# EAVISION知识库

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# 目录


General

Features & Operation Tips

Operation Skill

- Battery Pre-heating Methods and Reasons for Winter/Low-Temperature Operations
- Improving Field Operation Efficiency for J100 Drone
- Precautions for Creating Team Demand
- Precautions for Data Supervision
- Precautions for Spreading Grass Seeds
- What are the methods for operating a drone near power lines?

- Can these drones perform variable-rate spraying or spreading?
- Return-to-Home (RTH) Settings for Manual Flight
- Precautions for Drone Operations Near High-Voltage Power Lines
- Pre-Flight Checklist: Required Drone Performance Checks
- Pre-Flight Checklist: Propulsion and Spraying System Checks
- Pre-Flight Checklist: Arm and Joint Requirements
- Pre-Flight Checklist: Propulsion Motor Requirements
- Pre-Flight Checklist: Propeller Requirements

Low-Altitude Aerial Mapping

- J150 Mapping Stitching Error

Repair Workflow

Drone Crash Case Study

- Crash Case: Caused by Entry/Exit Settings
- Crash Case: Return-to-home path angle with power lines less than 60 °
- Drone Crash Case: Falling into Water
- Crash Case: Operating in a Field with a Water Surface

EA-J100

Faults & Troubleshooting

Hardware

Accessories

Remote Controller

- Causes of J100 Remote Controller Antenna Breakage
- Remote Controller Fails to Charge Normally
- Remote Controller Fails to Perform Frequency Pairing
- Remote Controller Joysticks Cannot Be Centered During Calibration
- APP Data Synchronization Failure
- Cannot Find Fields / Field Deletion Fails in APP
- APP Fails to Pair with Drone
- APP Continuously Fails to Send a Task

- Abnormal Display of Field Operation Trajectory
- Remote Controller

### Super-Link Station

- Abnormal MCU Firmware Upgrade for the SuperLink Communication Station
- Unable to Link/Pair Between the Remote Controller and the SuperLink Communication Station

### Cooling Charger

- Unable to Fast Charge the Battery
- Charger Cooling Fan Does Not Spin
- Charger Status Light is Red When Charging the Battery
- Battery Is Not Recognized and Won't Charge When Inserted Into the Charger
- Battery Is Not Recognized and Won't Charge When Inserted Into the Charger

## Spraying System

- Troubleshooting J100 Single-Side Spraying Link Disconnection
- Spraying System: No Communication
- Flow Meter Disconnected
- Spraying System: A Disk ESC is Disconnected
- Spraying System: Overweight Error from a Load Cell (Weight Sensor)
- Spraying System: Abnormal Operation of a Disk or Gear ESC
- Spraying System: Water Pump ESC Disconnected
- Spraying System: Left/Right Flow Meter Disconnected

## Main Controller

- J100 Fails Self-Check
- Domain Controller: No Communication
- Domain Controller: Co-controller Communication Anomaly
- Domain Controller: No Path Found, Please Switch to Manual and Then Back to Auto
- Domain Controller: Pose Lost
- Domain Controller: No Data from Forward or Downward Radar Sensor
- Unable to Enter Fusion Mode

## Smart Battery

- Battery Automatically Powers On from an Off State
- Battery Prompts "BMS No Commun
- BMS: Single Cell Voltage Monitoring Disconnected
- BMS: Single Cell Undervoltage
- BMS: Discharge Over-temperature
- BMS: Discharge Low Temperature
- BMS: Discharge MOS Over-temperature
- BMS: NTC Open Circuit
- BMS: NTC Short Circuit

## Spreading System

- Spreading System: Outlet is Jammed
- Spreading System: Material Sensor ESC Disconnected

## Propulsion System

- Propulsion Assembly: A Motor has Stalled
- Propulsion Assembly: A Motor has an Overcurrent
- Propulsion Assembly: A Motor is Overheating

- Propulsion Assembly: A Communication Link is Disconnected (Beeping from Motor/ESC)

#### Main & Secondary Antenna

- Unable to Switch to Auto Mode, or "Auxiliary GPS Error Too Large" is reported

#### LiDAR & Radar

- Case Six: Domain Controller: Rotating Radar Sensor No Data
- Forward LiDAR No Communication
- Radar Not Recognized
- Main Controller Cooling Fan Not Working

## EA-J150 / J70

### Faults & Troubleshooting

#### Hardware

##### Accessories

###### Cooling Charger

- J150 Charger Power Can Be Adjusted to a Max of 2000W, Then Drops to 0W and Fluctuates
- What causes the J150 charger to charge slowly?
- J70/J150 Charger Light Meanings
- Cooling Charger Battery Light Meanings
- Cooling Charger Status Light Meanings
- Cooling Charger Fault: Slow Charging
- Cooling Charger Fault: Single Module Won't Charge, but Dual Modules Can Fast Charge
- What Causes the Cooling Charger to Charge Slowly?
- Cooling Charger Maintenance Guide
- Cooling Charger Usage Precautions
- J150 Cooling Charger Power and Charging Time

###### Super-Link Station

- J70/J150 Super-Link Station Power and Pairing Methods
- How to Power On/Off the 6.0 Super-Link Communication Station
- How to Set Up the Super-Link Communication Station
- How to Pair the Super-Link Communication Station
- What are the Four Functions of the 6.0 Super-Link Communication Station?
- What to Do if the Super-Link Communication Station is Damaged

###### Surveying Tool

- Surveying Tool Repair Method

###### Remote Controller

- J70/J100/J150: Remote Controller Disconnects at Around 50 Meters
- RC Reports "SIYI Video Transmitter Not Detected" and Tilt Left Wheel Doesn't Move the Virtual Gimbal
- Firmware Upgrade Issues for Devices in the App
- Why is there a Red Alert in the App?
- How to Pair the Remote Controller with the Drone
- RC Signal Disconnects at Close Range After Takeoff
- Remote Controller Can't Log In to App / No Network
- Remote Controller Stick Problems and Faults
- What are the Remote Controller Stick Modes?
- How the Remote Controller Works

- Remote Controller Maintenance Precautions
- Status Indicator Light Meanings (Bottom-Right)
- Pairing Button Light Meanings (Top-Left)
- EAV-RC60 Remote Controller: Introduction to Parameters and Functions

## Smart Battery

- 100 (J70) Battery Short Circuit Due to Reverse Polarity Connection
- Battery Fails to Charge When Placed on the Charger
- Drone Battery Voltage Imbalance (Large Voltage Differential)
- Drone Winter Storage & Maintenance (Long-term Storage)
- Why is the charging power low/slow to increase when the J150 drone starts charging?
- J70/J100/J150 Smart Battery Light Patterns and Fault Meanings
- Smart Battery Storage and Transportation Requirements
- Battery Upgrade Precautions
- What to Do if Multiple Battery Connectors are Burnt
- What to Do if a Smart Battery Accidentally Falls into Water
- What to Do if a Smart Battery is Dropped and Damaged
- Battery Usage and Handling Requirements
- Smart Battery Maintenance Guide
- How the Smart Battery Works

## Speading System

- J150 Spreader Leaks Material on the Ground or During Takeoff for Subsequent Flights
- Spreading System Fault: No Error Reported, Spinner Disc Rotates, but Spread Width is Only 2-3 Meters
- Spreading System Fault: Drone Continues to Fly When Tank is Empty
- How the Spreader Works
- Spreader Maintenance Precautions
- What should be noted when cleaning the spreader after use?

## Airframe & Arm

- J150 Drone Abnormal Vibration During Lifting Operations
- Why is the Drone Unstable When Landing on a Flat Surface?
- What is rear cover used for?
- Why is the Drone Unstable When Landing on a Flat Surface?
- Why Does the Drone Vibrate After Takeoff?
- Why Does the Drone Vibrate After Takeoff?
- What is the Standard Distance for the J150 Landing Gear Mounts?
- How to Replace a Carbon Fiber Arm Tube After a Crash
- Are the J150 Carbon Fiber Arm Tubes Different for the Front and Rear?
- Maintenance for the Rear Power Distribution Board Connector
- Precautions for Installing the Rear Power Distribution Board

## Propulsion System

- Flight Controller Upgrade Interrupted (ESC Beeping + Fault Displayed)
- J150 Flight Controller Data Loss After Firmware Upgrade
- Precautions for J160 Carbon Fiber Propeller Maintenance After a Crash
- Current Distribution: Power Voltage Differential Too Large
- J70/J100/J150 Propulsion ESC Status Light Meanings
- Why is the 150 Motor/ESC Wiring Order Different Now? Is it a Problem?

- J150 Propulsion Motor and ESC
- Cause and Solution for "BMS Communication Error"
- Battery Installation
- Propulsion Communication Disconnected
- Troubleshooting the Propulsion System's Three-Phase Wires

## Main & Secondary Antenna

- Flight Controller Main Antenna Fault + Auxiliary GPS Positioning Anomaly
- J70/J150 Main and Secondary Antennas
- J70/J150 Reports "Dual Antennas Not Oriented" or "Heading Sensor Error"
- Differential Positioning Module: Dual Antennas Not Oriented
- Unable to Switch to Auto Mode
- Drone Wobbles After Being Moved to a New Location
- How to Handle Unstable RTK Positioning During Flight

## Weight Sensor (Load Cell)

- J150 Spraying System Overweight Error
- J70/J150 Weight Sensor: How It Works and Maintenance Guide
- Drone Reports Empty Tank and Returns to Home Prematurely (with liquid still in the tank)
- J70/J150: Weight Sensor Fails to Calibrate to Zero
- J70/J150: Weight Sensor Fails to Calibrate to Zero

## Main Controller

- J150 Co-controller firmware upgrade fails and remains stuck in the upgrading state
- Why does the frequency pairing fail between remote controller and drone ?
- Why the J150 Fails to Pair with the Remote Controller
- J70/J100/J150: Drone Drifts to One Side on Takeoff
- J70/J150 Firmware Upgrade Fails: ESC Error at 92% and ESC Status Lights Are Off
- J70/J150: Reports Two Disconnected Nozzles on One Side
- J150 Flight Controller Upgrade Precautions

## Spraying System

- Spraying Fault: Slow Spray Rate on One Side
- Spraying Fault: App Shows Equal Flow Rate, but One Pump's Speed is Higher
- Spraying Fault: Set Application Rate Does Not Match Actual Output (Over-spraying)
- How the J150 4th Gen Atomizing Nozzle Works
- Maintenance Precautions for the J150 4th Gen Atomizing Nozzle
- Spraying Fault: Nozzles Rotate, but One Side Doesn't Spray
- Spraying Fault: A Single Nozzle Won't Spin or Spray
- J150 Nozzle Spray Disc Removal and Installation Precautions
- J150 Spraying Fault: Nozzle Rotates, but One Side Doesn't Spray
- J150 Water Pump Removal and Installation Precautions
- Flow Meter Installation Precautions
- Tank Bottom Liquid Level Sensor Failure

## LiDAR & Radar

- J70/J150 Radar: How It Works and Maintenance Guide
- Why Does the Drone Climb Abnormally After a Turn with No Error Reported?
- J70/J150: False Obstacle Avoidance When Flying Forward with No Apparent Obstacles
- Why Did the Drone Hit a Tree While Flying Forward with Radar On?

- Drone Hits a Leafless Winter Tree While Descending Vertically

## Software

### App Login Failure

- J150/J70 APP cannot log in, showing a network error or unknown error
- How to solve the APP login anomaly that prompts "Current time deviation for the remote controller is too large. Please adjust time and try again" and fails to log in?
- How to handle APP login anomalies?

## Flight Issues

### Co-controller (FC) Error

- Heading Alignment Calculation Anomaly
- Co-controller: Navigation Velocity Measurement Anomaly

### Link Loss Handling

- Co-controller: Remote Controller Signal Lost

# Battery Pre-heating Methods and Reasons for Winter/Low-Temperature Operations

General / Features & Operation Tips / Operation Skill
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Battery Pre-heating Methods and Reasons for Winter/Low-Temperature Operations
When the ambient temperature is below 5°C and the battery temperature is below 15°C, the battery needs to be pre-heated. You can enable charging pre-heating by connecting the charger, or insert the battery into the drone and wait until the temperature rises to 15°C.
Why is pre-heating needed?
1. Below 0°C, the actual usable capacity may drop to just 60%-80% of normal; below -10°C, it can fall under 50%. This drastically reduces flight time, and could even cause a forced landing mid-mission due to power exhaustion.
2. Low temperatures cause the battery voltage to drop much faster during discharge. Since the flight controller is highly sensitive to voltage fluctuations, a sudden drop might be falsely identified as a "Battery Fault." This could trigger an immediate forced landing or power cutoff, posing a direct threat to flight safety.

