TRIKE & QUAD USER MANUAL

Content

This manual contains important safety, operation and maintenance information.

Read it before you take the first ride on your new TrikExplor, and keep it for reference.

Congratulations on being a new TrikExplor owner. We hope it brings you many years of enjoyment.

This manual has been written to help you set up and use your TrikExplor. Recumbent trike and quad may be a little different from the cycles you are familiar with, so please take a moment to read through this document.

Throughout the manual, we have included some Tips, which have been learned from over 10 years of experience buldlng trikes and quads. They are well worth taking special note of.

We hope you enjoy owning and riding your TrikExplor.

Safety Notes and Cautions

This section describes ways to keep safe while cycling. Always think "safety" and cycle according to your ability and experience.

Cycling Laws and Regulations

Most countries have special laws and regulations for bicycles and cyclists, and these may apply to you as a trike rider. Know the local cycling laws and obey them.

Pinch Points, Moving Parts and Hot Spots

Some parts of your TrikExplor can injure you if mishandled. For example, the chainring teeth are sharp and brakes get hot during use. Moving parts, including brake levers and the fold mechanism can pinch, cut or crush. When you sit on the TrikExplor your hands will be close to the wheels. Touching the wheels when they are moving can cause friction burns. Before you ride your TrikExplor, ensure that the wheels cannot touch the handlebars or your hands when the steering is in full lock.

Check List for Every Ride

Before you ride your TrikExplor make sure it is in a safe operating condition. If any part of your TrikExplor does not function correctly, do not ride it until it is fixed.

- Visual inspection: check the TrikExplor and accessories for damage
- Brakes: ensure the front brakes and parking brake (if fitted) work correctly
- Gears: ensure the gear system works correctly
- Wheels and tires: ensure the tyres are correctly inflated and wheels are fitted correctly
- Seat: ensure the seat is secure and cannot move
- Mounting bolts: ensure the bolts on main hinge, seat, steering, and wheels are tight
- Reflectors: ensure reflectors are clean, in position, and unobstructed

Wear a Helmet

It is good practice to wear a cycling helmet that complies with the latest safety standards. Choose a helmet that is comfortable and fits well.

Visibility

Make sure other road users and pedestrians can see you. Ensure your reflectors and lights are clean, correctly positioned and not obstructed by clothing or accessories. Check that your lights are working correctly before you ride, even if you don't anticipate using them. Wear bright colored clothing with reflective areas. Attach a flag to your TrikExplor.

Suitable Clothing

Wear clothing that is suitable for conditions you will ride in. Wear glasses to protect your eyes from dust, dirt, and bugs. Wear appropriate shoes that will stay on your feet and can grip the pedals. Use pedal straps or "clipless" pedals to prevent your shoes slipping off the pedals while cycling.

Cycling with Care

You can help prevent accidents by using common sense, cycling with care, and thinking about your safety. You need to think about what other cyclists, vehicles, and pedestrians may do, and react accordingly. Anticipate potential hazards, such as car doors opening or children running in front of you. Cycle at an appropriate speed, stay back from other cyclists and vehicles, and avoid cycling on the inside of traffic queues. A rear view mirror is helpful to see what is happening behind you. Help other road users understand what you are going to do next by staying visible, maintaining a clear position on the road and using clear hand signals. Using a horn or bell will help other people know that you are near.

Cycling in Bad Weather

Take extra care when the weather is wet, foggy, windy, or icy. Ride with extra care and brake early, as your TrikExplor will take longer to stop. Sudden braking could lead to skidding and loss of control.

Cycling in Poor Visibility

Take extra care when the weather is wet, foggy, windy, or icy. Ride with extra care and brake early, as your trike will take longer to stop. Sudden braking could lead to skidding and loss of control.

Adjusting Your TrikExplor

Tire Pressure

Tire pressure is important for comfort and safety. Ensure your tires are correctly inflated before every ride. The recommended pressure range is given on the side wall of the tire.

Adjusting the seat tension

The mesh seat tension can be adjusted using the straps behind the seat back and base. It is easier to adjust the tension when the seat is off the trike.

Adjusting the front boom

If you decide to adjust the boom, the chain will also need to be lengthened or shortened two inches for every inch the boom is moved. For this reason we recommend taking it to your local dealer or bike shop to make sure it's done correctly.

1. Change gear to the smallest front chainring and rear sprocket.
2. Loosen the two clamp bolts under the front boom with a 5mm Allen wrench.
3. Adjust the boom by twisting and pulling or pushing. Take care not to damage the frame shim located inside.
4. Ensure that boom is not extended past the MIN INSERT 10cm.
5. Ensure that the boom is vertical.
6. Tighten the two front boom clamp bolts to 8-10Nm.

It is important that your leg is not fully straightened when the crank is in the foremost position. If the distance is too long it is difficult to overcome this dead point, pedalling becomes uncomfortable and there is too much strain on the sinews of your feet and legs. If the distance is too short you may suffer from knee pain.

Adjusting the handlebars

While riding you should allow your arms to rest in a relaxed position on the handlebars. By changing the angle of the handlebar you can adjust the position of the grip to the length of your upper body and your arms.

In order to change the angle of the handlebar, loosen the four screws of the handlebar clamping. Move the handlebars until they are in your favourite position and there is no interference. Tighten the clamping screws to 8–10Nm with a 5mm Allen wrench . Check the correct clamping of the handlebars by sitting down on your tricycle and pulling the handlebars.

If the handlebar grips are adjusted pointing too far forward or too wide, your hands or the brake levers can touch the front wheels or mudguards when cornering sharp, leading to injury. Make sure you have at least 5 cm (2") clearance between brake levers and front wheels/mudguards at all steering angles.

After having adjusted the handlebar position you have to readjust the length of the brake cables and shifter cables. The cables have to run smoothly without any sharp turns and they should not be bent sharply or stretched when the handlebar is at maximum angle. Also avoid large bows that could be caught up by the front wheels or other parts or touch objects under your tricycle.

Adjusting the headrest

The mest seat can be equipped with a headrest. Its height and inclination is adjustable at the mounting clamp.

Adjusting the shock

Please refer shock user manual.

Adjusting the display

Please display user manual.

How to Ride

Entering and Exiting the TrikExplor

Before sitting down on the TrikExplor, make sure that it cannot roll away from you by using the parking brake.

Straddle the boom and begin lowering yourself into the seat while supporting yourself using the tires or the sides of the seat frame. Do not to put weight on the handlebars as they are not load bearing members of the trike and can be damaged by doing so.

When exiting the TrikExplor, lock the parking brake and use the tires, boom stub tube, or seat frame to provide assistance when standing up from the seated position.

Turning

Lean your body into the center of your turns or you risk lifting the inside tire and possibly rolling your TrikExplor. The faster you are riding, the more critical this becomes. This leaning counteracts the lifting force (caused by fun things like your center of gravity, instantaneous velocity and centrifugal force) and encourages the inside tire to stay on the ground. Since TrikExplors cannot lean like regular bikes, you have to counter these forces with your body movement.

Braking

We use disc brakes on our TrikExplors and they are very efficient. To stop, squeeze both brake levers smoothly and with equal pressure. Each brake lever activates a corresponding brake on the front wheels. You will experience “brake steer” (pulling) if you brake only one side or if you use unequal pressure on the brake levers. It is possible to tip the trike forward by trying to stop too fast.

F426E, 424E and T320E have unique brake levers. The right handlebar is mounted two levers. The outsider lever is to control the brake on front right wheel. The insider lever is to control the brakes on two rear wheels. You need to using two levers by one hand.

On flat road, you can only use front brakes. On off-road, especially uphill and downhill, you have to use front and rear brakes at the same time. Before first ride you have to practice to operate these brake levers.

Parking

When your TrikExplor has stopped you can use a parking brake to keep it stationary. Use the parking brake lever down on the handlebar.

Shifting

Shifting allows you to maintain a comfortable pedaling cadence while riding over varied terrain.

Your TrikExplor is equipped with trigger shifters. There are two triggers on each shifter. The big trigger is operated by your thumb. The smaller trigger is operated by your index finger.

The right shifter changes the front gears, and the left shifter changes the rear gears. This is different with regular bicycles.

When you shift using derailleur gears the chain must be moving clockwise under gentle tension; you can only change gear when you are pedalling and moving forward.

Maintenance

Wear and Tear Items

Items such as steering bushings, brake pads, tires, hinges, drivetrain, etc. are all parts on your TrikExplor that will slowly wear out over time. It is important to keep an eye on these parts from a safety and functionality standpoint. If an issue creeps up over time it may be a sign that one of these items is ready to be adjusted or replaced. Some drivetrain noise is normal; loud, grinding noises are not and can indicate the need for service, adjustment, or part replacement. Contact your local dealer or bike shop for proper service.

Lubrication

Your chain and cables need regular lubrication with a good quality bike lube to reduce wear and maintain proper operation. Keep these parts clean and lubricated.

Brake and Shifter Cables

Brake cables and shift cables will stretch during the initial break-in period of your TrikExplor. To compensate for this, you can make minor adjustments by turning the barrel adjusters near the ends of the cable housing. Make small adjustments, rechecking the functionality with each rotation so you do not overcompensate for the cable stretch. We strongly recommend taking your trike to your local dealer or bike shop to make sure these adjustments are done correctly.

How to Clean Your TrikExplor

Wash your TrikExplor with soap and water occasionally, but especially after riding in inclement weather. It's important to dry and lubricate it right after cleaning. Wash the seat mesh separately (by hand or on a gentle cycle in your washing machine) and let it air dry if needed. Do NOT put the mesh in your dryer. Road salt is very hard on all trike components, including the frame. Clean it off immediately! Likewise, salty air can corrode your TrikExplor over time. It's a good idea to wax the frame (only glossy finished areas) occasionally with a good quality car wax.

