

Fig. 1a

Fig. 1A

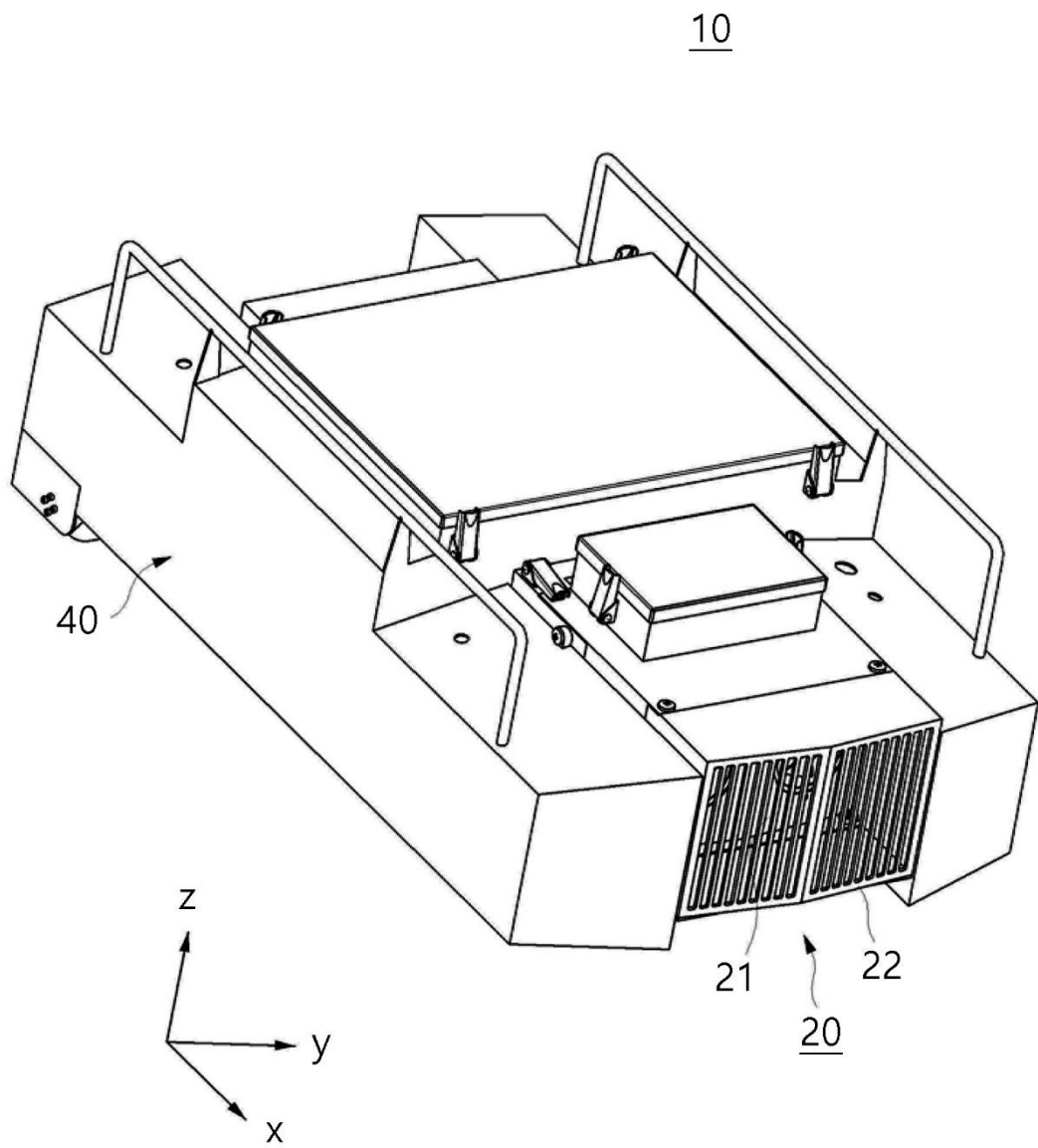


Fig. 1b

Fig. 1B

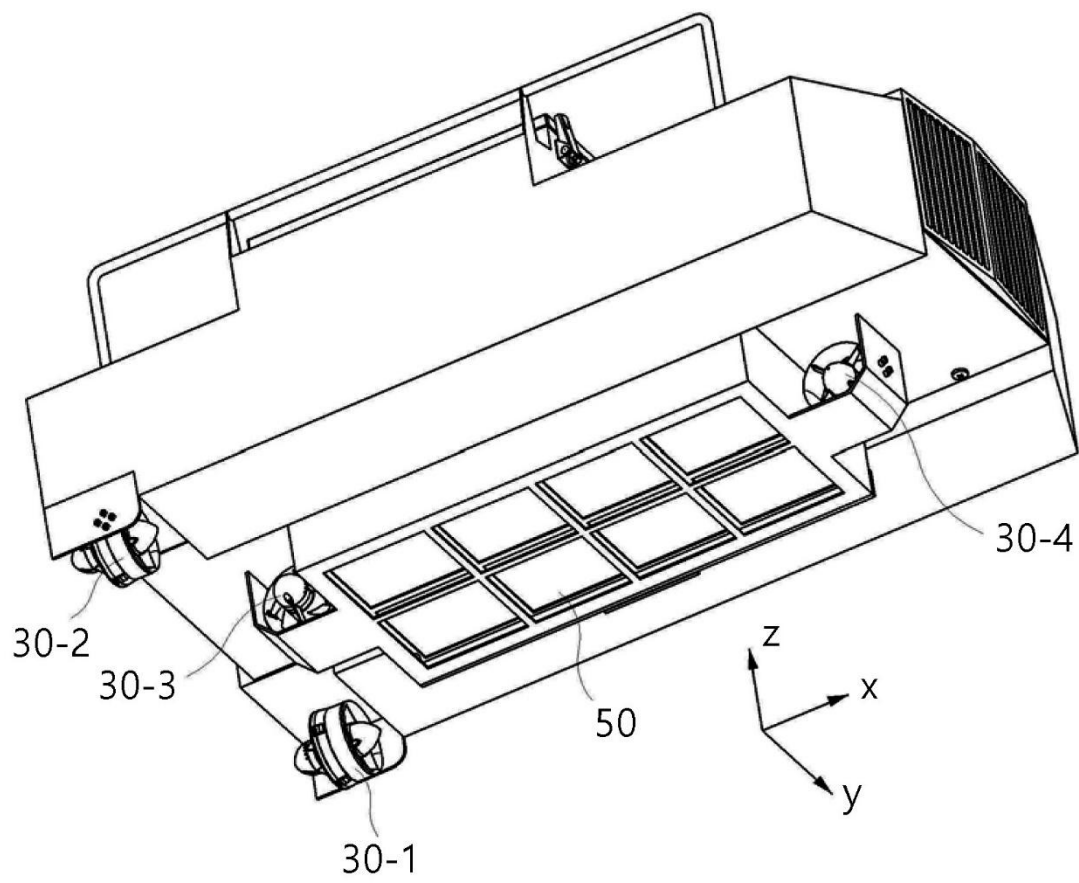


Fig. 1c

Fig. 1C

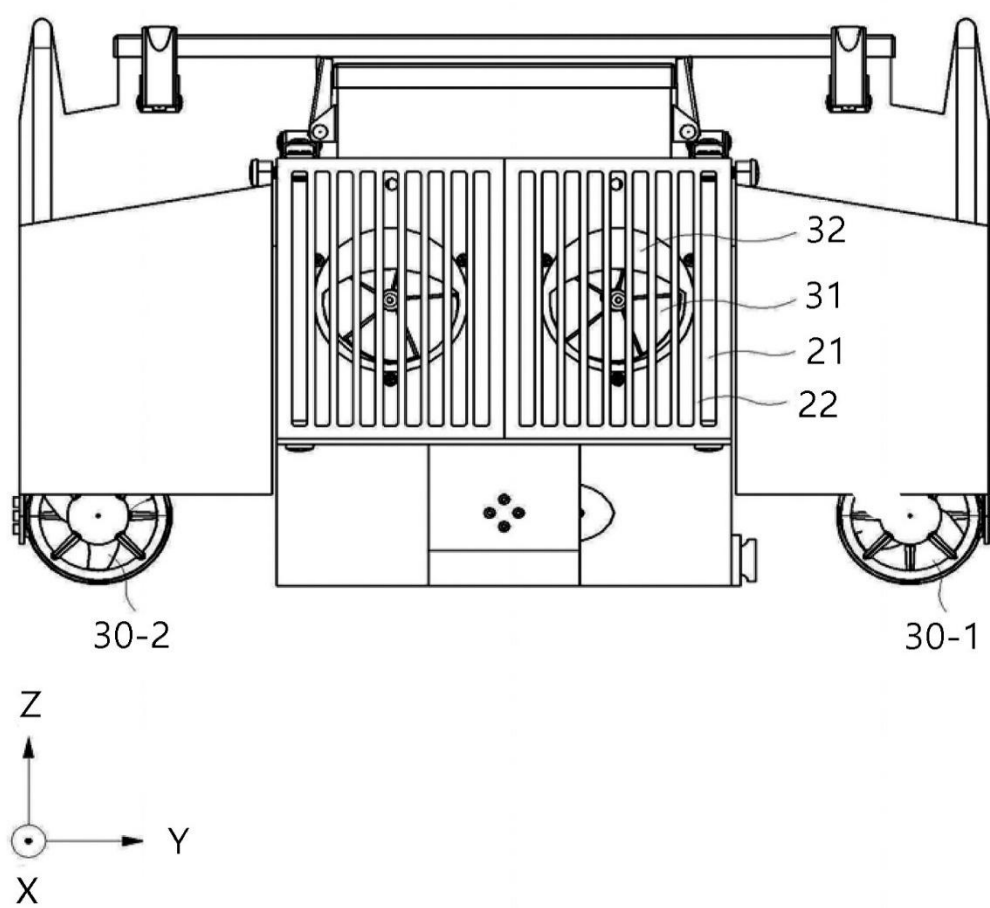


Fig. 1d

Fig. 1D

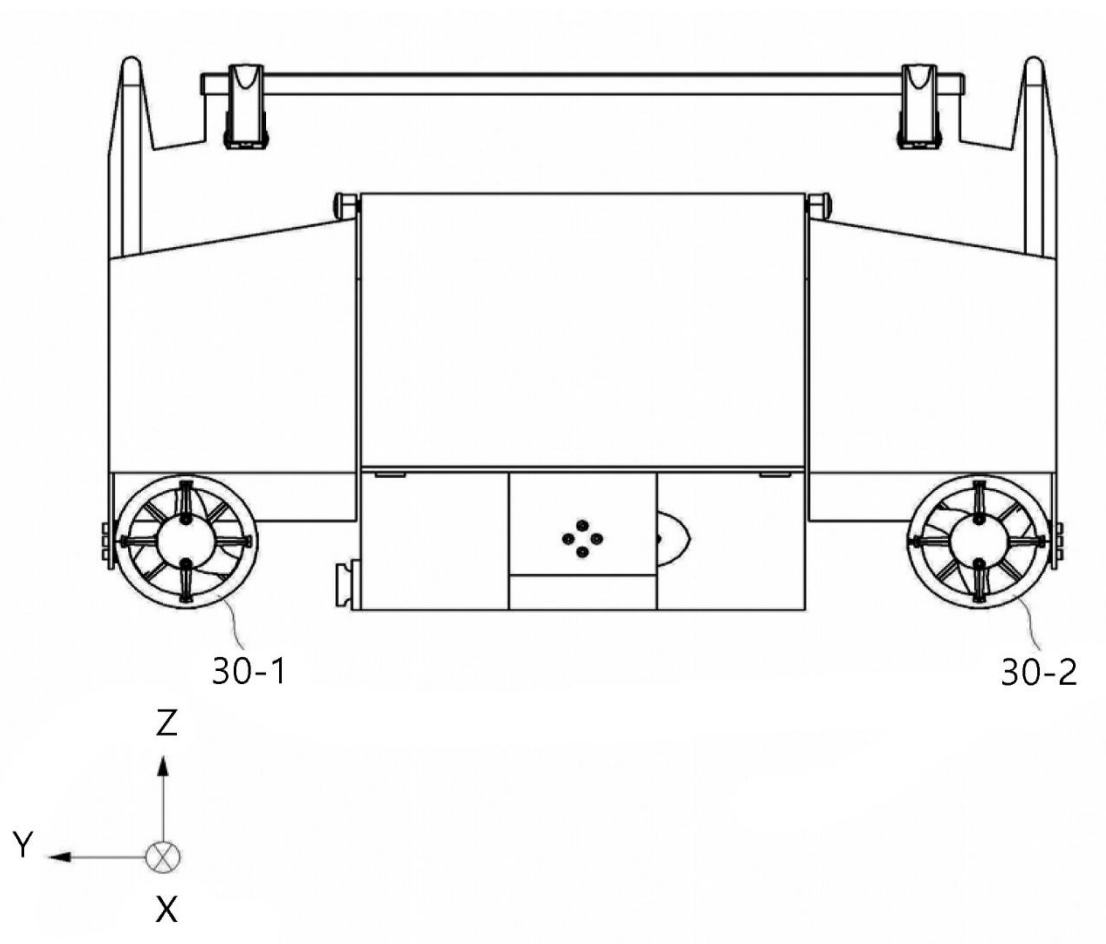


Fig. 1e

Fig. 1E

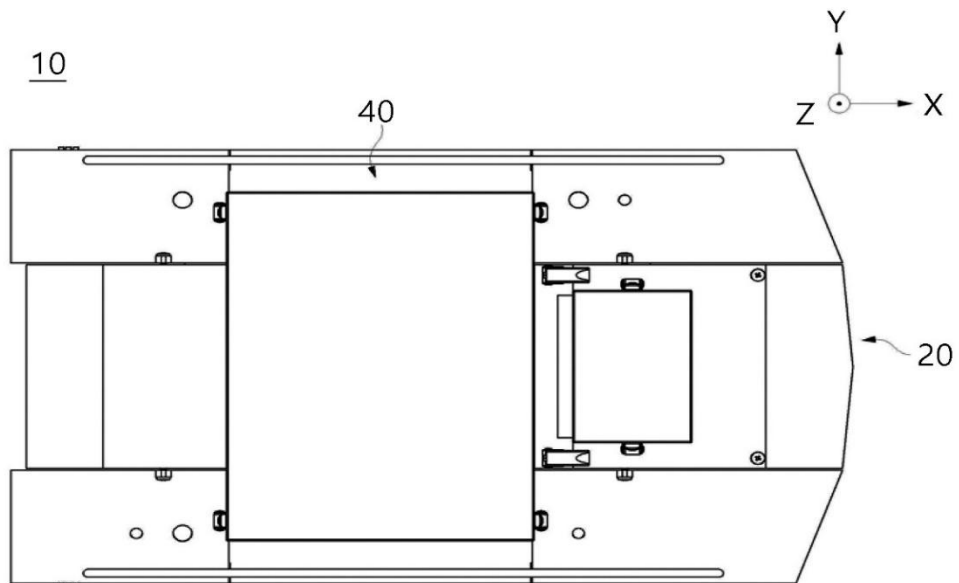


Fig. 1f

Fig. 1F

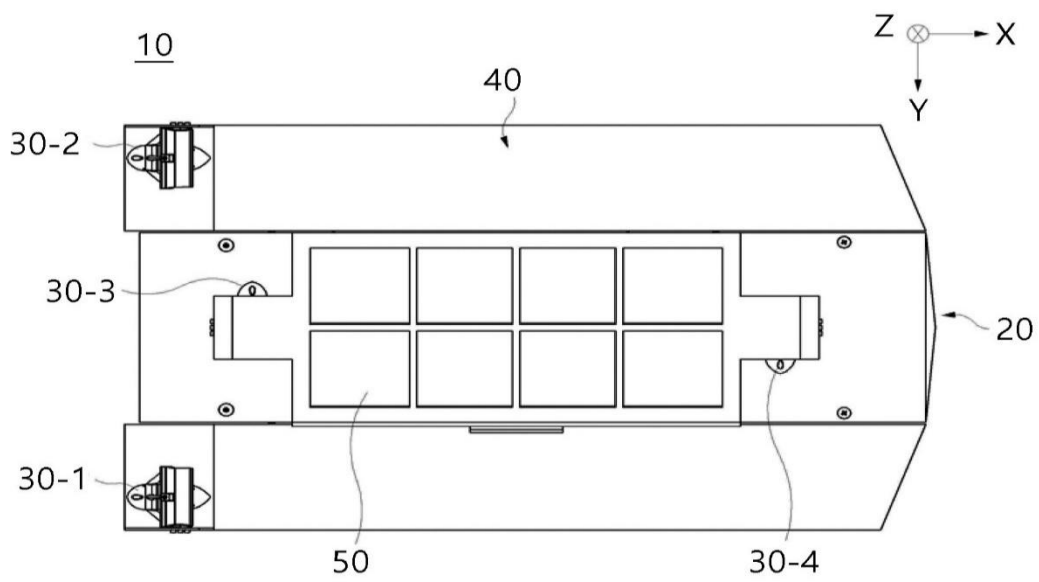


Fig. 1g

Fig. 1G

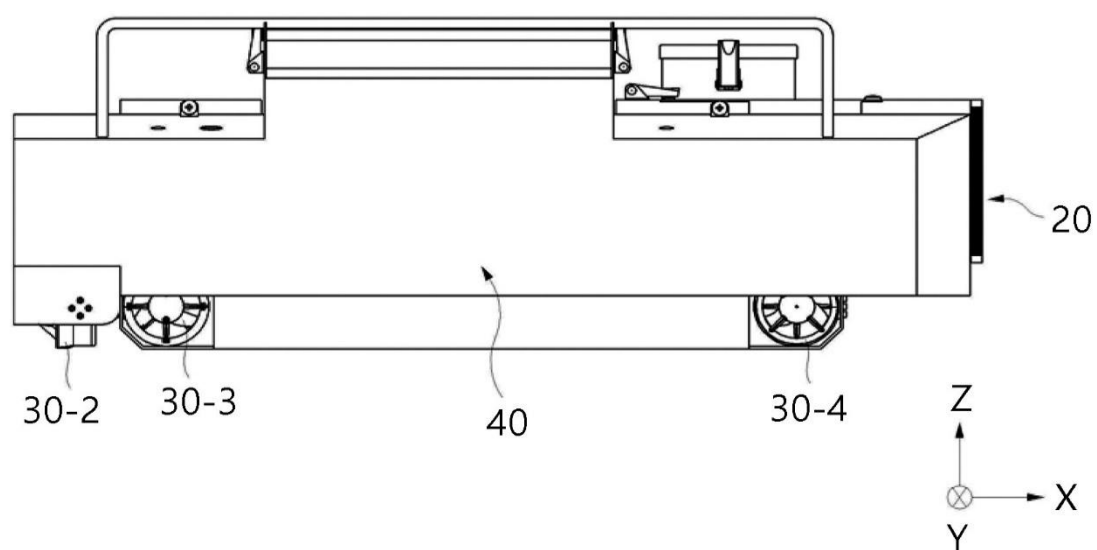


Fig. 1h

Fig. 1H

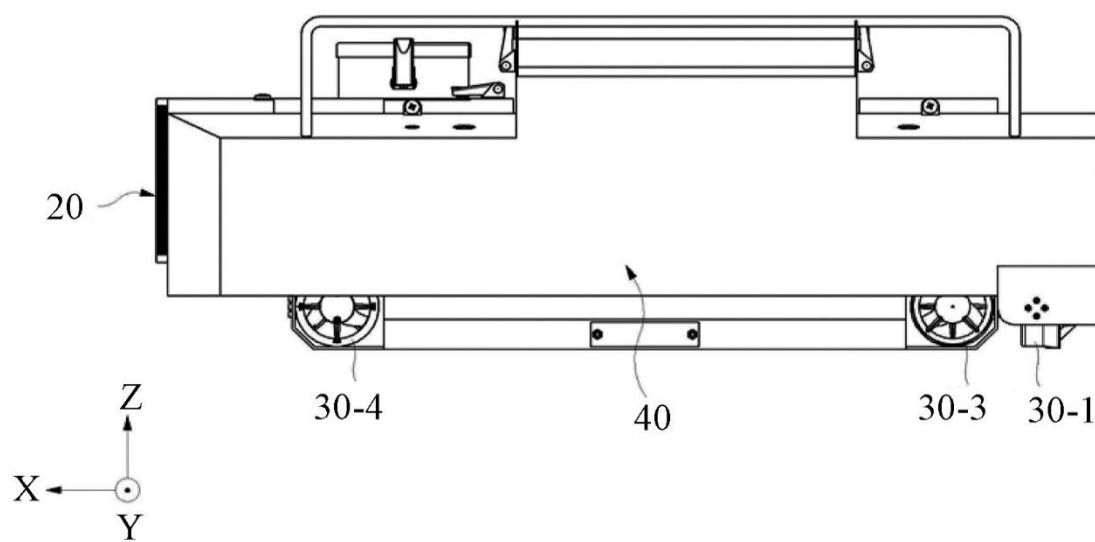


Fig. 2a

Fig. 2A

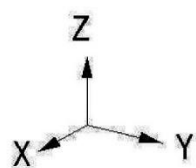
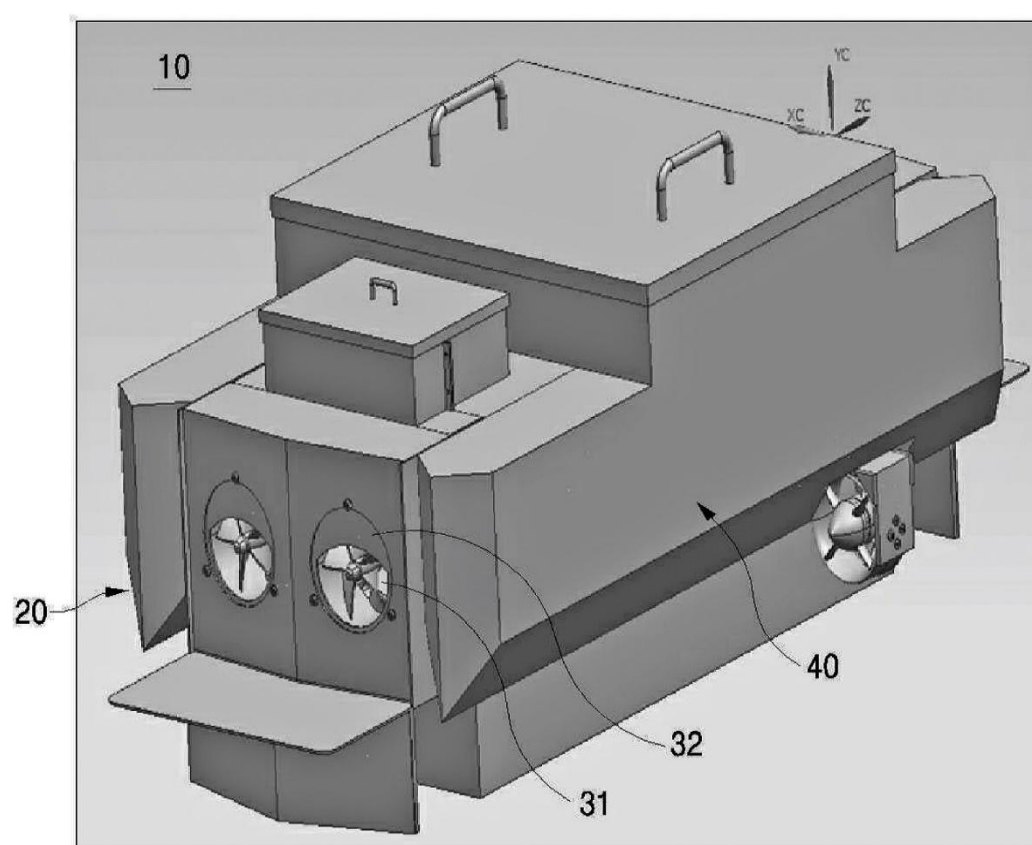


Fig. 2b

Fig. 2B

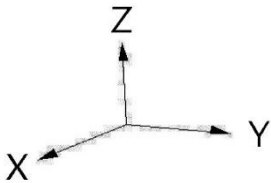
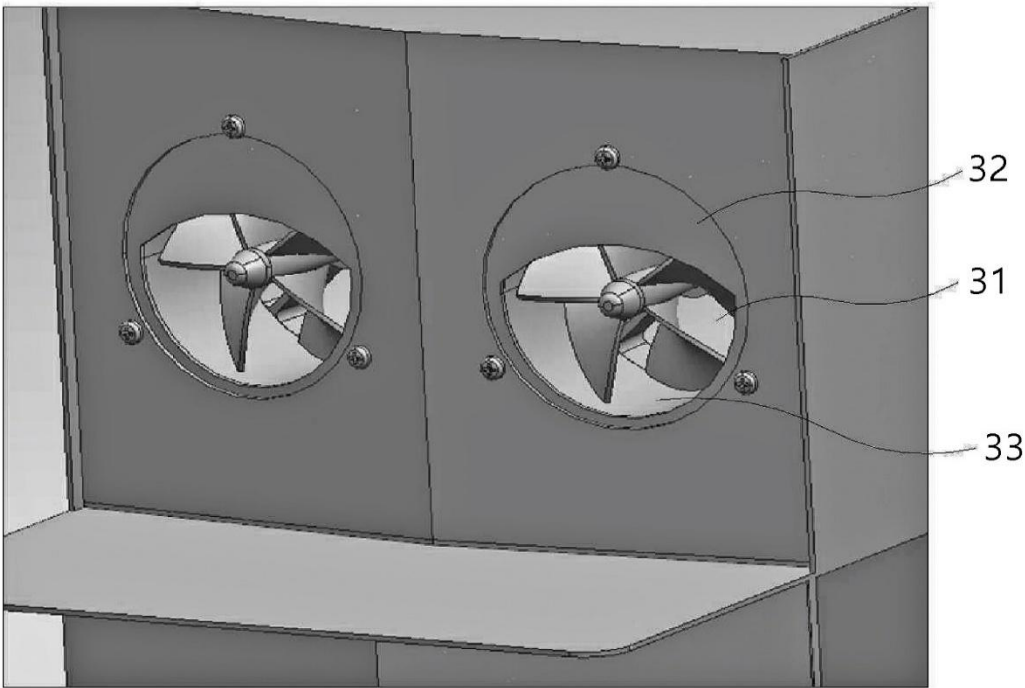