# Improving Field Operation Efficiency for J100 Drone

General / Features & Operation Tips / Operation Skill

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Improving Field Operation Efficiency for J100 Drone

1. Prepare at least 3 fully charged batteries in advance to avoid downtime due to power shortage during operations.

2. Survey and mark the operation fields on the device before the operation to reduce time spent adjusting routes during flight.

3. For crops like wheat and corn, refer to the following parameters: Flight Height $\leq$ 3 meters, Flight Speed $\leq$ 8 meters/second, Row(Route) Spacing $\leq$ 8 meters. Under these conditions, it can cover approximately 1500 Mu in 12 hours.

# Precautions for Creating Team Demand

General / Features & Operation Tips / Operation Skill

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Precautions for Creating Team Demand

"Team Demand are generally used for mass pest control campaigns to facilitate better data supervision. They are also suitable for sharing fields to improve operational efficiency.

1.The Team Demand must have a clear and specific name.

2. It can be shared via a passcode.

3. Pilots should not add fields that are not part of the mass pest control campaigns into the Team Requirement.

4. If an operational task is added to a Team Demand, the system records the date of adding, not the date of the actual operation.

# Precautions for Data Supervision

General / Features & Operation Tips / Operation Skill

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Precautions for Data Supervision

1. It is recommended to use a PC browser for viewing, as the response is faster. If there is a large amount of data, viewing via the WeChat Mini-Program may result in delayed responses.
2. You can view data in various ways, such as by device or by pilot. This is convenient and fast, facilitating the payment and settlement of aerial application fees.
3. For manual flight operations, tasks must be assigned for the field; otherwise, there will be no record.
4. A verification code is required to bind devices and pilots.

# Precautions for Spreading Grass Seeds

General / Features & Operation Tips / Operation Skill

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Precautions for Spreading Grass Seeds

1. Perform weight calibration first.
2. Set a proper spreading template.
3. Grass seeds may cause clogging (jamming) during spreading. You can mix them with some fertilizer or sand for the operation (ensure the fertilizer does not harm the seeds).

# Causes of J100 Remote Controller Antenna Breakage



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Causes of J100 Remote Controller Antenna Breakage

The fixing knob for the J100 remote controller antenna is secured with adhesive (black glue), and the antenna only folds/unfolds in one direction. When folding or rotating the antenna, the metal fixing knob at the base does not rotate. Forcing it can cause the metal base to separate from the plastic antenna housing, leading to breakage and signal loss. Please pay attention to the correct direction and apply appropriate force when folding or unfolding the antenna.

# Troubleshooting J100 Single-Side Spraying Link Disconnection

EA-J100 / Faults & Troubleshooting / Hardware / Spraying System

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Troubleshooting J100 Single-Side Spraying Link Disconnection
Note: For drones modified with a 4-nozzle setup, if a "Single-Side Spraying Link Disconnection" error occurs, remember that the front arm wiring harness is also part of the communication link. Do not just check the wiring on the arm with the nozzle; a fault in the front arm harness will also trigger a spraying system disconnection error.

# J100 Fails Self-Check

EA-J100 / Faults & Troubleshooting / Hardware / Main Controller

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J100 Fails Self-Check

1. Check if the video transmission version information is displayed on the remote controller. Try restarting the remote controller or testing with a different remote.
2. The issue may be caused by mismatched flight controller firmware. Try re-flashing the co-controller firmware. If the issue persists, replace the main controller.

# Can these drones perform variable-rate spraying or spreading?

General / Features & Operation Tips

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Can these drones perform variable-rate spraying or spreading?
Yes. Both the J150 and J160 allow for in-flight parameter adjustments to achieve variable-rate spraying or spreading. The new J160 product will support precise, automatic variable-rate operations based on crop prescription maps in the future.

# Return-to-Home (RTH) Settings for Manual Flight

General / Features & Operation Tips

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Return-to-Home (RTH) Settings for Manual Flight
The "Manual Flight RTH Settings" apply only when the drone takes off in manual mode to perform an operation.
Note: If the drone takes off fully autonomously and is then switched to manual control mid-air, pressing the RTH button will trigger the return-to-home logic based on the "Exit Field" parameters set for automatic flight, not the manual flight settings.

# Precautions for Drone Operations Near High-Voltage Power Lines

General / Features & Operation Tips

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Precautions for Drone Operations Near High-Voltage Power Lines

1.Maintain Legal Safety Distances:

1 – 10 kV: 5 m

35 – 110 kV: 10 m

220 kV: 15 m

500 kV: 20 m

800 kV: 30 m

2.Pre-flight Inspection: Inspect the site before takeoff. Use radar or a surveyor (RTK mapping) to mark the locations of all power lines, towers, and substations.

3.Mountain Operations: Terrain in mountainous areas is uneven, and drones often fly below the level of power lines. Pay close attention to the safe distance between power lines and crops. If a safe distance cannot be guaranteed, it is recommended to mark the dangerous area as a "no-fly zone" and spray that area manually.

4.Emergency Procedure: If the drone accidentally hits a power line, immediately cut power and stop the propellers via the remote controller. Evacuate personnel to a distance of 50 meters away and call the power utility for emergency repair. Strictly prohibit climbing or attempting to retrieve the drone yourself.

# J150 Charger Power Can Be Adjusted to a Max of 2000W, Then Drops to 0W and Fluctuates

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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J150 Charger Power Can Be Adjusted to a Max of 2000W, Then Drops to 0W and Fluctuates
Connect a single charger (or charging module) and attempt to adjust the power. If the charger adjusts correctly and works on its own, the issue likely lies with the transformer (or the external power generator/source), so please inspect that.

# What causes the J150 charger to charge slowly?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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What causes the J150 charger to charge slowly?

1. Incorrect charger power settings.
2. The charger module fan is jammed/stalled, or a single charging module is damaged.
3. Firmware inconsistency between the left and right charger modules. Each module needs to be upgraded sequentially to the latest firmware version

# 100 (J70) Battery Short Circuit Due to Reverse Polarity Connection



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100 (J70) Battery Short Circuit Due to Reverse Polarity Connection
For this type of battery short circuit caused by reverse polarity, the most obvious characteristics are burn marks on the positive terminal post and four burnt anti-reverse diodes.
(Note: Four SB10150 Schottky diodes are connected in parallel between PACK+ and PACK- of the BMS_MOS circuit. Their core purpose is to provide a low-impedance current path if the battery pack output is connected in reverse, thereby protecting the MOS tubes and other precision components on the BMS from being burned.)
However, when this happens, it is often accompanied by damage to multiple components on the board, commonly the DC_DC chip, charge/discharge MOS tubes, MOS driver chips, voltage detection chips (JW3370), etc. You can start by replacing the four diodes as shown in the diagram (pay attention to the polarity direction).

# Battery Fails to Charge When Placed on the Charger

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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Battery Fails to Charge When Placed on the Charger
Check the voltage status of the battery cells to determine if the voltage is too low due to over-discharge, requiring a voltage boost (trickle charge). 100

# Drone Battery Voltage Imbalance (Large Voltage Differential)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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Drone Battery Voltage Imbalance (Large Voltage Differential)

Upgrade the battery firmware to the latest version, then charge the battery to 90%. The battery will automatically initiate the voltage balancing function. Monitor the voltage differential periodically during this process until it returns to normal. This may take approximately 2-4 days. If it does not recover, the battery cells may be damaged.

# Drone Winter Storage & Maintenance (Long-term Storage)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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Drone Winter Storage & Maintenance (Long-term Storage)
Conduct a comprehensive inspection of all drone equipment before storage to ensure proper functionality. Maintain accessory products according to their user manuals. Check the battery level every month. Restart the battery to observe the remaining power and timely recharge it to 60%-70% to prevent damage from over-discharge.

# Why is the charging power low/slow to increase when the J150 drone starts charging?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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Why is the charging power low/slow to increase when the J150 drone starts charging?
The battery charging process uses a "soft start," where power increases gradually. For dual-module charging, the power will eventually rise to over 11,000W. A slow increase in charging power may be due to the charging cycle just beginning, or because the battery temperature is low due to cold weather.

# J150 Spreader Leaks Material on the Ground or During Takeoff for Subsequent Flights

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Speading System

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J150 Spreader Leaks Material on the Ground or During Takeoff for Subsequent Flights

1. Tap "Spray off" in the app and observe the feeder. Does it stop immediately, or does it perform a reset motion? A reset motion is normal.
2. If the feeder stops immediately (without resetting), reinstall the feeder motor magnet with its direction reversed.
3. If the magnet is damaged or lost, it must be replaced or reinstalled.

# J150 Drone Abnormal Vibration During Lifting Operations

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

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J150 Drone Abnormal Vibration During Lifting Operations

1. Inspect the connecting screws on the structural connections to ensure they are tight.
2. Check for any loose screws on the propulsion motors.
3. Verify that the firmware version is up to date.

# Flight Controller Upgrade Interrupted (ESC Beeping + Fault Displayed)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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Flight Controller Upgrade Interrupted (ESC Beeping + Fault Displayed)

1. Turn off the drone's main and backup battery and restart. If the backup battery cannot be turned off, manually unplug its wiring harness.
2. Restart the flight controller upgrade process. Ensure the main battery is turned off during the upgrade.
3. After the upgrade is complete, confirm that the firmware is the latest version. The drone is then ready for normal operation.

# J150 Flight Controller Data Loss After Firmware Upgrade

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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J150 Flight Controller Data Loss After Firmware Upgrade

1. Attempt to re-flash the firmware, or downgrade and then re-flash. (Ensure the version being flashed includes the ESC firmware). 2. Attempt to replace the main antenna, calibrate the magnetic compass, and then restart. 3. If the issue persists, attempt to replace the main controller.

# Precautions for J160 Carbon Fiber Propeller Maintenance After a Crash

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System
发布日期：2025-12-16 08:13:51

Precautions for J160 Carbon Fiber Propeller Maintenance After a Crash

1. Wear rubber gloves when replacing propellers after a crash. Damaged carbon fiber propellers may have exposed fibers or splinters that can cause injury if handled with bare hands. (The splinters are sharp).
2. Even if the carbon fiber propellers appear visually intact after a crash, their internal structure should be checked for deformation. If any deformation is found, the propellers must not be used; the blades must be discarded. Inspection Method: Press the center of the propeller blade with your fingertip to check for depressions or damage. If you can distinctly feel that the center has become hollow (normally it should feel solid with no depression), the blade is damaged.

# Current Distribution: Power Voltage Differential Too Large

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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Current Distribution: Power Voltage Differential Too Large

1. Inspect the rear power distribution board for wear or damage.
2. Inspect the battery interface.
3. Check the power cable harness connectors for any signs of melting.

# Flight Controller Main Antenna Fault + Auxiliary GPS Positioning Anomaly

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

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Flight Controller Main Antenna Fault + Auxiliary GPS Positioning Anomaly

1.Power off both the main and backup battery. Change the direction the aircraft is facing and check relevant wiring harnesses for any loose connections.

2. Troubleshoot to determine if the positioning module is damaged. This can be verified by replacing it with a new module.

3.If the module is not the issue, replace the main controller and verify if the fault is resolved.

# J150 Spraying System Overweight Error

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Weight Sensor (Load Cell)
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J150 Spraying System Overweight Error
1、Replace the weighing sensor （load cell）.
2、Replace the weighing sensor's wiring harness.
3、Replace the main controller. (This situation is less common, but it can still occur).

# J150 Co-controller firmware upgrade fails and remains stuck in the upgrading state

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

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J150 Co-controller firmware upgrade fails and remains stuck in the upgrading state

1.Attempt to re-flash the firmware. Alternatively, try downgrading to a previous version and then re-flashing the new version.

2.Use a data cable to re-flash the firmware.

# Why does the frequency pairing fail between remote controller and drone ?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

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Why does the frequency pairing fail between remote controller and drone ?
First, press and hold the pairing button on the remote controller for 3 seconds.
After the indicator light flashes red and green, press and hold the pairing button on the main controller for 3 seconds.
After approximately 30 seconds, the pairing indicator on the remote controller will turn solid green, which indicates that the pairing was successful.

# J150/J70 APP cannot log in, showing a network error or unknown error

EA-J150 / J70 / Faults & Troubleshooting / Software / App Login Failure

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1. Confirm that the remote controller's network connection is normal.
2. If the network is normal but you still cannot log in, you can long press the version number displayed on the login page. This will reset the APP and should resolve the issue.

# How to solve the APP login anomaly that prompts "Current time deviation for the remote controller is too large. Please adjust time and try again" and fails to log in?

