KELLYS®

OWNER'S **MANUAL**

E-BIKE


KELLYS
BIKE COMPANY
5 YEAR
WARRANTY
EXTEND WARRANTY OF
YOUR KELLYS FRAME
INFO ▶

Dear Customer,

Thank you for choosing a Kellys e-bike. To make sure you are happy with your e-bike and it is safe to use, please read these instructions. It will help you get acquainted with your e-bike.

IMPORTANT NOTES ON THE INSTRUCTION MANUAL

These instructions are intended for end users.

Keep the manual so that it is accessible to all users of the battery and pass it on to the next owner.

The dealer who sold you the e-bike will also provide warranty inspections and repairs of your e-bike.

This manual or the separately enclosed battery manufacturer's manual contains important safety and operating instructions for the use of batteries and battery chargers.

For your safety, please read this instruction manual thoroughly before use and follow it for proper use.

WHAT IS AN E-BIKE

An e-bike is a bicycle with an integrated electric drive system that assists in pedalling. Compared to a conventional bicycle, you ride much more comfortably and effortlessly. The KELLYS e-bike uses a SHIMANO STEPS or PANASONIC electric drive system, which has different levels of electric pedalling assistance intensity that can be selected using a controller located on the handlebars. The electric drive can also be switched off completely to preserve the function of a classic bicycle.

The KELLYS e-bike is an EPAC (Electrically Power Assisted Cycle) according to EN 15194 and differs from a bicycle without an auxiliary drive. This electric drive helps when riding. The motor function is activated by pedalling. The maximum power of the EPAC bicycles is 250 W and the maximum speed of an EPAC motor-assisted electric bicycle is 25 km/h. When this speed is exceeded, the motor assistance automatically switches off. When the motor is switched off or the battery runs out, you can use the e-bike as a conventional bicycle. All functions that depend on battery power, such as lights and electric shifting, will remain functional even if the motor is switched off or the battery goes into a "low" state, but please note that this is an emergency mode and recharge the battery as soon as possible.

KELLYS e-bikes use 250 W motors because, according to the Road Traffic Order, this is the maximum possible limit that meets the legislation for use in traffic on roads. KELLYS e-bikes can thus be used in road traffic just like other bicycles.

In addition to pedalling support, the Kellys e-bike also has a Walking Assist function. This allows you to put the e-bike in motion without pedalling, but only up to a maximum speed of 6 km/h. This function is useful, for example, when pushing an e-bike with a load uphill.

Before riding in road traffic, familiarize yourself with the rules of the road, laws, orders and regulations of the country in which you are currently using the KELLYS e-bike.

TO ENSURE SAFE RIDING

⚠ WARNING

While riding, concentrate on steering your e-bike, your surroundings and traffic. Do not use mobile devices while riding. Watching and using the cycle computer can also distract you from your surroundings, so only use it in places where you will not endanger yourself or others (at lower speeds in open areas away from traffic), except when selecting the drive assist mode, which can be done without letting go of the handlebars.

Before you start riding your e-bike, make sure the wheels, stem, handlebars, saddle and seatpost are securely mounted on the e-bike. If the components are not fitted securely, the e-bike may fail during operation and serious injury may result.

When riding an e-bike with electric assist, make sure you are fully familiar with the starting characteristics of the e-bike before riding on roads with several lanes for vehicles and on pedestrian paths. If the e-bike starts suddenly, this can lead to an accident.

Before riding at night, make sure your e-bike lights are working properly and make sure your lights do not dazzle other road users.

⚠ WARNING

For safe riding, follow the instructions in the e-bike's instruction manual.