How to Store Your TrikExplor

Before storing your bicycle over a longer period of time, e.g. during winter, please take care of the following steps:

• Clean your bicycle and protect it from corrosion as described in the chapter on "Cleaning".
• Store your bicycle in a dry and warm place.
• Avoid direct sunlight and storage close to the heating since it affects the rubber of your tires.
• Choose the smallest sprocket and the smallest chain ring. That way the cables are in the most relaxed position.
• The tubes of your tires lose air when standing over a longer period of time. If the bicycle then rests on flat tires, the tires may be damaged. Therefore, hang up your bicycle or check the air pressure regularly.

The winter months are a convenient period of time for the annual service since then you won't have to wait long for an appointment.

Transport in the Car

The best way to transport your TrikExplor is inside the car. Take care that it does not lie on the derailleur.

If you want to transport it outside the car we recommend a roof-rack or a rear carrier. Take care to fasten your tricycle at the frame only.

Please remove any parts that could come loose during transport (seat cushion, water bottles, luggage bags, pumps, pennants, etc.).

Inspection

The following service schedule is a guide based on cycling up to 30 miles (50km) per week in ngood weather conditions. If you ride your trike more often, or in poor weather, you will need to do maintenance more frequently.

Before every ride:

- Visual inspection: check the trike and accessories for damage
- Brakes: ensure the front brakes and parking brake (if fitted) work correctly
- Gears: ensure the gear system works correctly
- Wheels and tires: ensure the tyres are correctly inflated and wheels are fitted correctly
- Seat: ensure the seat is secure and cannot move
- Mounting bolts: ensure the bolts on main hinge, seat, steering, and wheels are tight
- Reflectors: ensure reflectors are clean, in position, and unobstructed

Monthly Check:

Every month check that all accessories are all still fitted correctly and are not damaged.

After a long ride and at least every three months of regular use:

- The 'Before Every Ride' checks.
- Clean, degrease and lubricate your TrikExplor.
- Inspect the TrikExplor and accessories for damage.
- Ensure bolts are tightened to the correct torque.
- Ensure the hubs turn smoothly.
- Ensure there are no loose or broken spokes.
- Ensure tires are not badly worn or damaged.
- Ensure the chain moves smoothly through the chain tube and pulley.
- Ensure the seat is still securely attached.

Every 6 months:

- Check the steering assembly.
- Inspect drivetrain for damage.

Every 12 months:

In addition to the regular maintenance, we recommend that your TrikExplor is given a full service every year. Unless you are experienced in trike mechanics, we recommend that you ask your dealer to do this for you:

- Ensure wheels are true.
- Change brake and gear cables if necessary.
- Inspect chainring and sprockets for wear and replace if necessary.
- Check chain for wear and stiff links, clean and lubricate or replace the chain if necessary.
- Ensure the headsets move smoothly.

- Check bearings in front suspension unit for wear.
- Check rear suspension back end for lateral movement and loose vertical movement.
- Ensure the pedals are still tight.

Warranty Policy

Refer to the Seller's Policy

Legal Requirements

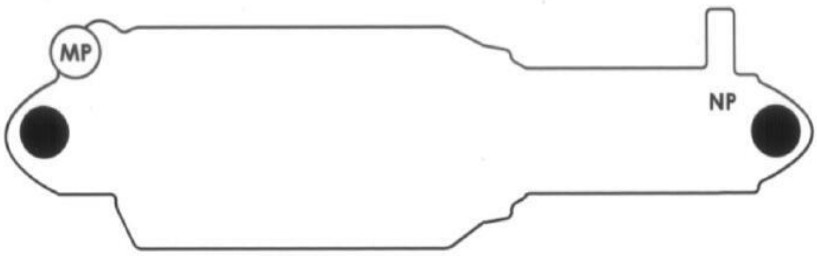
Legal requirements vary from country to country and you should always comply with them.

The important areas you need to consider are lighting, and helmet use. Consult your local bike dealer for information about what is required in your area. Please also remember that even if not required by law, some equipment (such as helmets and lights) can increase your personal safety and should be carefully considered.

Rear Shock A5-RE User Manual

Setup

To set the pressure in the main cylinder (valve marked "MP"), use a compatible shock pump. Remove the valve cap and attach the shock pump according to the pump manufacturers' specifications. Kind Shock recommends using the KS AIR-8 pump model for best results.



Recommended air pressure for the main cylinder is 100-150PSI.

DO NOT EXCEED 180PSI.

The negative pressure must not exceed the main pressure.

Maintenance

Your ExaForm rear shock requires periodic service to maintain consist function. This service should be done at the same interval as a drivetrain cleaning. Please see your local dealer to have this service performed.

Lubrication: It is recommended that the main shaft be lubricated every 25-30 hours of use or after a long period of non-use.

Cleaning: Use only warm water and a lint-free soft cloth to wipe down. The use of solvents, degreasers, waxes and other chemicals may damage the shock and void the warranty.

Attention

This is a high performance product. It will give you reliable service if it is installed properly and regularly maintained by an authorized ExaForm service center. Please read through these instructions fully and follow them carefully before you install your new rear shock.

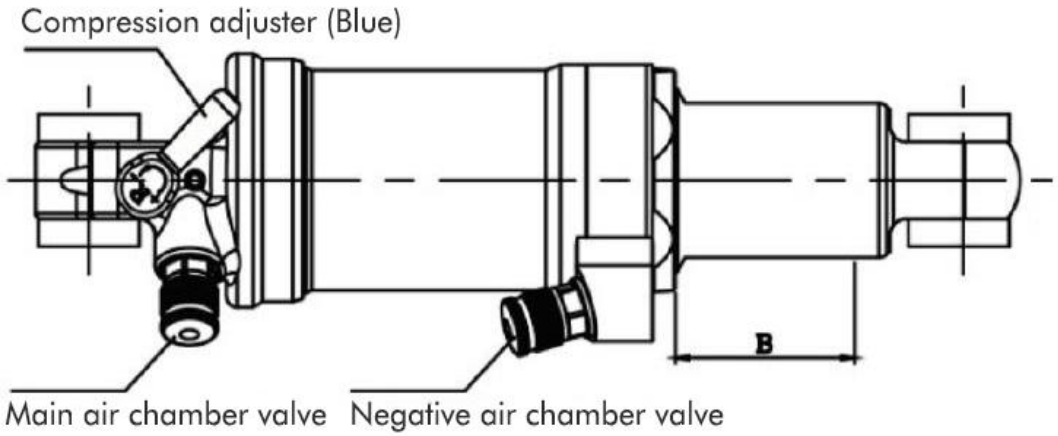
Warning

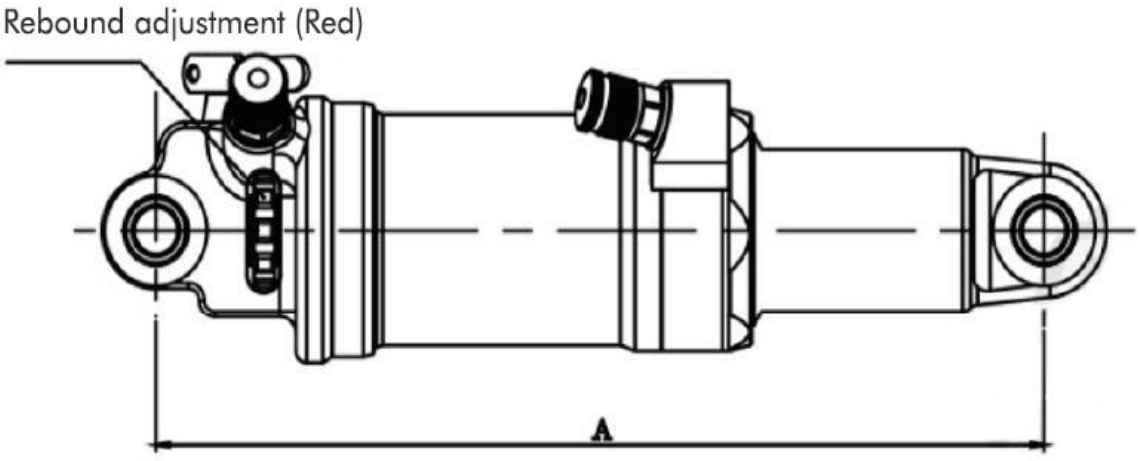
ExaForm rear shocks must be regularly maintained by an authorized ExaForm service center. Service center locations can be found at www.exa-form.com. Do not disassemble your rear shock. Disassembly could cause damage and severe personally injury as some of the contents are under pressure. Failure to follow these warnings and instructions will immediately void your warranty.

