

Warning



Read all instructions thoroughly prior to operating the vehicle.

RIDING ELECTRIC POWERED VEHICLES CAN BE A HAZARDOUS ACTIVITY. CERTAIN CONDITIONS MAY CAUSE THE EQUIPMENT TO FAIL WITHOUT THE FAULT OF THE MANUFACTURER. BICYCLES, TRICYCLES, AUTOMOBILES AND ELECTRIC VEHICLES ARE INTENDED TO MOVE AND THEREFORE IT IS POSSIBLE TO LOSE CONTROL, FALL OFF, AND/OR GET INTO DANGEROUS SITUATIONS THAT NO AMOUNT OF CARE, INSTRUCTION OR EXPERTISE CAN ELIMINATE. IF SUCH THINGS OCCUR YOU CAN BE SERIOUSLY INJURED OR DIE, EVEN WHEN USING SAFETY PRECAUTIONS AND OTHER PRECAUTIONS. **RIDE AT YOUR OWN RISK AND USE COMMON SENSE.**

THIS MANUAL CONTAINS MANY WARNINGS AND CAUTIONS CONCERNING THE CONSEQUENCES OF FAILING TO MAINTAIN, INSPECT OR PROPERLY USE YOUR ELECTRIC POWERED ASSISTED CYCLE. BECAUSE ANY INCIDENT CAN RESULT IN SERIOUS INJURY OR EVEN DEATH, WE DO NOT REPEAT WARNINGS PERTAINING TO SERIOUS INJURY OR DEATH EACH TIME SUCH A POTENTIAL IS MENTIONED. THE MANUFACTURER AND SELLER OF THIS VEHICLE DOES NOT TAKE RESPONSIBILITY FOR CONFIRMING OR INDICATING THE FACT THAT THIS VEHICLE MEETS YOUR LOCAL LAWS REGARDING THE USE OF SUCH VEHICLES. CHECK WITH YOUR INSURANCE PROVIDER TO DETERMINE IF COVERAGE IS PROVIDED FOR INCIDENTS INVOLVING SUCH VEHICLES.

APPROPRIATE RIDER USE:

THIS MANUAL CONTAINS IMPORTANT SAFETY AND USE INFORMATION. IT IS YOUR RESPONSIBILITY TO REVIEW THIS INFORMATION AND MAKE SURE ALL RIDERS ARE ABLE TO BE RESPONSIBLE FOR THE OPERATION OF THIS VEHICLE. WE RECOMMEND THAT YOU PERIODICALLY REVIEW THE INFORMATION IN THIS MANUAL AND IF YOU ARE RESPONSIBLE FOR ANOTHER RIDERS USE OF THE VEHICLE, YOU REVIEW THIS INFORMATION WITH THEM AS WELL TO INSURE THEIR SAFETY.

ELECTRIC CYCLES ARE RECOMMENDED FOR RIDERS WHO CAN UNDERSTAND THE CONSEQUENCES OF RIDING A POWERED VEHICLE. IT IS ALSO NOT RECOMMENDED FOR RIDERS UNDER THE AGE OF 16. THE DECISION TO ALLOW ONE TO RIDE THIS VEHICLE SHOULD BE BASED ON RIDERS MATURITY, SKILL LEVEL, PHYSICAL ABILITIES AND RESPONSIBILITY. THE USE OF THIS VEHICLE SHOULD BE RESTRICTED TO THOSE COMPLETELY COMFORTABLE AND COMPETENT WHILE OPERATING THE VEHICLE. CHECK WITH THE MANUFACTURER FOR MAXIMUM WEIGHT CAPACITY OF THE VEHICLE. DO NOT TOUCH THE ELECTRIC HUB MOTOR WHEN IN USE AS IT CAN BECOME HOT DURING EXTENDED USE.