Fig. 2c

Fig. 2C

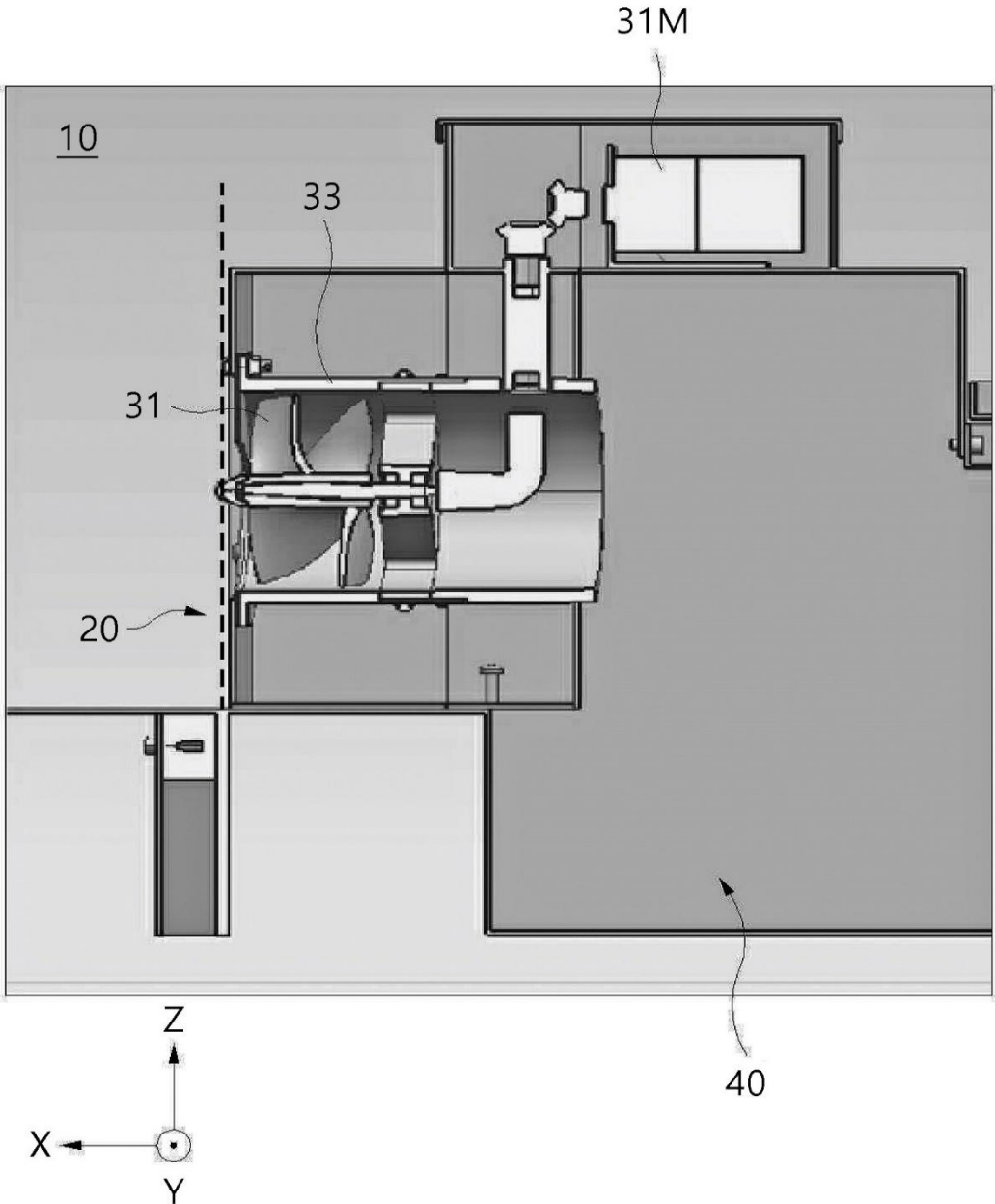


Fig. 2d

Fig. 2D

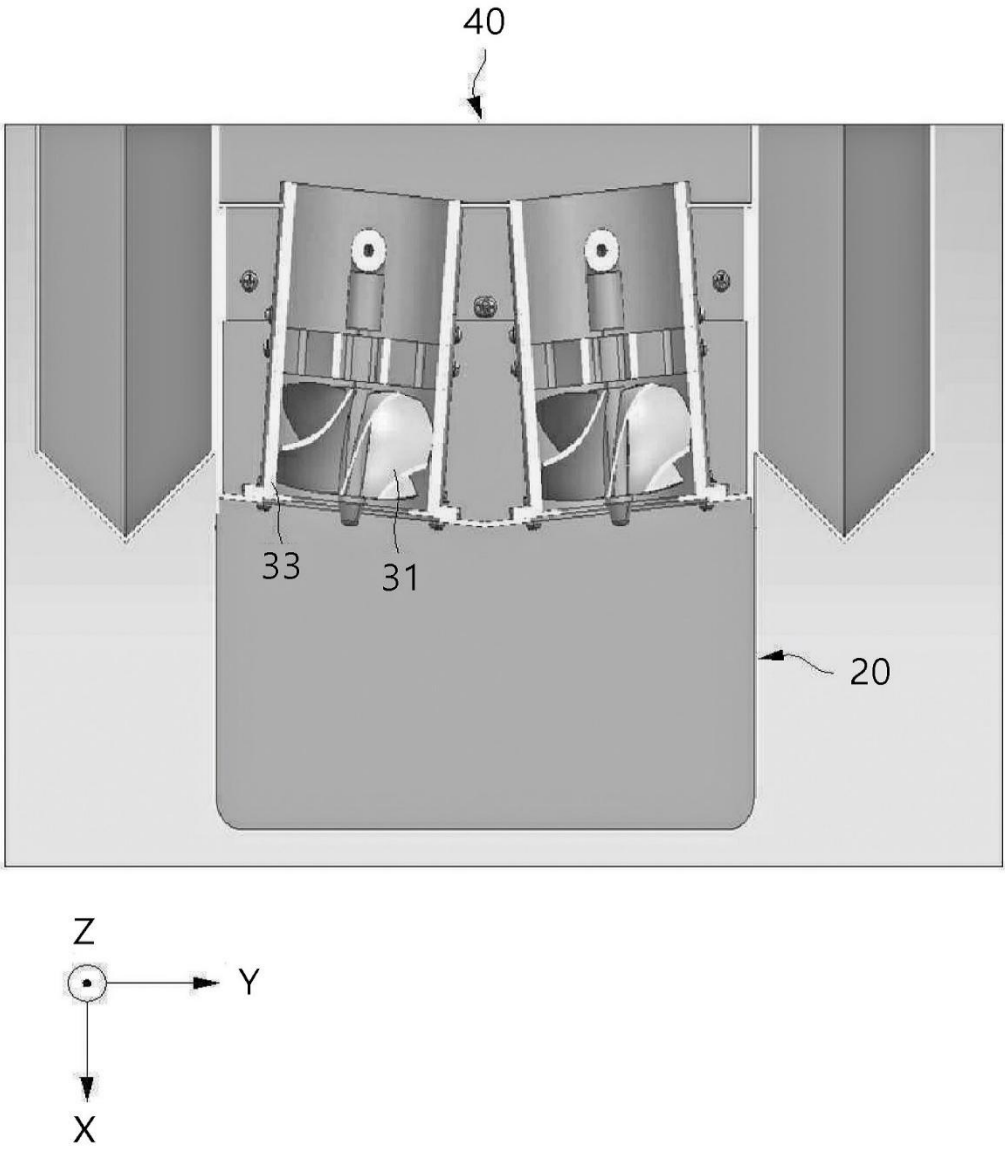


Fig. 2e

Fig. 2E

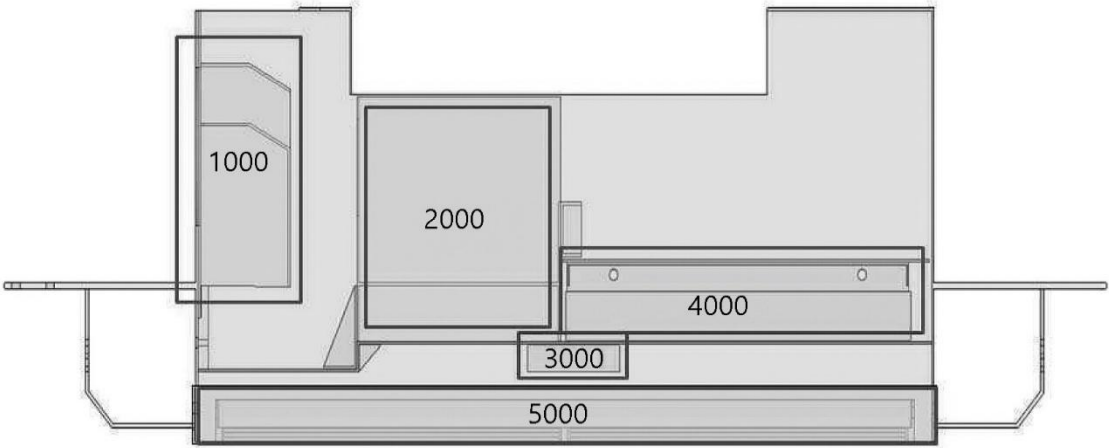


Fig. 2f

Fig. 2F

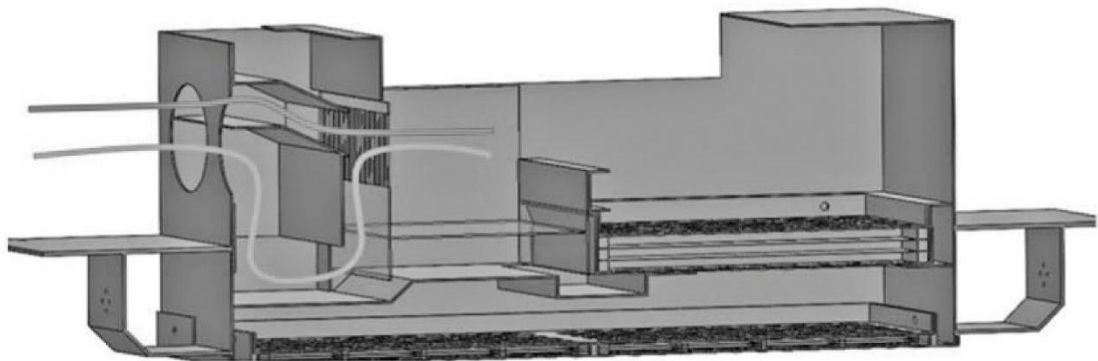


Fig. 3

Fig. 3

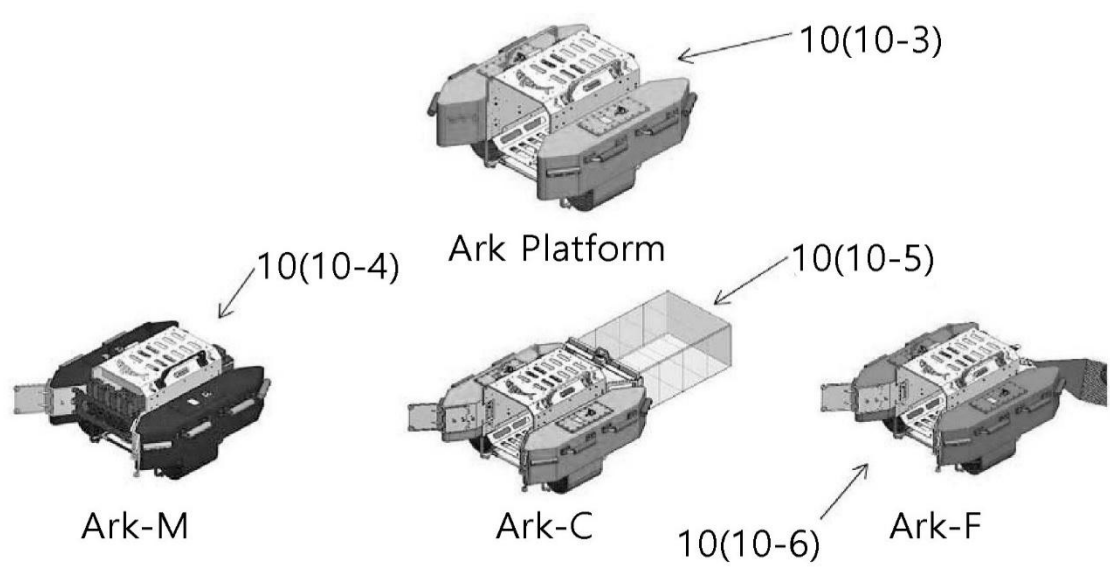
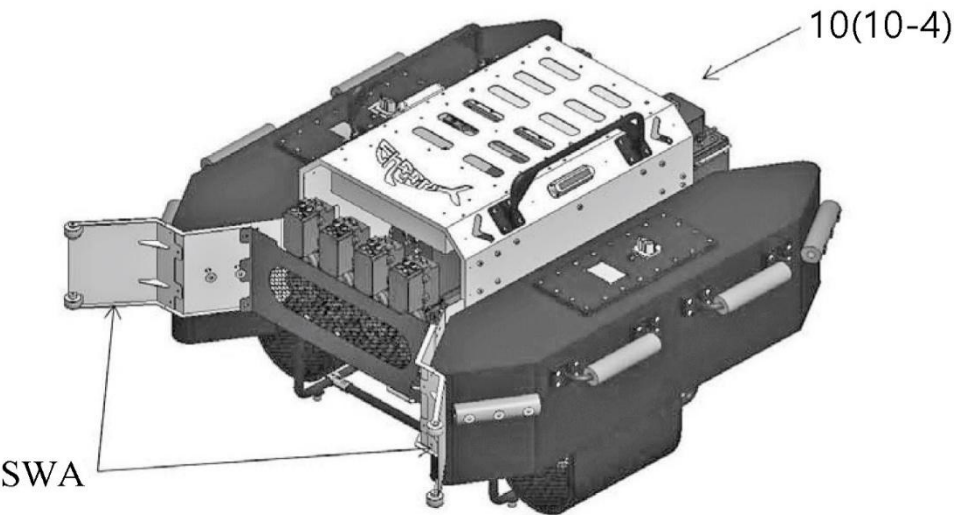


Fig. 4a

Fig. 4A

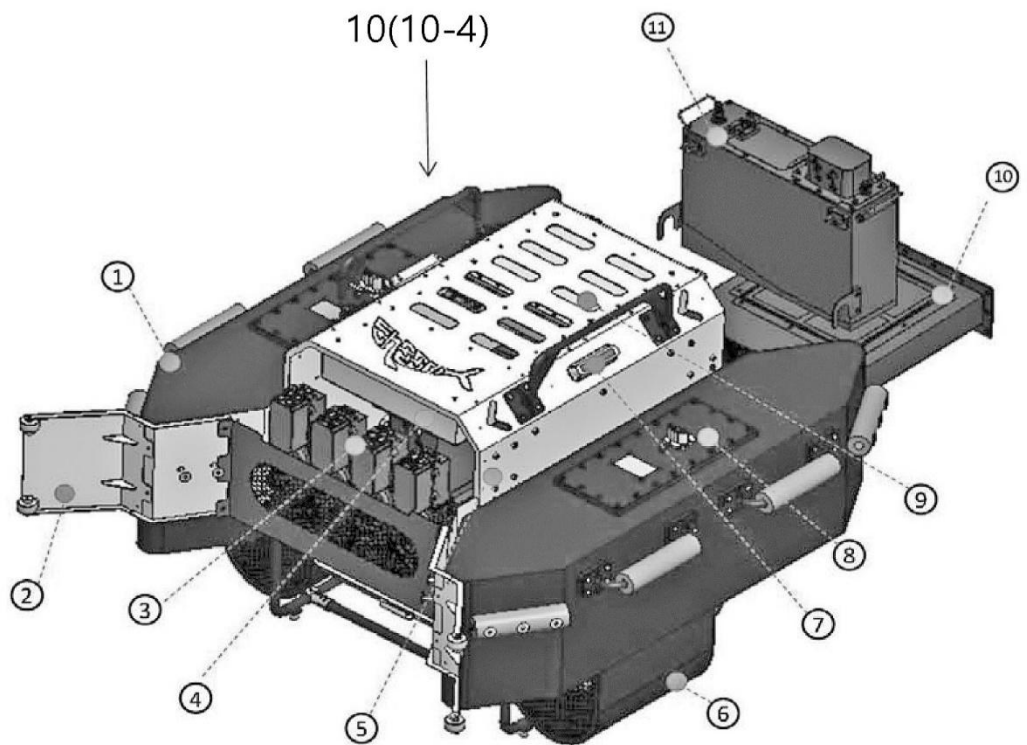


Product Components



Fig. 4b

Fig. 4B



- | | |
|---------------------------------|----------------------------|
| ① Buoyancy body / Floater | ⑦ Status indicator LED |
| ② Sweeping arm | ⑧ Battery |
| ③ Oil skimmer | ⑨ Main system box |
| ④ Oil recovery unit system box | ⑩ Oil recovery unit filter |
| ⑤ Main frame | ⑪ Cartridge |
| ⑥ Propulsor and propulsor guide | |