AOY-36RC Air Shock User Manual

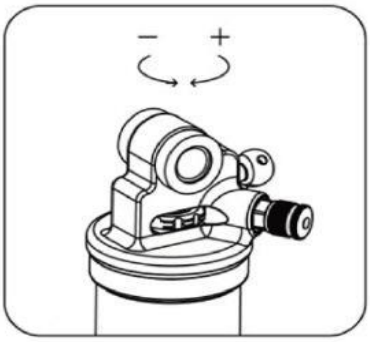
Product Description

Diagram Consumer Safety / ⚠ : Warning ❗ : Attention

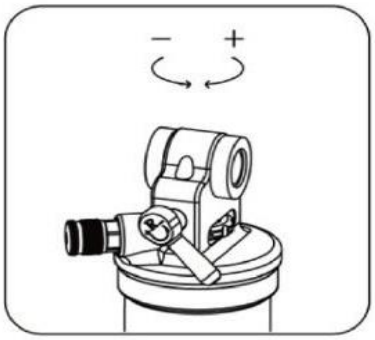




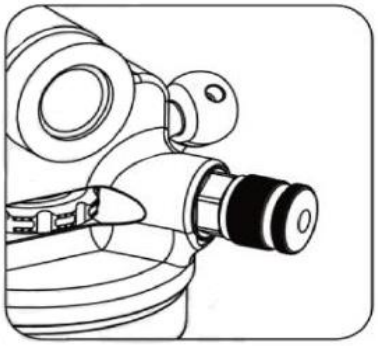
Rebound adjustment knob
+ direction rotation, increase damper (slow)
- direction rotation, decrease damper (fast)



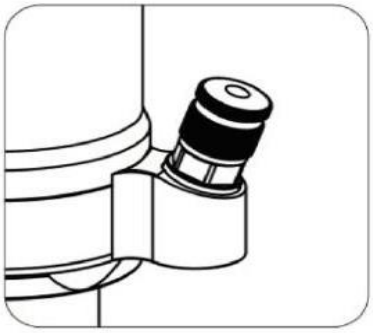
Compression adjuster
+ direction rotation, lock-out
- direction rotation, open up



Main air chamber
Supply air pressure according to pressure meter



Negative air chamber
Supply air pressure according to pressure meter



Specification	
A. Total Length	B. Route
165±2	35±2
190±2	50±2
200±2	55±2

DNM Air Shocks

Congratulations! You have purchased the best suspension shock absorber in the Mountain Bike Technology. DNM shocks are made of lightweight, high strength materials and they are designed to balance high performance, easy to use and easy to maintain.

This manual contains information about safe installation, operation and maintenance of your purchased item. We urge you to read it carefully to be more familiarized with its contents and follow our recommendations and references to help you make your mountain bike experience enjoyable and trouble-free.

Diagram Consumer Safety /  : Warning  : Attention

 INSTALLATION OF A NEW SHOCK

The first and most important factor when upgrading your rear shock is to make sure that you have the correct unit for the application.

To put it simply you need to determine the main type of riding that you will be doing, for example, Downhill, Cross Country, Free Riding or Road.

Upgrading your shock can change many aspects of your bikes handling, including the steering and also the way the bike behaves in tough terrain.

Choosing the right shock is crucial. Be sure to consider the type of riding you will be doing. It would be pointless to put a light weight air shock on a downhill bike, just as it would be unsuitable to put a long travel shock on a light weight dual suspension bike.

1. Establish the length of the shock you need by measuring from mounting eyelet to eyelet, this requires accuracy so use a set of calipers or a metal ruler. The distance from the center of the bolt at the head of the shock to the center of the other bolt at the base of the shock is the distance you need to find out.

2. You also need to know the distance for the width of the aluminum sleeves at either end of the shock which passes through the bushings and connect the shock to the frame and swing arm. This requires the use of the caliper, you measure from the inside of the mount on both sides. The gap where the shock mounts should be the same as the aluminum sleeve. If your bike has a different set up you may need to consult with a good bike shop.

3. Remember if you are seeking to extend the travel of your bike, make sure that you have sufficient clearance to accommodate the full travel of the rear swing arm. If you are going to use a shock which has an external reservoir (Piggy back chamber), Please make sure that it will be suitable for your frame, move smoothly. It won't cause any damage or interruption of your frame or seat posts as well.

4. Once you know the correct shock length and you are confident that the bushing gaps are also correct, the fitting of the new shock is a relatively simple exercise. Remove your old shock absorber and clean the inside surfaces of the frame and swing arm, remove any dirt and make sure that the surfaces are clean.

5. Establish which way you are going to position the shock take into consideration access to the adjusters. Position the shock in the mounting area using the appropriate tools usually a 5mm Allen key and a 10mm open ended spanner, depending on the type of fastener in use on your existing mount the sizes may vary.

6. The tightening process requires only a medium amount of pressure, as the aluminum spacers are a tolerance fit. It is good to use Nylock nuts and some Loc-tite fastening solution. Once the shock is fastened gently sit on the bike and progressively apply more pressure easing the bike through its travel. Providing there are no strange noises coming from the shock area, you can be fairly confident the installation process has been a success.

7. The final stage of the installation involves fine tuning, ride height can be adjusted by using the collar on the main shock body to compress the spring. The rebound adjuster to control how fast the shock kicks back and the compression damper to fine tune the stroke. You will find that as these adjustments are variable just like where you ride they will be something you change periodically.

8. So there you have it! If you have successfully got to this point the last thing you need to do is to put on your helmet and go for a ride!

SHOCK INFORMATION

1. Compressing Damping
The resistance felt when compress the shock.

2. Rebound Damping
The force needed to compress the spring.

3. Preload
The amount of static force placed on the spring

4. Spring Rate
The force needed to compress the spring.

5. Shock Sag

The amount the shock compresses when the rider is sitting on the bike in normal riding position. This takes about 15%~25% of the shock travel for cross-country and about 25% for Downhill applications.

6. Lock-Out

A unique DNM device allows the rider to choose different riding styles. Lock the movement of the shock, reduce the suspension travel of your bike, and make it easy to climb hills, fast acceleration, suitable for Downhill applications depending on the track conditions. Available for both remote lock-out and manual lock out operating systems.

7. Remote Lock-Out

Allows you to operate your Lock-Out system from your bike handlebars via thump shifter.

SAFETY INFORMATION

Before riding your bike, make sure to wear a safety helmet, protective clothing and eye protection and do not ride beyond your limits. Always maintain your bike & suspension.

Never modify your shock or your bike frame. Any modifications can result to a broken or malfunctioning shock, may lead to serious injury or the premature termination of life.

NEVER disassemble or service your shock if it is compressed or has not returned to its original length without any load on the shock.

If your shock ever makes unusual noises or ever loses oil, DO NOT attempt to disassemble any part of the shock. Please return your shock to a DNM authorized dealer for service. Use ONLY genuine DNM parts for shock.

*** Do not use locked-out system during jump riding, it is considered very dangerous.**

SAG SET-UP INSTRUCTIONS

To maximum performance of DNM shock in any different situation, it is necessary to adjust the SAG. The main reason of sag difference is all about the weight(bike or own weight). When you set up the sag, please sit on the saddle properly. Make sure all your weight is on the bike. And then observe the ring position which is on the shock travel body after getting off bike. We suggest that displacement percentage range is 15~25% of full travel. The sag displacement will be decreased by adding air pressure. On the contray, displacement will be increased. Adjust air pressure to match your sag satisfied.

AIR SHOCKS

Air shocks are high quality air hydraulic shocks consisted of hard-anodized shaft and black shock body. Adjustment: Compression, Rebound, Negative Air Spring and Lock-Out. The Compression air valve is located near the rebound adjuster and the blue lock-out knob. Air pressure is filled with 150psi during production.

Increasing the airpressure will make the shock harder while decreasing the air pressure will make the shock softer. Negative air pressure is filled with 50psi during production and should be adjusted between 50psi~80psi. Rebound adjuster is the red circular knob between the main air valve adjuster and the blue lock-out knob.

Turning the red circular rebound knob you can control the speed of your shock slower or faster. Lock-out adjustment is the blue knob which locks the movement of the shock and reduces the rear suspension travel of your bike by manually pulling the lock-out knob. Press the knob into turn the lock-out feature on.

It is necessary to adjust the SAG to get the best performance from your DNM shock.

Please refer to Shock Specification Table and Set-Up Instructions.

SERVICE MAINTENANCE

1. Do not disassemble the shock yourself, please contact your nearest DNM authorized service center for shock malfunctions or improper operation.

Attention: Air shocks internal air is adopted nitrogen. Please do not disassemble by yourself. We will not be responsible if the client who disassemble the shock by self.

2. The DNM shock has been filled with high-pressure air (150psi) during production. Maximum air pressure must be limited within 250psi.

Air pressure in negative air room is 50psi, maximum is 80psi.

3. After about 5000km of riding, take out the mount bearing sleeves from both sides to clean, grease and replace if necessary.

4. After a muddy riding, please clean the main shaft, dust scal and bumper rubber to protect the shock and maintain its life span. Wash your shock only with soap and water. Never use high-pressure washers.

5. Check and adjust to your desire level of the main air spring pressure and/IC negative air spring pressure before riding.

6. Please note if you need to adjust your shock harder or softer, always adjust the main air chamber first and then the negative air chamber.

Weight (lbs)	Main air chamber (psi)	Negative air chamber
120	90	50
140	105	50
160	120	55
180	135	65
200	150	70
220	165	75

* The above numbers are for reference only. Air pressure depends on rider's weight and frame specification.

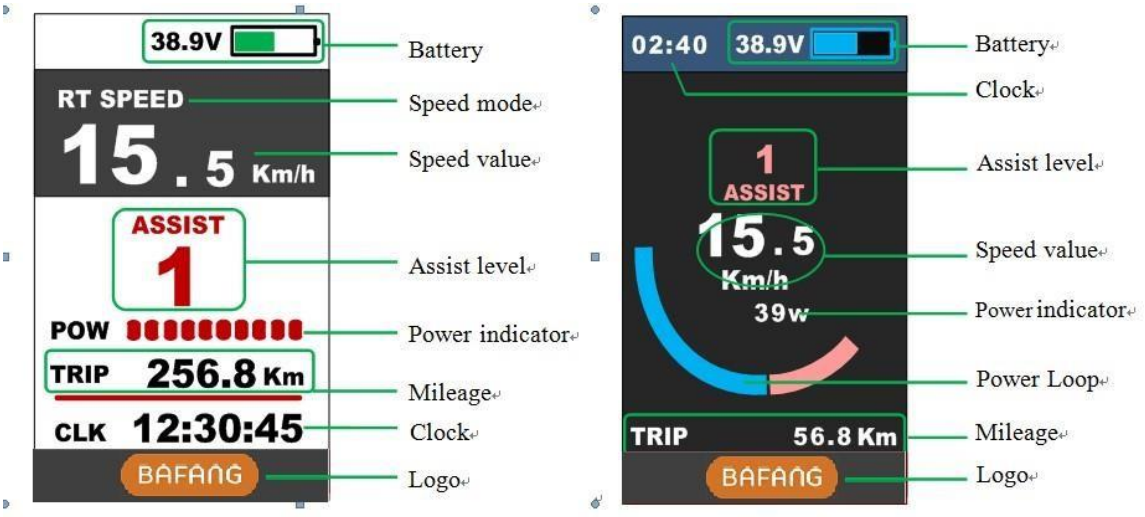
To get more information, please browse DNM website: www. dnmshock.com.

