NEXUS BY INDEMNIS

EQUIPMENT

OPERATIONS GUIDE

MANUAL FOR THE NEXUS INSPIRE 2 PARACHUTE RECOVERY SYSTEM (Nexus i2 PRS)

INDEMNIS

IN-DEM-NIS; Noun from Latin: Indemnitasm Indemni(s)
uninjured; suffering no damage or loss; suffering no loss of wealth or property

OPERATOR MUST FULLY READ MANUAL TO ENSURE PROPER OPERATION

Failure to do so could result in equipment failure or malfunction, serious injury, or death.

DO NOT PROCEED WITHOUT COMPLETING THESE STEPS

WARNING

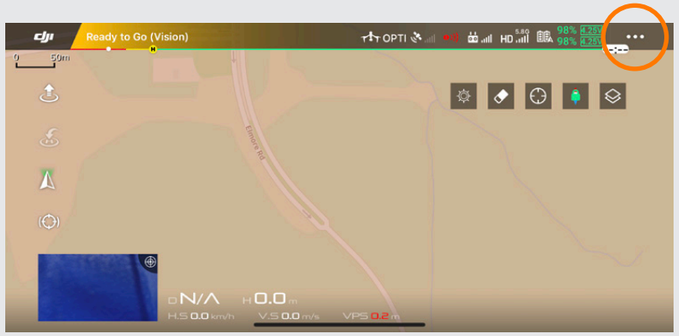
CRITICAL INSTRUCTIONS

You MUST adjust/set your maximum descent speed in a dive to **6 m/s** in your DJI Go App! Please refer to the instructions below on how to adjust your settings. Failure to follow these instructions may result in an inadvertent deployment of the Nexus and may void your Indemnis Care. Performing high speed dives with the Nexus installed on your Inspire 2 is not recommend. **Please note that you must always adjust this setting for safety when changing between ground station devices such as Cell Phones/Tablets!**

Never operate the Inspire 2 with the Nexus installed when the "Max Descent Speed" is set higher than 6.0 m/s or 13.4 mph!

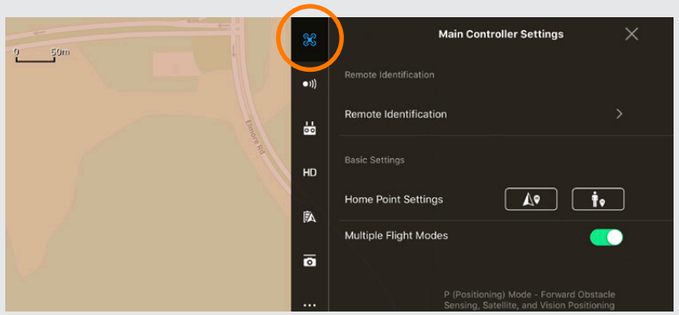
STEP 1

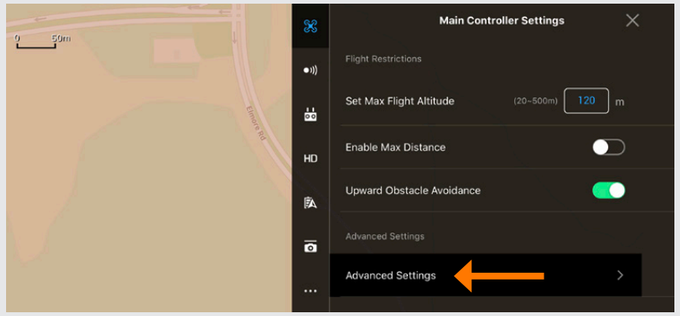
Tap on the three (3) dots in the upper right to select your settings



STEP 2

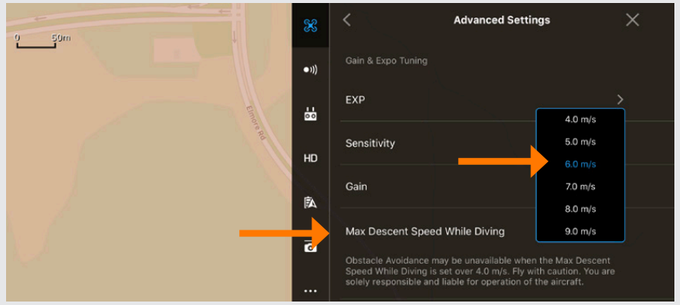
Tap on the drone icon to select "Main Controller Settings"





STEP 3

Scroll to the bottom of Main Controller Settings and select "Advanced Settings"



STEP 4

Select Max Descent Speed While Diving.

Next select 6.0 m/s (or) 13.4 mph.

DO NOT PROCEED WITHOUT COMPLETING THESE STEPS

DISCLAIMER

This Parachute Manual (PM) satisfies the Requirements of ASTM F3322-18, Section 3.1.30.

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The Indemnis Nexus i2 Parachute Recovery System (Nexus i2 PRS) for the DJI Inspire 2 is an advanced ballistic safety system designed to protect life and property on the ground and enable advanced flight operations by reducing the drones level of kinetic energy in the event of a failure. This manual explains installation instructions and how the Nexus i2 PRS works and how to properly operate the system both on the ground and in the air. **The Nexus i2 PRS should only be used by trained pilots with authorization to fly near or over people.**

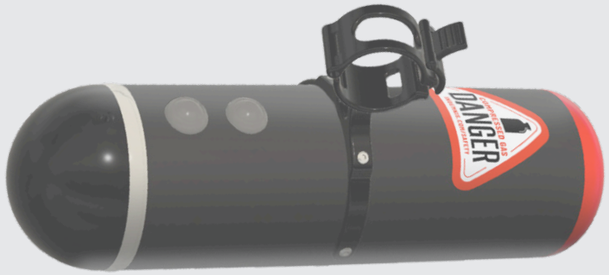
TABLE OF CONTENTS

SAFETY PRECAUTIONS | PAY ATTENTION

Using the Nexus i2 PRS does not eliminate all risk associated with operating a drone near or over people. Pilots should ensure they are operating in accordance with the rules and regulations of the Civil Aviation Authority (CAA) of the operating location.