EA-J150 / J70 / Faults & Troubleshooting / Software / App Login Failure

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If this login anomaly occurs, check the remote controller's network.
Go to the remote controller's time settings and refresh the incorrect time displayed to match the actual current time.
If the time does not update, try disconnecting and reconnecting the remote controller's network. Once the time is correct, try logging into the account again.

# How to handle APP login anomalies?

EA-J150 / J70 / Faults & Troubleshooting / Software / App Login Failure

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1. Network not connected:
Use the browser within the remote controller. If it can open a webpage but the app reports a network error during login, you need to reset the app.
2. Unknown error:
If the remote controller's network and the account are both normal, but the app reports an "unknown error" during login, you need to reset the app

# Crash Case: Caused by Entry/Exit Settings

General / Repair Workflow / Drone Crash Case Study
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Crash Case: Caused by Entry/Exit Settings
Event Reconstruction & Cause Analysis:
The cause of the crash in this case was incorrect parameter settings for the entry obstacle avoidance, which led to the aircraft striking an obstacle while entering the field. The aircraft was in an autonomous flight mode and collided with an obstacle on its way into the field, causing the crash. A review of the backend data revealed that the entry obstacle avoidance parameters were set incorrectly. This forced the aircraft to enter the field by flying level at its set takeoff altitude. Because both obstacle avoidance and terrain following were disabled for the entry path, the aircraft crashed into an obstacle on a sloped area.
Liability:
The liability for this accident is determined to be human error, and it is not covered by the warranty service. If the equipment is covered by hull insurance and/or third-party liability insurance, please submit a work order within 48 hours. If a third party is involved, please complete the work order submission within 24 hours and inform customer service for processing.
Solution:
Perception parameters include settings for entering the field, exiting the field, and fully autonomous operations. For entry and exit, there are three modes to choose from: "Do Not Follow Terrain Downward," "Terrain Following," and "No Terrain Following."
"Asend Only" means the aircraft will ascend to fly over obstacles ahead but will not decrease its altitude over dips or low-lying areas.
"Terrain Following Off" means the aircraft will adjust its altitude up and down according to its set flight height over both high obstacles and low-lying areas.
"Terrain Following On" means the aircraft's flight altitude is always maintained relative to the takeoff point's altitude, and it will not attempt to fly over obstacles even if they are detected.
Pay close attention to these parameter settings. It is crucial to check each perception function's parameters carefully to ensure they are correct before uploading the mission data and commencing the flight.

# Crash Case: Return-to-home path angle with power lines less than 60 °



发布日期：2025-11-25 01:50:23

Crash Case: Return-to-home path angle with power lines less than 60 °
Event Reconstruction & Cause Analysis:
The cause of the crash in this case was that during an automatic flight, after the aircraft completed its mission, its return-to-home path had an intersection angle of less than 60 ° with power lines. This caused the aircraft to detect a columnar obstacle ahead (a utility pole), ascend, and collide with the power lines, resulting in a crash. The mission data confirmed that the aircraft was operating autonomously and crashed into an obstacle outside the field while returning to home after completing its task. Firstly, the aircraft was flying at an angle of less than 60 ° relative to the power lines, which does not comply with the established rules for flying near power lines. Secondly, while flying forward, the aircraft detected a columnar obstacle ahead, ascended to avoid it, and struck the power lines, causing the crash.
Solution:
During flight operations, it is necessary to understand if the aircraft's entry and exit paths for the field are safe. If there are obstacles on these paths, perception parameters must be set to avoid them and ensure safe entry and exit. The angle between the flight path and power lines must be maintained at greater than 60 °. The speed for avoiding power lines must be controlled to within 4m/s (for the J100 model) or 7m/s (for J150/J70 models). When creating a new field, select the "Has Power Lines" option, provided the linear obstacles have a diameter greater than 1cm. Alternatively, you can set the flight altitude higher than the power lines during entry and exit to safely navigate into and out of the operational area.

# Drone Crash Case: Falling into Water

General / Repair Workflow / Drone Crash Case Study

发布日期：2025-11-25 01:50:26

Drone Crash Case: Falling into Water
Event Reconstruction & Cause Analysis:
The cause of the crash in this case was that during an automatic flight, when entering the field, the user had not selected the "Has Water Surface" option during the field creation process. This led to the aircraft descending to the water surface, resulting in a crash. The mission data confirmed that when the drone was operating in a field with a water surface, the "Has Water Surface" option was not selected, causing the aircraft to fail to recognize the water and crash upon entering the field.
Liability: The liability for this accident is determined to be human error, and it is not covered by the warranty service. If the equipment is covered by hull insurance and/or third-party liability insurance, please submit a work order within 48 hours. If a third party is involved, please complete the work order submission within 24 hours and inform customer service for processing.
Solution: Before flight operations, gain a detailed understanding of the operational terrain and the environment for entering and exiting the field. This allows for more effective configuration of the intelligent perception settings, leading to safer and more efficient flights. For this specific case, selecting the "Has Water Surface" option when creating the new field would have enabled the aircraft to effectively perform terrain-following operations over the water.
Video Tutorial Guide:

# Crash Case: Operating in a Field with a Water Surface

General / Repair Workflow / Drone Crash Case Study

发布日期：2025-11-25 01:50:29

Crash Case: Operating in a Field with a Water Surface

The cause of the crash in this case was that when operating in a field containing a water surface, the user did not select the "Has Water Surface" option when creating the new field. This resulted in the terrain-following operation descending into the water when its path crossed the water surface.

Event Reconstruction :

# What are the methods for operating a drone near power lines?

General / Features & Operation Tips / Operation Skill

发布日期：2025-11-25 01:50:33

What are the methods for operating a drone near power lines?
Scenario 1: Power lines at the boundary of the field. You can set higher entry and exit altitudes and add safety points to allow the drone to fly over the power lines to safely enter and exit the field.
Scenario 2: Power lines within the field. When creating a new field, select the "Power Lines Exist" option. In the operation settings, it is recommended to disable "Intelligent Resumption" and enable "Intelligent Terrain Following." When setting the flight paths, ensure they are as perpendicular to the power lines as possible, with an intersection angle greater than 60 ° .
Scenario 3: Operating in irregular fields with power lines on the entry/exit path. Obstacles such as power lines or trees may exist on the return-to-home path from a breakpoint. You can set safety points and specific entry/exit altitudes to avoid these obstacles.
Scenario 4: Crossing power lines and transition flight lines within the field. You can split the field into multiple sections or set safety points to ensure safe flight operations. Ensure the angle between the flight paths and the power lines is within the safe range for obstacle avoidance.

# Heading Alignment Calculation Anomaly



发布日期：2025-12-31 03:49:21

**Cause:**

This is reported if the difference between the heading calculated by the dual antennas and the heading calculated by the magnetic compass is greater than 20 degrees.

**Troubleshooting Method:**

1. Inspect the main antenna's connection cable and the connectors on the dual-antenna feeder lines.
2. Try restarting the aircraft. If the issue does not resolve, calibrate the magnetic compass and then restart again.

# Co-controller: Navigation Velocity Measurement Anomaly



发布日期：2025-12-31 03:53:22

## Cause

The error between the measured velocity value and the fused velocity value is outside a defined threshold. Specifically, if the discrepancy between the EKF's (Extended Kalman Filter) predicted vertical velocity and the observed velocity exceeds a threshold for 3 consecutive seconds, this anomaly is triggered.

## Troubleshooting Method

After landing, inspect the aircraft for any looseness in the arms or folding buckles. Check if the propellers are damaged and ensure the controller box and positioning module are securely mounted. If the fault continues, replace the main controller module.

# Co-controller: Remote Controller Signal Lost

EA-J150 / J70 / Faults & Troubleshooting / Flight Issues / Link Loss Handling

发布日期：2025-12-31 03:43:15

**Cause:**

1. There are obstructions or interference between the remote controller and the aircraft.
2. A signal loss will occur if the remote controller encounters strong signal interference.

**Troubleshooting Method:**

1. Ensure there are no obstructions or sources of interference in the surrounding environment that could affect the data link between the remote controller and the aircraft.
2. Perform the linking/pairing procedure between the remote controller and the aircraft again.
3.If it still fails to link, check if the image transmission version is displayed on the remote controller. If it is not displayed, replace the remote controller and try linking again.

# Abnormal MCU Firmware Upgrade for the SuperLink Communication Station



发布日期：2025-11-25 01:50:47

Abnormal MCU Firmware Upgrade for the SuperLink Communication Station
Solution: After upgrading the SuperLink station's MCU firmware, you must confirm that the version number matches the version you intended to install. If the version displays as "9.x" or "9.9.9", it means the base station has entered boot mode. Do not upgrade the image transmission firmware in this state, as it will permanently damage the P301 module. You must re-run the SuperLink firmware upgrade. The station will restart automatically upon successful completion.

# Unable to Link/Pair Between the Remote Controller and the SuperLink Communication Station


发布日期：2025-11-25 01:50:50

Unable to Link/Pair Between the Remote Controller and the SuperLink Communication Station
Cause: The image transmission firmware versions on the remote controller and the SuperLink station are inconsistent.
Troubleshooting Method: Update the firmware on both the remote controller and the SuperLink station to ensure their image transmission versions are identical.

# Remote Controller Fails to Charge Normally



发布日期：2025-11-25 01:50:53

Remote Controller Fails to Charge Normally
Cause: The remote controller's internal battery cell temperature is too high.
Troubleshooting Method:
1.Lower the controller's temperature to below 55 ° C before attempting to charge it.
2.Check if the remote controller is running the latest firmware version.

# Remote Controller Fails to Perform Frequency Pairing



发布日期：2025-11-25 01:50:58

Remote Controller Fails to Perform Frequency Pairing Cause: Anomaly in the remote controller's internal image transmission module or a failed firmware upgrade of the module. Troubleshooting Method: Ensure the image transmission module's firmware upgrade completed without errors and that a version number is displayed. If there is no version number, the remote controller needs to be returned to the factory for repair.

# Remote Controller Joysticks Cannot Be Centered During Calibration



发布日期：2025-11-25 01:51:01

Remote Controller Joysticks Cannot Be Centered During Calibration
Cause: Anomaly in the remote controller's joystick sensors.
Troubleshooting Method: Attempt to recalibrate. If the crosshairs cannot return to the center and the calibration repeatedly fails, the controller needs to be returned to the factory for repair.

# APP Data Synchronization Failure

EA-J100 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-25 01:51:04

APP Data Synchronization Failure

a. Check if the network connection and signal quality are good.

b. Use the "Retry" or "Skip" options; you can retry up to 5 times.

c. The server may be under a high load. Wait for some time before trying again.

# Cannot Find Fields / Field Deletion Fails in APP

EA-J100 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-25 01:51:07

Cannot Find Fields / Field Deletion Fails in APP
a. Search by the field name or field ID.
b. Check the Recycle Bin to see if it was accidentally deleted.
c. Check the backend system to see if the field exists and if its status has been set to "invalid" or "hidden".
d. Re-open the APP to trigger a data synchronization.
e. If the field does not exist on the backend, it was either not uploaded correctly while in offline mode or was permanently deleted.

# APP Fails to Pair with Drone

EA-J100 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-25 01:51:09

APP Fails to Pair with Drone

a. Check the linking status and verify if the linking indicator light is behaving abnormally.

b. Check for nearby sources of interference (the P301 module is susceptible).

c. Does the connection recover after restarting the app or manually re-initiating the pairing process? (If yes, this indicates an APP anomaly).

d. If step 'c' does not work, does the connection recover after restarting the drone? (If yes, this indicates a drone anomaly).

e. If step 'd' does not work, does the connection recover after restarting the remote controller? (If yes, this indicates an anomaly with the P301 module or the remote controller).

f. If none of the above steps resolve the issue, upload the logs and submit feedback.

# APP Continuously Fails to Send a Task

EA-J100 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-25 01:51:12

APP Continuously Fails to Send a Task

a. Diagnose the issue based on the specific and clear fault message returned by the app.

b. If the fault message is unclear, check for any real-time faults being reported.

c. For Spraying Fault 56, refer to troubleshooting cases related to the spraying system (newer versions of the app will report the specific fault).

d. For Perception Fault 79, refer to troubleshooting cases related to the field and the radar system (newer versions of the app will report the specific fault).

e. Check if the terrain is overly complex, especially with too many corners (consider splitting the field into smaller sections).

f. Check if the planned path is reasonable (try adjusting by choosing a better takeoff point, etc.).

g. Check if the drone is currently positioned inside an obstacle.

h. Exit the field menu, return to the app's home screen, wait for 1 minute, then re-enter the field menu and try again.