ACCEPTABLE RIDING PRACTICES AND CONDITIONS:

ALWAYS CHECK AND OBEY ANY LOCAL LAWS OR REGULATIONS WHICH MAY AFFECT THE LOCATIONS WHERE A LOW SPEED ELECTRIC VEHICLE CAN BE USED ON PUBLIC PROPERTY. THIS VEHICLE IS MEANT TO BE USED ONLY IN CONTROLLED ENVIRONMENTS FREE FROM POTENTIAL TRAFFIC HAZARDS AND NOT ON BUSY STREETS OR SIDEWALKS. DO NOT RIDE YOUR ELECTRIC VEHICLE UNDER POWER IN AREAS WHERE PEDESTRIANS OR VEHICULAR TRAFFIC IS PRESENT. RIDE DEFENSIVELY ALWAYS WATCHING OUR FOR POTENTIAL HAZARDS OR OBSTACLES THAT COULD CAUSE YOU TO BE FORCED TO SWERVE SUDDENLY OR LOSE CONTROL. ALWAYS BE CAREFUL TO AVOID PEDESTRIANS, SKATEBOARDS, SKATERS, BICYCLISTS, SCOOTERS, CHILDREN OR ANIMALS WHO MAY BE IN YOUR PATH. ALWAYS RESPECT THE PROPERTY AND PEOPLE AROUND YOU. NEVER ATTEMPT TO DO STUNTS OR TRICKS WHEN RIDING THIS VEHICLE, EITHER UNDER POWER OR PEDAL. MAINTAIN CONTACT WITH THE HANDLEBARS AT ALL TIMES. NEVER CARRY PASSENGERS ON OUR SINGLE SEAT VEHICLES. DO NOT RIDE DOWN CURBS, STEPS OR STEEP INCLINES. KEEP FINGERS AWAY FROM MOVING PARTS SUCH AS WHEELS, SPROCKETS, ETC. NEVER HITCH YOUR VEHICLE TO ANOTHER VEHICLE EITHER TO BE PULLED OR TO PULL. DO NOT RIDE THIS VEHICLE IN WET CONDITIONS UNLESS YOU POWER DOWN THE BATTERY SYSTEM. THIS VEHICLE IS INTENDED FOR USE ON LEVEL, FLAT, SOLID CLEAN SURFACES SUCH AS PAVEMENT OR BLACKTOP. AVOID AREAS WITH LOOSE DEBRIS SUCH AS ROCKS, PEBBLES OR LOSE GRAVEL. WET, UNEVEN, OR SLICK SURFACES MAY CAUSE LACK OF SUFFICIENT TRACTION. ALWAYS AVOID EXCESSIVE SPEEDS AT ALL TIMES. DO NOT RIDE AT NIGHT OR WHEN VISIBILITY IS IMPAIRED.

PROPER RIDING ATTIRE:

ALWAYS WEAR PROPER PROTECTIVE APPAREL INCLUDED BUT NOT LIMITED TO AN APPROVED SAFETY HELMET. IN MANY INSTANCES A HELMET MAYBE REQUIRED BY LOCAL LAWS OR REGULATION IN YOUR AREA. ALWAYS WEAR ENCLOSED SHOES (NEVER BAREFOOT OR EXPOSED SANDALS) AND IF THE SHOES HAVE LACES, MAKE CERTAIN TO CONTROL EXPOSED LACES KEEPING THEM FREE FROM MOVING PARTS SUCH AS WHEELS, SPROCKETS, ETC.

USING THE CHARGER:

THE CHARGER SUPPLIED WITH YOUR ELECTRIC CYCLE SHOULD BE REGULARLY EXAMINED FOR DAMAGE TO THE CORD, PLUG, ENCLOSURE, ETC, AND IN THE EVENT OF SUCH DAMAGE, THE CYCLE MUST NOT BE CHARGED UNTIL THE CHARGER IS REPAIRED OR REPLACED. USE ONLY WITH RECOMMENDED CHARGER AND THE CHARGER SHOULD BE USED BY A RESPONSIBLE ADULT. ALWAYS DISCONNECT THE CHARGER WHEN WIPING DOWN OR CLEANING YOUR VEHICLE WITH FLUIDS OF ANY SORT.



FAILURE TO USE COMMON SENSE AND HEED THE ABOVE WARNINGS INCREASES THE RISK OF SERIOUS INJURY. USE WITH APPROPRIATE CAUTION AND SERIOUS ATTENTION TO SAFE OPERATION FOR A POSITIVE EXPERIENCE.



BATTERY DISPOSAL AND WARNINGS; CONTAINS LEAD ACID BATTERY. BATTERY MUST BE RECYCLED.