The Nexus i2 PRS is designed to deploy in less than 14 milliseconds by the releasing compressed gas into a tube and launching a parachute ballistically at over 140 MPH. WARNING: Do not lean against, press, drop, or stand directly in front of the red cap of the system, or point the system in any direction that may cause harm, injury, or damage to life or property in the event of a ground deployment.** Operators shall disarm and turn the system off immediately after landing BEFORE handling the aircraft.

**While the Nexus i2 PRS has multiple electronic and software-based safeguards to prevent the possibility of an accidental or inadvertent deployment on the ground, it should be noted that the Nexus i2 PRS deploys from the rear of the aircraft where the RED CAP is located. It is recommended that the operator maintains a clear area of 8 meters from the red cap direction of fire when the system is powered on.



DIRECTION OF LAUNCH

OPERATIONAL AND ENVIRONMENTAL | LIMITATIONS

Operational Considerations

a) The average measured descent rate of the Inspire 2 with a Nexus i2 PRS at maximum takeoff weight is 3.23 meters per second (7.25 MPH)

b) Minimum Operating Altitude with zero wind – 36 meters (118 FT)

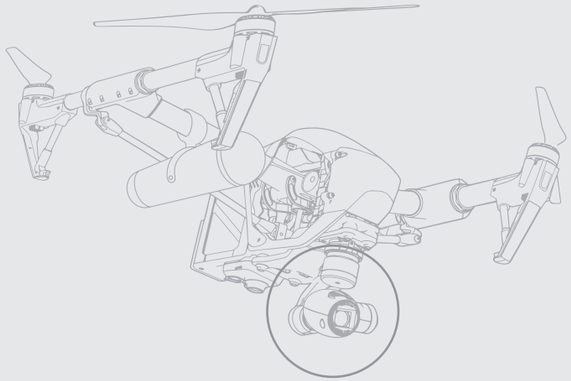
Environmental Considerations

a) Temperature -4°to 104°F (-20°to 40°C)

b) Max Wind Speed Resistance 19.4 Kt (22.3 MPH) – Note For the purpose of operating over people, Max Wind Speed Resistance shall not exceed 10.4 Kt (12.0 MPH)

c) The Nexus i2 PRS may be operated in light rain or snow

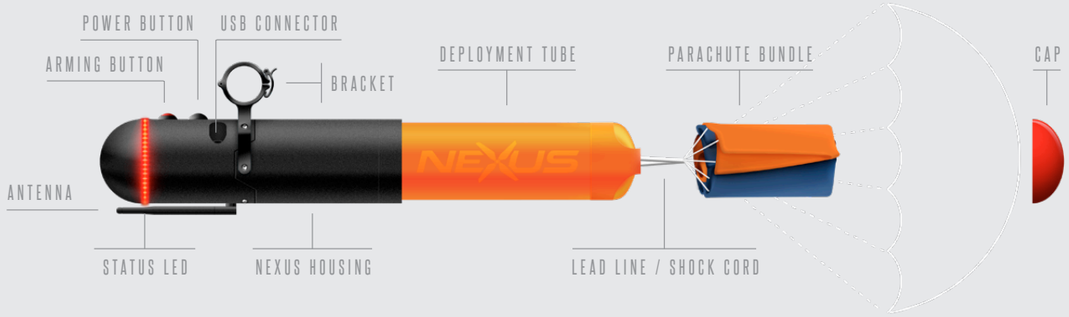
d) Operator should never exceed aircraft manufacturer's environmental operating conditions and specifications



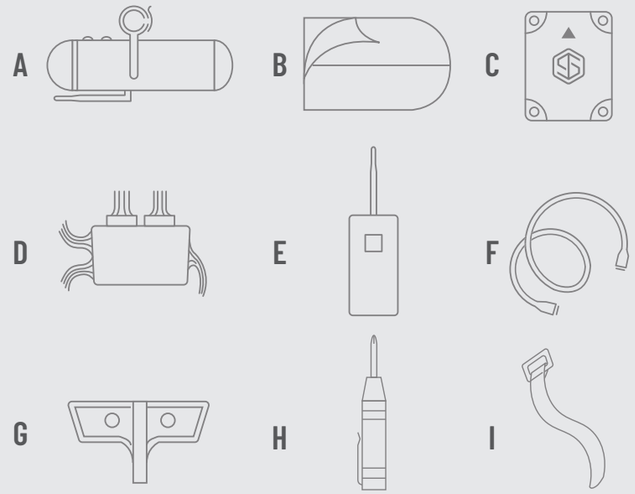
APPROVED | PAYLOADS

The Nexus i2 PRS is approved to operate the following payloads: ZENMUSE X4S; ZENMUSE X5S; ZENMUSE X7; or any securely mounted payload to the gimbal mount up to 630 grams. Use of the included DJI Inspire 2 Gimbal Protection Kit is required for the installation of the Indemnis Nexus i2 PRS.

SYSTEM COMPONENTS | WHAT'S IN THE CASE



- **A: Nexus System**
- **B: Alignment Sticker**
- **C: Automatic Triggering System (ATS) Housing**
- **D: Flight Termination System (FTS)**
- **E: Manual Triggering Device (MTD)**
- **F: Charging Cable**
- **G: Gimbal Protection Kit + Hardware Bag**
- **H: Indemnis Screwdriver**
- **I: Velcro Strap for Cable(s)**



Note: The antenna on the Nexus i2 PRS housing is glued in place and users should NOT attempt to adjust or remove it.

HOW TO CHARGE YOUR NEXUS | CHARGING

Charging your Nexus i2 PRS

The Nexus i2 PRS must be charged before use. It uses a USB-C cable to charge the unit and can be charged with any standard USB charger. The battery charge status can be indicated by pressing the power button once. A fully charged battery is indicated by a fully lit green LED ring.