Fig. 4c

Fig. 4C

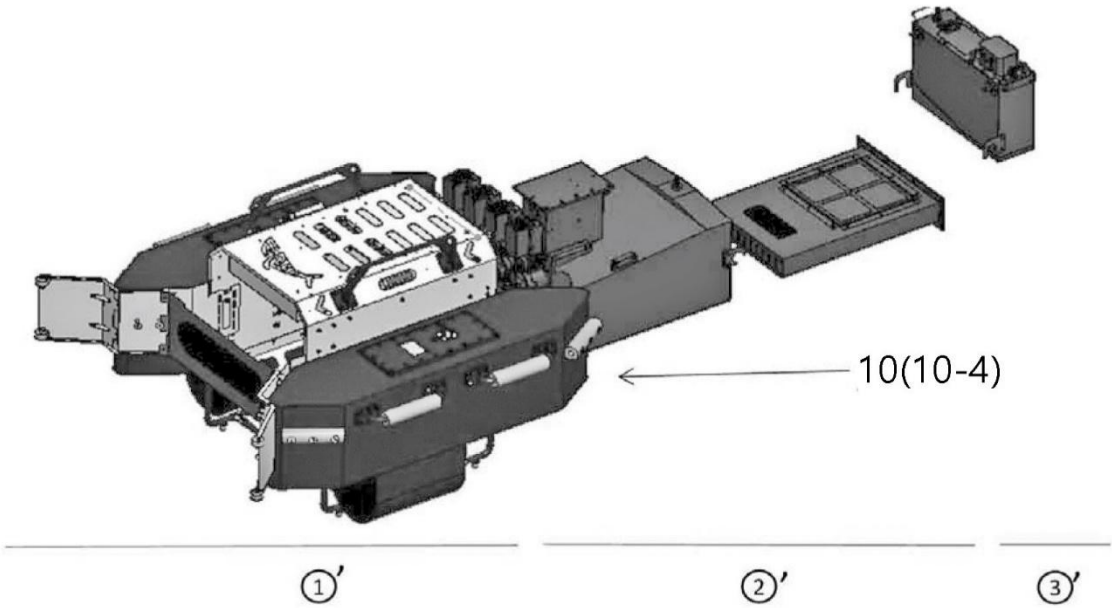


Fig. 5a

Fig. 5A

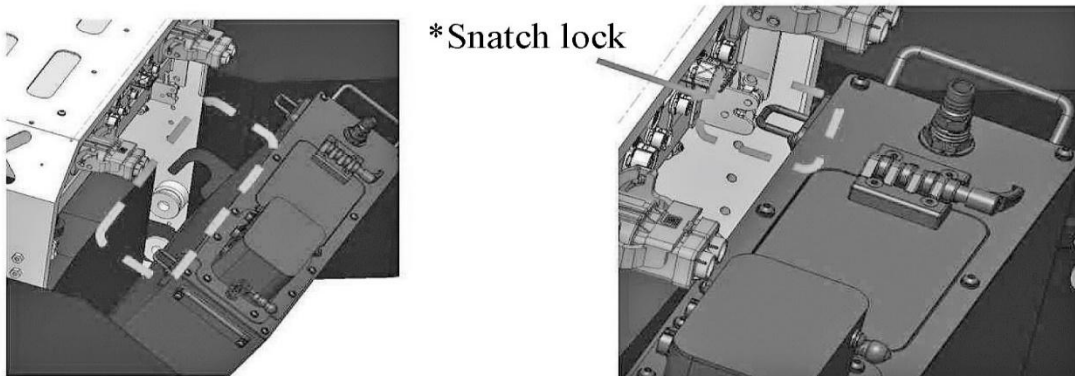


Fig. 5b

Fig. 5B

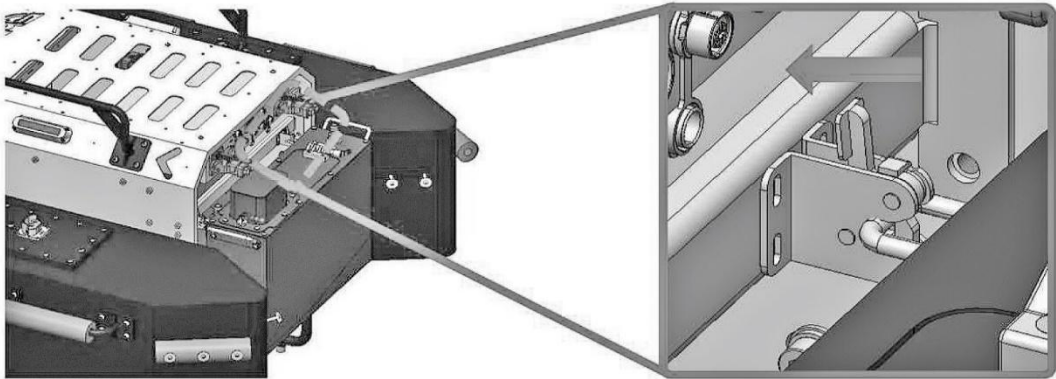


Fig. 5c

Fig. 5C

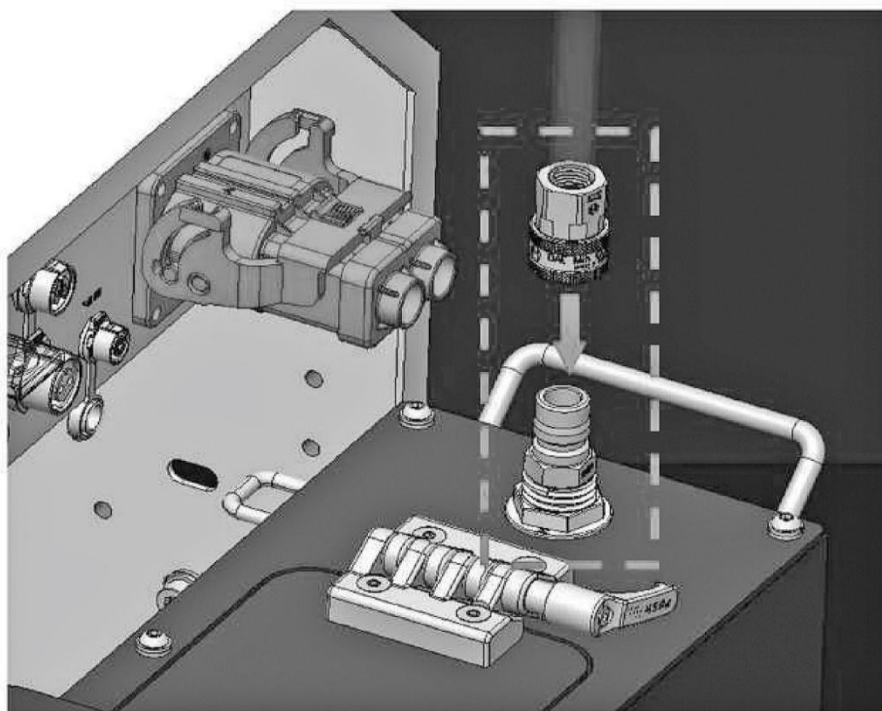


Fig. 5d

Fig. 5D

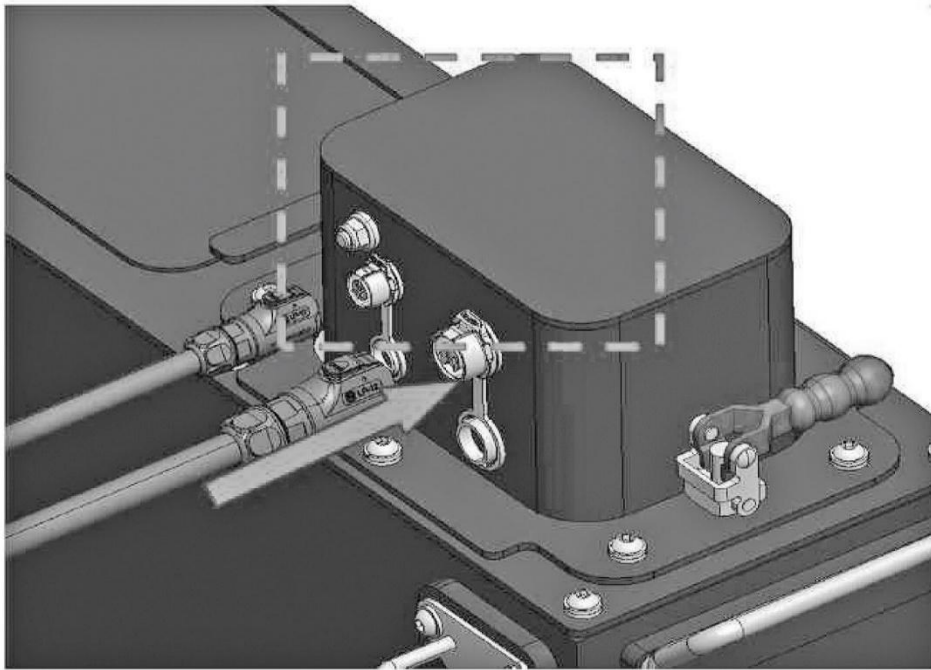


Fig. 5e

Fig. 5E

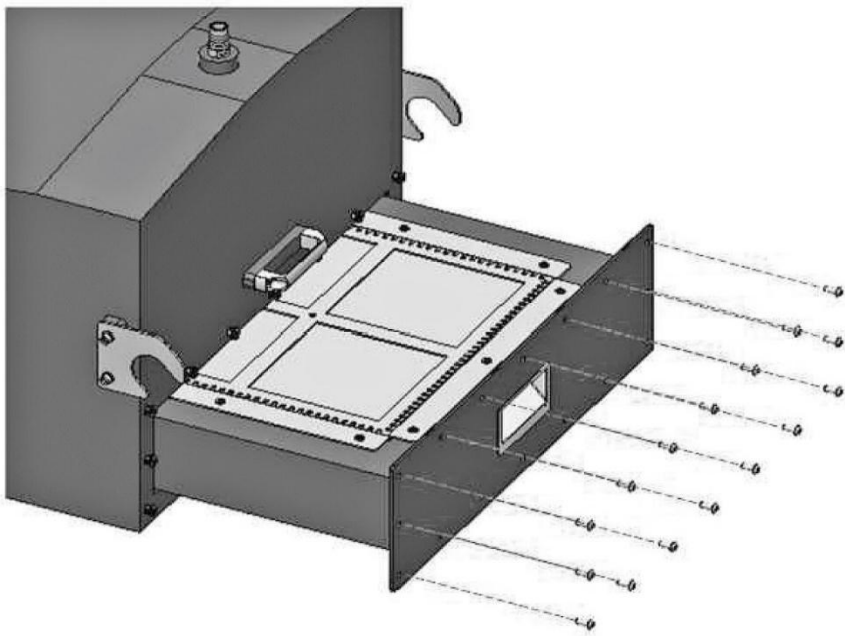


Fig. 6a

Fig. 6A

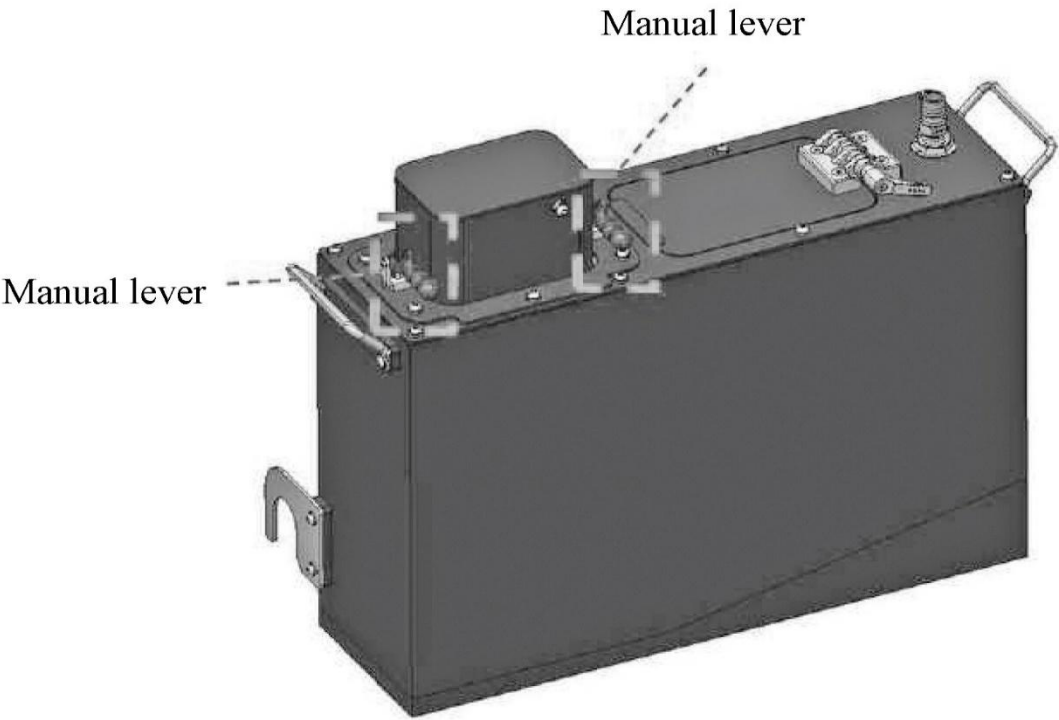


Fig. 6b

Fig. 6B

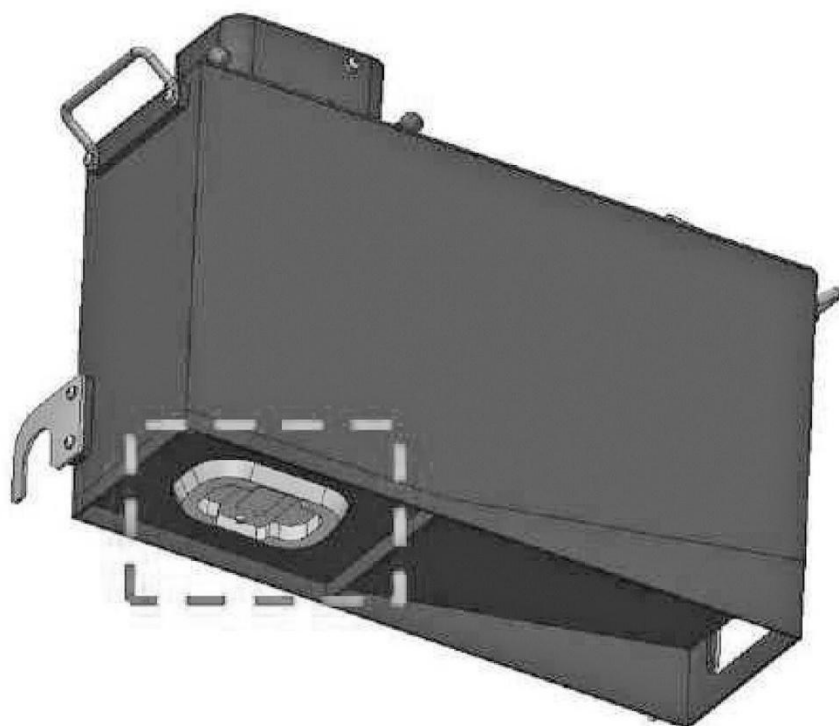


Fig. 6c

Fig. 6C

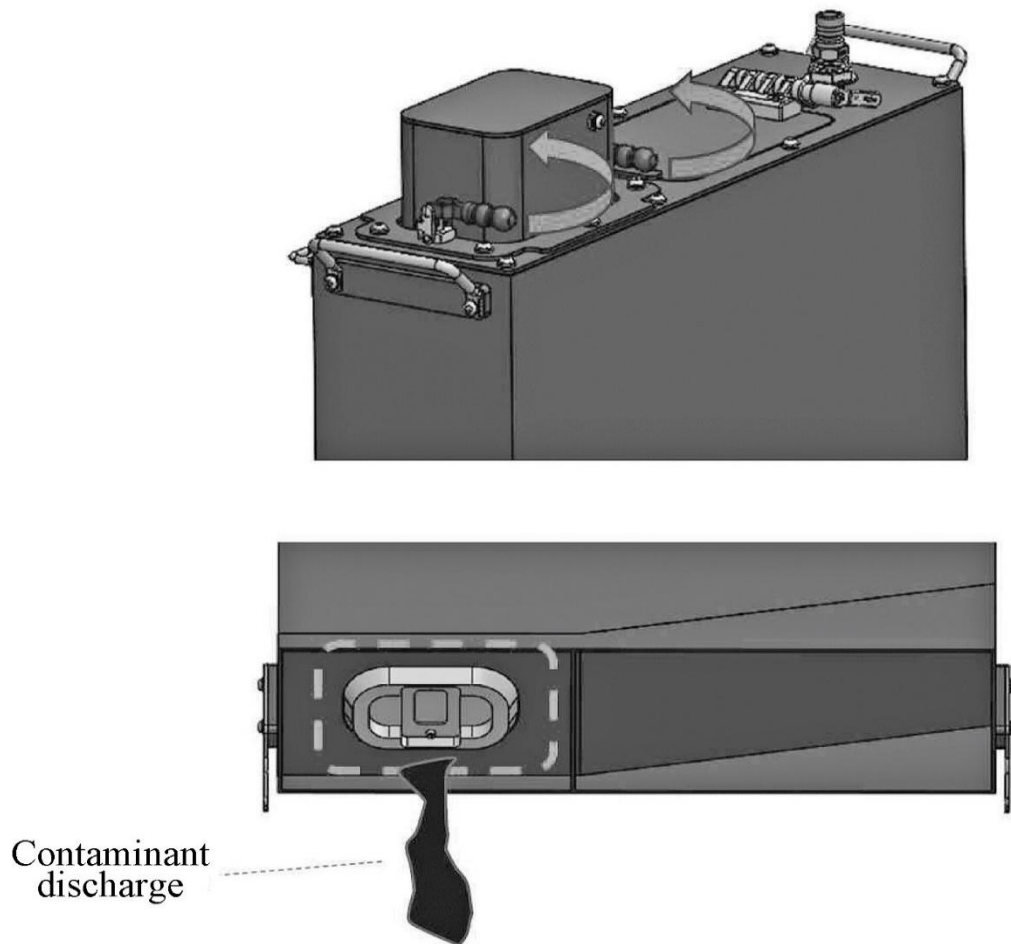
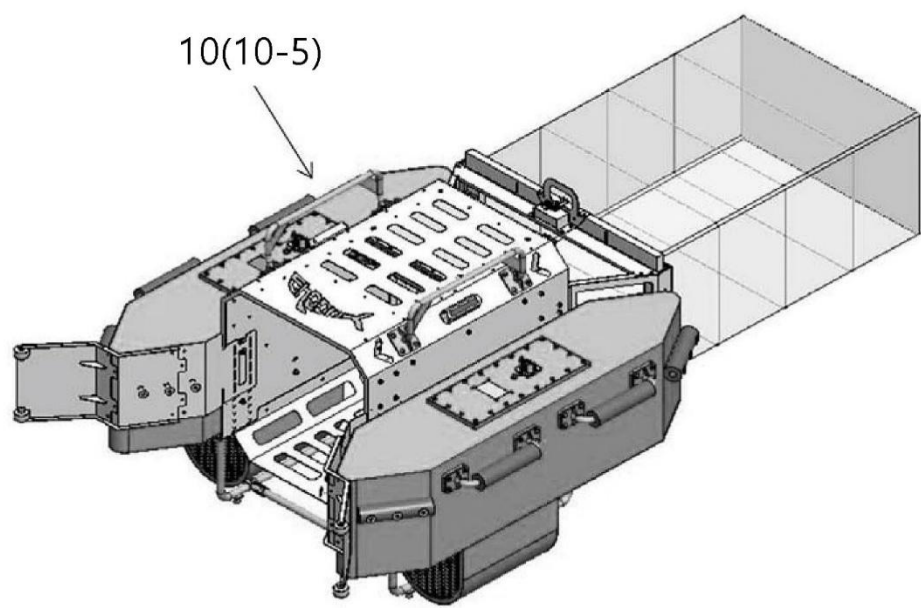


Fig. 7a

Fig. 7A



Product Components

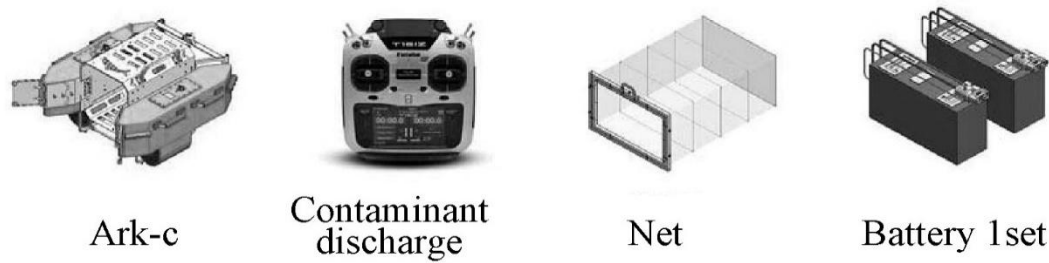
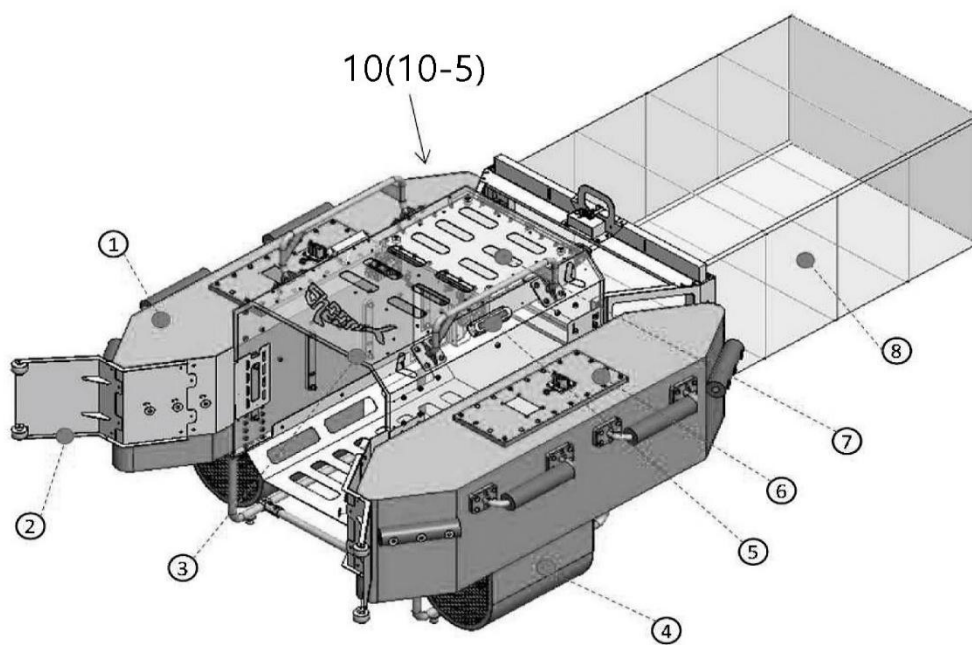


Fig. 7b

Fig. 7B



- | | |
|---------------------------------|------------------------|
| ① Buoyancy body / Floater | ⑤ Status indicator LED |
| ② Sweeping arm | ⑥ Battery |
| ③ Main frame | ⑦ System box |
| ④ Propulsor and propulsor guard | ⑧ Net |