MTB

CITY

1. Saddle
2. Seatpost
3. Seatpost Clamp (Quick-Release)
4. Freewheel (Cassete Sprocket)
5. Rear Brake
6. Rear Derailleur
7. Shock
8. Battery
9. Engine
10. Crank
11. Chainwheel
12. Chain
13. Front Fork (Suspension Fork)
14. Head Parts
15. Handlebar
16. Shifters
17. Brake Lever
18. Stem
19. Tire
20. Front Brake
21. Rotor
22. Rim
23. Carrier
24. Fender
25. Pedal
26. Display
27. Kickstand
28. Assist mode switch
29. Chain guide

Improper use or misuse can result in serious injury, death and material or other damage!

If your e-bike is equipped with a Shimano Di2 electronic system, please refer to the Shimano website for technical information on this system: www.si.shimano.com.

SADDLE, STEM AND HANDLEBAR POSITION ADJUSTMENT

All functional parts of the e-bike are set up by the manufacturer and checked by your dealer, so you can use the e-bike immediately after purchase. Just adjust the position of the saddle and handlebars before using the e-bike. Adjust the saddle and handlebars to provide maximum comfort, but at the same time safely control the braking and steering elements of the e-bike.

SADDLE

SADDLE HEIGHT ADJUSTMENT

Sit on the e-bike, put the crank as low to the ground as possible. Put your foot on the pedal so that your heel rests on the pedal. When the saddle is properly adjusted, the leg should be extended and slightly bent at the knee. If the saddle is set too high, you will put excessive strain on your leg and back muscles. A low-set saddle causes excessive strain on the knees and thigh muscles.

⚠ NOTICE

The minimum saddle height, measured perpendicular to the ground plane, should be a minimum of 635 mm.

SADDLE POSITION AND ANGLE ADJUSTMENT

The most suitable saddle position is parallel to the ground. Try several saddle positions and finally choose the one that suits you best. The saddle can also be moved forward closer to the handlebars or backwards. You can adjust the angle and displacement of the saddle with the screw on the saddle lock. Loosen the bolt, slide the saddle forwards or backwards, adjust the saddle to the appropriate angle and tighten the bolt. Check the tightening of the bolt.

TELESCOPIC SEATPOST

The adjustable (telescopic) seatpost is used to quickly adjust the saddle height according to the terrain or to make it easier to get on and off the e-bike. It is controlled by a lever from the handlebars. Pressing the seatpost control lever and then applying a load will push the seatpost to a lower position. To extend the seatpost, press the lever and release the saddle.

Adjust the seatpost slide depth setting in the fully extended position in the same way as for conventional fixed seatposts.

⚠ NOTICE

The bowden cable for the seatpost control leading from the handlebars to the saddle tube is clamped to the frame on some bikes. If the seatpost is displaced in the saddle tube, it is necessary to loosen the bowden clamp so that the bowden is not too tight, does not break and does not interfere with the crank path of the pedal or wheel. On some e-bikes, the cables are routed and fixed inside the frame and are accessible when the battery is removed. Do not pull or push the seatpost when you feel resistance, this can damage the bowden, the seatpost and the frame.

MAINTENANCE OF THE TELESCOPIC SEATPOST

CLEANING / MAINTENANCE - regular maintenance, especially of the friction surfaces, is important for the proper functioning of the seatpost. Dust cap and seal, which prevent dirt from reaching the friction surfaces, must not be broken and must protect the friction surface around the entire perimeter. Keep the sliding surfaces clean, wipe off any dust or moisture with a soft cloth and re-grease after each riding. When cleaning the seatpost, make sure that no water enters the gap between the inner and outer parts. Never use high-pressure cleaners for cleaning! Moisture and dirt inside the seatpost adversely affect its operation. To keep the seatpost working perfectly, observe the following instructions:

- After each ride, clean the sliding surfaces of the seatpost, dust caps and seals of dirt such as dust, moisture or mud.
- Every 25 hours of operation (or always after riding in extreme conditions in wet environments such as mud, wet sand):

1. Grease the dust caps and seals with Teflon oil.

2. Check if any parts of the seatpost are damaged. If you find that any parts are worn or damaged, replace them with new original parts.