The battery percentage can also be viewed on the Nexus MTD, the Nexus i2 PRS will not allow for operation below 33% battery life.

Note - The Nexus i2 PRS harvests power from the aircraft which will keep the battery fully charged, as long as the Nexus i2 PRS is plugged in and the Inspire 2 turned on. If the Nexus i2 PRS is not fully charged users may experience a long wait once plugged into the Inspire 2, as the unit is required to charge before the Nexus i2 PRS will allow the user to Pre-Arm the unit.

USB charging cable inserted into the USB port

Power Button (left) and red Arming Button (right)

Attaching the Nexus i2 Automatic Triggering Device (ATS) and Gimbal Protection Kit *(ONE-TIME INSTALL):*

The Nexus i2 ATS is attached to the bottom of the aircraft.
Once the gimbal protection kit is installed, you can install the ATS.

1) Remove the ATS Housing and gimbal protection set from the case. For ease of installation, place the aircraft in travel mode so that the arms are parallel with the ground plane. Flip the aircraft over gently and rest the aircraft on the propeller mounts so that the aircraft nose is pointed away from you.

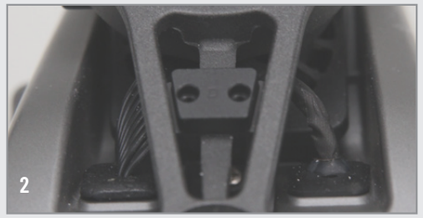
2) Place the buckle fixing base, to the raised part in the gimbal vibration absorbing board's mounting slot and ensure that it is locked firmly.

3) Tighten the two screws of the cable buckle with a T8 screwdriver and ensure that the buckle is placed firmly to the buckle's fixing base and tighten in place.

4) Unscrew the four (4) M2.5 screws shown. These screws will not be used for the installation of the ATS, but should be saved in case the Nexus PRS is removed from the aircraft.

5) Place the ATS Housing on the bottom of the Inspire 2 so that the four (4) screw holes align and the directional arrow on the ATS housing points in the direction of the front of the aircraft. **The Flight termination System (FTS) should be on your right side (aircraft left) and the wiring harness (USB Cable) should be on your left side (aircraft right).


1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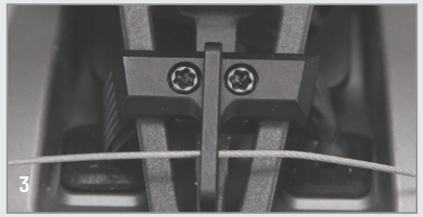
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6) Using the two (2) screws provided in the gimbal protection set, align the first gimbal protection wire the screw hole, insert the screw, and tighten it down. Repeat for the other side. *You may have to hold the wires in place during the last few turns of the screw. The screw heads should sandwich the wire against the ATS housing. The shoulder of the screws should not be pinching the ATS housing against the body of the aircraft.

7) There are two screws included with the ATS housing. The two (2) included M2.5 screws are for the remaining two (2) back mounting holes in the ATS housing, screw down until snug.

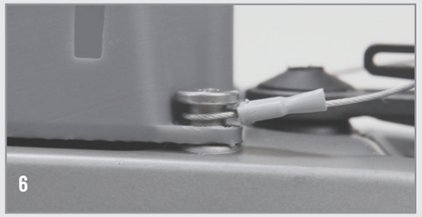
8) The aircraft can now be flipped over. There should be two cables loosely hanging from the ATS housing on the right side: (1) A right angle USB-A cable and (2) the USB-C connector that will plug into the Nexus i2 PRS when it is installed. The Flight Termination System will be loosely hanging from the left side. **In the event that the Nexus i2 PRS is not being flown, the aircraft can still be flown with the included hook and loop cable retention strap that can control the unplugged USB-C cable (as shown).*

9) Remove the USB-A dust cover on the right side of the aircraft and plug the USB-A cable into the USB port of the aircraft and flip the selector switch on from the computer icon to the mobile icon.

You are now ready to install your Flight Termination System.

WATCH THE INSTALL VIDEOS:

1) Gimbal Protection: vimeo.com/363939203/77ea94e853
2) ATS Install: vimeo.com/363938907/decd157193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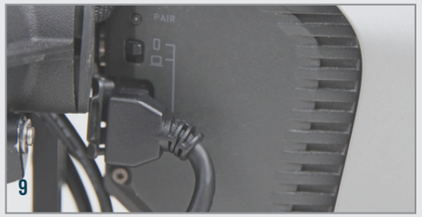
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Installing the Nexus i2 Flight Termination System (FTS) *(ONE-TIME INSTALL):*

Now that you have installed the Gimbal Protection Set and the ATS on the bottom of the Inspire 2, it is time to install the Flight Termination System.

1) Remove the DJI Inspire 2 nose cap by unscrewing the four (4) nose cap screws using the 2.5 mm hex bit included with the hardware bag. **Do not misplace these screws, as they will be reused when reattaching the nose cap.*

2) Locate the 8-Pin and 9-Pin ESC control wire bundles at the aircraft front.

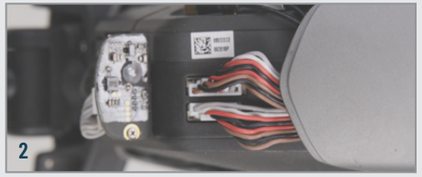
3) Squeeze the GH connector tabs and lightly pull away from the aircraft to unplug both of these wiring harnesses.

4) The FTS is loosely hanging from the ATS housing on the left side of the aircraft.

5) Plug the two (2) connectors from the Inspire 2, into the FTS. You'll notice that one of these connectors is an 8 pin while the other one is 9 pin, you cannot reverse them.

6) Take the 8-pin and 9-pin wiring harness from the FTS and plug them into the 8-pin and 9-pin aircraft ports, respectively.