# Abnormal Display of Field Operation Trajectory



发布日期：2025-11-25 01:51:19

Abnormal Display of Field Operation Trajectory

a. Missed spraying/overspraying on parts of the route or in occasional areas: Check if the breakpoint and flight point information is normal.

b. The aircraft icon is moving, but the flight path is not being drawn: This may be a map rendering issue or a data blockage in the FlightInfo stream.

c. The aircraft icon is not moving, and the flight path is not being drawn: This indicates the flight message data stream is blocked.

- Check if the job data on the screen is changing. Try switching to the FPV feed to force a map redraw.
- Check if the drone's status and timestamp are updating.
- Check the drone's communication links for data transmission blockage or network latency.
- Check for interference and CRC errors.

d. The flight path continues to be drawn after the spraying area has been completed: Check if the nozzles are dripping or if there is a minimal, continuous flow.

# Remote Controller


发布日期：2025-11-25 01:51:22

Remote Controller
After a field operation is complete, why is there a discrepancy between the operation area and the actual area?
a. Surveyed field area: This can be created by hand-drawing, using an RTK device, or from 2D/3D maps. For hand-drawn fields, some points may be marked with RTK for higher accuracy.
b. Flight path operation area: This is calculated based on the flight trajectory points. (Sprayed Area = Total Length of Spraying Route × Line Spacing).
c. 3D operation area: The calculation in item 'b' is based on a 2D plane. The actual effective area will be significantly less when flying over varied terrain like mountains or slopes. The backend operations system currently provides the most accurate calculation by incorporating the 3D area. The data displayed in the mission interface is for reference only.

# Unable to Fast Charge the Battery


发布日期：2025-11-25 01:51:24

Unable to Fast Charge the Battery
Cause: One of the charger's internal modules has no power output, or only one of the two required fast-charging cables is connected.
Troubleshooting Method:
(1) Verify that both fast-charging cables are connected. If using a household power source, confirm that it uses a 4mm copper wire capable of supporting 9kW of power. Ensure the charger's power setting is configured to 9kW.
(2) Use the app to check the module's operating voltage to see if it is within the normal range and to verify if any charging module is failing to output power.
(3) Inspect the charger's wiring harnesses for any connection anomalies.
(4) Check if the charging module's cooling fan is operating normally. If it is not, remove the ventilated protective panel and clean out any dust.
(5) If the issue still cannot be resolved, the corresponding DC charging module needs to be replaced.

# Charger Cooling Fan Does Not Spin



发布日期：2025-11-25 01:51:27

Charger Cooling Fan Does Not Spin
Cause: The fan is jammed by a foreign object, or the fan's control port is abnormal.
Troubleshooting Method: Check if the fan is being obstructed by any foreign objects. Remove the protective cover and inspect the fan's wiring harness and connection port for any abnormalities.

# Charger Status Light is Red When Charging the Battery



发布日期：2025-11-25 01:51:29

Charger Status Light is Red When Charging the Battery
Cause: The charger is connected with two fast-charging cables, but one of the internal charging modules is faulty, preventing the fast-charging process.
Troubleshooting Method:
1.Inspect the power supply cable that connects the charger's input port to the generator's output port for any abnormalities, such as deformation or melting. If any are found, replace the cable and connectors immediately.
2. Check if the charging module's cooling fan is operating normally. If it is not, remove the ventilated protective panel and clean out any dust. If the issue persists, the corresponding DC charging module needs to be replaced.

# Battery Is Not Recognized and Won't Charge When Inserted Into the Charger



发布日期：2025-11-25 01:51:34

Battery Is Not Recognized and Won't Charge When Inserted Into the Charger
Cause: The charger's firmware is up-to-date, but the battery's firmware is not, preventing the battery from being charged. Poor contact due to deformation of the battery's interface or an abnormality in the signal terminal of the charger's connector.
Troubleshooting Method:
1.Upgrade the battery to the latest firmware version. Then, power the battery on, power it off, turn off the auxiliary/small battery, and insert it into the charger again to begin charging.
2.Replace the deformed rear connector (on the battery) and the charger's connector.

# Battery Is Not Recognized and Won't Charge When Inserted Into the Charger



发布日期：2025-11-25 01:51:36

Battery Is Not Recognized and Won't Charge When Inserted Into the Charger
Cause: The charger's firmware is up-to-date, but the battery's firmware is not, preventing the battery from being charged. Poor contact due to deformation of the battery's interface or an abnormality in the signal terminal of the charger's connector.
Troubleshooting Method:
1.Upgrade the battery to the latest firmware version. Then, power the battery on, power it off, turn off the auxiliary/small battery, and insert it into the charger again to begin charging.
2.Replace the deformed rear connector (on the battery) and the charger's connector.

# Battery Automatically Powers On from an Off State



发布日期：2025-11-25 01:51:38

Battery Automatically Powers On from an Off State
Cause: A transistor inside the top cover has been fried, possibly due to hot-swapping or water making contact with the interface.
Troubleshooting Method: Replace the battery's top cover, or have the D620 diode removed and replaced.

# Battery Prompts "BMS No Commun

EA-J100 / Faults & Troubleshooting / Hardware / Smart Battery

发布日期：2025-11-25 01:51:41

Battery Prompts "BMS No Communication"
Cause: The drone is unable to acquire communication information from the battery.
Troubleshooting Method:
(1) Inspect the communication busbars on the battery's interface and the aircraft's tail connector for any deformation, cracks, or dirt. If dirty, clean it promptly with alcohol. If it is severely blackened, replace it immediately.
(2) The issue may be caused by water ingress into the battery or by hot-swapping the battery, which can burn out components like diodes or communication ICs in the top cover. Please replace the battery's top cover.

# BMS: Single Cell Voltage Monitoring Disconnected

EA-J100 / Faults & Troubleshooting / Hardware / Smart Battery

发布日期：2025-11-25 01:51:44

BMS: Single Cell Voltage Monitoring Disconnected
Cause: In most cases, the voltage reported by the BMS is inconsistent with the voltage reported by the co-controller.
Troubleshooting Method: Go to the power management module. If there is an inconsistency, tap "Calibrate".

# BMS: Single Cell Undervoltage

EA-J100 / Faults & Troubleshooting / Hardware / Smart Battery
发布日期：2025-11-25 01:52:03

BMS: Single Cell Undervoltage
Cause: The battery has been over-discharged during flight, or improper storage has led to power depletion. The minimum cell voltage is below 3.2V.
Troubleshooting Method: On the remote controller, check the voltage of each cell to see if any are below 3.2V. Trickle charge the battery with a small current or return it to the factory for repair.

# BMS: Discharge Over-temperature

EA-J100 / Faults & Troubleshooting / Hardware / Smart Battery

发布日期：2025-11-21 09:50:49

BMS: Discharge Over-temperature
Cause: The maximum cell temperature has exceeded 80 ° C. A discharge alarm will not cut off power, but charging will be restricted.
Troubleshooting Method: Physically cool down the battery to bring it back to its normal operating temperature range (-5 ° C to 60 ° C)

# BMS: Discharge Low Temperature



发布日期：2025-11-21 09:49:06

BMS: Discharge Low Temperature
Cause: Due to environmental conditions, the battery cell temperature is below -5 ° C. Charging will be restricted, which may lead to an insufficient power supply for the aircraft.
Troubleshooting Method: Check if the ambient temperature is low. As a field solution, physically warm up the battery. You can place it in the aircraft and perform a manual, no-load flight to raise its temperature above 20 ° C before commencing autonomous flight.

# BMS: Discharge MOS Over-temperature



发布日期：2025-11-21 09:40:32

BMS: Discharge MOS Over-temperature
Cause: The MOSFET temperature has exceeded 90 ° C.
Troubleshooting Method: The resolution is the same as for "BMS: Discharge Over-temperature".

# BMS: NTC Open Circuit


发布日期：2025-11-21 09:40:36

BMS: NTC Open Circuit
Cause: The thermistor of the battery's BMS is abnormal, and its reading has reached a critical value.
Troubleshooting Method: Replace the thermistor or the battery's top cover.

# BMS: NTC Short Circuit


发布日期：2025-11-21 09:40:39

BMS: NTC Short Circuit
Cause: The thermistor (temperature-sensitive resistor) of the battery's BMS is abnormal, and its reading has reached a critical value.
Troubleshooting Method: Replace the thermistor or the battery's top cover.

# Spreading System: Outlet is Jammed



发布日期：2025-11-21 09:40:42

Spreading System: Outlet is Jammed
Cause: A large discrepancy has been detected between the expected position of the servo (for spread rate) and its actual detected position.
Troubleshooting Method: Check if the servo and the spinning plate are jammed. If there are no obstructions, check the servo wiring. If the wiring is normal, determine if the servo is damaged, and it may need to be replaced.

# Spreading System: Material Sensor ESC Disconnected



发布日期：2025-11-21 09:40:45

Spreading System: Material Sensor ESC Disconnected
Cause: CAN communication between the main controller and the spreader ESC box is disconnected.
Troubleshooting Method: Please check the wiring. If the wiring is normal, inspect the ESC box, and it may need to be replaced.
Spreading System: Outlet Gate is Jammed
Cause: A large discrepancy has been detected between the expected position of the servo (for spread rate) and its actual detected position.
Troubleshooting Method: Check if the servo and the spinning plate are jammed. If there are no obstructions, check the servo wiring. If the wiring is normal, determine if the servo is damaged, and it may need to be replaced.

# Spraying System: No Communication



发布日期：2025-11-21 09:40:50

Spraying System: No Communication
Cause: This is announced because the control system is not receiving data feedback from the spraying system.
Troubleshooting Method:
(1) Re-plug and inspect the spraying system wiring harness connected to the main controller. If this does not resolve the issue, the main controller needs to be replaced.
(2) If a "No Communication" or "Flow Meter Disconnected" error occurs, the aircraft will first hover. If the connection does not recover within 30 seconds, it will initiate a return-to-home. If it recovers within 30 seconds, it will automatically resume the operation.

# Flow Meter Disconnected


发布日期：2025-11-21 09:40:53

Flow Meter Disconnected
Cause: This may be triggered by a burnt-out nozzle ESC, which causes the flow meter port to report a disconnection. This is because, inside the main controller, the spray module's control board and the ESC port signal lines are controlled together.
Troubleshooting Method: A short circuit in the left nozzle's ESC (when viewing from the tail of the aircraft) can cause the flow meter to short-circuit. Disassemble the left side of the tail section to check if the nozzle's ESC is damaged. After unplugging the damaged ESC, power on the aircraft to test and verify if the ESC was the cause of the flow meter short circuit.

# Spraying System: A Disk ESC is Disconnected



发布日期：2025-11-21 09:40:56

Spraying System: A Disk ESC is Disconnected
Cause: Nozzle status information cannot be acquired. The nozzle's ESC is damaged, which prevents its information from being retrieved.
Troubleshooting Method: Check the ESC interface and the front/rear arm wiring harnesses for a poor connection. Inspect the exterior of the ESC's interface.

# Spraying System: Overweight Error from a Load Cell (Weight Sensor)

EA-J100 / Faults & Troubleshooting / Hardware / Spraying System
发布日期：2025-11-21 09:40:58

Spraying System: Overweight Error from a Load Cell (Weight Sensor)
Cause: The weight sensor detection is abnormal; a single load cell module is reporting a weight that exceeds the set maximum value.
Troubleshooting Method: Unplug and replace the corresponding weight sensor module.

# Spraying System: Abnormal Operation of a Disk or Gear ESC



发布日期：2025-11-21 09:41:02

Spraying System: Abnormal Operation of a Disk or Gear ESC
Cause: Excessive current or high temperature.
Troubleshooting Method: Power off the aircraft, allow the gear or disk ESC to cool down, and then restart to see if it returns to normal. If it does not recover, inspect the gear or disk ESC. It may be necessary to replace the nozzle's ESC.

# Spraying System: Water Pump ESC Disconnected



发布日期：2025-11-21 09:41:09

Spraying System: Water Pump ESC Disconnected
Cause: After a nozzle's ESC disconnects, it may short-circuit the water pump, as the water pump and the nozzle's ESC control interface are on the same circuit.
Troubleshooting Method: Identify whether the left or right pump is disconnected. On the side of the disconnected pump, unplug the nozzle's ESC to see if the anomaly persists. If the fault continues, replace the water pump.

# Spraying System: Left/Right Flow Meter Disconnected



发布日期：2025-11-21 09:41:12

Spraying System: Left/Right Flow Meter Disconnected
Cause: After the ESC for the left nozzle disconnects, it may short-circuit the flow meter, as the flow meter and the nozzle's ESC control interface are on the same circuit.
Troubleshooting Method: Unplug the ESC for the left nozzle and try powering on the system. If the fault disappears, replace the nozzle's ESC. If the fault persists, replace the flow meter.

