transmitter is turned on first, the transmitter scans the 2.4GHz band and DSM2 systems acquire two open channels while DSMX systems will simply begin transmission. When the receiver is turned on, the receiver scans the 2.4GHz band looking for the previously stored GUID. When it locates the specific GUID code and confirms uncorrupted repeatable packet information, the system connects and normal operation takes place. Typically this takes 2 to 6 seconds.

2. Q: Sometimes the system takes longer to connect and sometimes it doesn't connect at all?

A: In order for the system to connect (after the receiver is bound), the receiver must receive a large number of continuous (one after the other) uninterrupted perfect packets from the transmitter. This process is purposely critical of the environment ensuring that it's safe to fly when the system does connect. If the transmitter is too close to the receiver (less than 4 feet) or if the transmitter is located near metal objects (metal transmitter case, the bed of a truck, the top of a metal work bench, etc.) connection will take longer. In some cases connection will not occur as the system is receiving reflected 2.4GHz energy from itself and is interpreting this as unfriendly noise. Moving the system away from metal objects or moving the transmitter away from the receiver and powering the system up again will cause a connection to occur. This only happens during the initial connection. Once connected the system is locked, and should a loss of signal occur (failsafe), the system connects immediately (4ms) when signal is regained.

3. Q: I've heard that the DSM system is less tolerant of low voltage. Is this correct?

A: All DSM receivers have an operational voltage range of 3.5 to 9.6 volts. With most systems this is not a problem as in fact most servos cease to operate at around 3.8 volts. When using multiple highcurrent draw servos with a single or inadequate battery/power source, heavy momentary loads can cause the voltage to dip below this 3.5-volt threshold causing the entire system (servos and receiver) to brown out. When the voltage

drops below the low voltage threshold (3.5 volts), the DSM receiver must reboot (go through the start-up process of scanning the band and finding the transmitter) and this can take several seconds.

4. Q: Sometimes my receiver loses its bind and won't connect requiring rebinding. What happens if the bind is lost in flight?

A: The receiver will never lose its bind unless it's instructed to. It's important to understand that during the binding process the receiver not only learns the GUID (code) of the transmitter but the transmitter learns and stores the type of receiver that it's bound to. If the transmitter is put into bind mode, the transmitter looks for the binding protocol signal from a receiver. If no signal is present, the transmitter no longer has the correct information to connect to a specific receiver and in essence the transmitter has been "unbound" from the receiver. We've had several DX7 customers that use transmitter stands or trays that unknowingly depress the bind button and the system is then turned on losing the necessary information to allow the connection to take place. We've also had DX7 customers that didn't fully understand the range test process and pushed the bind button before turning on the transmitter also causing the system to "lose its bind."

If the system fails to connect, one of the following has occurred:

- The transmitter is near conductive material (transmitter case, truck bed, etc.) and the reflected 2.4GHz energy is preventing the system from connecting. (See 2nd question above)
- The transmitter was put into bind mode knowingly (or unknowingly) causing the transmitter to no longer recognize the receiver.

2.4GHz Troubleshooting Guide

Problem	Possible Cause	Solution
Aircraft will not “throttle up” but all other controls seem to function	User did not lower throttle trim and throttle stick prior to initializing the aircraft	Lower throttle stick and throttle trim to their lowest settings
	Throttle channel is reversed. Futaba transmitters (equipped with Spektrum modules) may require you to reverse the throttle channel	Reverse throttle channel on specific transmitter if applicable
LED on aircraft remains flashing and cannot be controlled by transmitter	User did not wait at least 5 seconds after powering the transmitter prior to connecting the flight battery to the aircraft	Unplug, then reconnect flight battery
	User bound the aircraft to a different transmitter	Rebind aircraft to your desired compatible transmitter
	Transmitter was too close to aircraft during the initialization process	Move transmitter (powered on) a few feet from the aircraft prior to reconnecting the flight battery
Controls appear to be reversed after binding to a different transmitter	User did not initially set up transmitter prior to binding to the aircraft	See the “Binding” section of this manual
Aircraft does not function after connecting flight battery and aircraft smells burnt	User may have accidentally plugged the flight battery in with the wrong polarity	Replace the receiver board and ensure the RED polarity marks are facing the same direction when connecting the flight battery to the receiver board

Problem	Possible Cause	Solution
The system will not connect	Your transmitter and receiver are too close together. They should be 8 to 12 feet apart	Move transmitter 8 to 12 feet from receiver
	You are around metal objects	Move to an area with less metal
	Model selected is not the model bound to	Check model selected and ensure you are bound to that model
	Your transmitter was accidentally put into bind mode and is not bound to your receiver anymore	Rebind your transmitter and receiver
Receiver quits responding during operation	Inadequate battery voltage	Charge batteries. Spektrum receivers require at least 3.5V to operate. An inadequate power supply can allow voltage to momentarily drop below 3.5V and cause the receiver to brownout and reconnect
	Loose or damaged wires or connectors between battery and receiver	Check the wires and connection between battery and receiver. Repair or replace wires and/or connectors
Receiver loses its bind	Transmitter stand or tray could be depressing the bind button	If stand is depressing bind button, remove from stand and rebind
	Bind button pressed before transmitter turned on	Rebind your system following binding instructions
Receiver blinking at landing	System turned on and connected, then receiver turned off without turning off transmitter	Turn off transmitter when receiver is turned off

1-Year Limited Warranty

What this Warranty Covers

Horizon Hobby, Inc., (Horizon) warrants to the original purchaser that the product purchased (the "Product") will be free from defects in materials and workmanship for a period of 1 years from the date of purchase.