1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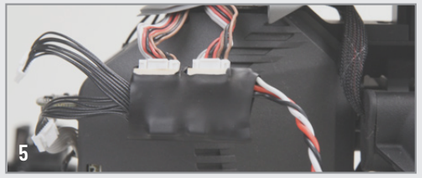
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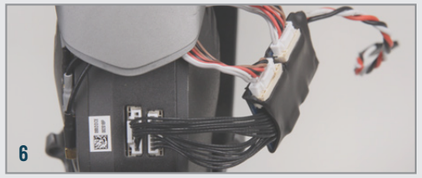
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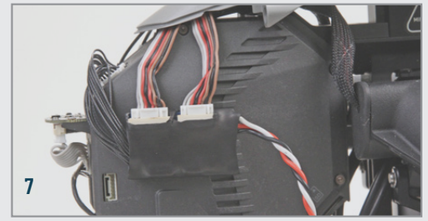
7) Remove the double-sided tape protector on the back of the FTS board and place the FTS on the left side of the nose of the aircraft. Place the FTS as low as you can, to ensure that there is no strain on the wires.

8) Replace the nose cap of the aircraft and double check that no wires are pinched.

9) Using the original 4 screws that were removed in step one, secure the nose cone.

The FTS is now installed.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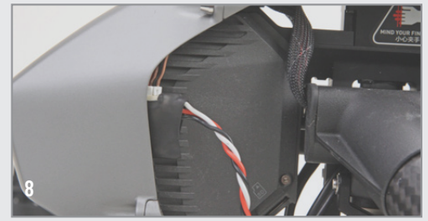
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WATCH THE INSTALL VIDEO AT:

FTS Install: vimeo.com/363938234/16638c8727

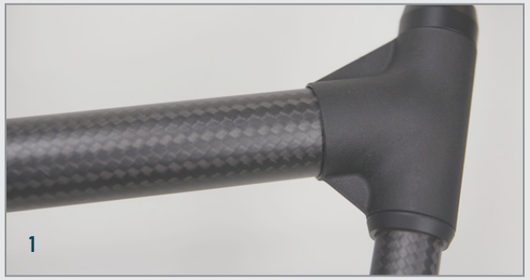
Installing the alignment sticker on your Inspire 2 *(ONE-TIME INSTALL):*

The alignment sticker will help you properly install the Nexus i2 PRS in the right spot every time.

1) Locate the right arm of the drone, the same side as the USB port. The flat end of the sticker will butt up to the support piece.

2) Peel the sticker off and align the black tab of the sticker with the very bottom of the small web in the arm coupler.

3) Place the alignment sticker on the right arm of the aircraft as shown.



WATCH THE INSTALL VIDEO AT:

Alignment Sticker:
vimeo.com/363939481/4ed677a0da

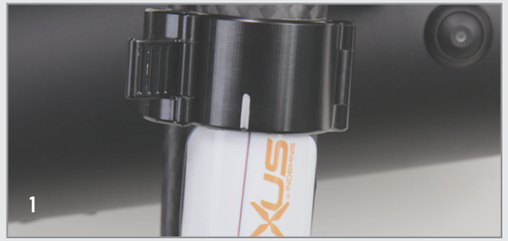
Attaching Nexus i2 PRS to the Inspire 2 aircraft:

1) Attach Nexus i2 PRS to the aircraft's right arm. Make sure the Nexus i2 PRS bracket is lined up with the alignment sticker on the arm.

a) The red end cap on the Nexus i2 PRS should be facing the back of the aircraft. Refer to safety precautions on page two (2) of this document.

2) Plug in the USB-C cable from the ATS housing into the Nexus i2 PRS unit. Ensure that the right-angle USB power cable is securely plugged into the aircraft's USB port on the right side of the aircraft.

3) Spin the front right propeller to ensure there is no interference with the cable.



WATCH THE INSTALL VIDEO AT:

Attaching Nexus: vimeo.com/363938622/842edbd7fb

SECURE ATS CABLE

Securing the ATS Harness Cable when the Nexus is not installed:

1) Take the USB -C cable from the ATS and gently curl the cable about 3 inches from the end of the USB plug.

2) Press the USB-C Cable against the Arm and attach tightly using the Nexus Velcro Strap. Make sure that the cable is on the front side of the arm and NOT on the top of the arm. **The velcro strap buckle should be inside the cable loop as shown below to prevent the cable from slipping out.**

3) Slide the Strap about 1/2 Inch down from Top Arm Bracket on the Inspire 2.

4) There should be about 5 inches of cable between the strap and the ATS to allow the Arm to raise during flight.

5) Check to make sure that prop is not making any contact with the USB-C. **Readjust cable position if there is any contact.**

This is an extremely important step

DO NOT FLY YOUR INSPIRE 2 WITHOUT THE ATS HARNESS SECURED.

LED RING | NOTES ON HOW IT WORKS

Understanding the LED light ring

The Nexus i2 PRS uses a LED light ring at the front of the system to indicate the system status to the user. The included Nexus MTD also provides users with Nexus i2 PRS systems status via both LCD screen display and audible indication.

IMPORTANT NOTE:

Any system error will be indicated by a purple color on the LED ring. If an error is present, please refer to the troubleshooting section of this guide and contact: ***support@indemnis.com***. Few errors are user correctable. **UNDER NO CIRCUMSTANCES IF AN ERROR IS PRESENT, SHOULD YOU ATTEMPT FLY WITH THE NEXUS I2 PRS.**

LED Light Ring Colors and System Status State:

GREEN BUTTERFLY = SAFE AND CANNOT DEPLOY

System battery is charging. The LED ring will grow with solid green lights on each side from the bottom of the ring to the top, once the green lights meet at the top, the system is charged.

GREEN SOLID = SAFE AND CANNOT DEPLOY

Nexus i2 PRS is fully charged and beginning startup sequence.

GREEN ROTATING + AUDIBLE TONE = SAFE AND CANNOT DEPLOY

System is disarmed.