# Propulsion Assembly: A Motor has Stalled



发布日期：2025-11-21 09:41:15

Propulsion Assembly: A Motor has Stalled
Cause: This is caused by a poor connection or the jamming of the propulsion motor.
Troubleshooting Method: Rotate the motor by hand. If you feel any resistance or if a foreign object is present, replace the motor immediately. Another possible cause is that the insulation on the motor's three-phase wires is damaged, allowing the copper cores to touch each other.

# Propulsion Assembly: A Motor has an Overcurrent



发布日期：2025-11-21 09:41:19

Propulsion Assembly: A Motor has an Overcurrent
Cause: When the output current exceeds the programmed threshold, a "motor overcurrent" fault will be announced. This is typically caused by excessive payload, damaged or deformed propellers, or an incorrectly angled motor mount, which requires more power to generate lift. A physical inspection is required. Additionally, check if a custom-molded copper busbar has been added to the battery's rear connector.

# Propulsion Assembly: A Motor is Overheating



发布日期：2025-11-21 09:41:22

Propulsion Assembly: A Motor is Overheating
Cause: The motor may be jammed, causing an excessive output current and raising the temperature to the motor's critical limit.
Troubleshooting Method: Check if the motor is obstructed by any foreign objects. Allow it to cool down for a period and then restart. If the fault persists, please replace the motor.

# Propulsion Assembly: A Communication Link is Disconnected (Beeping from Motor/ESC)


发布日期：2025-11-21 09:41:26

Propulsion Assembly: A Communication Link is Disconnected (Beeping from Motor/ESC)
Cause: There is an abnormal communication between the main controller and the power ESC (Electronic Speed Controller), and information related to the motor cannot be retrieved.
Troubleshooting Method: Inspect the motor signal wiring harness for any damage and ensure the power supply plug is securely connected.

# Unable to Switch to Auto Mode, or "Auxiliary GPS Error Too Large" is reported

EA-J100 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

发布日期：2025-11-21 09:41:29

Unable to Switch to Auto Mode, or "Auxiliary GPS Error Too Large" is reported
Cause: There is a large discrepancy in the GPS data between the main and auxiliary antennas. Troubleshooting Method:
(1) Check for any signal obstructions or if the aircraft is indoors. (Note: Operating under bridges is strictly prohibited, as GPS signal may be lost, causing the drone to drift and crash).
(2) If there are no signal obstructions, it is necessary to replace the positioning module for cross-verification.

# Case Six: Domain Controller: Rotating Radar Sensor No Data

EA-J100 / Faults & Troubleshooting / Hardware / LiDAR & Radar
发布日期：2025-11-21 09:41:32

Domain Controller: No Data from Forward or Downward Radar Sensor
Cause: The domain controller successfully recognizes the radar, but if it fails to acquire radar point cloud data for 1.5 consecutive seconds during flight, a "no data" fault is triggered, and the aircraft will hover. If the connection recovers within 30 seconds, the operation will resume. The "no data" issue is not always accompanied by a "no communication" error; it may be that the radar itself is faulty. If a "no communication" error is reported at the same time, proceed with the troubleshooting steps for a communication fault.
Troubleshooting Method:
① Check the backend system to see if the radar has reported any faults (e.g., an encoder abnormality). If the lack of data is caused by the radar continuously reporting faults, replace the radar.
② It is recommended to first unplug the FPV. (Water ingress causing a short circuit in the FPV can lower the radar's power supply voltage, leading to abnormalities in the scanning system.) Then, test to see if the system returns to normal.
③ It is recommended to dismantle the radar and check for any unusual noises. If unusual noises are present, it is recommended to return the radar to the factory.
④ If there are no unusual noises, it is recommended to replace the radar for cross-verification.

# Forward LiDAR No Communication



发布日期：2025-11-21 09:41:34

Cause: The domain controller successfully recognizes the radar, but if it fails to acquire any data from the radar for 1.5 consecutive seconds during flight, a "no communication" fault is triggered, and the aircraft will hover. If the connection recovers within 30 seconds, the operation will resume. A "no communication" error is generally accompanied by a "no data" error.

Troubleshooting Method:

It is recommended to first unplug the FPV. (Water ingress causing a short circuit in the FPV can lower the radar's power supply voltage.) Then, test if the system returns to normal.

It is recommended to perform cross-verification by swapping in a new wiring harness or a new radar.

It is recommended to replace the main controller, as the issue may be an internal network link anomaly within the main processor ("brain").

# Radar Not Recognized


发布日期：2025-11-21 09:41:37

Cause: Within 45 seconds of startup, the domain controller attempts to establish a network connection with the radar. Recognition is successful if the connection is established and radar data is received. If the connection cannot be established or no radar data is received within this 45-second window, the recognition fails.
Troubleshooting Method: To check, go to: APP Main Interface -> Device Management -> Drone, then scroll down to view the working status of each radar (try tapping "Refresh").
① If both the forward LiDAR and downward radar are not recognized simultaneously: This is highly likely a power supply line abnormality (the radars are not receiving power). This is especially common after a crash repair or after rerouting wires. It is strongly recommended to inspect the power supply lines first.
② If a single radar is not recognized:
Troubleshooting Method:
(1) It is recommended to first unplug the FPV. (Water ingress causing a short circuit in the FPV can affect the radar's power supply.) Then, test if recognition becomes normal.
(2) It is recommended to perform cross-verification by swapping in a new wiring harness and a new radar.
(3) It is recommended to replace the main controller, as the issue may be an internal network link anomaly within the main processor ("brain").

# Main Controller Cooling Fan Not Working



发布日期：2025-11-21 09:41:44

Cause: Besides damage from a crash, a possible cause is a short circuit in the FPV after it has been damaged, which in turn damages the FPV wiring harness or the main controller's power supply.
Troubleshooting Method:
(1) First, inspect the fan's wiring harness for any signs of damage.
(2) Connect the fan's wiring harness to a new main controller's interface to see if it operates. If it works, the original main controller should be replaced.
(3) Unplug the FPV wiring harness to see if the fan starts working. If it does, replace the FPV wiring harness.
(4) Disassemble the main controller and replace the fan.

# Domain Controller: No Communication

EA-J100 / Faults & Troubleshooting / Hardware / Main Controller

发布日期：2025-11-21 09:41:46

Cause: Data from the current domain controller is not being detected.
Troubleshooting Method: Tap the "Reboot" button in the app to perform a soft restart. If this does not resolve the issue, the domain controller firmware must be re-flashed.

# Domain Controller: Co-controller Communication Anomaly

EA-J100 / Faults & Troubleshooting / Hardware / Main Controller

发布日期：2025-11-21 09:41:49

Cause: Abnormal data has been detected from the current co-controller.
Troubleshooting Method: Perform a restart by turning off both the main and backup power. If this does not resolve the issue, the co-controller firmware must be re-flashed.

# Domain Controller: No Path Found, Please Switch to Manual and Then Back to Auto

EA-J100 / Faults & Troubleshooting / Hardware / Main Controller
发布日期：2025-11-21 09:41:51

Cause: The aircraft suddenly detects an obstacle within the safe distance threshold in its forward direction and cannot avoid it in time (this can be triggered by water mist, sand/dust, thin wires, radar noise, etc.). If the radar identifies an obstruction that cannot be bypassed, it will report, "No path." This is a J100 safety identification feature with a high recognition capability for linear obstacles. If the radar surface becomes dirty with residue from spray liquid due to terrain variations, it must be wiped clean with alcohol. This should be done after every flight to ensure maximum safety.
Solution:
(1) Switch to manual mode. Using the radar display and FPV feed, maneuver the aircraft forward or backward for a short distance to get around the obstacle shown on the radar dial. Then, switch back to automatic mode and select "Return to Projection Point" (do not select "Return to Breakpoint").
(2) With only the terrain-following function enabled and after confirming there are no overhead power lines, switch to manual mode. Using the radar dial and FPV feed, ascend the aircraft 3 to 5 meters. Then, switch back to automatic mode and select either "Return to Breakpoint" or "Return to Projection Point".
(3) If there is a large amount of sand and dust at the takeoff location, it is recommended to set a higher takeoff altitude. This will reduce the interference from the dust to some extent.
Domain Controller: No Path Found - Cause 1: During its return-to-home sequence, when the aircraft needs to adjust its altitude, it detects an object within its safety perimeter that is taller than the aircraft itself.
Cause: The aircraft attempted to adjust its altitude but could not proceed because the safety distance was too small.
Troubleshooting Method: Switch to manual mode. Using the radar dial and FPV feed, operate the aircraft away from the object that is taller than it, and then tap the return-to-home button again.
Domain Controller: No Path Found - Cause 2: When the terrain-following function is disabled but obstacle avoidance is enabled, if there is an obstacle within the safety distance of the aircraft's target waypoint, it will perform an emergency stop and announce, "No path."
Troubleshooting Method:
(1) If the obstacle is at a planned waypoint, you can switch to manual mode and fly the aircraft toward the next flight path. After switching back to automatic, select the projection point for the next flight path.
(2) If the issue is caused by a breakpoint from the previous flight (where the operation was interrupted due to a "no path" error), you can use the "Move Breakpoint" function in the app.
Note: After a "no path" error is triggered, if no action is taken within 30 to 60 seconds, the flight controller will initiate an automatic return-to-home (ascending to the highest point of the current operational area and returning). Because this return flight does not include obstacle avoidance, it may lead to a crash. If this situation occurs, you must switch to manual mode quickly and not wait idly.

# Domain Controller: Pose Lost


发布日期：2025-11-21 09:41:53

Domain Controller: Pose Lost
Cause: The main processor ("brain") is not receiving attitude and position information from the flight controller.
Troubleshooting Method: Move the aircraft to an open outdoor area and restart it. If this does not resolve the issue, replace the main antenna.

# Domain Controller: No Data from Forward or Downward Radar Sensor



发布日期：2025-11-21 09:41:57

Domain Controller: No Data from Forward or Downward Radar Sensor
Cause: The domain controller successfully recognizes the radar, but if it fails to acquire radar point cloud data for 1.5 consecutive seconds during flight, a "no data" fault is triggered, and the aircraft will hover. If the connection recovers within 30 seconds, the operation will resume. The "no data" issue is not always accompanied by a "no communication" error. It may be that the radar itself is faulty. If a "no communication" error is reported at the same time, proceed with the troubleshooting steps for a communication fault.
Troubleshooting Method:
① Check the backend system to see if the radar has reported any faults (e.g., an encoder abnormality). If the lack of data is caused by the radar continuously reporting faults, replace the radar.
② It is recommended to first unplug the FPV. (Water ingress causing a short circuit in the FPV can lower the radar's power supply voltage, leading to abnormalities in the scanning system.) Then, test to see if the system returns to normal.
③ It is recommended to dismantle the radar and check for any unusual noises. If unusual noises are present, it is recommended to return the radar to the factory.
④ If there are no unusual noises, it is recommended to replace the radar for cross-verification.

# Unable to Enter Fusion Mode



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Unable to Enter Fusion Mode

Cause: A communication link cannot be established between the cloud link and the data transmission link.

Troubleshooting Method: If the cloud link is not operating smoothly, check whether the remote controller's 4G network, the drone's 4G network, and the backend server are functioning normally. If the data transmission link is not operating smoothly, check whether the 2.4G data transmission signal for both the remote controller and the aircraft is normal. The issue will be resolved once both links are confirmed to be functioning correctly.

# Pre-Flight Checklist: Required Drone Performance Checks

General / Features & Operation Tips

发布日期：2025-11-21 09:42:03

1.Confirm that the arm locks are secured. All personnel should be at least 10 meters away from the drone.
2.Ensure the drone and remote controller are connected properly. In an open area, map a small plot (approx. 0.1-0.2 hectares). After sending the mission, switch to manual mode to unlock the motors. Take off to an altitude of about 0.7 meters. Test the stick responsiveness with small movements. Test the spraying function and hovering stability; the drone should not have any obvious vibrations. After landing, switch back to automatic mode.
3.In auto mode, enable Terrain Following, configure the parameters, and send the mission to test autonomous operation. Ensure the drone's attitude and performance are normal and that it returns to home and lands autonomously after completing the mission. (Before handing over the drone, confirm the remote controller's stick mode is set to the owner's preferred mode.)

# Pre-Flight Checklist: Propulsion and Spraying System Checks

General / Features & Operation Tips

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1.Ensure the drone passes its self-check with no errors reported. The firmware should be the latest version. Calibrate the spray tank's weight system.
2.Fill the tank with water to test the spraying system. Ensure there are no leaks and that the actual output matches the set rate.
3.In an open area, switch to manual mode and briefly engage the motors to test their responsiveness.