Every 50 hours of operation – it is recommended to have the seatpost serviced by a professional service centre

⚠ IMPORTANT NOTICE

There is a mark on the seatpost that indicates the minimum insertion of the seatpost into the frame. This mark of the minimum insertion of the seatpost into the frame must not be visible. Never fit a seatpost to the frame of an e-bike below this mark! The saddle clamp bolt or quick-release mechanism of the seatpost must be tightened so that the seatpost cannot rotate in the frame. Move the quick-release lever only sideways in the OPEN or CLOSE positions. Do not turn the locked quick-release switch, it may be damaged!

⚠ NOTICE

If necessary, use KLS mounting paste for carbon components. Observe the tightening torques of the bolts of the saddle clamp, in case of over-tightening there is a risk of damaging the frame and/or the clamp.

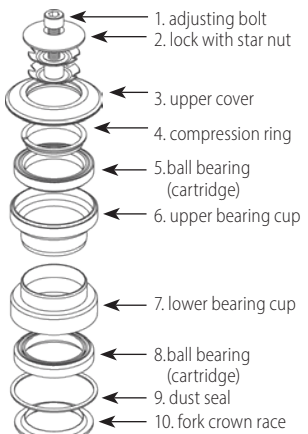
STEM AND HANDLEBARS

THREADLESS STEM (A-HEAD STEM)

The "a-head" type stem is attached to the fork neck and secured with two Allen screws. The height of the stem and handlebars is adjusted by means of rings which are inserted between the stem and the head assembly, or by replacing the stem with a stem with a different angle. The a-head stem also adjusts the clearance of the head assembly.
Loosen the 2 Allen screws on the stem clamp that secure the stem to the fork and the head assembly bolt. Tighten or loosen this bolt to adjust the head assembly clearance so that the fork rotates freely but the head assembly has no clearance. Tighten the head assembly bolt first. Now adjust the direction of the stem and tighten the stem with the 2 Allen screws on the stem clamp.

Check before tightening:
- whether the individual parts of the head assembly fit together correctly
- whether the fork neck is correctly seated in the head assembly

A-HEAD HEADPARTS



⚠ NOTICE

Before riding, check that the Allen screws on the stem clamp are tight. To maintain the proper function of your e-bike's head assembly, it is necessary to periodically (according to the frequency of riding) lubricate the head assembly with the appropriate lubricating grease. Disassembling and reassembling and tightening the head assembly to maintain the smooth running of the bearings requires some experience – we therefore recommend that you contact a professional service centre.

If necessary, use KLS mounting paste for carbon components. Observe the tightening torques of the stem and handlebar bolts in case of over-tightening, there is a risk of damage to the frame and/or clamp.

E-BIKE MAINTENANCE

In order for your e-bike to perform its function reliably, we would like to remind you that its use requires maintenance. Regularly check that the nuts and bolts are sufficiently tightened.

Do not touch moving parts of the e-bike such as wheels, chains, brake discs, freewheel and chainwheels, derailleur pulleys, cranks, tires, etc. when using, maintaining, and handling the e-bike. Entrapment and subsequent injury may occur. Similarly, do not touch the coil springs of the suspension or the brake calipers, as there is a risk of bruising, cutting or other injuries. When using, maintaining, and otherwise handling the e-bike, consider the specific risk of entrapment and use the e-bike with this risk in mind.

CRANKS AND PEDALS

Tighten the cranks after the first 20 km or so, also tighten the pedals to the cranks. Check that the chainwheel bolts are tight. For cranks where the centre assembly axis is integrated with the right crank, check that the bolts on the left crank are tightened securely.

⚠ IMPORTANT NOTICE

Neglecting to check the tightening of the cranks on the centre assembly axis results in gradual loosening of the cranks on the axle and irreparable damage to the crank. The fault can only be rectified by replacing the cranks. If necessary, have the cranks removed and replaced by a specialist bike workshop.