Fig. 7c

Fig. 7C

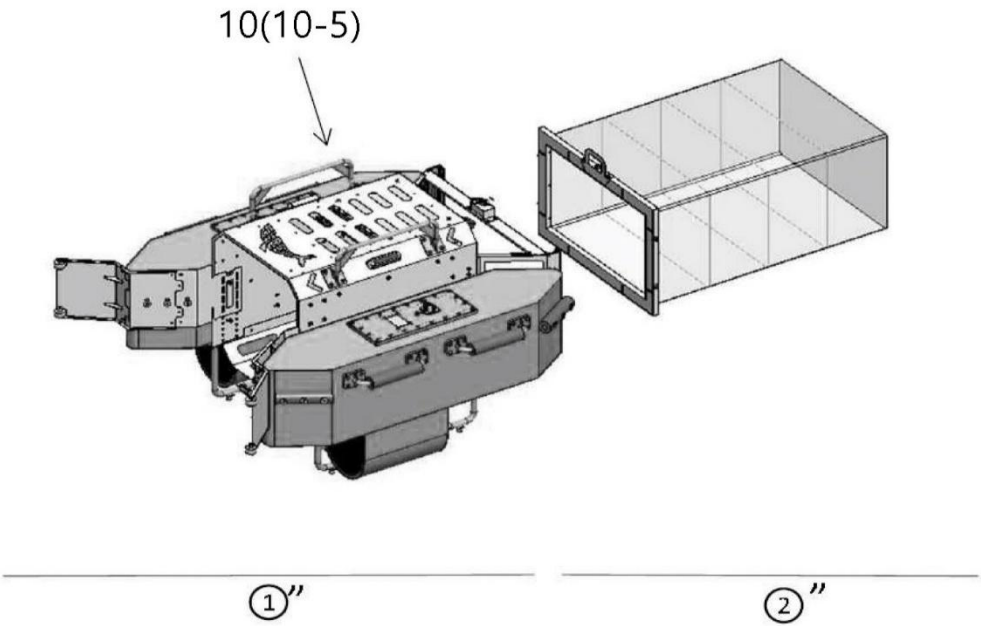


Fig. 8a

Fig. 8A

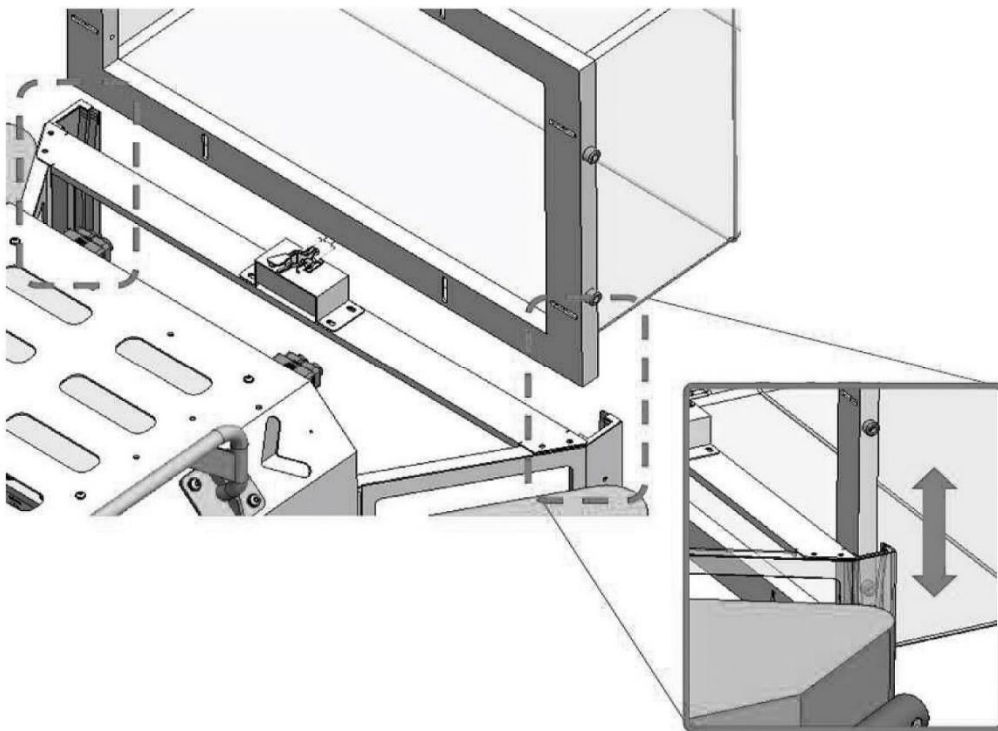


Fig. 8b

Fig. 8B

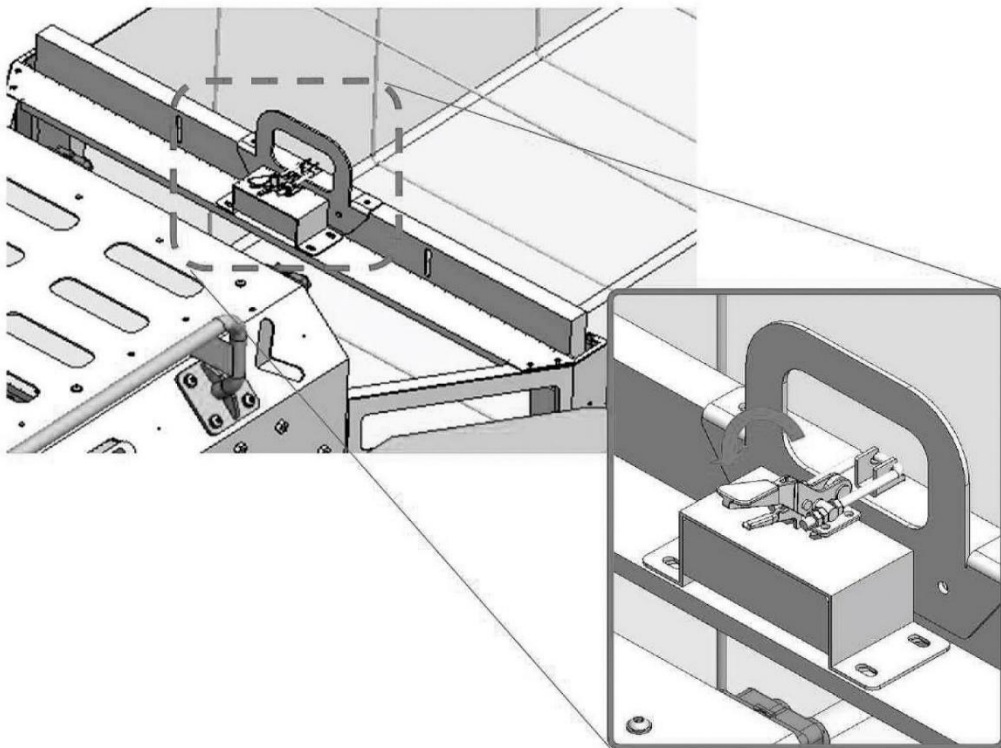
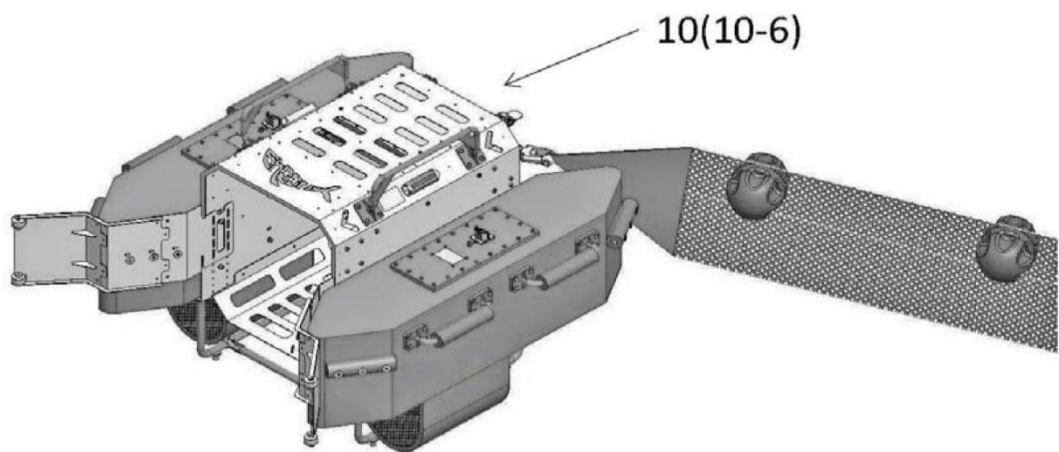


Fig. 9a

Fig. 9A

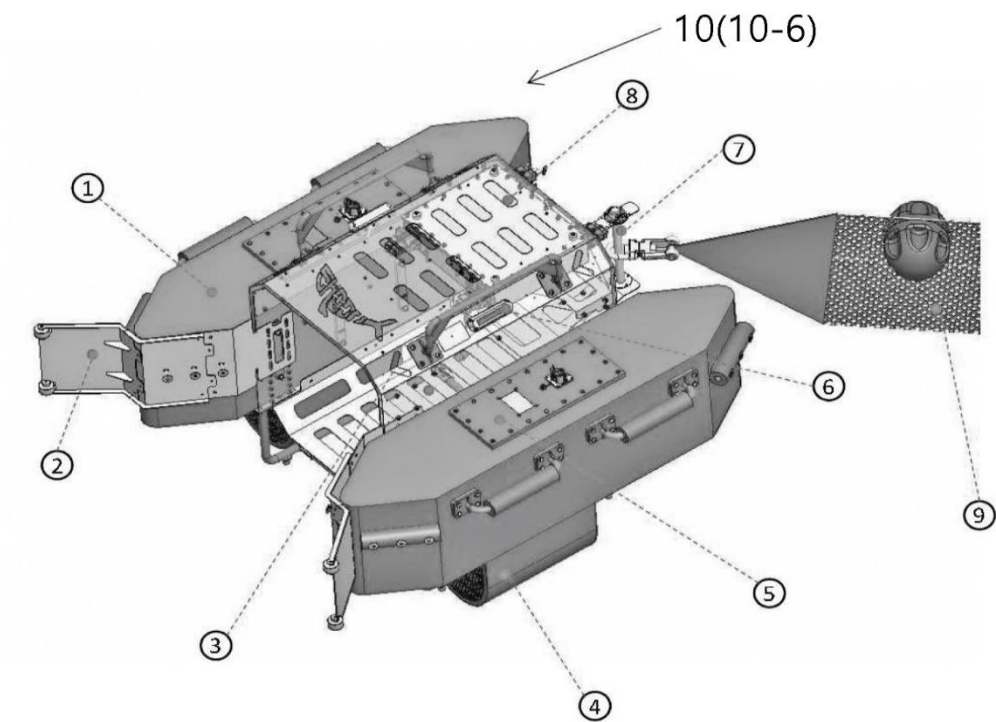


Product Components



Fig. 9b

Fig. 9B



- | | |
|---------------------------------|-----------------------------|
| ① Buoyancy body / Floater | ⑥ Status indicator LED |
| ② Sweeping arm | ⑦ Net fence connection part |
| ③ Main frame | ⑧ System box |
| ④ Propulsor and propulsor guard | ⑨ Net fence |
| ⑤ Battery | |