DPC14 Display User Manual

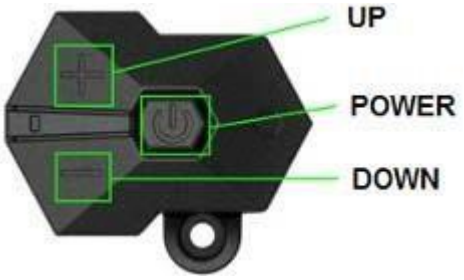
1. Features

- ✧ Suitable for low temperature，Max -20℃.
- ✧ High-contrast 3.2inch IPS colorful matrix screen.
- ✧ Ergonomic external button design, easy to operate.
- ✧ **Speed display :** AVG SPEED, MAX SPEED, SPEED(Real-time).
- ✧ **Kilometer / Mile :** Can be set according to customers' habits.
- ✧ **Smart battery indicator :** Provide a reliable battery indicator.
- ✧ **9-level Assist :** 3-level/5-level/9-level optional.
- ✧ **Mileage indicator :** Odometer/Trip distance/ Clock/ Riding time.
- ✧ **Power/Current indicator :** real time power indicator, digital or analog or Current.
- ✧ **Error code indicator.**
- ✧ **Software upgraded :** Software can be upgraded through UART.
- ✧ **USB charging port :** 5V/500mA

2. TFT screen instructions



3. Functional Description



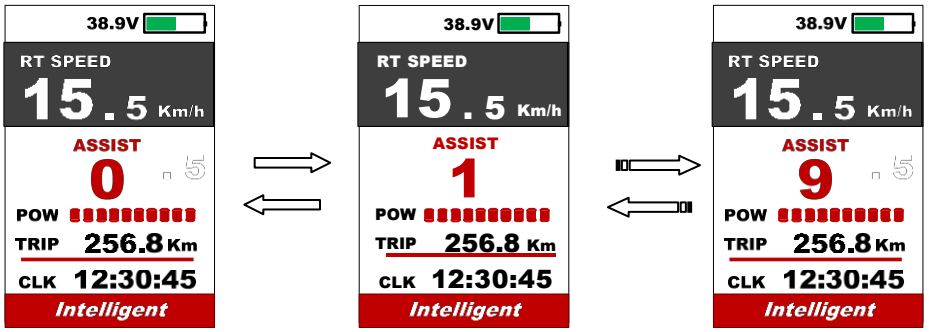
3.1 Power On/Off

Press and hold Power button for 1 second can turn on/off the display. The Display can automatically shut down when there is no operate & ride for X minutes（X could be 0~9）.

*If the display has been set password power on, you need to input the right password before start.

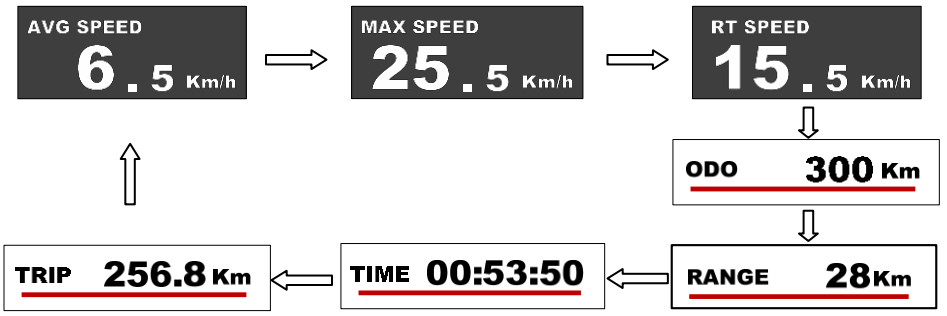
3.2 Assist level operating

Short press UP/DOWN button can change the assist level. Top assist level is 9, 0 for neutral. Level quantities can be adjusted according to the customer requirements.



3.3 Speed & Mileage mode switch

Short press POWER button can change the speed and mileage mode, AVG SPEED->MAX SPEED->RT SPEED->ODO->RANGE->TIME->TRIP.



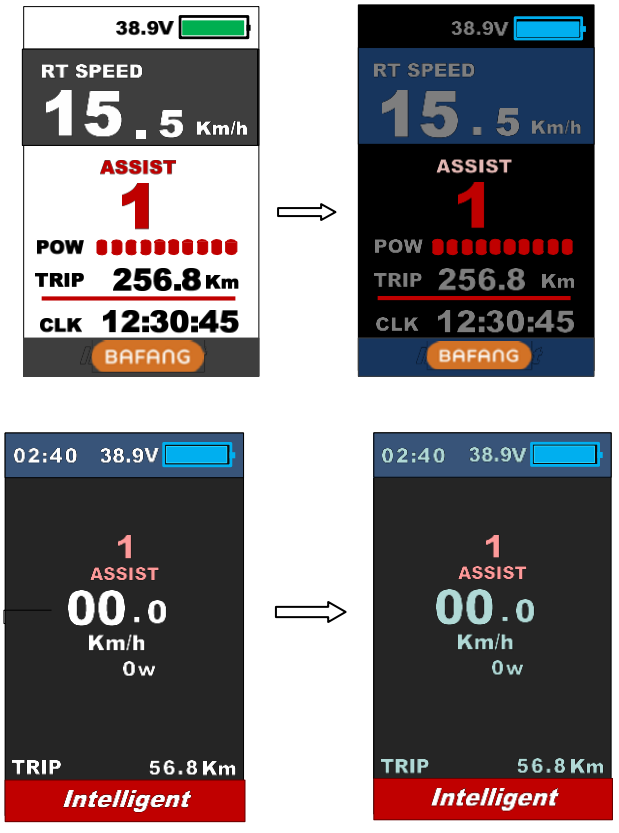
*Range need smart BMS support.

**If there is no operation for 5 seconds, display will return Speed (Real-Time) display automatically.

3.4 Headlight/backlight On/Off

Press and hold UP button for 1 second can turn on/off the headlight, and the scree will switch to the corresponding mode.

*The motor does not work when the battery voltage is low, Display still can keep the headlight on for a while when E-bike is in riding.

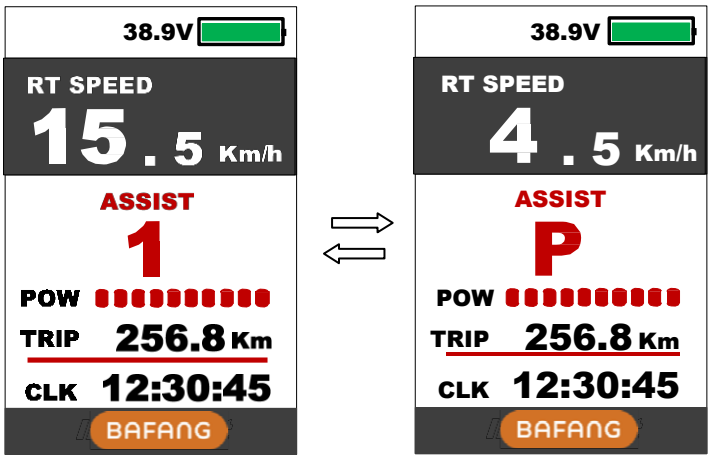


Daytime mode night mode

3.5 Walking mode (6km)

Press and hold DOWN button for 2 second can get into walking mode, out of the mode

when release the button.



* This feature needs to be supported by controller.

3.6 Data cleanup

Press and hold UP & DOWN buttons together for 1 second can reset several temporary data, temporary data include **AVG Speed / MAX Speed / Trip / Time**.

* These temporary data can't be erased by power off.

4. Parameter setting

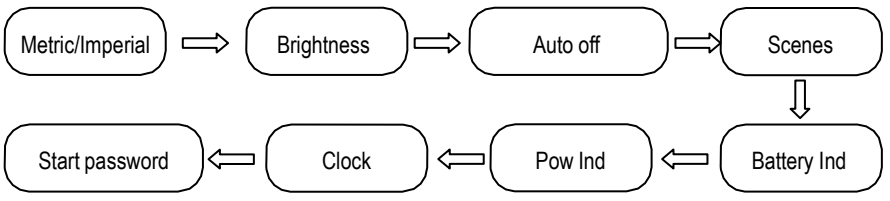
Double press POWER button (press interval less than 0.3 second) can get into setting menus, press UP/DOWN buttons to change the parameter setting, press POWER button can switch to next item. Double press POWER button will exit from menu.

* Display will automatically quit menu when there is no operation for 30 seconds.

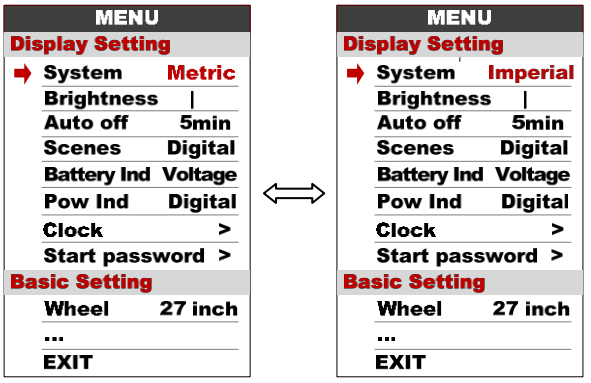
* For safety reasons, display can't get into MENU when riding.