YOUR VEHICLES USES SEALED LEAD ACID BATTERIES WHICH MUST BE RECYCLED OR DISPOSED OF IN AN ENVIRONMENTALLY SOUND MANNER. DO NOT DISPOSE OF A LEAD ACID BATTERY IN A FIRE. THE BATTERY MAY EXPLODE OR LEAK. DO NOT DISPOSE OF LEAD-ACID BATTERIES IN REGULAR HOUSEHOLD TRASH. THIS IS PROHIBITED IN MOST AREAS. RETURN EXHAUSTED BATTERIES TO A FEDERAL OR STATE APPROVED BATTERY RECYCLER OR LOCAL SELLER OF AUTOMOTIVE BATTERIES. RESIDENTS OF MINNESOTA & FLORIDA TAKE NOTE; IT IS PROHIBITED BY LAW TO THROW AWAY LEAD ACID BATTERIES IN THE MUNICIPAL WASTE SYSTEM. IF A BATTERY LEAK SHOULD DEVELOP, AVOID CONTACT WITH THE LEAKING ACID. PLACE THE DAMAGED BATTERY IN A PLASTIC BAG AND DISPOSE AS NOTED ABOVE. IF ACID COMES IN CONTACT WITH SKIN OR EYES, FLUSH WITH COOL WATER IMMEDIATELY FOR AT LEAST 15 MINUTES AND CONTACT A PHYSICIAN. DO NOT STORE BATTERY IN TEMPERATURES ABOVE 75 OR BELOW -10 DEGREES (F). EVEN WITH PROPER CARE, A RECHARGEABLE BATTERY DOES NOT LAST FOREVER. AVERAGE LIFE IS ONE TO TWO YEARS DEPENDING UPON USE AND CARE.

BRUSHED MOTOR :

THIS MOTOR USING TECHNOLOGY THAT HAS BEEN AROUND FOR OVER A CENTURY AND IS VERY SIMPLE IN DESIGN. IT HAS A POSITIVE WIRE GOING INTO THE MOTOR, AND A NEGATIVE WIRE COMING OUT OF IT, AND IS DRIVEN BY A SINGLE PHASE ELECTRICAL PULSE, SENT FROM A CONTROLLER. INSIDE THE MOTOR, MECHANIC BRUSHES AND A COMMUTATOR (ARMATURE) SWITCH THE PULSE OF ELECTRICITY BACK AND FORTH TO CREATE A "PUSH-PULL" MAGNETIC FIELD IN THE COILS, WHICH ARE IN THE CENTER OF THE MOTOR. AS A PULSE OF ELECTRICITY IS SENT TO THE MOTOR FROM THE CONTROLLER, THE COILS CREATE A STRONG MAGNETIC FIELD, WHICH REPULSES THEM FROM THE MAGNETS THAT SURROUND THE COILS, AND CAUSES THE MOTOR TO ADVANCE (ROTATE) AWAY FROM THE MAGNETS - MAKING THE MOTOR SPIN.... THE ONLY MOVING PARTS (HENCE, PARTS THAT CAN WEAR OUT), IN THIS MOTOR ARE THE BRUSHES AND THE CENTER BEARING. THE BRUSHES WILL LAST SOMEWHERE AROUND 7,000 - 8,000 HOURS, WHICH SHOULD GIVE A MINIMUM OF FIVE YEARS USE BEFORE THEY NEED TO BE REPLACED... THIS MOTOR IS VERY RUGGED, DURABLE, AND REQUIRES SIMPLER ELECTRONICS THAN A BRUSHLESS MOTOR. IT CAN ACCEPT VARYING VOLTAGE FROM 24 VOLTS UP TO AS HIGH AS 72 VOLTS, PROVIDED THAT YOU HAVE A CONTROLLER THAT IS CAPABLE OF RUNNING IT AT THE HIGHER VOLTAGES WITHOUT BURNING UP.

CONTROLLER:

HOW DOES THE CONTROLLER DETERMINE THE SPEED AT WHICH THE MOTOR ROTATES?