Fig. 9c

Fig. 9C

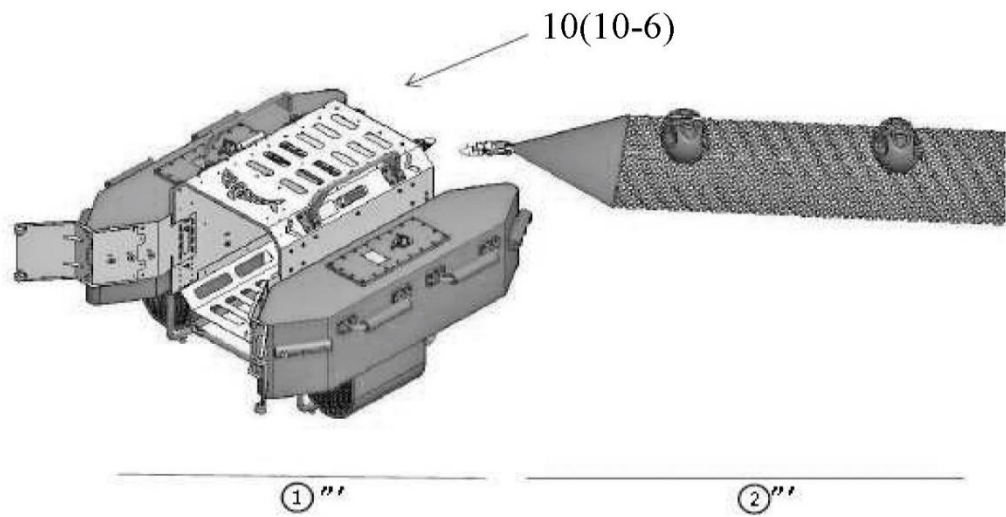


Fig. 10a

Fig. 10a

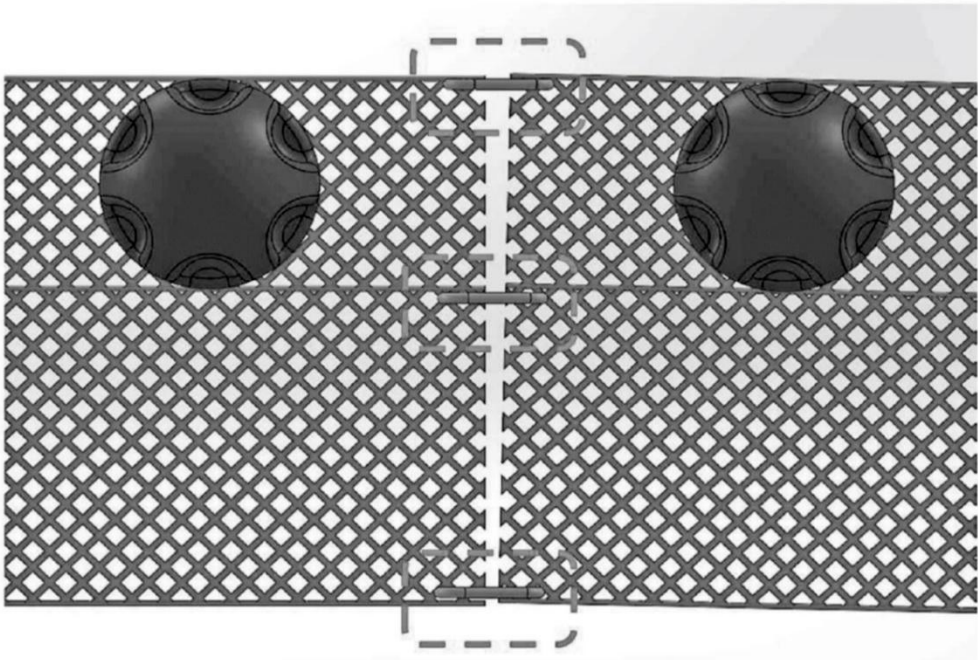


Fig. 10b

Fig. 10B

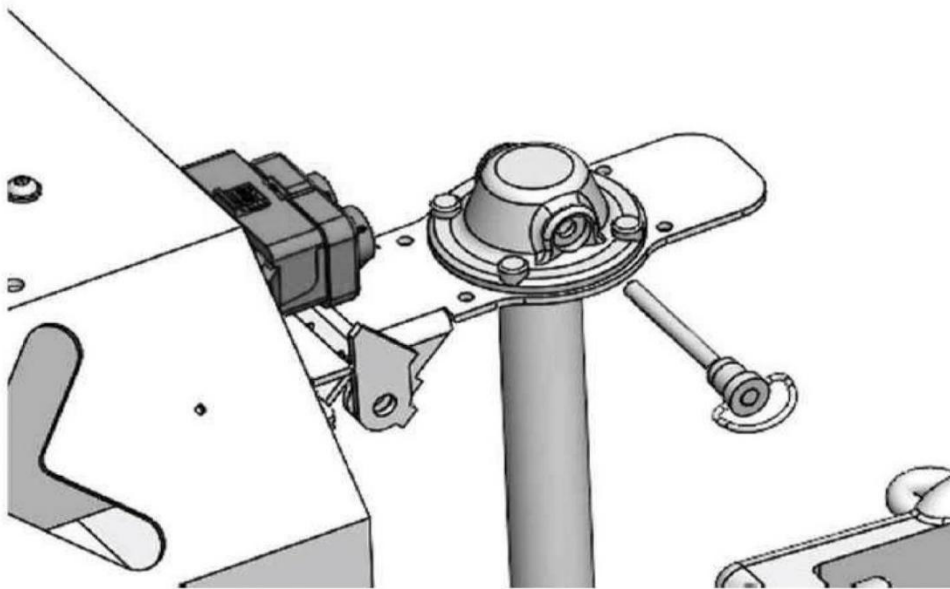


Fig. 10c

Fig. 10C

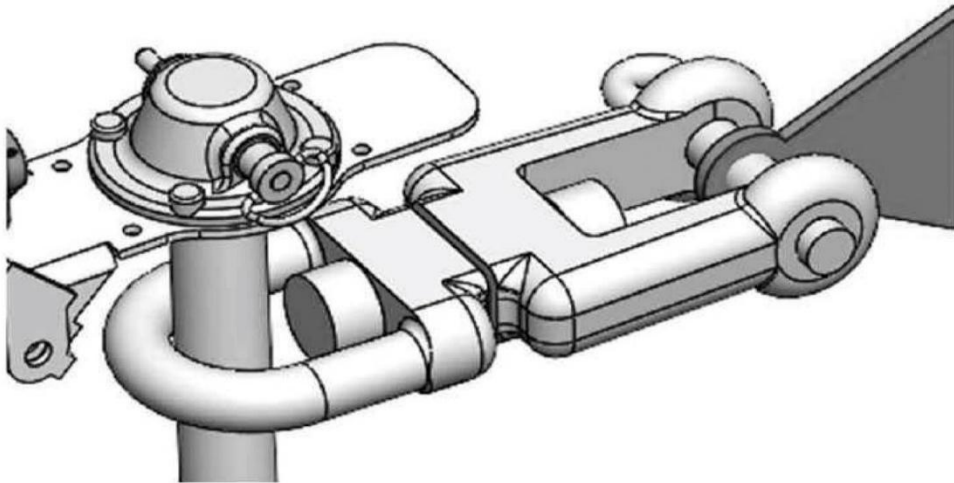


Fig. 11a

Fig. 11A



Fig. 11b

Fig. 11B

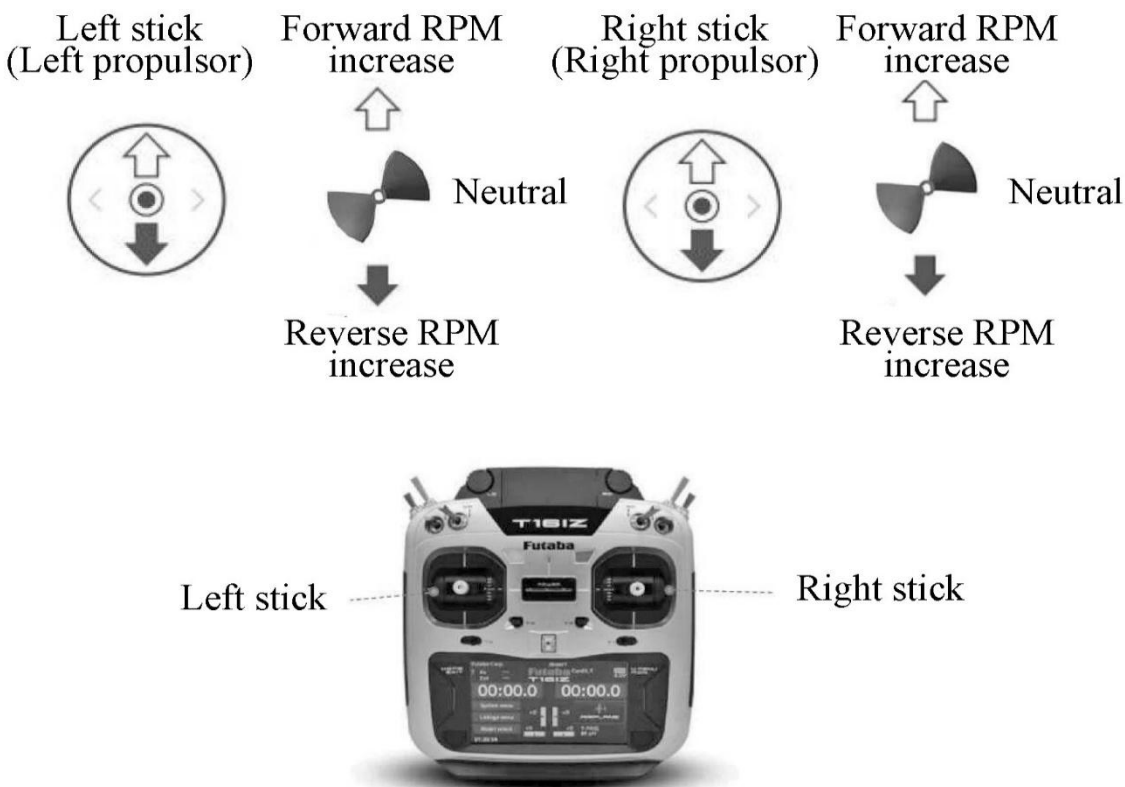


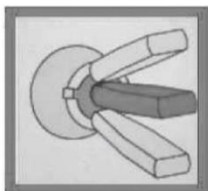
Fig. 11c

Fig. 11C

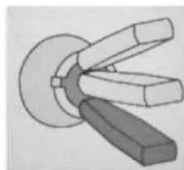
SA Switch

**Auto Mode On**

Operates the oil recovery solution automatically.
The following functions are activated.
(Impeller forward rotation, Hose pump forward rotation,
Cartridge cap opening)

**Auto Mode Off**

Stops the oil recovery solution.
The following functions are activated.
(Impeller stop, Hose pump stop, Cartridge cap closing)

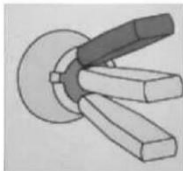
**Manual Mode**

Manually operates the oil recovery solution.
You can directly control the impeller, hose pump,
and cartridge operations.

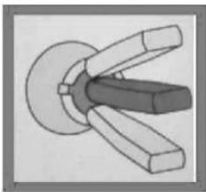
Fig. 11d

Fig. 11D

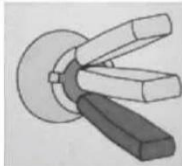
SB Switch



SSuction system forward
operationB Switch
Sucks contaminants inside the robot
The process runs automatically.



Suction system standby state
The extraction system stops.



Suction system reverse operation
The extraction system automatically
runs in reverse.

Fig. 11e

Fig. 11E

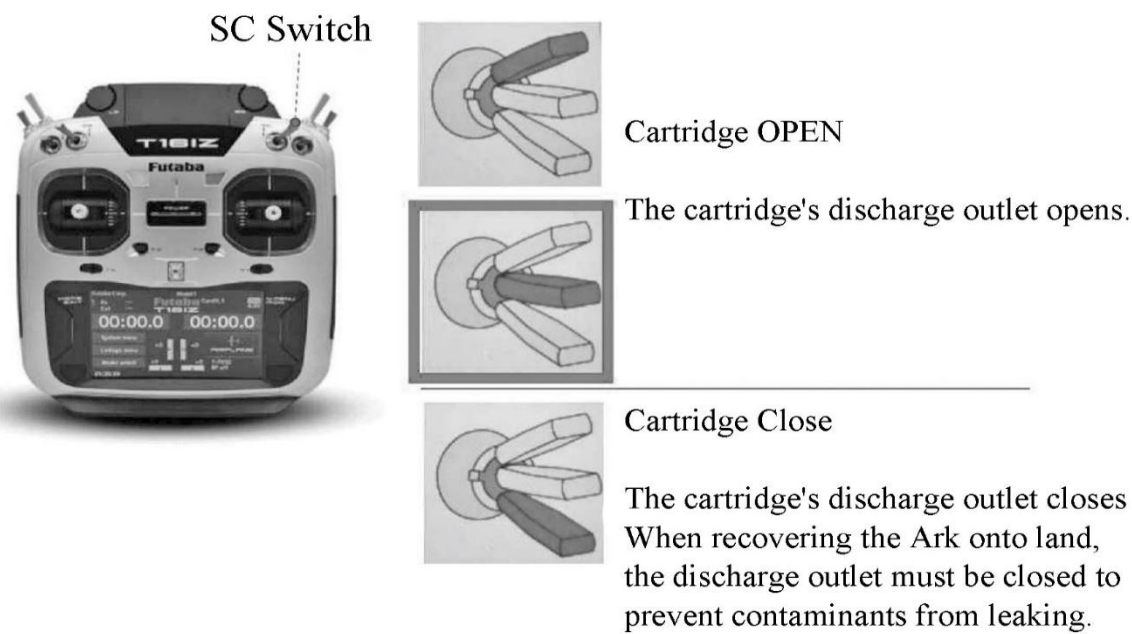


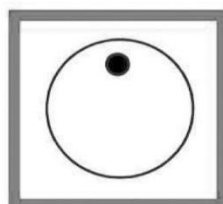
Fig. 11f

Fig. 11F

LD Throttle



Recovery unit stop



This is when the throttle's dot is located in the exact center, and the recovery unit motor does not operate. When the throttle moves to the 12 o'clock position, it makes a "beep" sound.

Recovery unit stopDischarge - Counter-clockwise



The recovery unit motor rotates in reverse, discharging the contents from inside the unit to the outside. There are 10 levels in total, and the discharge speed increases as it gets closer to the end.

Recovery - Clockwise



The recovery unit motor rotates forward, recovering external contaminants. There are 10 levels in total, and the recovery speed increases as it gets closer to the end.