* Display will quit MENU when start riding.

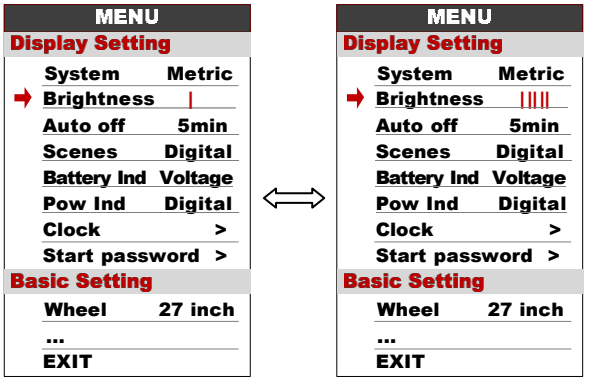
The order of parameters are as follow.



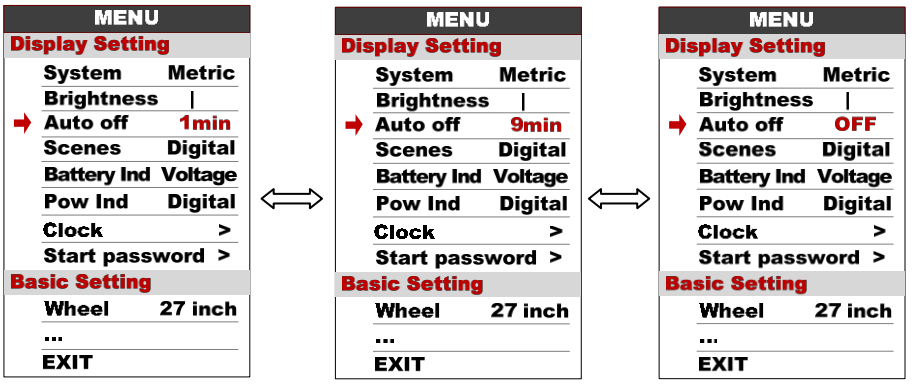
4.1 System : Press Up / Down button to switch between Metric / Imperial.



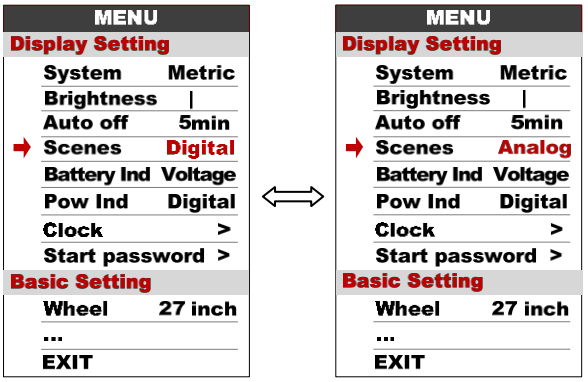
4.2 Brightness : Press Up / Down button to change the brightness of the backlight, | is darkness, ||||| is brightness, default value is |.

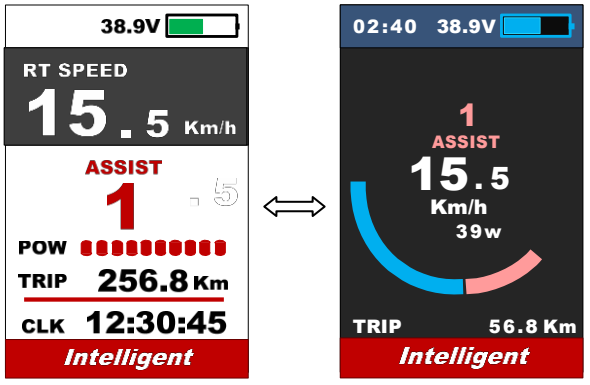


4.3 Auto off : Press UP/DOWN button to change the auto power off time, from 1 to 9 or OFF, the number represent time (minutes) to shutdown, default value is 5 minutes.



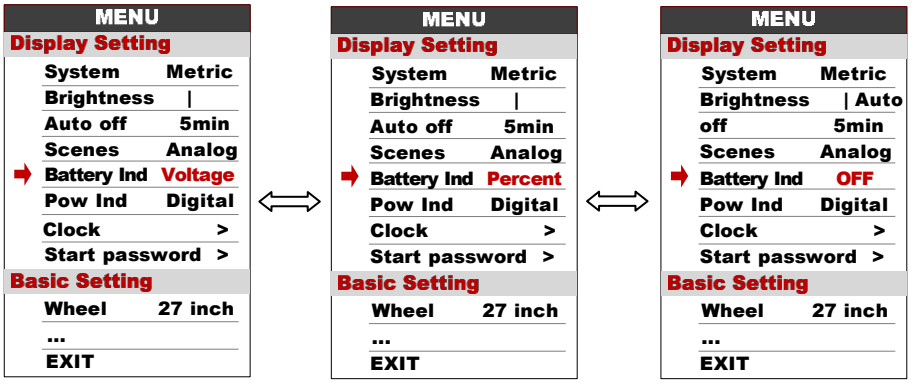
4.4 Scenes : Press UP/DOWN button to change the scenes, Digital / Analog.

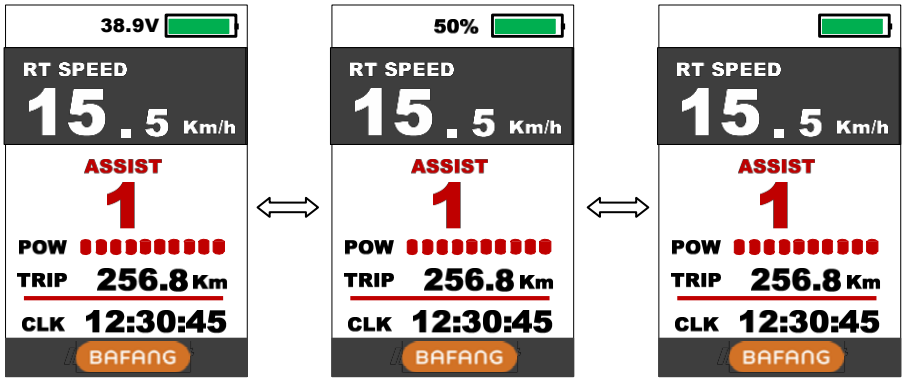




4.5 Battery Ind : Press UP/DOWN button to change the battery indicator, Voltage / Percentage / OFF.

*Accurate percentage needs communication with battery.

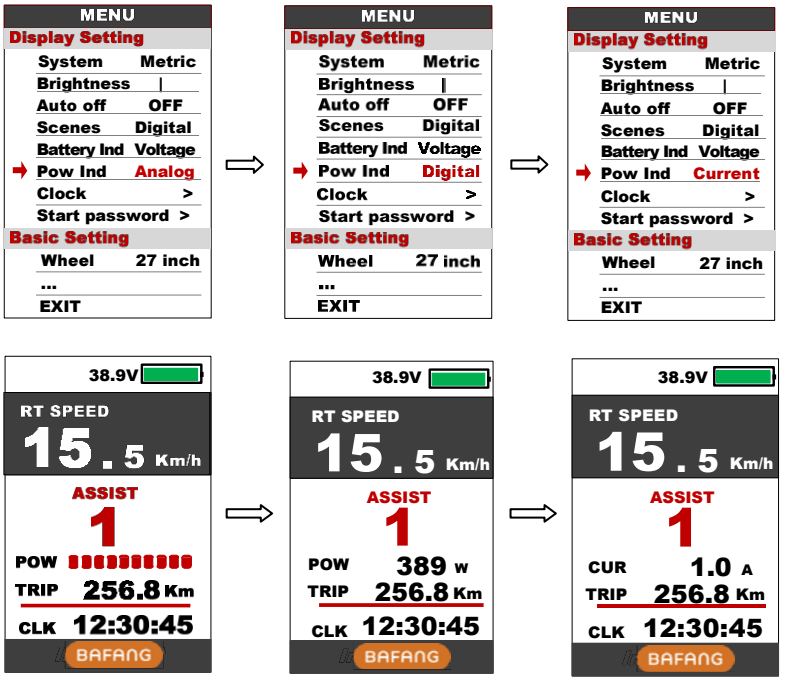




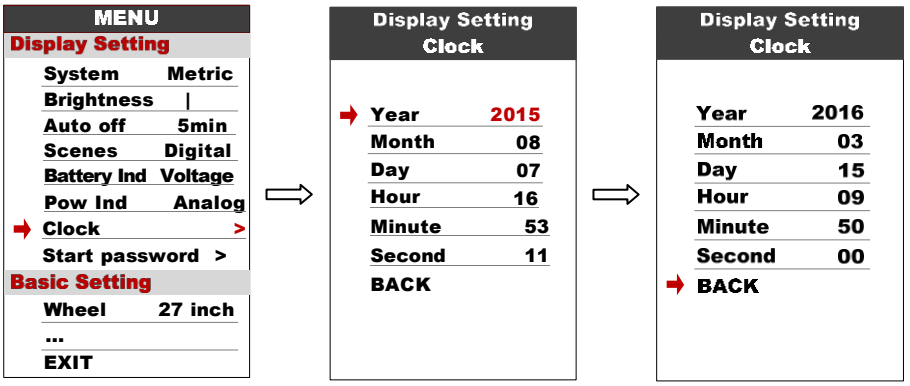
Voltage Percentage OFF

4.6 Pow Ind : Press UP/DOWN button to change the Power indicator, Analog / Digital/Current.

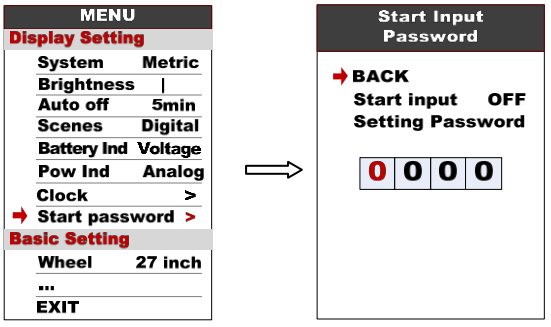
* This data represent power output of the battery (not motor).