THE PULSES OF ELECTRICITY SENT TO THE HUB MOTOR ARE DETERMINED BY THE THROTTLE, WHICH IS MOUNTED ON THE HANDLEBARS OF YOUR BICYCLE. THE THROTTLE IS ACTUALLY JUST A MAGNET PASSING BY A "HALL EFFECTS SENSOR." POWER IS SUPPLIED TO THE THROTTLE FROM THE BATTERY. THE THROTTLE THEN RATIONS A SMALL AMOUNT OF POWER: FROM 0 TO 5 VOLTS, WHICH IT SENDS TO THE CONTROLLER. THE AMOUNT OF VOLTAGE SENT TO THE CONTROLLER IS DETERMINED BY HOW MUCH THE THROTTLE IS TWISTED. AS THE THROTTLE IS TWISTED, "HALL EFFECTS SENSORS" READ THE AMOUNT OF VOLTAGE, AND SEND THIS AMOUNT OF VOLTAGE TO THE CONTROLLER. 5 VOLTS MEANS THE CONTROLLER DOES NOTHING: SENDS NO PULSES TO THE HUB MOTOR, 0 VOLTS MEANS THE CONTROLLER SENDS ELECTRICAL PULSES TO THE HUB MOTOR AS FAST AS IT CAN.



BATTERIES:

THE BIKE ELECTRIFIED IS A 36 VOLT SYSTEM. IN YOUR BATTERY PACK (WHICH MOUNTS ON THE REAR RACK OF YOUR BIKE), THERE ARE 3 - 12 VOLT BATTERIES CONNECTED IN SERIES, WHICH ADDS UP TO 36 VOLTS. THESE ARE SEALED, GEL-CELL, LEAD ACID BATTERIES. LEAD ACID BATTERIES NEED TO BE RECHARGED IMMEDIATELY AFTER EVERY USE. THEY HATE TO BE LEFT IN A DISCHARGED STATE, EVEN IF THEY ARE ONLY SLIGHTLY DISCHARGED! SO, IF YOU FORGET TO RECHARGE YOUR BATTERIES, LEAVING THEM DRAINED FOR EVEN ONE DAY, YOU WILL DAMAGE THEM, AND THEY WILL SOON BEGIN TO GIVE YOU POOR PERFORMANCE.

DESCRIPTION MOTOR MOUNTED IN WHEEL, LIGHTED THUMB THROTTLE, CONTROLLER UNIT, BATTERY PACK, SMART CHARGER, BIKE RACK.

HUB MOTOR 600 WATT, 36 VOLT DC GEARLESS, BRUSHED

THROTTLE TYPE VARIABLE SPEED THROTTLE

KEY SWITCH KEY SWITCH (LOCATED IN CONTROLLER)

BATTERY PACK SEALED, 12 VOLT DC, 12 AMP/HOUR LEAD-ACID GEL-CELL BATTERIES (X3)

ELECTRONICS ELECTRONIC SPEED CONTROLLER UNIT - 35 AMP-LIMIT CONTROLLER)

TOP SPEED TOP SPEED: 16+ MPH (NEVER RIDE TRICYCLE ABOVE 10 MPH

RANGE AVERAGE RANGE (DISTANCE) PER CHARGE: 12+ MILES

CHARGER AUTOMATIC SMART CHARGER: 2 AMP@36VDC

AVERAGE RECHARGING TIME 4-6 HOURS

PAYLOAD CAPACITY: MOTOR RATED FOR 300+ LBS. (U.S. POUNDS) –TRIKE RATED AT 225 POUNDS

WEIGHT GROSS WEIGHT OF KIT: 36 LBS

FEATURES STURDY BRUSH-ED MOTOR (BRUSHES WILL LAST AT LEAST 8,000 HOURS BEFORE THEY NEED TO BE REPLACED - 3 + YEARS EVEN WITH HEAVY USE.). SIMPLER ELECTRONICS THAN THE BRUSHLESS SYTEM. THIS MOTOR WILL START FROM 0 MPH WITHOUT PEDALING. WHEN RUN AT 36 VOLTS IT IS ALSO STRONGER THAN THE BRUSHLESS MOTOR: MORE LOW-END TORQUE AND FASTER TOP-END SPEED. HOWEVER, IT'S RANGE IS LESS THAN THAT OF THE BRUSHLESS SYSTEM.

Read your tricycle owners manual prior to riding this cycle. Understand the operation, safety rules, braking systems and proper use of the cycle.