Fig. 12a

Fig. 12A

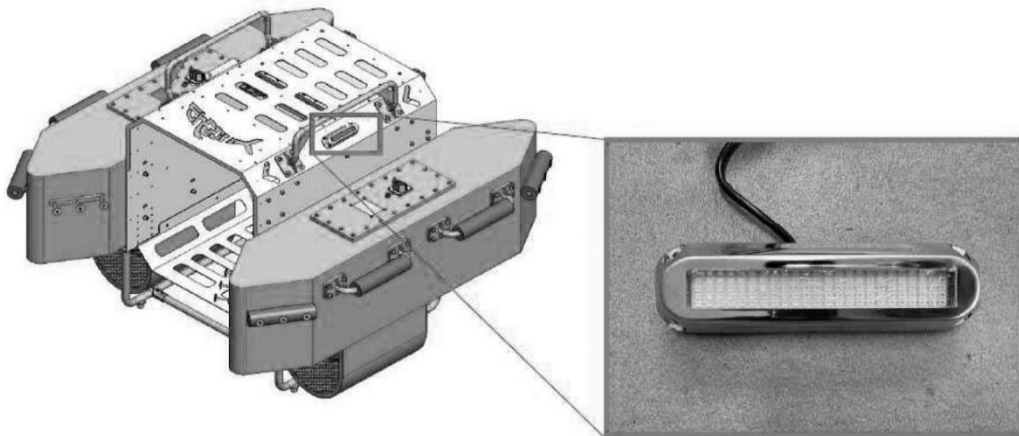


Fig. 12b

Fig. 12B

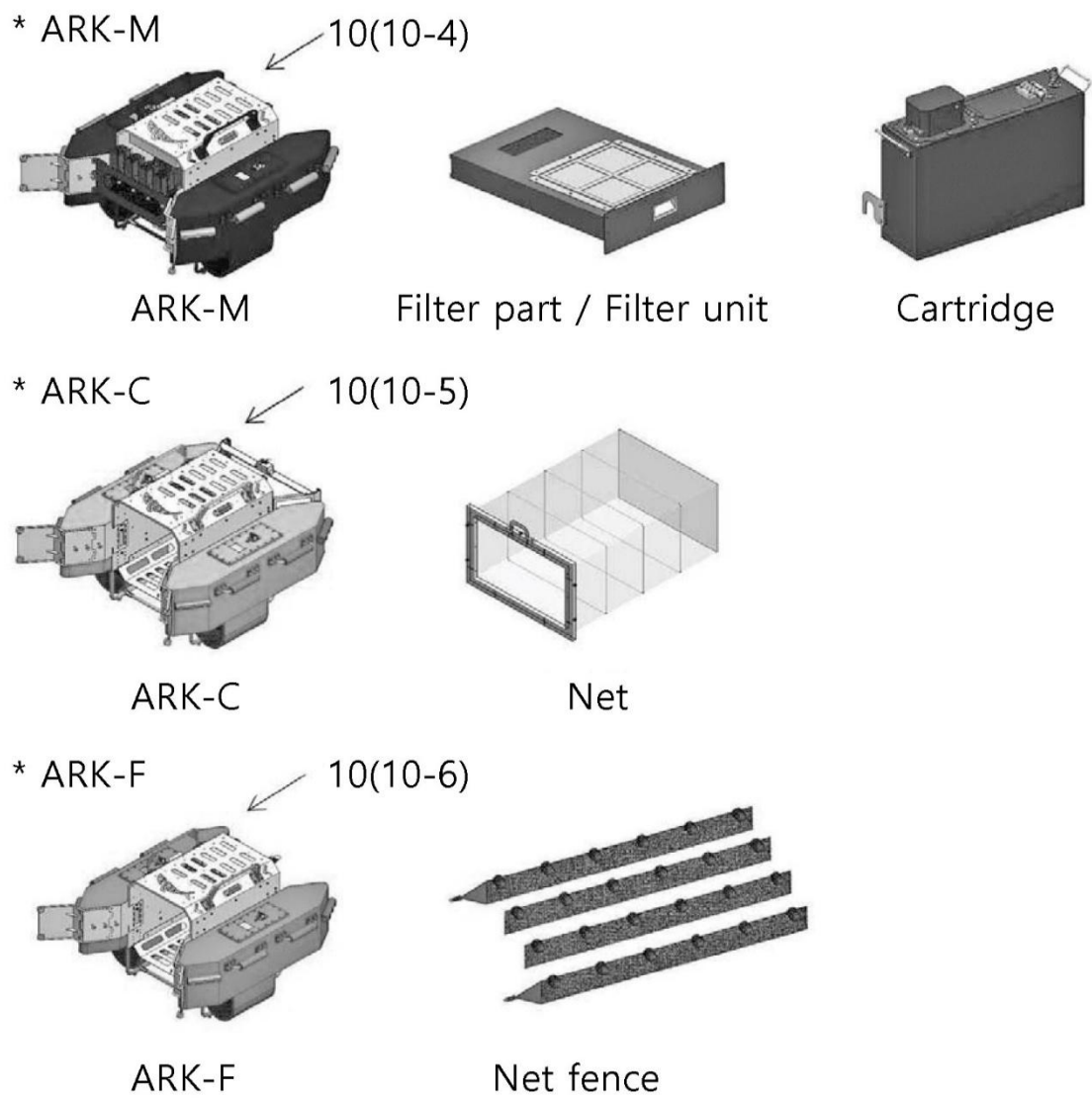


Fig. 13a

Fig. 13A

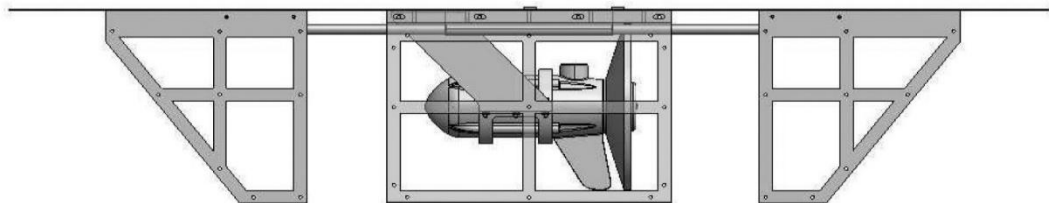


Fig. 13b

Fig .13B

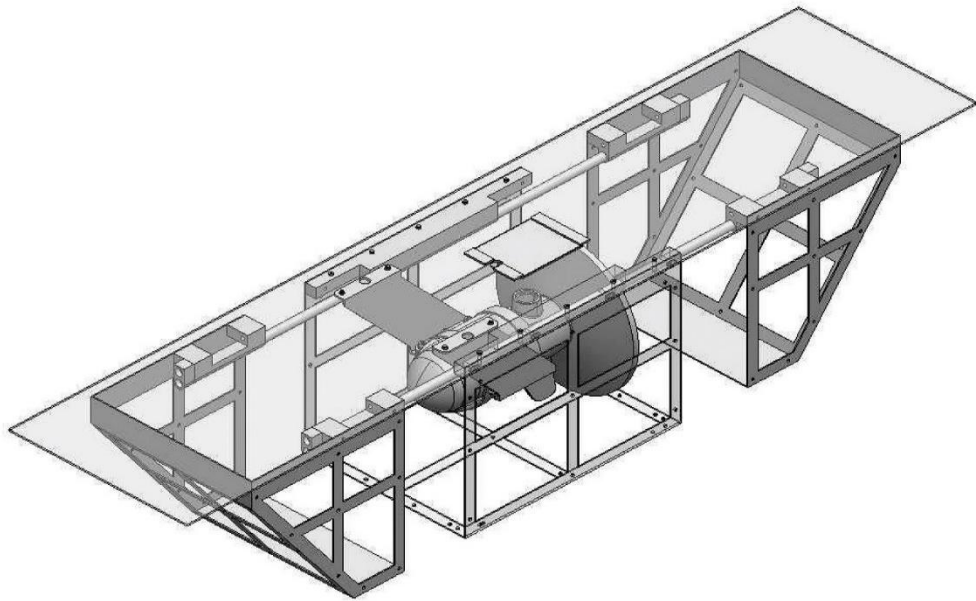


Fig. 13c

Fig. 13C

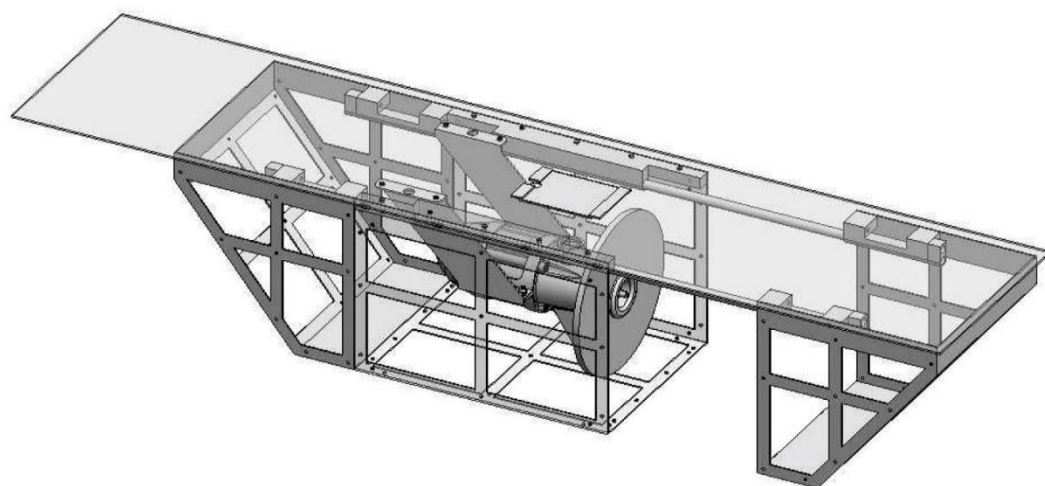


Fig. 14

Fig. 14

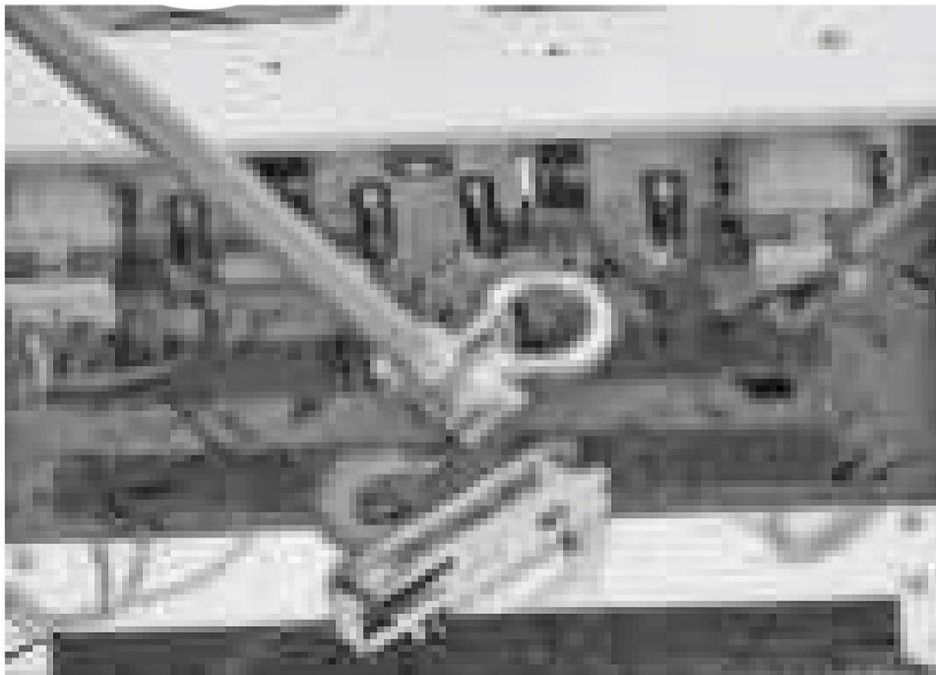


Fig. 15a

Fig. 15A

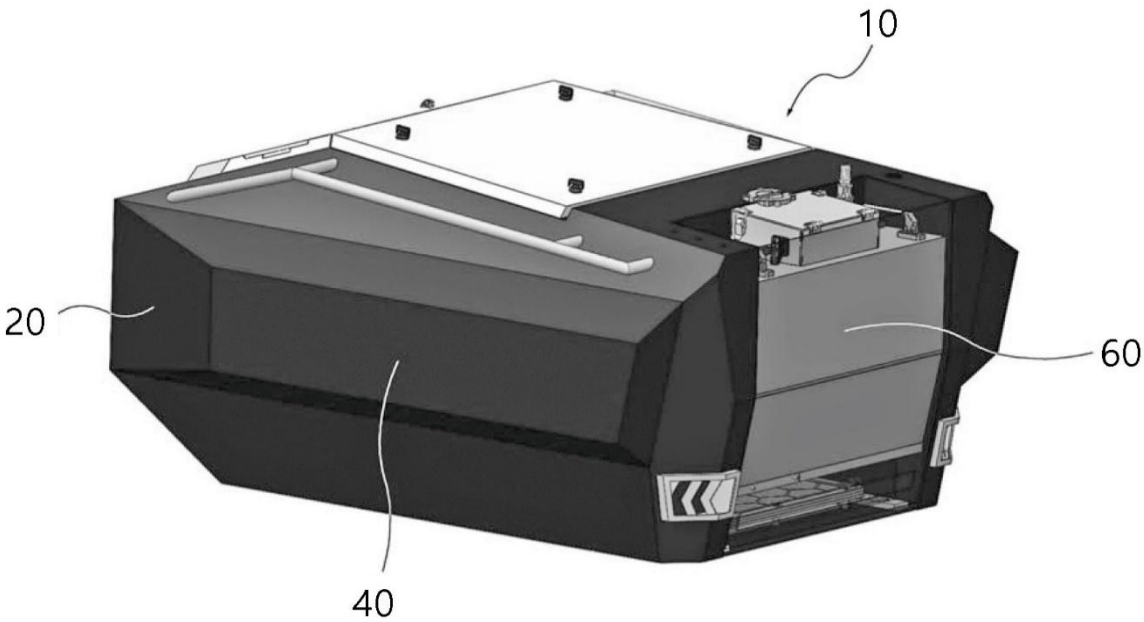