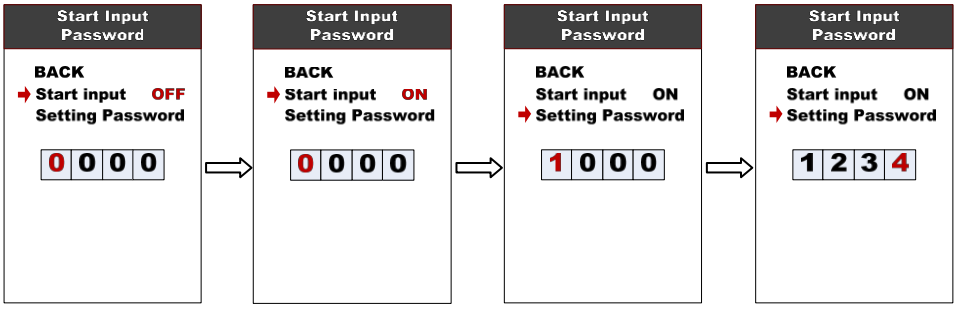


4.7 Clock : Clock setting, press POWER button get into the clock setting menu, press UP/DOWN button to set Year/Month/Day/Hour/Min/Sec.

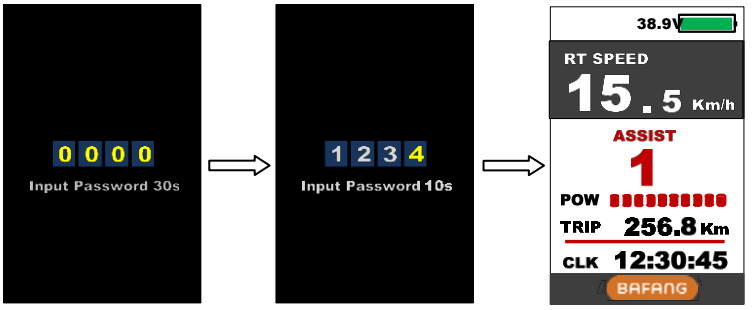


4.8 Start password : Press POWER button get into the password setting menu. If you had set Start input ON, you must input right password before power on, password is accorded to your setting.

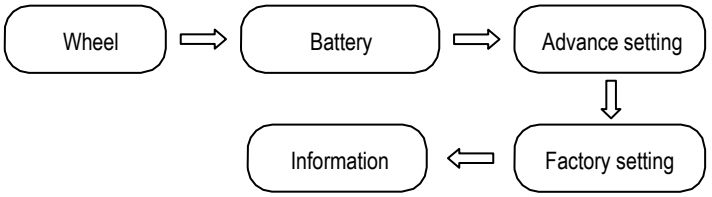




You need to input the right password before start with 30 seconds, display will power off automatically if the password was wrong.

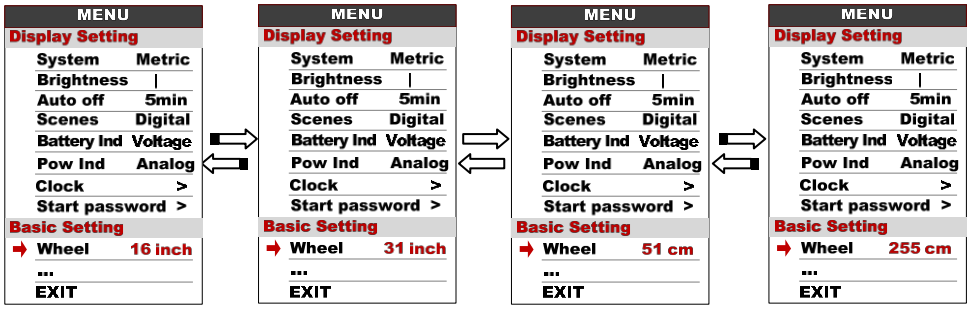


Basic Setting

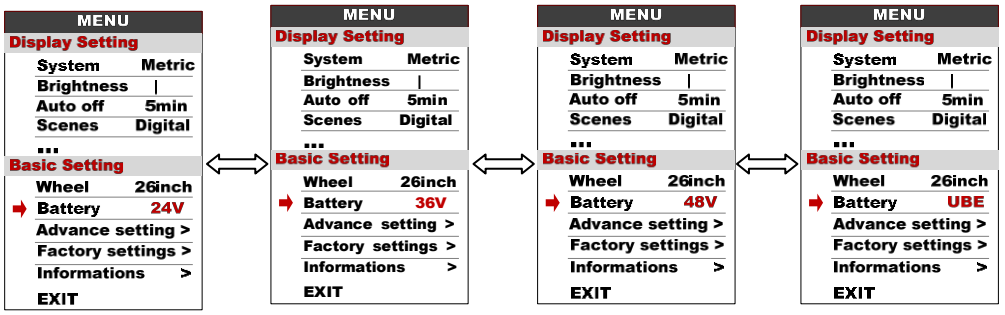


*Press DOWN button to move the red arrow to Wheel ..., press POWER button can show all items of the Basic Setting.

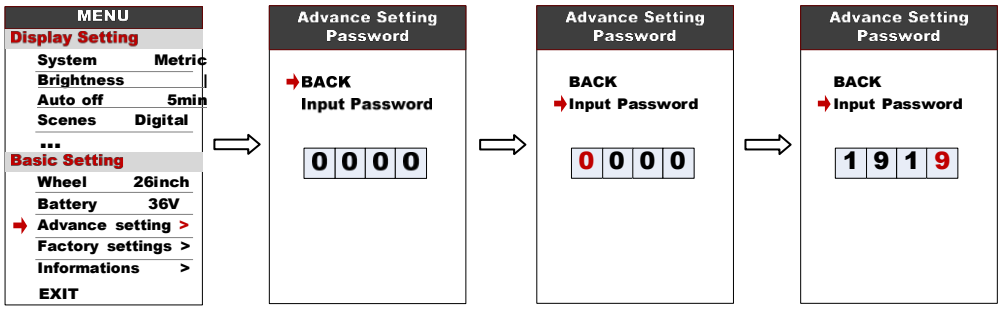
4.9 Wheel : Press UP/DOWN can change the wheel setting, optional wheel diameter is 16/18/20/22/24/26/27/27.5/28/29/30/31 inch, 51cm~255cm represent wheel circumference (this needs controller support).

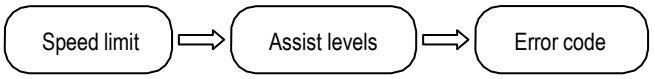


4.10 Battery : This option is invalid for Bafang systems. Press UP/DOWN will change battery voltage setting, optional value is 24V/36V/48V/UBE, UBE means user define value.

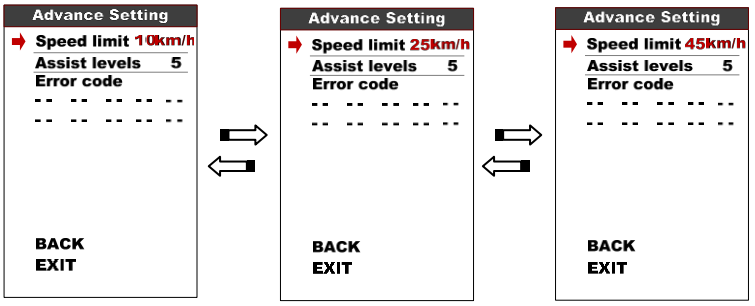


4.11 Advance setting : Press POWER button can get into the advance setting menu, default password is '1919'.



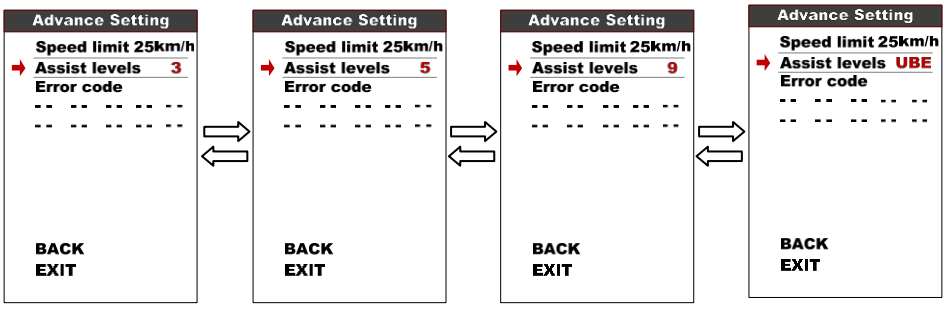


4.12 Speed limit : Press UP/DOWN will change speed limit, range 10km/h~45km/h. Default value is 25km/h.

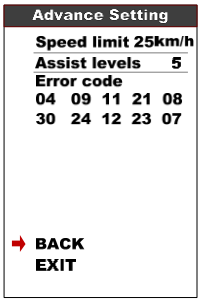


*Speed limit and current limit are restricted by controller and motor.

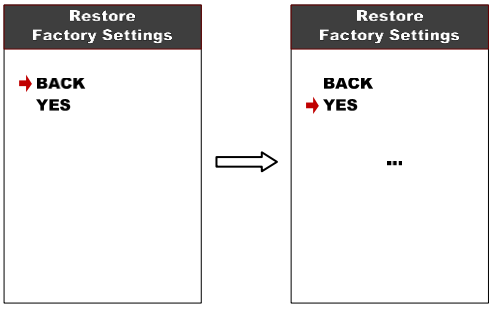
4.13 Assist levels : This parameter can customize assist levels, options are 3/5/9/UBE, UBE represent factory default settings.