BLUE ROTATING + AUDIBLE TONE

The system is charged, passed its internal checks, established communication, and is calibrated and in a Standby Mode, Ready for Pre-Arm.

YELLOW ROTATING + AUDIBLE TONE

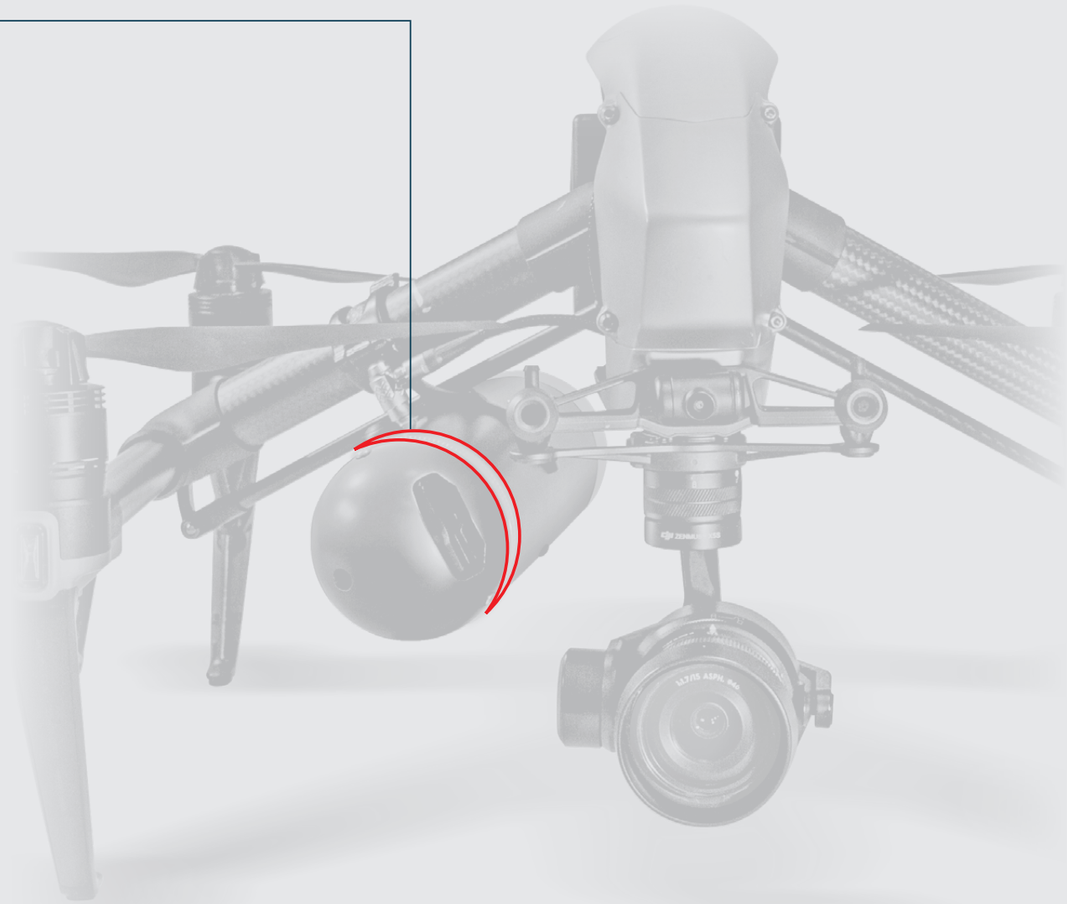
The Nexus i2 PRS is in its Pre-Armed Mode and ready for takeoff. The LED ring will change to rotating red once the arming altitude above ground has been reached.

RED ROTATING + AUDIBLE TONE

The Nexus i2 PRS is armed and can now automatically deploy or be manually deployed.

RED FLASHING + AUDIBLE TONE | DEPLOYED !

PURPLE + AUDIBLE TONE Nexus i2 PRS system error.



IT IS HIGHLY RECOMMENDED TO USE THE NEXUS MTD

In absence of the Nexus MTD the LED light ring and audible tones indicate system Mode.

CHECKLIST

Aircraft Inspection Checklist:

- [ ] Propellers installed and checked for cracks
- [ ] Batteries are charged and firmly in place
- [ ] DJI remote batteries are charged
- [ ] Nexus battery charged
- [ ] Nexus MTD remote charged
- [ ] Nexus FTS installed under nose cover
- [ ] Alignment sticker installed on aircraft
- [ ] FTS cable connected to ATS
- [ ] USB cables strapped to aircraft arm with Velcro retention strap

Nexus Installation:

- [ ] Aircraft rear "Hot Zone" cleared before removing Nexus from its case
- [ ] Nexus is attached to aircraft, the bracket is aligned with the alignment sticker, and the red cap is pointed towards the back of the aircraft.
- [ ] USB-C cable plugged into Nexus
- [ ] Aircraft USB selector switch on "mobile"
- [ ] Velcro retention strap securing cables to aircraft arm

Pre-flight Checklist:

- [ ] T/O | LZ clear and safe from other individuals
- [ ] Power on Aircraft
- [ ] Power on Nexus MTD
- [ ] Power on Nexus PRS
- [ ] Wait for boot up tones and LED indication
- [ ] MTD reads "Ready for Pre-Arm"/LED indicates rotating blue
- [ ] Pre-Arm Nexus (Rotating yellow/MTD indicates "Pre-Arm")
- [ ] RPIC clear of the T/O | LZ

Flight Checklist:

- [ ] No errors present
- [ ] All individuals clear the T/O | LZ
- [ ] Airspace/Mission Route Clear for T/O

Post-flight Checklist:

- [ ] Land aircraft with the Nexus pointed in safe direction
- [ ] Stop aircraft propellers
- [ ] The Nexus LED indication is rotating yellow and MTD shows "System Pre-Armed"
- [ ] Disarm Nexus via MTD, LED should turn rotating green and MTD should read "Disarmed"
- [ ] Enter LZ, power off aircraft
- [ ] Power off Nexus
- [ ] Power off MTD
- [ ] Unplug USB-C cable and secure to aircraft with Velcro retention strap
- [ ] Remove aircraft from LZ while keeping Nexus PRS pointed in safe direction, place the Nexus PRS in its case.