What is Not Covered

This warranty is not transferable and does not cover (i) cosmetic damage, (ii) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (iii) modification of or to any part of the Product, (iv) attempted service by anyone other than a Horizon Hobby authorized service center, (v) Product not purchased from an authorized Horizon dealer, or (vi) Product not compliant with applicable technical regulations. OTHER THAN THE EXPRESS WARRANTY ABOVE, HORIZON MAKES NO OTHER WARRANTY OR REPRESENTATION, AND HEREBY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

Purchaser's Remedy

Horizon's sole obligation and purchaser's sole and exclusive remedy shall be that Horizon will, at its option, either (i) service, or (ii) replace, any Product determined by Horizon to be defective. Horizon reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of Horizon. Proof of purchase is required for all warranty claims. SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF HORIZON HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

These terms are governed by Illinois law (without regard to conflict of law principals). This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Horizon reserves the right to change or modify this warranty at any time without notice.

WARRANTY SERVICES

Questions, Assistance, and Services

Your local hobby store and/or place of purchase cannot provide warranty support or service. Once assembly, setup or use of the Product has been started, you must

contact your local distributor or Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please visit our website at www.horizonhobby.com, submit a Product Support Inquiry, or call the toll free telephone number referenced in the Warranty and Service Contact Information section to speak with a Product Support representative.

Inspection or Services

If this Product needs to be inspected or serviced and is compliant in the country you live and use the Product in, please use the Horizon Online Service Request submission process found on our website or call Horizon to obtain a Return Merchandise Authorization (RMA) number. Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as Horizon is not responsible for merchandise until it arrives and is accepted at our facility. An Online Service Request is available at http://www.horizonhobby.com/content/_service-center_render-service-center. If you do not have internet access, please contact Horizon Product Support to obtain a RMA number along with instructions for submitting your product for service. When calling Horizon, you will be asked to provide your complete name, street address, email address and phone number where you can be reached during business hours. When sending product into Horizon, please include your RMA number, a list of the included items, and a brief summary of the problem. A copy of your original sales receipt must be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

NOTICE: Do not ship LiPo batteries to Horizon. If you have any issue with a LiPo battery, please contact the appropriate Horizon Product Support office.

Warranty Requirements

For Warranty consideration, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be serviced or replaced free of charge. Service or replacement decisions are at the sole discretion of Horizon.

Non-Warranty Service

Should your service not be covered by warranty, service will be completed and payment will be required without notification or estimate of the expense unless the expense exceeds 50% of the retail purchase cost. By submitting the item for service you are agreeing to payment of the service without notification. Service estimates are available upon request. You must include this request with your item submitted for service. Non-warranty service estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Horizon accepts money orders and cashier's checks, as well as Visa, MasterCard, American Express, and Discover cards. By submitting any item to Horizon for service, you are agreeing to Horizon's Terms and Conditions found on our website http://www.horizonhobby.com/content/_service-center_render-service-center.

ATTENTION: Horizon service is limited to Product compliant in the country of use and ownership. If received, a non-compliant Product will not be serviced. Further, the sender will be responsible for arranging return shipment of the un-serviced Product, through a carrier of the sender's choice and at the sender's expense. Horizon will hold non-compliant Product for a period of 60 days from notification, after which it will be discarded.

Warranty and Service Contact Information

Country of Purchase	Horizon Hobby	Contact Information	Address
United States of America	Horizon Service Center (Repairs and Repair Requests)	servicecenter. horizonhobby.com/ RequestForm/	4105 Fieldstone Rd Champaign, Illinois, 61822 USA
	Horizon Product Support (Product Technical Assistance)	www.quickbase.com /db/bghj7ey8c?a=GenNewRecord	
		Heli 888-959-2304 Air 888-959-2305	
Sales	sales@horizon-hobby.com Heli 888-959-2304 Air 888-959-2305		
United Kingdom	Service/Parts/Sales: Horizon Hobby Limited	sales@horizon-hobby.co.uk +44 (0) 1279 641 097	Units 1–4 , Ployters Rd, Staple Tye Harlow, Essex, CM18 7NS, United Kingdom
Germany	Horizon Technischer Service	service@horizon-hobby.de	Christian-Junge-Straße 1 25337 Elmshorn, Germany
	Sales: Horizon Hobby GmbH	+49 (0) 4121 2655 100	
France	Service/Parts/Sales: Horizon Hobby SAS	infofrance@horizon-hobby.com +33 (0) 1 60 18 34 90	11 Rue Georges Charpak 77127 Lieusaint, France
China	Service/Parts/Sales: Horizon Hobby – China	info@horizonhobby.com.cn +86 (021) 5180 9868	Room 506, No. 97 Changshou Rd. Shanghai, China 200060

FCC Information

This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



CAUTION: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This product contains a radio transmitter with wireless technology which has been tested and found to be compliant with the applicable regulations governing a radio transmitter in the 2.400GHz to 2.4835GHz frequency range.

Compliance Information for the European Union



Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH2013050501

Product(s):	SPM AR6260 DSMX 6-Channel Carbon Fuse Receiver
Item Number(s):	SPMAR6260
Equipment class:	1

The objects of declaration described above are in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC:

EN 301 489-1 V1.9.2: 2012

EN301 489-17 V2.1.1: 2009

Signed for and on behalf of:

Horizon Hobby, Inc.

Champaign, IL USA

May 05, 2013

Steven A. Hall

Vice President

International Operations and Risk Management

Horizon Hobby, Inc.



Instructions for disposal of WEEE by users in the European Union

This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collections point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.



SPEKTRUM®

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