

Pre Trip Inspection

We recommend to do a pre trip maintenance often. This includes reviewing all the connections, as vibration and use will make them go loose

The first steps to do is to go through this inspection to be sure nothing got damaged or loose during your riding as this is a quick repair

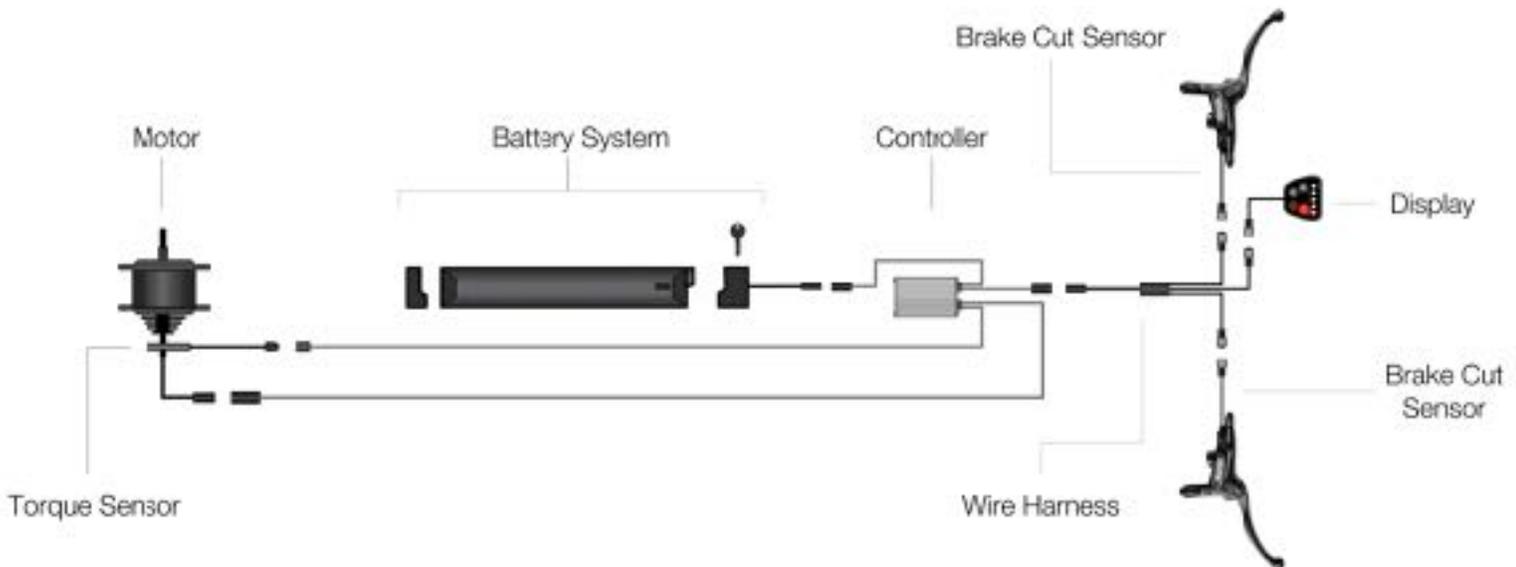
1st As always do a visual inspection of your bike in order to identify any visible issues. Be sure to inspect all cables and connectors.

2nd Discharge test. This test is made to also reseal the battery on your bike, as it traveled a bit before getting to you.

Carefully, remove the battery from your bike and set it .Then without the battery, press the power button on your bike's display and hold it for 10 seconds (as you would do on a laptop).

After this put your battery back in the bike, lock it with the key and just do a quick power up to see everything is ok. Be sure that the battery sits snugly in the frame and it doesn't move.

3rd Connection inspection. I add a handy schematic that you can use for this. We advise you take your time and also to see that the zip ties are not overtight, as they just need to have a snug fit. We can then focus on the motor connector, you can disconnect it and reconnect it, as also the sensor cable, this to assure proper mating. The controller to battery cable is inside the housing on top of the battery but we don't need to get there now as at the moment this is not an issue.

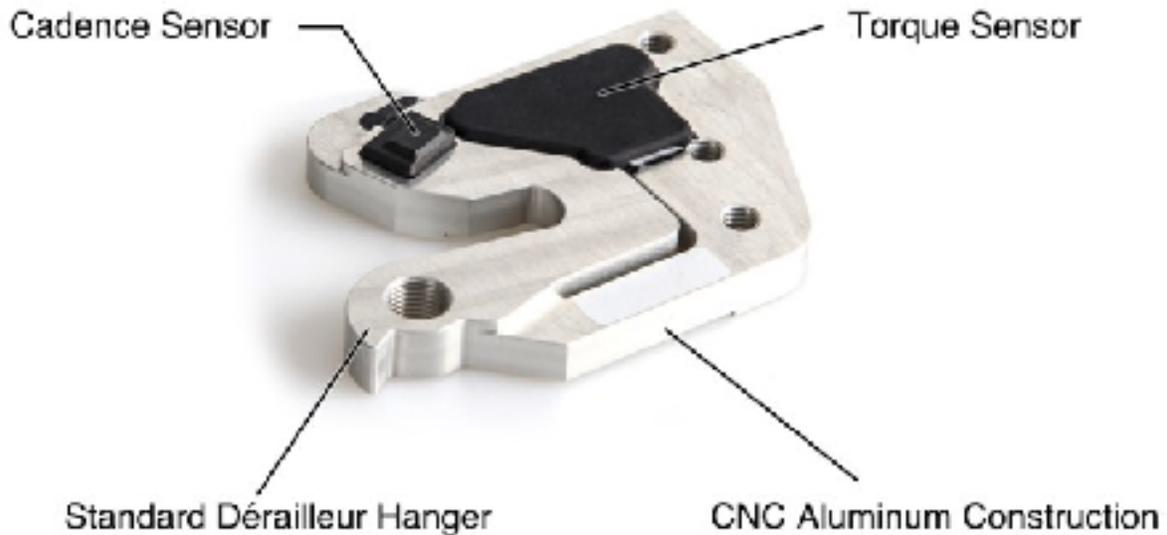


These steps should be enough to prevent any motor connection issue that we might have due to a misconnection. But in order to prevent more intermittent functionality we can add the cadence sensor inspection. Also remember when you power up your bike, you got to have the feet off the pedals as the torque sensor need to reset (like a bathroom scale)

How to check heck that the cadence sensor is adjusted properly:

On the torque sensor there is a cadence sensor module (see image). Be sure that cadence model is about 1mm away from the 11T cog. If the space is too far, the cadence can't be picked up accurately. A 5 cents coin (Nickel) is almost 2mm, so if you can fit it in the space between the sensor is too far away ant wont read properly.

Rear Dropout Torque Sensor



Second

After reviewing this details the next step to see is battery pack placement

Please remove your battery pack from the bike and charge the battery fully. During this check that the 4 leds in the battery indicator work.

While doing this please inspect the connection socket where the battery sits on the bicycle frame and see there is nothing loose

Before reinstalling the battery, please check the status of the battery connector and the fuse

The fuse is located close to the rubber protection where the charging port is. It is a common 30 Amp blade fuse that you can get at any automobile parts store . To remove the fuse you need a small flat screwdriver to slide it out

After this, please reinstall the battery and push it firmly in its position

Test to see if the bike turns on

Please let us know the results of these tests