# Pre-Flight Checklist: Arm and Joint Requirements

General / Features & Operation Tips

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1.The arms must have no deformation or cracks. The joint parts must have no cracks or deformation.
2.The safety lock assembly must be free of breaks or cracks.
3.After the safety lock is secured, the arm should be tight with no excessive play.

# Pre-Flight Checklist: Propulsion Motor Requirements

General / Features & Operation Tips

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1.The motors must have no deformation or unusual noises. The enameled wires and power cables must be undamaged. The anti-wear foam must be in place and not shifted. The wiring harness must be securely fastened.
2.Check and tighten the 4 screws securing the motor to the motor mount. The required torque is 7 N · m.
3.Check and tighten the 6 screws connecting the motor mount to the carbon fiber arm tube. The required torque is 5 N · m.

# Pre-Flight Checklist: Propeller Requirements

General / Features & Operation Tips

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1.Check the propellers for any deformation and check the blade edges for any nicks or damage. Confirm that the propeller model matches the model number indicated on the carbon fiber arm tube. Ensure the propeller washers are installed correctly.
2.Check and tighten the 4 screws securing the propeller clamp to the motor. The required torque is 5 N · m.

# J150 Mapping Stitching Error

General / Features & Operation Tips / Low-Altitude Aerial Mapping

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Currently, there is only a temporary solution for this issue.
1.Restart the app.
2.If restarting does not work, you must perform a factory reset. After the reset, wait 15 minutes before you can start the map stitching process. Note that this will require you to re-fly the surveying mission.

# J70/J150 Super-Link Station Power and Pairing Methods

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Super-Link Station

发布日期：2025-11-21 09:42:33

The power-on and power-off methods are different.

# How to Power On/Off the 6.0 Super-Link Communication Station

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Super-Link Station

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Power On: From a powered-off state, press and hold the power button until the indicator lights flash, then short-press the power button again to turn it on.

Power Off: From a powered-on state, short-press the power button until the indicator lights flash, then press and hold the power button to turn it off.

# How to Set Up the Super-Link Communication Station

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Super-Link Station

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1.Connect the Super-Link station to its tripod.
2.Set it up at the highest possible point in the operation area (ensure the tripod is level and stable) and make sure it is in an open area, free from obstructions that could affect the signal.

# How to Pair the Super-Link Communication Station

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Super-Link Station

发布日期：2025-11-21 09:42:20

1. Ensure the drone and the remote controller are already paired.
2. Pairing the station with the remote controller: Press and hold the power button on the Super-Link station until its RC light flashes red and green, indicating it has entered pairing mode. Then, either initiate pairing from the app (Device Management > Super-Link Communication Station > Connect and Pair) or press and hold the pairing button on the top-left of the remote controller for 3 seconds until its light also flashes red and green. Wait for the two devices to connect. A successful pairing is confirmed when the RC light on the station and the pairing light on the remote controller both turn solid green. If pairing fails, repeat the process.

# What are the Four Functions of the 6.0 Super-Link Communication Station?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Super-Link Station

发布日期：2025-11-21 09:42:23

Signal Relay, Offline Base Station, Lifting Guidance, and High-Precision Surveying.

# What to Do if the Super-Link Communication Station is Damaged

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Super-Link Station

发布日期：2025-11-21 09:42:25

If the Super-Link Communication Station is damaged, only the antennas can be replaced by the user. All other issues require returning the unit to the factory for repair

# Surveying Tool Repair Method

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Surveying Tool

发布日期：2025-11-21 09:42:28

For any issue with the surveying tool other than firmware problems, the unit must be returned to the factory for repair.

# J70/J100/J150: Remote Controller Disconnects at Around 50 Meters

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

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1. If the drone disconnects at close range after takeoff, it is most often caused by a broken antenna wire on one side of the remote controller. Open the controller to inspect the wires.
2. A broken antenna wire on the drone side can also cause this issue.
3. Use a different remote controller to troubleshoot and determine which side (drone or original RC) has the problem, then replace the corresponding part.

# RC Reports "SIYI Video Transmitter Not Detected" and Tilt Left Wheel Doesn't Move the Virtual Gimbal

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:42:47

Cause: "Ethernet tethering" in the "Hotspot & Tethering" settings is not enabled; or there is an FPV firmware version issue.
Troubleshooting Method: Check the remote controller's network settings to ensure Ethernet tethering is enabled. Power cycle the drone's main system. Unplug and replug the FPV wiring harness. Re-flash the drone's video transmission firmware. Replace the FPV module.

# Firmware Upgrade Issues for Devices in the App

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:42:53

a. App firmware download error: Ensure the remote controller has a good network connection and try again.
b. Firmware download error for a specific device: Restart the device; the device may have a poor network connection.
c. Follow the on-screen upgrade steps: Some devices require specific connection procedures as instructed.
d. Upgrade progress is abnormal but reports success: Restart the device to confirm the new version.

# Why is there a Red Alert in the App?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

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There are three possible reasons:
1.Drone is outside the geofence: Check if the drone is in the designated country of operation.
2.Drone is not activated: Follow the procedure to activate the drone.
3.Low battery warning: The battery level is low. Please replace the battery.

# How to Pair the Remote Controller with the Drone

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:43:00

1.Press and hold the blue pairing button on the top-left of the remote controller for 3 seconds. The status light will begin flashing red and green alternately.
2.Press the pairing button on the drone's main controller for over 3 seconds. The main controller's status light will begin flashing red and blue alternately.
3.Wait for about 30 seconds. The pairing is successful when the remote controller's pairing light turns solid green and the main controller's light turns solid blue.

# RC Signal Disconnects at Close Range After Takeoff

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:43:03

Possible Cause: An internal break in one of the remote controller's antenna wires.
Troubleshooting Method: Disconnect each antenna wire one by one to check for internal breaks, or test with a different remote controller.

# Remote Controller Can't Log In to App / No Network

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:43:05

Possible Cause: The SIM card in the remote controller has expired, been suspended, or is locked.
Troubleshooting Method: Test by connecting the remote controller to a mobile hotspot to see if it can get online. Contact the service provider to confirm the SIM card's status.

# Remote Controller Stick Problems and Faults

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:43:07

Symptom 1: The drone takes off automatically and drifts to one side, then self-corrects after reaching an altitude of two meters.
Symptom 2: After switching to manual mode, the drone drifts in one direction without any stick input.
Possible Cause for 1: Abnormal remote controller stick.
Possible Cause for 2: The remote controller stick is not centered.
Troubleshooting Method: Go to the stick calibration screen and check if the sticks are centered. Recalibrate them.

# What are the Remote Controller Stick Modes?


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Mode 2 (Default - "American Hand"):
Left Stick: Controls ascent/descent and yaw (turning left/right).
Right Stick: Controls forward/backward and side-to-side roll.
Mode 4 ("Chinese Hand" - Reverse of Mode 2):
Right Stick: Controls ascent/descent and yaw (turning left/right).
Left Stick: Controls forward/backward and side-to-side roll.
Mode 1 ("Japanese Hand"):
Left Stick: Controls forward/backward and yaw (turning left/right).
Right Stick: Controls ascent/descent and side-to-side roll.

# How the Remote Controller Works

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

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The remote controller sends control commands via RF (Radio Frequency) signals, which the drone receives and interprets to adjust its flight status. Simultaneously, the drone's video transmission module sends flight data and images back to the remote controller via RF signals, enabling bi-directional data transmission.

# Remote Controller Maintenance Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

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1.Be careful during disassembly and assembly; do not use excessive force. Note that there is a screw on both the left and right sides hidden under the soft rubber grips on the back.
2.The control sticks are precision components; protect them from external impact. Before test-flying a customer's drone, confirm if they use Mode 2 ("American hand") or Mode 1 ("Japanese hand") and change the setting to your preferred mode. Remember to change it back for the user after the test flight.
3.After disconnecting the power for internal maintenance, you must plug the remote controller into a charger to power it back on.

# Status Indicator Light Meanings (Bottom-Right)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

发布日期：2025-11-21 09:43:38

Solid Blue: Remote controller is connected and functioning normally.
Solid Red: Remote controller's battery gauge communication error.
Flashing Red: Stick disconnection.
Solid Yellow: Remote controller battery temperature is above 60 ° C.
Flashing Yellow: Remote controller battery temperature is above 55 ° C.

# Pairing Button Light Meanings (Top-Left)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

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Solid Green: Paired and connected to the drone or Super-Link station.
Flashing Green: Paired but not connected to the drone or Super-Link station.
Solid Red: Not paired.
Flashing Red and Green: Pairing in progress.
Flashing Red: Video transmission module is initializing or has an error.

# EAV-RC60 Remote Controller: Introduction to Parameters and Functions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Remote Controller

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The RC60 remote controller uses advanced digital video transmission technology with adaptive frequency hopping, which automatically selects the channel with the lowest interference. Equipped with high-gain antennas, it supports ultra-long-range communication up to 2 km. It features a high-performance Qualcomm octa-core CPU with hardware decoding capabilities for H.264 or H.265 at 1080P@60FPS. This powerful processing performance reduces video transmission latency to 320ms, ensuring what you see is what the drone encounters in real-time. The remote controller integrates a 7.02-inch, 1920x1200 HD display with a peak brightness of 1500 cd/m. It includes a high-performance 6nm processor, 8GB of RAM, and 128GB of storage, combined with a powerful cooling fan, creating an all-in-one 1080P digital video transmission Android handheld ground station.

# J70/J150 Charger Light Meanings



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Battery Lights:
The LEDs indicate the charging status of the inserted battery.
Solid Yellow: Not charging and no battery detected.
Flashing Green: Charging in progress.
Solid Green: Charging complete.
Fault Indicator Light:
The LED indicates a fault condition.
Flashing Red: Charger or battery alarm.

# Cooling Charger Battery Light Meanings


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Solid Yellow: Not charging and no battery detected.
Flashing Yellow: The battery is reporting an alarm.
Flashing Green: Charging in progress.
Solid Green: Charging complete.
Solid Red: Charging has stopped due to a battery protection trigger.

# Cooling Charger Status Light Meanings



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Light Off: The charger is not communicating with the power supply modules.
Green Light Flashing: The charger is communicating with only one power supply module.
Solid Green Light: The charger is communicating with two power supply modules.
Solid Red Light: Relay fault / Power supply fan fault / Address conflict.

# Cooling Charger Fault: Slow Charging



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Possible Cause: The charger's cooling fan is stuck.
Troubleshooting Method: The status light will turn red. Open the cover of the corresponding module, inspect the fan, and clear any foreign objects.

# Cooling Charger Fault: Single Module Won't Charge, but Dual Modules Can Fast Charge

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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Cause: The 24V power supply for one of the modules is damaged.
Troubleshooting Method: Power the faulty module individually. You will see its status light is normal, but all status lights on the charger's main control panel remain off.

# What Causes the Cooling Charger to Charge Slowly?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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1.The battery's internal temperature is below 15 ° C.
2.The battery's internal temperature is above 60 ° C because the cooling fan is not running.
3.One of the charging modules is damaged.
4.The charger's cooling vents are blocked.
5.A module's cooling fan is stuck. These issues should be checked one by one.

# Cooling Charger Maintenance Guide

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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1.Charger Repair: Inspect the charger's power cables for damage and replace any that are faulty.
2.Internal circuit failures must be inspected and repaired by a qualified professional to replace damaged electronic components.
3.Troubleshoot slow charging issues.
4.When replacing a damaged charger module, pay close attention to the wiring positions and ensure all screws are securely tightened.

# Cooling Charger Usage Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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1.The charger requires two separate 220V single-phase power sources. If you have a three-phase power supply, you can create two independent 220V single-phase sources by connecting one of the three live wires to the neutral wire for each source.
2.In a household environment, ensure the wall outlet and circuit can support 5,000W. Warning: Never use the dual plugs when charging with a household outlet. Use a 16A plug with 2.5 mm wiring. The charger will automatically detect the power source and switch to a lower 5,000W charging mode to prevent overloading the home's electrical system.
3.When charging outdoors, be aware that the charger is not waterproof. Water damage is not covered under warranty and repair costs will be borne by the user.

# J150 Cooling Charger Power and Charging Time

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Accessories / Cooling Charger

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The smart battery is paired with the JM-C60 cooling charger. At full power, it can charge one battery from 30% to 95% in 9 minutes. The charger's full power output is 12,400W. When using a standard household outlet, only a single plug is permitted, and it will take approximately 20 minutes to fully charge one battery.

# J70/J100/J150 Smart Battery Light Patterns and Fault Meanings

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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The status light patterns for the J70, J100, and J150 are the same.