Operating the Nexus i2 PRS on the ground:

1) TURNING ON THE NEXUS i2 PRS / READY FOR PRE-ARM MODE
To turn on the Nexus i2 PRS press the power button once and then press once again and hold until the lights turn blue. **The system will turn on and you will hear a series of tones. The LED light ring will be solid green and then turn to a slow rotating blue. The rotation speed of the blue LED ring will increase for several seconds as the ATS calibrates and will stabilize at a constant speed, making audible tones to indicate the system is in Ready for Pre-Arm Mode.**

The Nexus i2 PRS **should not be moved during this boot-up process and the aircraft should be on a level surface. This process takes about 30 seconds. If the LED light ring is incomplete and not rotating blue, it means that the backup battery is not fully charged. It is advised to ensure that the Nexus i2 PRS is fully charged before heading to the field.

2) Wait for the system to connect to Nexus MTD. LCD screen will display "Ready for Pre-Arm".

3) PRE-ARM MODE ON THE NEXUS i2 PRS - To Pre-Arm the system, press and hold the arm/disarm button once and wait for your Nexus MTD to display "System Pre-Armed". The light ring changes from rotating blue to rotating yellow. The Nexus i2 PRS is now in a Pre-Armed Mode. The Nexus i2 PRS will remain in this state until the system takes-off and reaches the arming altitude or you disarm the unit.

> **NOTE:** The Nexus i2 PRS will not go into an Armed Mode or allow for manual deployment when on the ground. The Nexus i2 PRS arms when it reaches about 15.24m (50 Ft) and the Nexus i2 PRS will automatically re-enter it's Pre-Armed Mode when the aircraft descends below about 7.62 m (25 Ft).

4) RE-ENTERING READY FOR PRE-ARM MODE on the Nexus i2 PRS – As a secondary means to exit Pre-Arm Mode and re-enter Ready for Pre-Arm Mode without the Nexus MTD, press once and hold the arming button on the Nexus i2 PRS until the rotating yellow LED ring changes to rotating green. The system is now disarmed and can be powered off, or can be returned to Ready for Pre-Arm Mode by again pressing and holding the arming button once..

> **WARNING: DO NOT PICK UP OR MOVE THE AIRCRAFT UNTIL THE NEXUS i2 PRS IS IN READY FOR PRE-ARM MODE AND POWERED OFF.**

5) Powering down the Nexus i2 PRS – The system can be powered down on the ground at any time. To power down the Nexus i2 PRS, **Press the power button once and then press again and hold.**

Takeoff and landing:

1) Takeoff - Make sure the Nexus i2 PRS LED light ring is rotating yellow prior to takeoff.

2) Arming the Nexus i2 PRS: The Nexus i2 PRS will not go into an Armed Mode or allow for manual deployment when on the ground or near the ground. After takeoff, once the Nexus i2 PRS reaches about 15.24m (50 Ft), the Nexus i2 PRS will enter its Armed Mode and the LED light ring will change in color to rotating red. The Nexus MTD will give an audible tone that arming altitude has been reached and the MTD will display "Armed". The Nexus i2 PRS system can now deploy manually or automatically.

3) Automatic Disarming of the Nexus i2 PRS: The Nexus i2 PRS will automatically re-enter it's Pre-Armed Mode when the aircraft descends below about 7.62 m (25 Ft), this will be noted by a yellow rotating LED light ring. The Nexus MTD will give an audible tone stating that disarming altitude has been reached. The display on the Nexus MTD will read "System Pre-Armed".

4) Landing The RPIC can land the UAV once the Nexus i2 PRS LED light ring is rotating yellow and the Nexus MTD indicates that the system has returned to "System Pre-Armed" mode.

WARNING - The disarming altitude is based on the altitude recorded at the takeoff location. The system may not automatically disarm if a pilot lands at a higher elevation than that of the original takeoff location. If the Nexus i2 PRS has not automatically disarmed then it should be kept level until it is manually disarmed with the Nexus MTD or by the Arm/Disarm button on the Nexus i2 PRS. Tilting an armed Nexus i2 PRS can cause the system to deploy. A red rotating LED light ring always means that the system is armed and care should be taken.

5) Manually Disarming To manually disarm the Nexus i2 PRS, press once and hold the arming button for 3 seconds on the Nexus i2 PRS or press once and hold the disarming button for 3 seconds on the Nexus MTD. Verify that the LED light ring has changed to rotating yellow to disarm the system. The manual disarm function works at any altitude and returns the system to "System Pre-Armed" mode. To fully disarm the system, press and hold the disarming button for 3 seconds until the LED light ring changes to rotating green. The MTD will display "Disarmed".

**** The unit can return to "Ready for Pre-Arm" without a power cycle by pressing and holding the arm/disarm button until the LED light ring rotates blue and the Nexus MTD LCD screen displays "Ready for Pre-Arm".***

6) The aircraft MUST be shut off before unplugging and disconnecting the Nexus i2 PRS.

7) POWERING OFF
Press the power button once and then press again and hold until you hear an audible tone.

Removing the Nexus i2 PRS:

Make sure aircraft and Nexus i2 PRS power is turned off before removing the Nexus i2 PRS. To remove the Nexus i2 PRS, unplug the USB-C from the unit and un-clip the quick compression clamp, remove the system.

System Operation Notes During Flight:

1) The Nexus i2 PRS can be used in any of the aircraft's flight modes such as GPS or Sport Mode.

2) The Nexus i2 PRS can be used with the aircraft's landing gear up or down, but aggressive and acrobatic flight should be performed with the landing gear up.