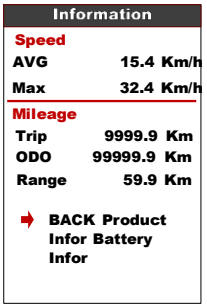
4.14 Error code ： Display the last 10 times error code.



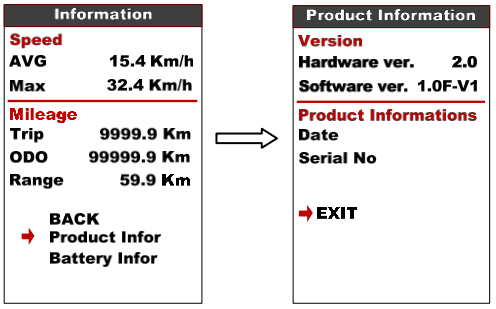
4.15 Factory setting : Press POWER button enter Restore Factory settings item, set YES will restore all parameter to factory settings.



4.16 Information : Show information of the E-bike.

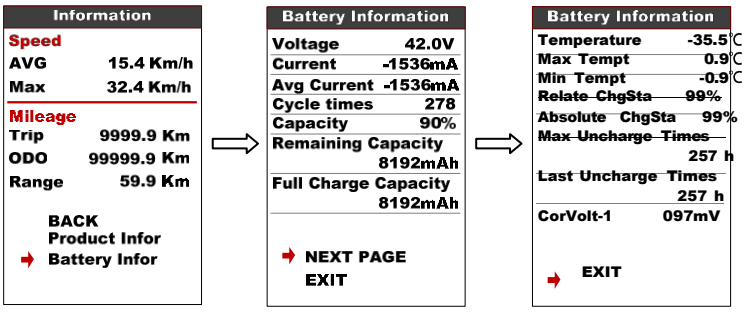


4.17 Product info : Get into this item can show hardware version software version…



4.18 Battery info : Get into this item can show all information of battery, including Voltage, Current, Avg Current, Cycle times, Capacity, Remaining Capacity , Full Charge Capacity , Temperature, Max Tempt, Min Tempt , Relate ChgSta , Absolute ChgSta , Max Uncharge Times , Last Uncharge Times , CorVolt-1.

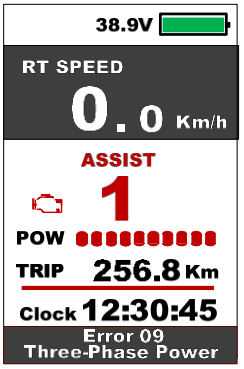
*These information needs to be supported by battery communication.



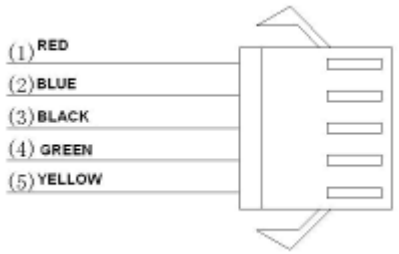
5. Error Code define

850C can show warning message,  icon shows on the screen, and show error code at the bottom of the screen, error code from 04~30, definition see the table below.

Error Code	Error description	Error diaplay
0x01	Normal	No error
0x03	Brake signal	No error
0x04	Throttle on high position	Display **04H** on speed position
0x05	Throttle error	Display **05H** on speed position
0x06	Low voltage protection	Display **06H** on speed position
0x07	High voltage protection	Display **07H** on speed position
0x08	Line of the Hall on motor error	Display **08H** on speed position
0x09	Phase line of the motor error	Display **09H** on speed position
0x10	High temperature of controller	Display **10H** on speed position
0x11	Controller's temperature sensor error	Display **11H** on speed position
0x12	Current sensor error	Display **12H** on speed position
0x13	Battery's temperature sensor error	Display **13H** on speed position
0x14	Motor's temperature sensor error	Display **14H** on speed position
0x21	Motor's speed sensor error	Display **21H** on speed position
0x22	BMS communication error	Display **22H** on speed position
0x23	Head light error	Display **23H** on speed position
0x24	Head light sensor error	Display **24H** on speed position
0x30	Communication error	Display **30H** on speed position



6. Connector descriptions



1、 Red wire : Anode(24v/36v/48V)

2、 Blue wire : Power cord to the controller

3、 Black wire : GND

4、 Green wire : RxD (controller -> display)

5、 Yellow wire : TxD (display -> controller)

7. Assist level instructions

Assist level can be customized, the highest level is 9, common used assist level see the table below:

3 level	5 level	9 level	
0		0	No power assist
	1	1	
		2	
1	2	3	
		4	
	3	5	
2		6	
	4	7	
		8	
3	5	9	

Li-ion Battery User Manual (Hailong Type)

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Introduction

Battery Level Indicator ------ Press ⏻ button the indicator will turn on.

1 red, 3 green --- 100%

1 red, 2 green --- 75%

1 red, 1 green --- 50%

1 red, 0 green --- 25%

USB Port ------ Output 5V 1A (Can be used to charge cell phone).

Charging Port ------ Charging current can not be more than 5 Amps.

Power Switch ------ Turn ON/OFF the battery power (" - " power on, " o " power off).

Lock ------

Battery Locked On the Holder No Lock

The battery must be locked when riding or it may fall out.

To remove the battery, switch the key to OPEN position, then pull the battery (using the the underside finger groove) to slide it out from the holder.

The key does not have to be in to operate the bike.

Operate - Always switch the battery off, when inserting or removing it from the holder.

Charge - Battery should be charged in a dry location and at room temperature.

Clean - Cleaning with a direct water jet is impermissible, in particular to protect the electronic components. Before cleaning the eBike, remove the battery. Occasionally clean and lightly grease the connection port.

Storage - Store batteries in a dry location at temperatures between 0 and 20°C. Temperatures below -10°C and above 60°C should be avoided. Fully charging or fully discharging results in higher loading of the battery. The ideal charge status for lengthy periods of storage is approx. 30 to 60% or two to three LEDs on the battery indicator.

Transport - Always remove the battery pack from the bicycle before transporting the bicycle on a vehicle bike rack.

Winter use - During winter use (particularly below 0°C) we recommend charging and storing the battery at room temperature before inserting the battery in the eBike immediately before riding it. For longer journeys in the cold, it is advisable to use thermal protective covers.

Correct disposal of damaged, used and redundant battery - Do not touch heavily damaged batteries with your bare hands, since electrolyte may leak and cause skin irritation. Damaged batteries are best stored in a safe place outdoors with the connection port taped over.

WARNING

Read and understand all safety warnings. Failure to follow the below warnings could result in death or serious injury. Save all safety warnings and instructions for future reference.

• Do not puncture or crush the battery pack. Do not impact the battery pack or modify it in any way. Do not use the battery pack if it shows visible damage. Danger of fire or explosion which can cause death or serious injury.

• Protect the battery pack against heat (e.g., temperature >60°C), fire and immersing into water. Danger of explosion.

• Remove the battery from the eBike before beginning work (e.g. inspection, repair, assembly, maintenance, etc.) on the eBike, transporting it with a car or airplane, or storing it. Unintentional activation of the eBike system poses a risk of injury.

• Do not open the battery. There is a risk of shortcircuiting. Opening the battery voids any and all warranty claims.

• Never touch the two battery electrodes at the same time as this could cause an electric shock.

• When the battery is not in use, keep it away from paper clips, coins, keys, nails, screws or other small metal objects that could make a connection from one terminal to another. A short circuit between the battery terminals may cause burns or a fire. Short circuit damage which occurs in this instance voids any and all warranty claims against TrikExplor.

• Avoid mechanical loads and exposure to high temperatures. These can damage the battery cells and cause the flammable contents to leak out.

• Do not place the battery near flammable materials. Ensure the battery is completely dry and placed on a fireproof surface before charging. There is a risk of fire due to the heat generated during charging.

• The eBike battery must not be left unattended while charging.

• If used incorrectly, liquid may leak from the battery. Contact with this liquid should be avoided. If contact accidentally occurs, rinse off with water. If the liquid comes into contact with your eyes, seek additional medical attention. Liquid leaking from the battery may cause irritation or scalding.

• Battery must not be subjected to mechanical shock. There is a risk of the battery being damaged.

• The battery may give off fumes if it becomes damaged or is used incorrectly. Ensure the area is well ventilated and seek medical attention should you experience any adverse effects. The fumes may irritate the respiratory system.

• Only charge the battery using original TrikExplor chargers. When using chargers that are not supplied by TrikExpor, the risk of fire cannot be excluded.

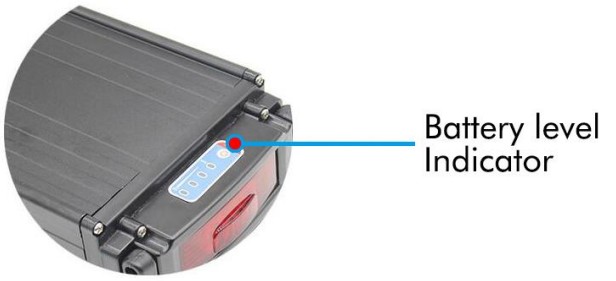
• Keep the battery away from children.