# Smart Battery Storage and Transportation Requirements

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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1.Prepare fire safety equipment in advance where batteries are stored, including fire sand, asbestos gloves, and a fire blanket. Store batteries separately in a dedicated battery storage cabinet.
2.In case of a battery fire, extinguish it quickly with water, or cover it with fire sand or a fire blanket using asbestos gloves.
3.CO2 or dry powder fire extinguishers can only temporarily suppress the flames; they cannot fully extinguish a lithium battery fire.
4.The person who first discovers the fire should attempt to extinguish it immediately while calling for backup to minimize property damage and personal injury.
5.During transport, place batteries separately to prevent them from colliding with other hard objects, which could cause damage and create a safety hazard.
6.When transporting in rainy weather, protect the batteries to prevent them from being directly exposed to rain, which could create a safety hazard.
7.Store batteries with a partial charge and perform regular charge/discharge cycles to maintain their health and extend their lifespan.

# Battery Upgrade Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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To upgrade firmware, you must place each battery into the drone one by one to complete the process. Using batteries with different firmware versions mixed together can cause the drone to crash during flight.

# What to Do if Multiple Battery Connectors are Burnt

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

发布日期：2025-11-21 09:44:07

Cause: The connectors burn out when the drone is powered on.

Troubleshooting Method: Replace the connectors. Whether on the battery or the drone side, if one connector is damaged and replaced, you must inspect the corresponding connector for any issues.

# What to Do if a Smart Battery Accidentally Falls into Water

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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Immediately remove the battery from the water and place it in a safe, open area. Separate the top cover from the battery cells. Stay away from the battery until it is completely dry.

# What to Do if a Smart Battery is Dropped and Damaged

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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If a battery is dropped and damaged, immediately move it away from flammable materials and people. Place it in a battery safety box (explosion-proof container) and send it to a service center with a description of the incident. The battery must be fully discharged before it can be disposed of.

# Battery Usage and Handling Requirements

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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1.Warning: Never plug in or unplug the battery while it is powered on. This can damage the battery's smart board.
2.Only use original, authentic batteries and chargers.
3.When operating in low temperatures during winter, warm up each battery before starting a mission. Hover the drone until the battery temperature reaches at least 15 ° C to ensure safe operation.
4.When inserting a battery, do not let it drop freely into the battery rails. This can damage both the battery connector and the drone's rear connector.

# Smart Battery Maintenance Guide

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Smart Battery

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1.If the battery is swelling or its flight time has significantly decreased, replace it with a new one. For poor connections, clean the oxidized layer and dust from the battery and aircraft connector surfaces with a cotton swab and alcohol.

2.If the battery connector is blackened and cannot be cleaned, or if it is severely worn, replace the corresponding connector.

3.Disassembly sequence: First, remove the four rubber plugs on the top with a small flathead screwdriver. Remove the four screws on the lower left and right sides of the top cover, as well as the four screws on top. Lift the cover from the side with the indicator lights. Disconnect the wiring harnesses starting from the positive terminal and moving left. Wrap the positive and negative terminals with insulating tape.

4.Installation sequence: Install the connections starting from the negative terminal and moving in order. Important: Connect the positive terminal last.

# How the Smart Battery Works



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The battery converts chemical energy into electrical energy through a chemical reaction to power the drone. The charger converts AC power into DC power suitable for the battery and uses charging algorithms, such as constant current and constant voltage, to ensure safe and efficient charging.

# Spreading System Fault: No Error Reported, Spinner Disc Rotates, but Spread Width is Only 2-3 Meters



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Possible Cause: The spinner disc nut is not fully tightened.

Troubleshooting Method: Reinstall the spinner disc. Make sure it is properly seated on the positioning pin before tightening the nut, then secure it with the cotter pin.

# Spreading System Fault: Drone Continues to Fly When Tank is Empty

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Speading System

发布日期：2025-11-21 09:44:25

Possible Cause: The empty-tank sensor (the rotating "beak") is not spinning when the tank is empty.
Troubleshooting Method: With the tank empty, check if the sensor is rotating. Use a small stick to briefly block it and then release it to see if it starts to spin. (Warning: Never put your hand inside the tank while the system is powered on.)

# How the Spreader Works

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Speading System

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Material from the tank feeds into the auger by gravity. Based on the set application rate, the system precisely controls the auger's rotation speed to deliver material onto the spinner disc. The spinner disc then rotates at a corresponding speed to achieve the set spread width, distributing the material accurately.

# Spreader Maintenance Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Speading System

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1.Reports "Empty" with material in the tank: Check if the small rotating arm (the "beak") of the empty-tank sensor motor is damaged.
2. Doesn't return to home when empty: Check if the empty-tank sensor motor's rotating arm is stuck.
3. Flies with material but doesn't spread: Check if the auger is stuck.
4.Leaks material during flight: Check if the spinner disc motor is functioning correctly.
5.Auger motor or spinner disc motor reports an error: Check the wiring harness for damage or connector corrosion.

# What should be noted when cleaning the spreader after use?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Speading System

发布日期：2025-11-21 09:44:30

1.Due to the high corrosiveness of many fertilizers, clean the hopper and spinner area immediately after each use. Rinse with clean tap water to remove residual granules. After rinsing, dry remaining water with an air gun or a clean cloth. Avoid water ingress into wiring harnesses and connectors during cleaning.
2.Do not service or touch the feeder or spinner while the system is powered on. This may cause injury.

# Spraying Fault: Slow Spray Rate on One Side

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

发布日期：2025-11-21 09:44:34

Possible Cause: The solenoid valve is not fully opening.
Troubleshooting Method: On the ground, disconnect the inlet hose of the solenoid valve and start the spray function to see if the output starts at the same time. Adjust the solenoid valve's tension screw.

# Spraying Fault: App Shows Equal Flow Rate, but One Pump's Speed is Higher

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

发布日期：2025-11-21 09:44:37

Possible Cause: The diaphragm inside the solenoid valve is deformed or has come loose.
Troubleshooting Method: Disassemble the solenoid valve, inspect the diaphragm, and replace it if necessary.

# Spraying Fault: Set Application Rate Does Not Match Actual Output (Over-spraying)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

发布日期：2025-11-21 09:44:40

Possible Cause: There are a large number of air bubbles in the liquid.

Troubleshooting Method: Mark out a rectangular plot and test with clean water. Check if the actual application rate is more than 10% different from the set rate. After turning off the tank agitator, wait 3 minutes before filling the tank to run the test. During the test, observe the spray page to see if the pump speed is high while the flow rate reads 0, even though a large amount of liquid is actually being sprayed.

# How the J150 4th Gen Atomizing Nozzle Works

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

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The atomizing nozzle consists of an ESC, a motor, a spray disc (also known as an atomizing disc), and a liquid tube. The ESC controls the motor, which drives the disc at high speed. Liquid is delivered to the center of the disc through the liquid tube. The disc has two layers with holes of different sizes and quantities. Under centrifugal force, the liquid is forced through these holes and is ejected from the teeth on the disc's outer edge in a spiral pattern, which atomizes the liquid for spraying.

# Maintenance Precautions for the J150 4th Gen Atomizing Nozzle

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

**发布日期：** 2025-11-21 09:45:00

1.When performing maintenance, remind the user to immediately clean the pipes and nozzles with 15-20 liters of clean water after each operation to prevent chemical residue buildup.
2.During installation, ensure the wiring harness connector is plugged in all the way. After a severe crash, the harness may have internal damage, so pay special attention to this during inspection.
3.After a crash, check the motor housing for damage, the spray disc for deformation, and the motor shaft for bending. If any of these issues are found, the entire nozzle motor assembly must be replaced.

# Spraying Fault: Nozzles Rotate, but One Side Doesn't Spray



发布日期：2025-11-21 09:45:03

Possible Cause: Damaged solenoid valve.
Troubleshooting: Check if the corresponding solenoid valve is opening. You can do this by disconnecting the inlet hose of the solenoid valve and starting the spray function. This will determine whether the pump is not working or the solenoid valve is damaged. Replace the faulty part.

# Spraying Fault: A Single Nozzle Won't Spin or Spray

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

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This could be caused by a faulty nozzle wiring harness or ESC. When replacing the ESC, securely fasten the three internal wires according to the diagram. Before closing the cover, reconfirm that the three power wires are installed correctly and are tight. Check that the sealing ring is properly fitted.

# J150 Nozzle Spray Disc Removal and Installation Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

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When assembling the spray disc, remember to install the steel washers located on both the inner and outer sides of the disc.

# J150 Spraying Fault: Nozzle Rotates, but One Side Doesn't Spray

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

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1.While the nozzle is rotating, check the solenoid valve and the nozzle's ESC. Check if the nozzle's water inlet is clogged.
2.With the system powered on, check the pump and nozzle rotation speed. If the pump speed is 0, the pump may be stuck or damaged.
3.If the pump is working correctly, check if the tank filter is clogged, the water hose is bent, the solenoid valve is stuck or damaged, or the flow meter is damaged.

# J150 Water Pump Removal and Installation Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

发布日期：2025-11-21 09:45:18

1. When reinstalling the water pump after disassembly, remember to install the stainless steel washer that goes above and below the impeller.
2. The pump wiring harnesses are specific to the left and right sides; they must be installed in their corresponding positions.

# Flow Meter Installation Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

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The flow meter is directional. Ensure the arrow on it points upward during installation.

# Why is the Drone Unstable When Landing on a Flat Surface?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

发布日期：2025-11-21 09:45:23

Possible Cause: The landing gear is deformed or improperly installed.
Troubleshooting Method: Place the drone on a level surface and check if the landing gear is deformed. If it is, replace it. If it is not deformed but the drone tilts to one side, disassemble and adjust the front and rear lateral support rods of the landing gear until the drone is level.

# Tank Bottom Liquid Level Sensor Failure

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Spraying System

发布日期：2025-11-21 09:45:26

Failures with the Hall effect sensor are often caused by a stuck float tube or a magnet that has slipped out or is lost. Clean and inspect it promptly. Installing the magnet backward will also cause incorrect readings.

# What is rear cover used for?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

发布日期：2025-11-21 09:45:42

It is used for harness protection and to provide a clean and finished look.

# Why is the Drone Unstable When Landing on a Flat Surface?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

发布日期：2025-11-21 09:45:46

Possible Cause: The landing gear is deformed or improperly installed.
Troubleshooting Method: Place the drone on a level surface and check if the landing gear is deformed. If it is, replace it. If it is not deformed but the drone tilts to one side, disassemble and adjust the front and rear lateral support rods of the landing gear until the drone is level.

# Why Does the Drone Vibrate After Takeoff?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

发布日期：2025-11-21 09:45:49

Possible Cause: Loose airframe connections, the arm folding lock bolts are not tightened, or the bolts are deformed.
Troubleshooting Method: Check for any deformation or looseness at the ends of the airframe joints. Check if the arm folding lock bolts are deformed or loose. If so, replace or tighten them.

# Why Does the Drone Vibrate After Takeoff?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

发布日期：2025-11-20 10:27:43

Possible Cause: Loose airframe connections, the arm folding lock bolts are not tightened, or the bolts are deformed.
Troubleshooting Method: Check for any deformation or looseness at the ends of the airframe joints. Check if the arm folding lock bolts are deformed or loose. If so, replace or tighten them.

# What is the Standard Distance for the J150 Landing Gear Mounts?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

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12.5cm for the front and 20cm for the rear.

# How to Replace a Carbon Fiber Arm Tube After a Crash

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

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1. After a crash, inspect all four carbon fiber tubes for severe external damage and for cracks near the arm joint. Also, check the pivot point of the locking mechanism assembly for cracks.
2. Apply a layer of grease to the retaining shoulder bolt before assembly. (After application, ensure the pivot shaft can rotate freely inside).
3. After replacement, check the tightness of the lock, and re-apply threadlocker to the motor mount screws before tightening.
4. If the drone vibrates, check for excessive vertical play in the arm when it is unlocked. If there is, tighten the pivot nut until the vertical play is gone, while still allowing the arm to fold and unfold smoothly

# Are the J150 Carbon Fiber Arm Tubes Different for the Front and Rear?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

发布日期：2025-11-20 10:34:16

The carbon fiber arm tubes are the same; the tubes for M1, M2, M3, and M4 are interchangeable parts.

# Maintenance for the Rear Power Distribution Board Connector

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

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1. During use, regularly inspect the connector pins and clean them with a cotton swab and alcohol.
2. Check the pins for severe wear or signs of arcing. If any issues are found, replace the connector promptly

# Precautions for Installing the Rear Power Distribution Board

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Airframe & Arm

**发布日期：**2025-11-20 10:34:21

1. When replacing the left or right distribution boards, organize the wiring harness neatly, be sure to install the current sharing plate, and securely tighten the screws connecting the cable lugs to the board.
2. Before tightening the four front screws, reconfirm that the six rear power connection screws are tight.