Fig. 15b

Fig. 15B

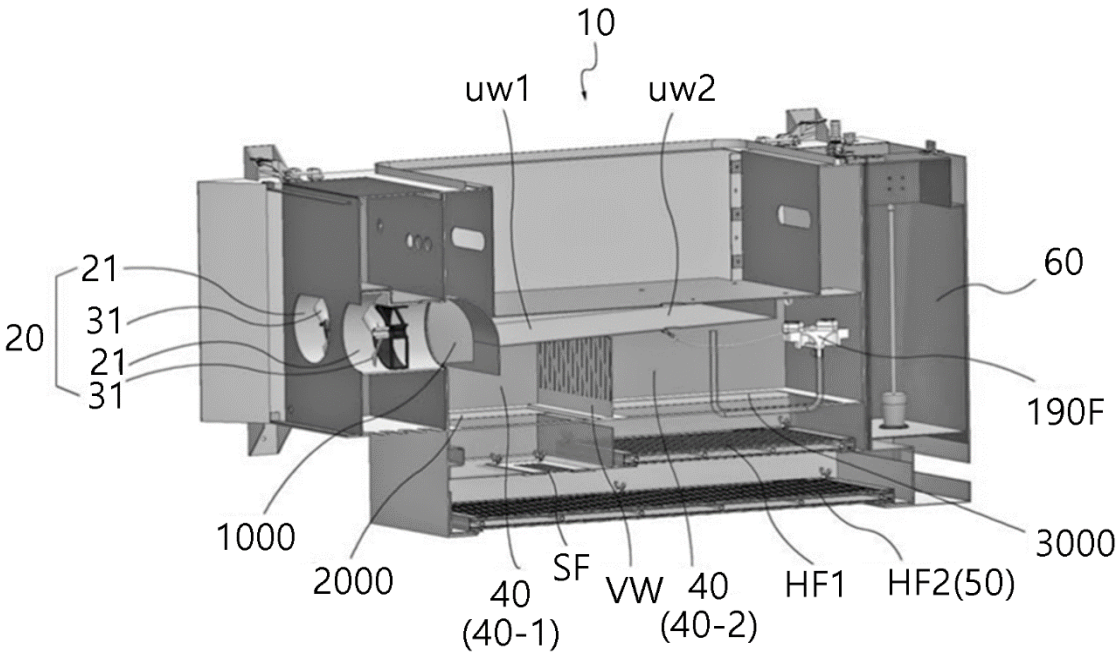


Fig. 15c

Fig. 15C

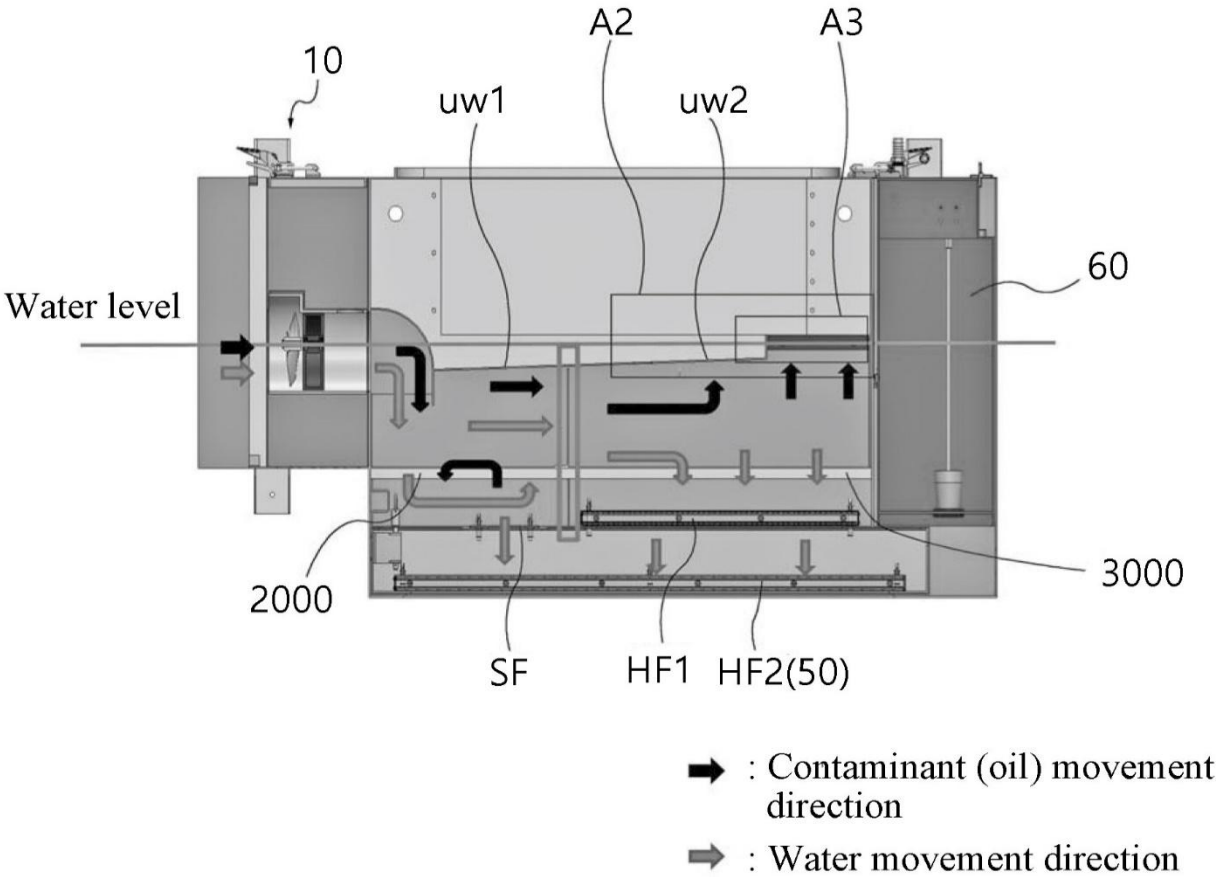


Fig. 15d

Fig. 15D

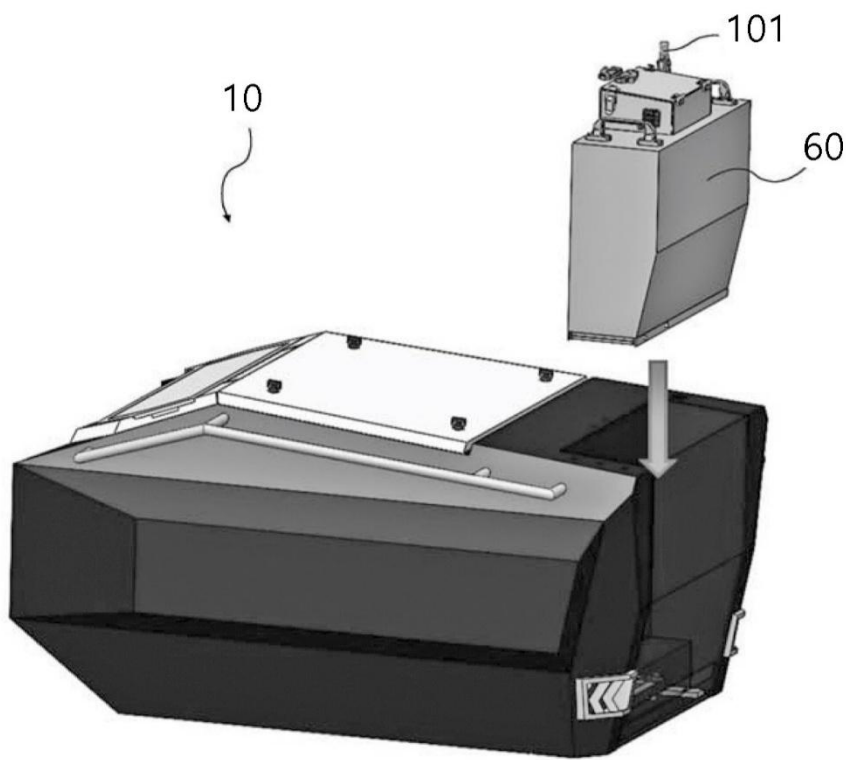


Fig. 15e

Fig. 15E

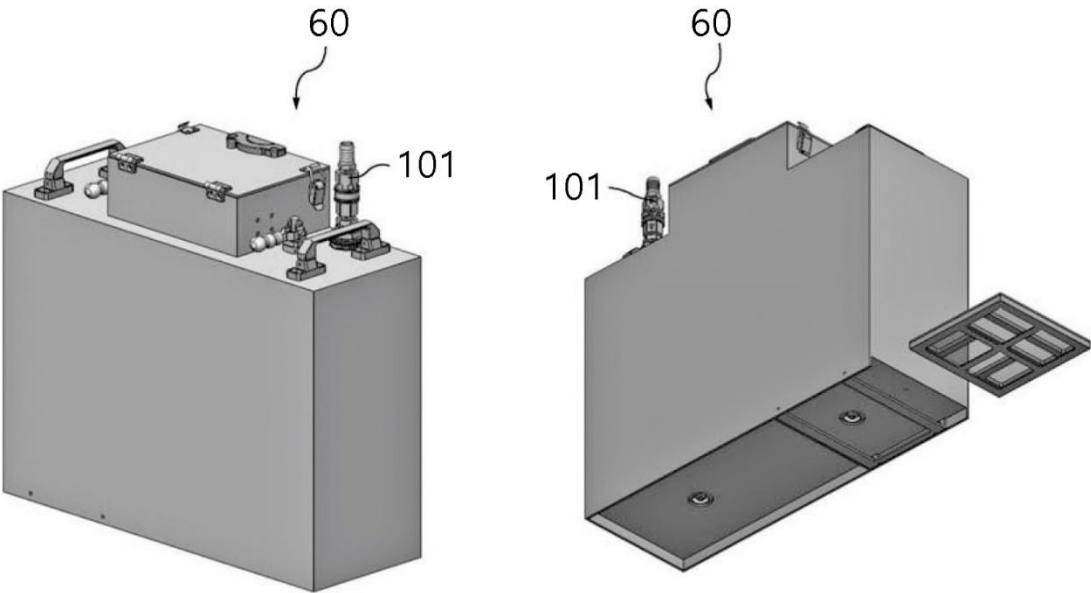


Fig. 15f

Fig. 15F

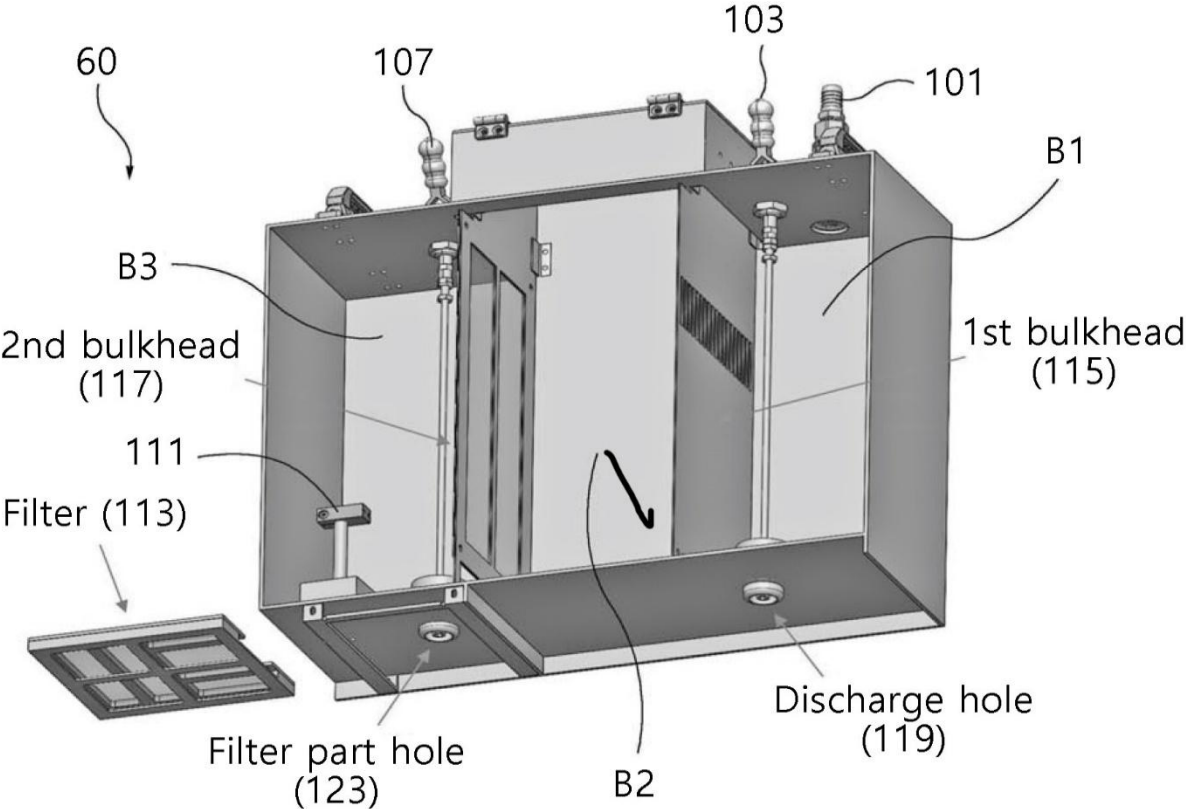


Fig. 15g

Fig. 15G

Oil accumulation test before bulkhead application
(Comparative example)