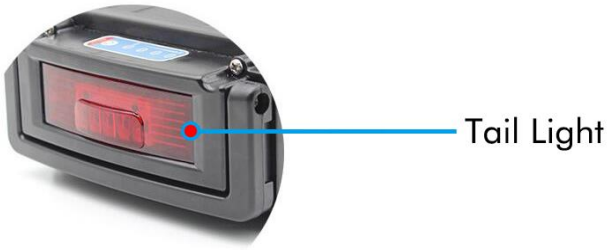
The safety of both our customers and our products is important to us. Our eBike batteries are lithium-ion batteries which have been developed and manufactured in accordance with the latest technology. We comply with or exceed the requirements of all relevant safety standards. When charged, these lithiumion batteries contain a high level of energy. If a fault occurs (which may not be detectable from the outside), in very rare cases and under unfavorable conditions, lithium-ion batteries can catch fire.

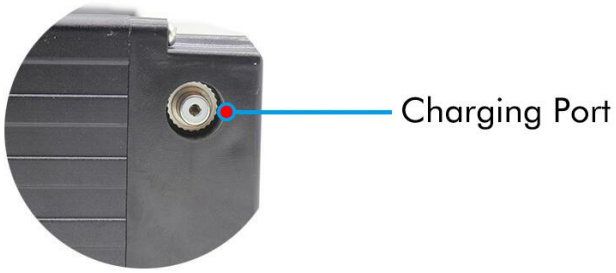
Li-ion Battery User Manual (Rear Rack Type III)

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference. The manual can also be found online at www.motrike.com.

Introduction







Battery Level Indicator ------ Short press ⏻ button the indicator will turn on.

1 red, 3 green --- 100%

1 red, 2 green --- 75%

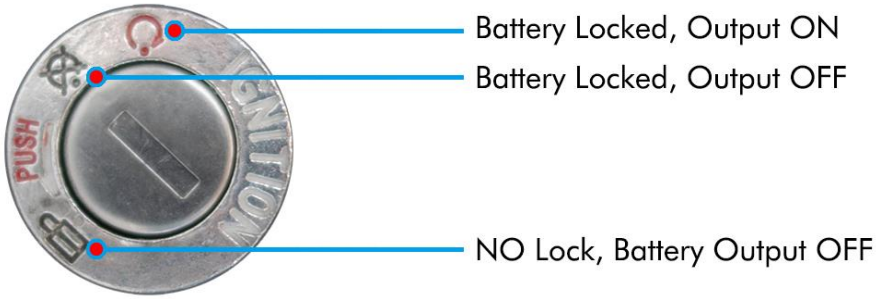
1 red, 1 green --- 50%

1 red, 0 green --- 25%

Tail Light ------ Long press ⏻ button the indicator will turn ON/OFF.

Charging Port ------ Charging current can not be more than 5 Amps.

Lock ------



To remove the battery, switch the key to NO Lock position, then pull the battery (using the battery handle) to slide it out from the holder.

Key must be pushed in to turn all the way ON.

Operate - Always switch the battery off, when inserting or removing it from the holder.

Charge - Battery should be charged in a dry location and at room temperature.

Clean - Cleaning with a direct water jet is impermissible, in particular to protect the electronic components. Before cleaning the eBike, remove the battery. Occasionally clean and lightly grease the connection port.

Storage - Store batteries in a dry location at temperatures between 0 and 20°C. Temperatures below -10°C and above 60°C should be avoided. Fully charging or fully discharging results in higher loading of the battery. The ideal charge status for lengthy periods of storage is approx. 30 to 60% or two to three LEDs on the battery indicator.

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• Protect the battery pack against heat (e.g., temperature >60°C), fire and immersing into water. Danger of explosion.

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• Do not open the battery. There is a risk of shortcircuiting. Opening the battery voids any and all warranty claims.

• Never touch the two battery electrodes at the same time as this could cause an electric shock.

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• Do not place the battery near flammable materials. Ensure the battery is completely dry and placed on a fireproof surface before charging. There is a risk of fire due to the heat generated during charging.

• The eBike battery must not be left unattended while charging.

• If used incorrectly, liquid may leak from the battery. Contact with this liquid should be avoided. If contact accidentally occurs, rinse off with water. If the liquid comes into contact with your eyes, seek additional medical attention. Liquid leaking from the battery may cause irritation or scalding.

• Battery must not be subjected to mechanical shock. There is a risk of the battery being damaged.

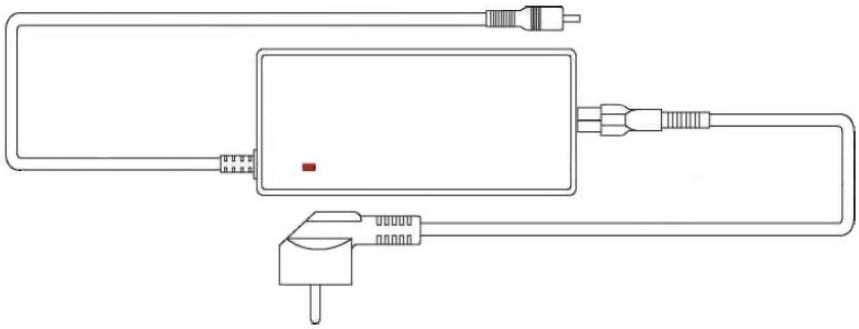
• The battery may give off fumes if it becomes damaged or is used incorrectly. Ensure the area is well ventilated and seek medical attention should you experience any adverse effects. The fumes may irritate the respiratory system.

• Only charge the battery using original TrikExplor chargers. When using chargers that are not supplied by TrikExpor, the risk of fire cannot be excluded.

• Keep the battery away from children.

The safety of both our customers and our products is important to us. Our eBike batteries are lithium-ion batteries which have been developed and manufactured in accordance with the latest technology. We comply with or exceed the requirements of all relevant safety standards. When charged, these lithiumion batteries contain a high level of energy. If a fault occurs (which may not be detectable from the outside), in very rare cases and under unfavorable conditions, lithium-ion batteries can catch fire.

Li-ion Battery Charger User Manual



This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Introduction

Charge Cycle and LED Indicators for Li-ion Battery	
LED	STATUS
Green	Battery not connected yet
Red	Charging
Green	Charging completed

Troubleshooting Your Charger

- Check that the power cable is properly connected to the wall outlet and the battery so
- Check that the contacts of the charger and battery are clean and not damaged or ber
- Check that the battery isn't damaged or defective in any way.

If the battery will not charge:

- Unplug the charger from the outlet then plug it back in.
- Check that the outlet your charger is plugged into is functioning properly, if necessary connect other devices to it to confirm.
- Check the contacts of the plug connections.
- If charging is still not possible, please have the battery and charger checked by a dealer.

WARNING

Read and understand all safety warnings. Failure to follow the below warnings could result in death or serious injury. Save all safety warnings and instructions for future reference.

• Protect your charger from children. To prevent injury use the charger that comes with your e-bike. Other battery types can explode when charged with the incorrect charger. This can lead to personal injury and material damage.

• The use of accessories or batteries which are not sold or recommended by us can lead to fire, electrical shock, or injuries.

• Avoid operating the charging unit in a damp or wet environment.

• Avoid water penetration into the appliance. If liquid has entered, unplug the charger from the outlet and take it to your dealer for inspection.

• Avoid using the charger in thunderstorms.

• Avoid direct sunlight.

• Always switch the power off before charging the battery.

• The charger must always be used indoors.

• Make sure that the charger voltage matches your local voltage.

• Make sure you have a flat surface on which the unit is secure.

• Disconnect the device from the power supply when fully charged.

• Do not pull on the cable to avoid damage to the cable and the risk of electric shock.

• Make sure the power cord is unrolled or unwound after use so as not to damage the c

• Do not operate the charger with a damaged cable or plug. Ensure immediate replacement by the dealer if damaged.

• Do not operate the charger after it has been damaged.

• Do not disassemble the charger yourself. Faulty repair may result in electric shock or fire. To prevent electric shock, disconnect the charger from the outlet before clean it.

• Any cleaning of the charger should only be done with a dry cloth. Do not use oil, water or other solvents.

• An extension cable should only be used when absolutely necessary. The use of a faulty extension cables can result in fire or electric shock. If an extension cable needs to be used, make sure that:

the pins of the plug in number, size and shape exactly correspond to those.

- the extension cable is correctly wired and in good electrical condition.
- the extension cord has no visible damage.
- when using cable drums, the drum is fully unwound.

Lighting System User Manual

326E, 320E, F326E, S320E, 420E, F420E & H420E lighting system

Headlight

Tail light

424E lighting system

Headlight

Tail light

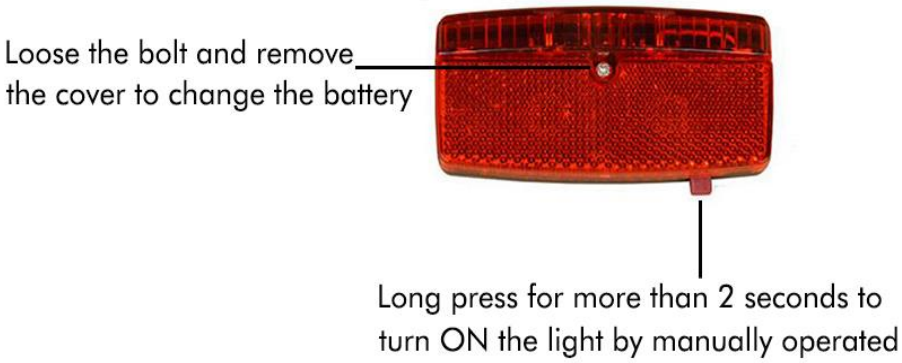
320E Solar & T320E lighting system

Headlight

Tail light

The tail light turns off automatically in the daytime, and turns on automatically at night or dark.

The tail light turns off automatically under static condition more than 30 seconds and turns on automatically when the trike is shaking.



Short press for less than 2 seconds, when the light flashed 3 times, the light goes into Auto Mode; When the light flashed 5 times, it goes into Off Mode.

The tail light runs on 2x AAA batteries.