# J70/J100/J150 Propulsion ESC Status Light Meanings

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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The ESC status light patterns for the J70, J100, and J150 are the same, as shown in the diagram below.

# Why is the 150 Motor/ESC Wiring Order Different Now? Is it a Problem?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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Be aware of the wiring order for t**he latest version. The motor's three-phase wire order is:** CCW: A-Blue, B-Orange, C-Yellow CW: A-Yellow, B-Orange, C-Blue

# J150 Propulsion Motor and ESC

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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## How It Works

The motors operate on the principle of electromagnetic induction. When powered on, the ESC (Electronic Speed Controller) receives signals from the flight controller and regulates the current sent to the motor. This creates a rotating magnetic field in the motor's stator, which drives the rotor to spin at high speed, turning the propeller. The coordinated speed of different motors allows the drone to ascend, descend, hover, and turn.

## Maintenance Guide

When a drone is sent for repair, check if the motors have any unusual noises, looseness, or loose/shorted/broken connections, and check for rust on the magnets. If a motor is damaged, replace it.
When removing and installing a new ESC (note that the motors themselves are not CW/CCW specific; their direction is determined by the wiring order).
Pay attention to the wiring order. The motor's three-phase wire sequence is:
**CCW: A-Blue, B-Orange, C-Yellow**
**CW: A-Yellow, B-Orange, C-Blue**
When servicing, check if the ESC's status light is normal and if the housing is deformed or broken. If an error is reported, check the wiring harness for damage or water ingress. If any issues are found, replace the harness and configure the ESC ID.
After replacement, power on the drone and briefly engage the motors (with propellers removed) to confirm normal operation.

## Important Precautions

When installing a motor, apply threadlocker (e.g., Loctite 243) to all screws. After tightening, perform a second check. Ensure the wiring order is correct. When installing an ESC, be careful with the signal wires to avoid pinching them.
For any drone that has had its motor or ESC replaced, always remove the propellers before powering it on to test the motors.

# Cause and Solution for "BMS Communication Error"

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

发布日期：2025-11-20 10:34:31

Possible Cause: The wiring harness has been pinched or crushed.
Troubleshooting Method: Remove the rear cover and inspect the negative signal wire

# Battery Installation

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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Pay Attention to the Rear Power Distribution Board When Installing Batteries
Ensure the battery guide pins are not bent or deformed from impact. If they are, inspect and replace them immediately.

# Propulsion Communication Disconnected

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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1. Inspect the corresponding ESC signal harness for damage or broken wires.
2. If the problem continues after replacing the harness, swap the ESC with another one to see if the problem follows the ESC.
3. If the problem still persists after replacing the harness, replace the ESC to confirm if it is faulty.

# Troubleshooting the Propulsion System's Three-Phase Wires

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Propulsion System

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If you notice a motor is stuck or difficult to turn, check if the three-phase wires are loose or if their insulation is damaged, causing the connectors to touch or short-circuit. (A short circuit or contact between the phase wires will prevent the motor from turning).

After powering off the drone, disconnect the three-phase wires and inspect the connectors for looseness or wear. If you find any issues, replace or re-secure them immediately.

When inspecting the wiring harness, remember to also disconnect and check the motor's three-phase wires for any looseness or wear to ensure nothing is missed.

# J70/J150 Main and Secondary Antennas

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

发布日期：2025-11-20 10:34:54

## How It Works

Agricultural drones come standard with RTK (Real-Time Kinematic) positioning technology, a method that provides centimeter-level accuracy in real-time. The connection between a cloud base station and the drone allows for precise location tracking, ensuring the accuracy of agricultural operations. Additionally, the onboard dual-antenna technology provides strong resistance to electromagnetic interference, ensuring reliable flight even in environments with strong magnetic fields like high-voltage power lines or metal structures.

## Maintenance Guide

Before removing the left and right antennas, disconnect their cable connectors first to avoid pulling and damaging the wires. If the drone reports a "heading alignment error," power it off and change the direction the front of the drone is facing. This issue is often caused by a large metal object or vehicle in front of the drone.

## Important Precautions

If RTK fails to connect, several factors could be the cause. You can troubleshoot them one by one: an expired RTK subscription, poor network signal on the drone, no internet connection on the remote controller, the front of the drone facing a vehicle or metal object, or ionospheric interference.

# J70/J150 Reports "Dual Antennas Not Oriented" or "Heading Sensor Error"



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Power off the drone and move it to a different location. Keep it away from vehicles or large metal objects and point the front of the drone toward an open area.

# Differential Positioning Module: Dual Antennas Not Oriented

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

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Check the connection between the main and secondary antennas. If this does not solve the issue, swap the new main and secondary antennas to do corss verfication.

# Unable to Switch to Auto Mode

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

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If no other errors are reported, replace the main antenna module.

# Drone Wobbles After Being Moved to a New Location

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

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1.If you notice heading drift or yaw deviation after moving to a new site, immediately perform a compass calibration (and an IMU calibration).
2.Choose an open area free from metal interference and follow the app's instructions to complete the compass calibration. After calibration, test the drone's hovering and heading stability to prevent a loss of control caused by magnetic field changes.

# How to Handle Unstable RTK Positioning During Flight

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main & Secondary Antenna

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Unstable RTK during flight can lead to positioning errors, loss of attitude control, and even a crash, so you must be alert when GPS is unstable.

If you encounter this during flight and notice the drone starting to wobble, immediately switch to manual mode. You may find that the drone still drifts slightly even in manual mode, so try to control it and fly it to an open area. Slowly descend and operate with small, gentle stick inputs; avoid large stick movements. If you cannot stabilize the drone, try pulling the throttle stick down to see if it can descend to a safe location.

If the drone is completely uncontrollable, perform an emergency motor stop (propeller lock) to prevent it from flying away or causing greater damage.

# J70/J150 Weight Sensor: How It Works and Maintenance Guide

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Weight Sensor (Load Cell)

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## How It Works

The weight sensors on the drone are used to measure the payload weight. Different weights cause the internal strain gauges to deform, which generates a corresponding voltage. The system then determines the weight by measuring this voltage.

## Maintenance Guide

If you notice abnormal weight readings, first try to recalibrate the weight system. Remove the spray tank and perform a zero calibration. On the remote controller, go to the operation screen, tap the settings icon in the top-right corner, then "Flight Settings," and "More Flight Information." Scroll to the bottom to see the live data from the four weight sensor modules. Place an object of a known weight on each sensor one by one and observe the change in the data. If a sensor's reading is abnormal, replace it. If replacement does not solve the issue, replace the weight sensor wiring harness to troubleshoot further.

## Important Precautions

When installing a weight sensor, make sure the film underneath it is installed as well. The J150 drone currently uses two methods to detect an empty tank: the weight sensors and a Hall effect liquid level sensor at the bottom. If one system has a problem, you can use the other to continue operations temporarily.

# Drone Reports Empty Tank and Returns to Home Prematurely (with liquid still in the tank)

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Weight Sensor (Load Cell)

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1. This issue is most often caused by an uncalibrated weight system.
2. Recalibrate the spray tank's weight system. Inspect the weight sensors and the wiring harness.

# J70/J150: Weight Sensor Fails to Calibrate to Zero

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Weight Sensor (Load Cell)

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1. On the remote controller's weight calibration screen, identify the sensor that fails to zero out and replace it.
2. If replacing the sensor does not solve the problem, replace the weight sensor wiring harness.

# J70/J150: Weight Sensor Fails to Calibrate to Zero

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Weight Sensor (Load Cell)

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1. On the remote controller's weight calibration screen, identify the sensor that fails to zero out and replace it.
2. If replacing the sensor does not solve the problem, replace the weight sensor wiring harness.

# J70/J150 Radar: How It Works and Maintenance Guide

EA-J150 / J70 / Faults & Troubleshooting / Hardware / LiDAR & Radar

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## How It Works

The LiDAR (Light Detection and Ranging) system uses a laser as its signal source. It emits laser pulses that continuously scan objects, collecting data points from their surfaces. This data is stored in the form of a "point cloud." By processing information from the emitted and reflected laser signals, the system calculates or deduces the speed, distance, altitude, and reflection intensity of the points.This data is then used to generate a real-time point cloud map, which is sent to the main controller.

## Maintenance Guide

1.Radar systems have a very low failure rate during normal use. If a "communication error" is reported, first try replacing the wiring harness. If the problem continues, replace the radar unit.
2.If the radar is visibly damaged after a crash, replace the affected unit directly.
3.After replacement, power on the drone to confirm that the new unit is functioning correctly.

## Important Precautions

1. During Removal and Installation: Be careful not to scratch the lens of the forward radar module. Pay attention to the screw lengths.
2. After a Severe Crash: Even if the LiDAR unit appears undamaged, it is best to remove it, hold it next to your ear, and shake it gently. Listen for any significant rattling or unusual noises. If you hear any, replace the unit immediately.
3. During Maintenance: Once a radar unit is removed, place it in a safe area to prevent it from being damaged by other objects due to improper handling.
4. During Operation: Always monitor the surface of the radar. It must be kept clean. If you see any dirt or debris, wipe it off immediately, as it can interfere with radar detection and compromise flight safety.

# Why Does the Drone Climb Abnormally After a Turn with No Error Reported?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / LiDAR & Radar

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First, ensure the surface of the rear radar is clean. Then, turn off the rear radar in the remote controller app and fly the same route to see if it still climbs abnormally. If this solves the problem, the rear radar may need to be replaced. The issue can also be diagnosed by uploading flight logs for our support team to analyze.

# J70/J150: False Obstacle Avoidance When Flying Forward with No Apparent Obstacles

EA-J150 / J70 / Faults & Troubleshooting / Hardware / LiDAR & Radar

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1. ensure the surface of the upward radar is clean. Then, turn off the upward radar in the remote controller app and fly the same route to observe. This will help determine if the upward radar needs to be replaced.
2. Interference ('noise') in the forward-looking radar can also cause this issue.
3. The problem can also be diagnosed by analyzing the flight logs. Our support team can analyze the logs to find the cause.

# Why Did the Drone Hit a Tree While Flying Forward with Radar On?

EA-J150 / J70 / Faults & Troubleshooting / Hardware / LiDAR & Radar

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During operation, always make sure the surface of the radar is clean for it to function safely.

# Drone Hits a Leafless Winter Tree While Descending Vertically

EA-J150 / J70 / Faults & Troubleshooting / Hardware / LiDAR & Radar

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Inform the operator that when descending straight down, the drone's forward LiDAR cannot see directly below, and the rear radar cannot detect bare branches. In such cases, you must approach using Terrain Following mode. Otherwise, the drone may crash into bare tree branches directly underneath it.

# Why the J150 Fails to Pair with the Remote Controller

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

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1. Press and hold the pairing button on the remote controller for 3 seconds until it flashes red and green.
2. Press and hold the pairing button on the drone's main controller for 3 seconds.
3. After about 30 seconds, the pairing light on the remote controller will turn solid green, which means the pairing was successful.

# J70/J100/J150: Drone Drifts to One Side on Takeoff

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

发布日期：2025-11-20 07:38:41

Follow these steps:

1. Check the motor angles for any abnormalities.
2. Find a level surface, then perform a horizontal calibration on the drone. Power it off and restart.
3. Power off the drone and recalibrate the remote controller sticks.

# J70/J150 Firmware Upgrade Fails: ESC Error at 92% and ESC Status Lights Are Off

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

发布日期：2025-11-20 07:35:52

Check the signal cables inside the left and right beams to confirm they have not slipped out; reseat the connections. Then, inspect the signal cables at the ESCs to see if they are crushed or damaged.

# J70/J150: Reports Two Disconnected Nozzles on One Side

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

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A nozzle disconnection error usually means one nozzle is damaged. If the error reports two disconnected nozzles on the same side, try swapping a nozzle from the left side with one from the right. If the problem continues, the most likely cause is a loose flat cable inside the main controller

# J150 Flight Controller Upgrade Precautions

EA-J150 / J70 / Faults & Troubleshooting / Hardware / Main Controller

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1.The drone must be placed on a level surface. Remove the propellers (to prevent the danger of accidental motor activation during the upgrade) and ensure it is away from obstacles, people, and flammable materials.
2.Ensure the drone's battery level is at or above 50% and that the remote controller is sufficiently charged. This is to avoid a power interruption during the upgrade (which can directly lead to bricking the flight controller or a complete loss of the firmware). 3.Verify that the version you are upgrading to is an official release.
4. Do not upgrade the firmware during flight (this is the most critical point, as an in-flight upgrade will cause the aircraft to reboot in the air, resulting in a crash). This may be optimized in the future.