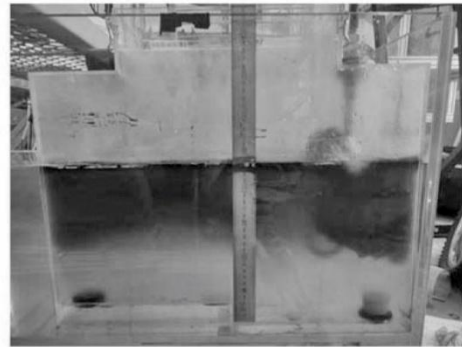
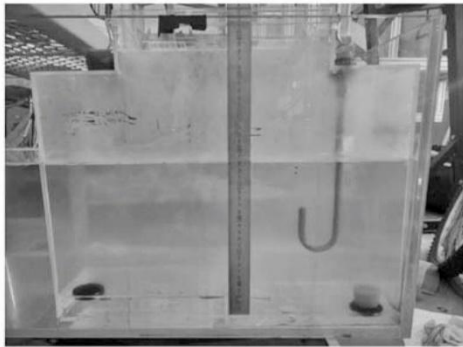


Fig. 15h

Fig. 15H

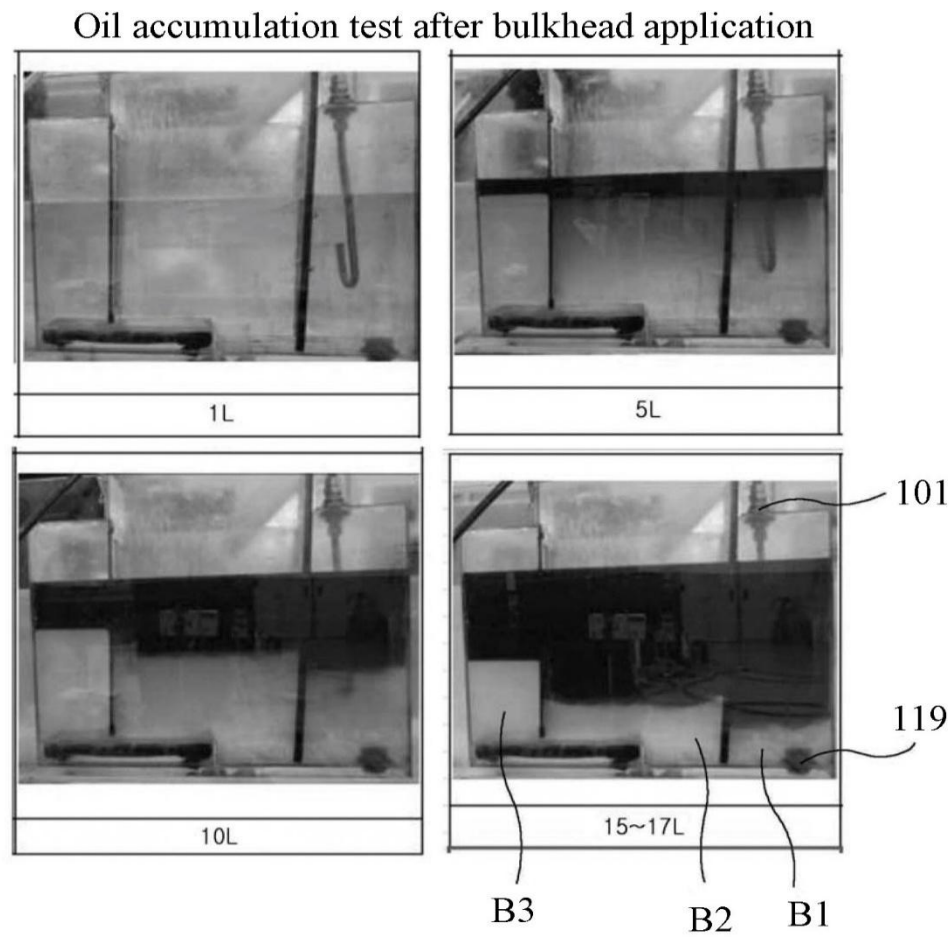


Fig. 16

Fig. 16

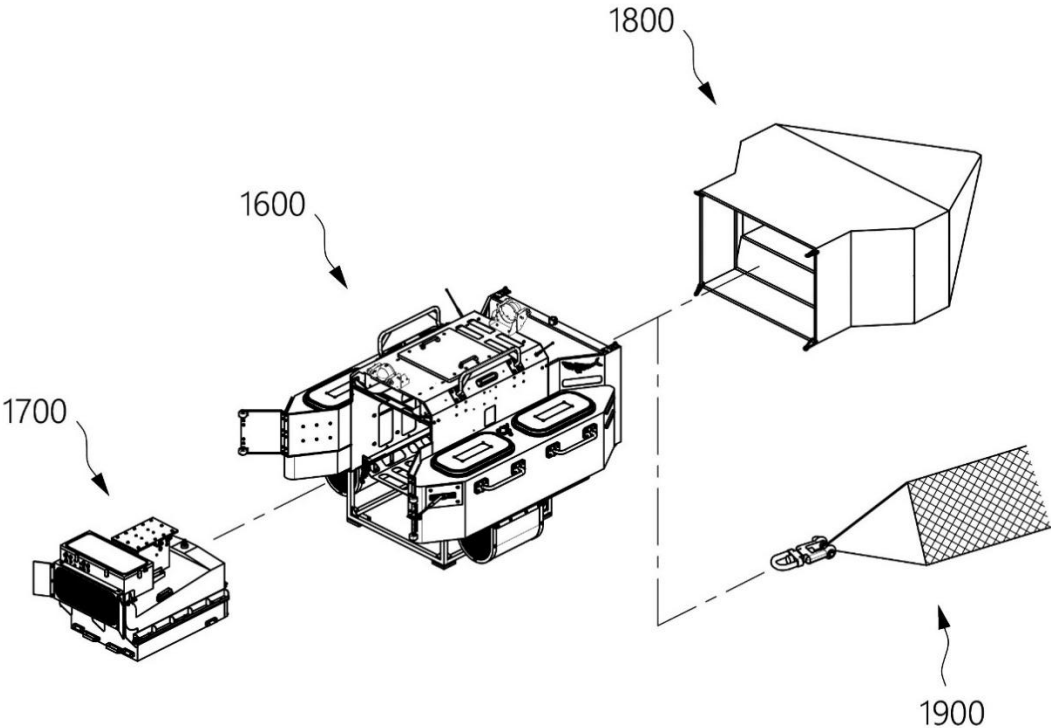


Fig. 17

Fig. 17

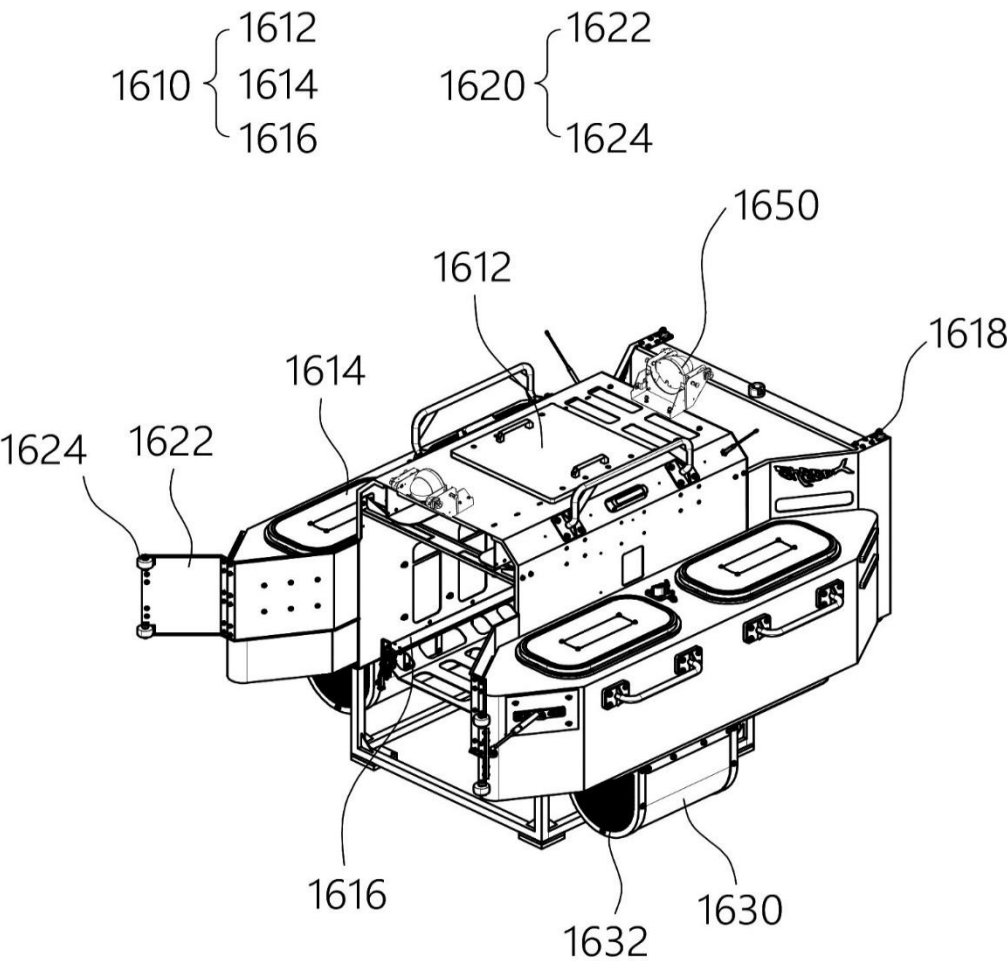
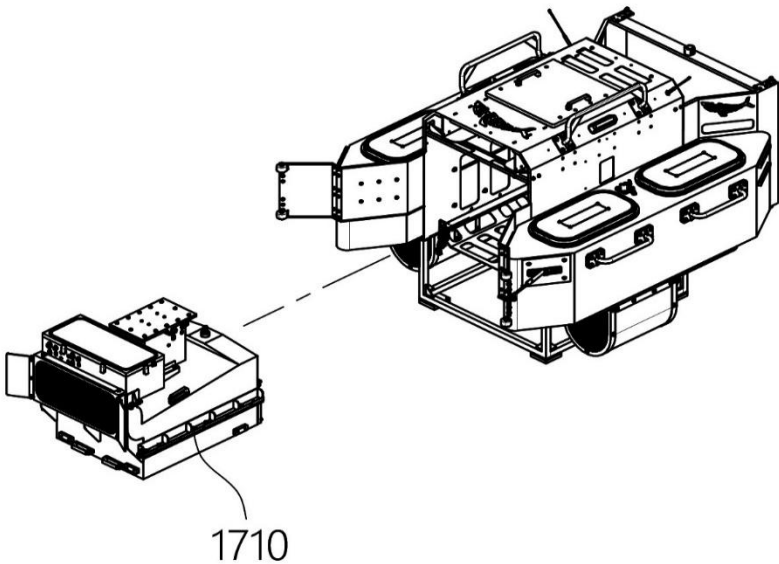


Fig. 18

Fig. 18

(a)



(b)

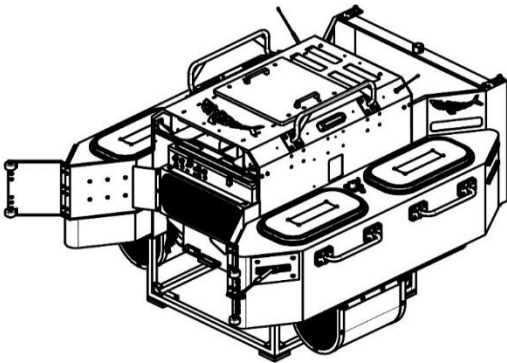


Fig. 19

Fig. 19

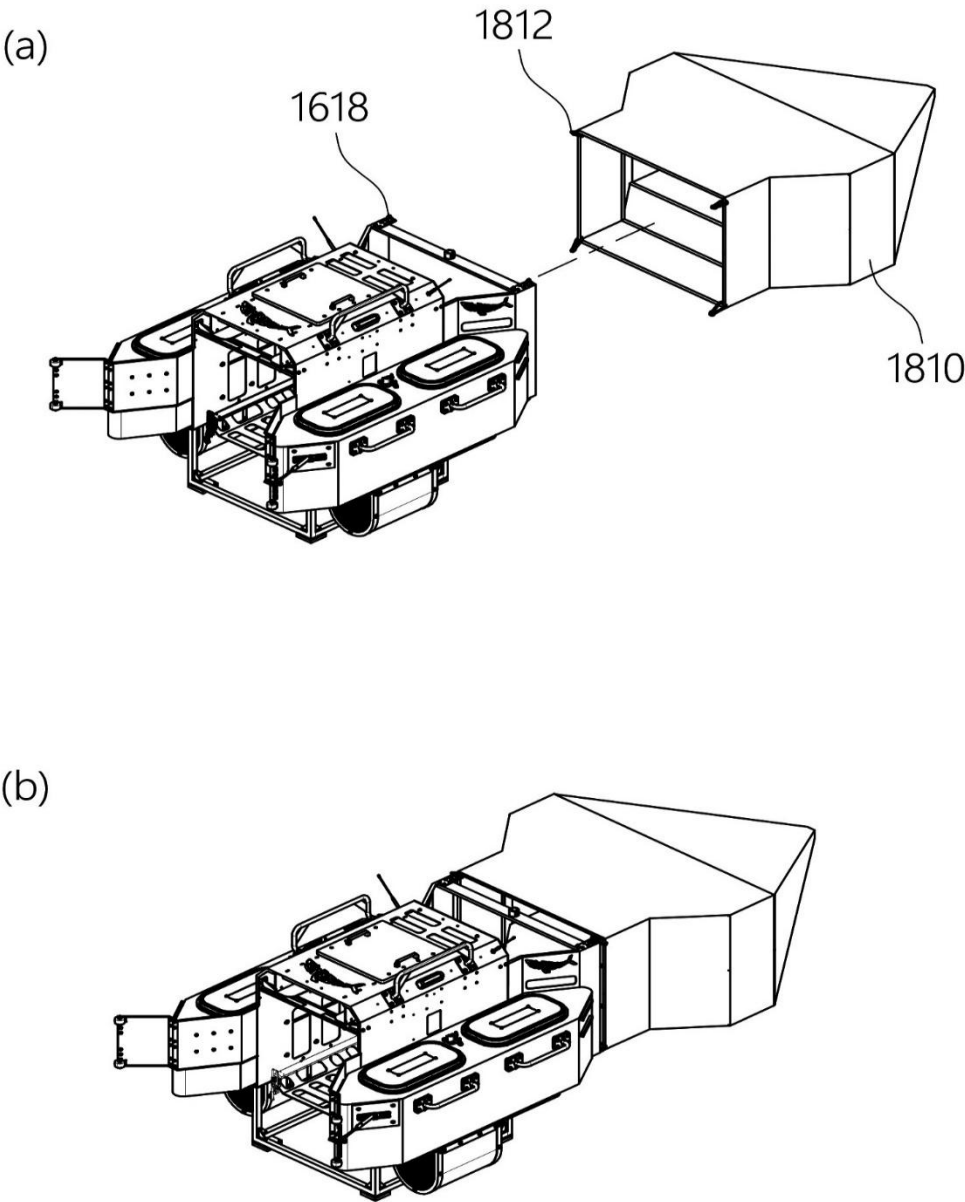


Fig. 20

Fig. 20