3) The aircraft with Nexus i2 PRS needs to be at a minimum altitude of 35.97 m (118 Ft) to have a successful deployment and recovery in any failure scenario, the average recoverable altitude for automatic deployments during ASTM F3322-18 testing was 23.47 m (77 Ft). At altitudes below 35.97 m (118 Ft) a 100% successful deployment is not guaranteed – operators should take this in to account when planning their operations.

4) The Nexus i2 PRS should be completely powered down and rebooted upon every landing.

5) The Nexus i2 PRS will continue to function and maintain the ability to deploy both automatically and manually in the event of loss of power from the aircraft's USB port. In the event of loss of power to the Nexus i2 PRS the operator will be notified via audible tones from the Nexus MTD that there is a power fault. The operator should approach and land immediately at the nearest safe landing zone designated in their CONOPS to troubleshoot the system.

The Nexus manual triggering device (MTD) is included in your Nexus i2 PRS purchase – The Nexus MTD is the same for all Indemnis systems and should be labeled if you own multiple systems, as it is paired with the specific unit it is supplied with.

THE DEPLOY BUTTON SHOULD ALWAYS BE TREATED AS LIVE

1) The Nexus MTD is designed to be hung around the pilot's neck using the included neck lanyard, mounted to a tripod using a standard 1/4-20 screw, or attached to the pilot via included and pre-installed belt clip..

2) The Nexus MTD has three (3) buttons:
A) **ARM / DISARM** B) **POWER** C) **DEPLOY**

3) The Nexus MTD provides users with Nexus i2 PRS systems status via both visual and audible system status indication, as well as Nexus MTD battery life and error messages, if applicable.

4) Manual deployment is only available once the aircraft with the Nexus i2 PRS has reached its arming altitude.
NOTE: If the Nexus i2 PRS is armed and the Nexus i2 PRS goes into an error Mode, manual deployment will be available regardless of aircraft altitude.

5) The Nexus MTD has an internal battery that is rated to last 12 hours and is charged via USB-C.

6) The Nexus MTD will indicate lost link status. It has a rated usable range of 1km (0.62 miles). If the aircraft is out of range of the Nexus MTD, you will be notified via the Nexus MTD that it has entered the lost link status – in this state, the automatic triggering system will still be active. The Nexus MTD will automatically reconnect to the Nexus i2 PRS when possible and takes 3 seconds to calibrate before the Nexus MTD option is available.

NEXUS MTD REMOTE OPERATION:

1) To turn on the MTD - Press once and press once, again and hold the power button on the controller for 3 seconds until the LED lights cycle and the LCD screen populates with information. The Nexus MTD will need to be worn by the RPIC or placed near them on a tripod stand so that the manual deploy button can be easily reached if needed.

2) Remote Arming - Press and hold the Nexus MTD Arm/Disarm button for 3 seconds. The LED lights will flash and then return to solid to indicate that it is Pre-Armed. The LCD screen will read "System Pre-Armed". **If you are Pre-Arming in flight and have already reached the arming minimum altitude, the LCD screen will read "System Armed"**.

3) Remote Disarming – Press and hold the Nexus MTD Arm/Disarm button for 4 seconds. The LED lights will flash and then return to rotating green to indicate that it is disarmed. The LCD screen will read "Disarmed", indicating that the Nexus is disarmed and you can visually observe that the rotating red LED ring on the Nexus i2 PRS has changed to rotating green, indicating it is Disarmed. The Nexus MTD will also make a series of audible tones indicating a change in mode. This is the preferred and primary method of disarming the Nexus i2 PRS because it places a safe distance between the operator and the aircraft.

IF THE SYSTEM IS ARMED OR DISARMED IT WILL BEEP 3 TIMES:

4) Manual Deployment is initiated by **pressing the DEPLOY button three (3) times within one (1) second.**
NOTE - Manual deployment should always be used as a last option in cases such as imminent unavoidable collisions or fly-aways. In the event of a manual deployment the user should continuously and rapidly press the DEPLOY button until the MTD indicates visually and audibly that the system has deployed.

* The Nexus MTD operates at 915 Mhz. Please check your country's local laws and regulations in regards to compliance before using this frequency. In absence of the Nexus MTD the LED light ring and audible tones indicate system mode.

WATCH THE VIDEO:
vimeo.com/374055785/d8166e5af5

INSPECTION | PROCEDURES

1) The system should be checked **AFTER EACH USE** for any noticeable damage or variation in clamp orientation. Take note that the system should never be pointed at the inspector or any bystander during the inspection. Any damage noted shall be reason for grounding the system and contacting support.

2) The Nexus i2 PRS is a ballistic parachute launcher and the system should always be **STORED IN ITS APPROVED CASE WHEN NOT IN USE**.

AND SERVICING INSTRUCTIONS | MAINTENANCE

POST DEPLOYMENT PROCEDURE:

Like an airbag in your car, the Nexus i2 PRS is a certified safety system. To comply with ASTM F3322-18, it is not user re-packable or user serviceable after the Nexus i2 PRS has been deployed.

SERVICING:

The Nexus i2 PRS can only be serviced by Indemnis and service providers that have been authorized by Indemnis.

For more information on customer support and servicing, please contact

support@indemnis.com

or call **1-84-INDEMNIS** (1-844-633-6647).

REMINDER

Always turn off the aircraft before powering down or unplugging the Nexus i2 PRS

TROUBLESHOOTING | UNDERSTANDING THE WARNINGS AND ICONS

USB CABLE UNPLUGGED WARNING

CAUSE Loose or unsecured connection in the USB harness.

SOLUTION Check USB-C and USB-A connections are secure, Power Cycle Nexus i2 PRS.

ON GROUND WARNING

CAUSE This error indicates that the Nexus i2 PRS has lost contact with the ATS.

SOLUTION Generally this is due to a loose connection in the USB harness. Check USB-C and USB-A connections are secure, power cycle the unit. If error persists, contact Indemnis. **1-84-INDEMNIS**

MID FLIGHT WARNING

CAUSE This error indicates the Nexus i2 PRS has lost contact with the ATS. If this happens mid-flight, this represents a serious error that requires landing. *If the unit has ascended above the altitude lockout, manual deployment is enabled until the Nexus unit is disarmed.

