

FOUR REASONS FOR GUARD VOLTAGE – EXTRACTS

REASON #1: Marc (Juiced Bikes)

Jun 26, 3:27 PM PDT

58V is full charge but as you mentioned¹, there is line loss or communication loss from the battery to the controller to the display, which can render the reading slightly inaccurate. As long as the display reads more than 56V, your good to go :) If you would like a more accurate reading to be sure, I recommend using a multimeter.

REASON #2: JB's reply: 09/04/19; Rasan Aycox (Juiced Bikes)

Sep 4, 2:32 PM PDT

Per our e-tech:

"its 1.5 volts loss in the system when the battery is fully charged so will never see a a (sic) battery read 58.8"

REASON #2 v2: Steve (Juiced Bikes)

Sep 11, 11:00 AM PDT

Our BMS has a threshold of 40 volts on all 52 volt batteries. The BMS handles all internal Data and Balancing on all 84 Cells. Also, note that there is a 1.5 to 2 volts of cable loss in the cabling so the voltage on the screen will differ from what is in the batteries. Hope this helps.

Thank you,

Steve Morton

Juiced Bikes

Service, Support and Repair Team Manager

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REASON #3: Marc (Juiced Bikes)

Sep 17, 1:33 PM PDT

¹ I made no such mention – JB staff did.

My associate Natan has notified me about your recent phone call with him. Upon further investigation, the 1V from the discharge port while the battery is off is to provide power to the BMS as it is needed to monitor the cells. It's completely normal :)

REASON #4: Natan (Juiced Bikes)

Aug 20, 2020, 11:16 AM PDT

the reason there is a float voltage of 1 volt, is there is still power to the capacitors through the BMS circuit. and if you put a probe on the leads, for voltage check, then touch it when it is turned off the caps will discharge even less. it is just a capacitor. these are used for in-rush current and discharge when pulling power from the source. Hope this helps

Natan

Technical Support

Obfuscation is one thing; but, four different explanations for what should be a simple and open matter? Methinks, there's something very odd going on in JB-Land.....