SOLUTION Land immediately and handle with caution and disarm unit either manually or from the Nexus MTD.

CDS FAILURE WARNING

CAUSE This is an internal error of the Nexus i2 PRS, and indicates the unit needs to be serviced.

SOLUTION Do not operate further, keep unit in it's case and in a safe location. Contact Indemnis **1-84-INDEMNIS** to send in for service.

LOW BATTERY WARNING

CAUSE The independent battery on the Nexus i2 PRS is depleted and needs charging.

SOLUTION Land the UAV, power off the Nexus i2 PRS, and charge with USB-C charger.

NEXUS REBOOTING

Reboot is in progress. Please wait a moment to allow completion. Do not touch the UAV or Nexus system during reboot.

LAND & REBOOT

Internal error, requires you to land the UAV and power cycle the unit.

REBOOT SYSTEM

Power cycle the Nexus i2 PRS.

SYSTEM ON BATTERY

USB-A has come unplugged and the unit is running on internal Nexus i2 PRS battery. Land UAV and reconnect the USB-A cord.

CONNECTING

MTD is connecting to the Nexus i2 PRS, please wait a moment to complete.

GENERAL WARNING

Land the UAV and troubleshoot.

READY FOR PRE-ARM

The Nexus i2 PRS is calibrated / charged and ready to be Pre-Armed.

SYSTEM PRE-ARMED

Nexus i2 PRS and UAV are ready for flight. The system will arm once it reaches the arming altitude.

ARMED

Nexus i2 PRS is armed and ready to manually or automatically deploy.

DISARMING

The system is disarming, do not touch the UAV or Nexus i2 PRS until the screen says "Disarmed".

DISARMED

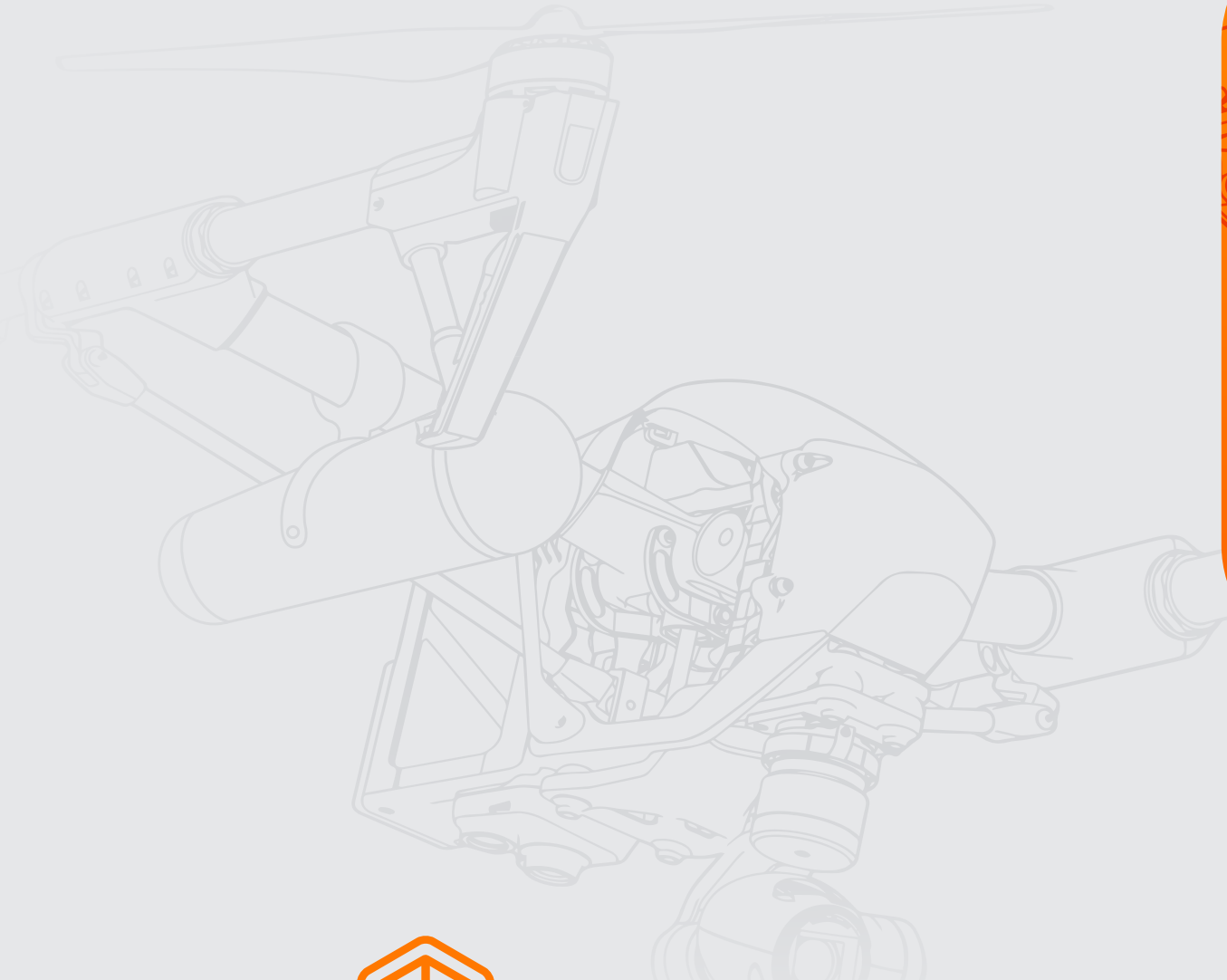
The Nexus i2 PRS is disarmed. It is now safe to power off or return to "Ready for Pre-Arm" Mode.

SYSTEM READY TO DEPLOY

System is working properly and is ready to be deployed automatically or manually via MTD.

SYSTEM WILL NOT DEPLOY

System is not ready to be deployed..



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