The pedals must be tightened to the cranks firmly, i.e. to the stop, so that the pedal axis rest against the crank. The tightening of the pedals must be checked regularly. Otherwise, the pedal axle will loosen from the crank thread and gradually damage the thread. Defects caused in this way will not be accepted in the eventual complaint procedure!

ASSEMBLY OF PEDALS

The pedals are usually marked with the letters R – right pedal and L – left pedal on the axle of each pedal.

1. Lubricate the threads in the pedals and cranks with grease before fitting.
2. Screw the right pedal (R) into the thread of the right crank (crank with gears) by turning it clockwise from the side where the drive mechanism of the bike is located. Proceed with caution and take care not to damage the thread!
3. Screw the left pedal (L) into the threads of the left crank by turning counter-clockwise from the side on which the brake discs are located.
4. Tighten firmly with a wrench. Check that the pedal axle is seated against the crank.

⚠ NOTICE

Clipless pedals and pedals where the foot is clamped by clips with straps firmly connect the foot to the pedal, allowing for more efficient pedalling and providing greater stability during the ride. These pedals require the use of special cycling shoes that are adapted to the pedalling mechanism. Using such pedals requires skill, so we recommend that you practise clamping and unclamping the pedals in a safe place before using them for the first time.

BOTTOM BRACKET

The bottom bracket must rotate without friction or play. Periodically check that both centre bowls are tight in the frame and that the bearings are sufficiently lubricated.

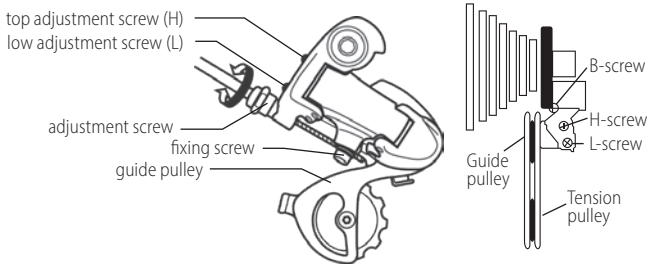
SHIFTING SYSTEM

The shifting system consists of shift levers (shift knobs), control cables, derailleur, centre chainwheel, rear hub freewheel, and chain. It is set by the manufacturer, so do not interfere with the system unnecessarily! Shift gears only when pedalling forward. Never shift by force!
Its functionality depends mainly on the easy running of the shift cables in the bowden and the gearing system (freewheels, chainwheels, chain). Keep the shifting system clean, lubricate the cables with oil with Teflon additive, which protects the cables against corrosion, ensures smooth running of the cables and thus prolongs their service life.

DERAILLEUR

The derailleur shifts the chain on the rear hub freewheels, thus changing the gear ratio between the centre chainwheel and the freewheels. The derailleur is operated with the right shift lever (right shift handlebar). During operation, the shifting system may become out of tune.

REAR DERAILLEUR



• LOWER STOP ADJUSTMENT
Shift to the smallest freewheel. Loosen the derailleur locking screw and this will also loosen the shift cable. Turn the lower stop screw (H, H-screw) to adjust the derailleur guide pulley under the outer edge of the smallest freewheel. Insert the shift cable into the groove under the derailleur locking screw, stretch it (by clamping it in pliers) and tighten the screw.

• UPPER STOP ADJUSTMENT
Shift to the biggest freewheel. Turn the upper stop screw (L, L-screw) to adjust the derailleur guide pulley so that it is below the centre of the largest freewheel. Test by shifting the chain in all gears.

• ADJUSTMENT OF THE DISTANCE OF THE GUIDE WHEEL FROM THE CASSETTE
The distance of the guide pulley from the largest freewheel of the rear cassette must be set correctly for proper shifting operation. Use the B-screw to adjust this distance. Before adjusting, shift the rear derailleur to the lightest gear (largest freewheel). Clockwise rotation moves the guide wheel away from the freewheel and counter-clockwise rotation moves the wheel closer to the freewheel. The proper distance is 5 – 6 mm. Check the correct setting by shifting from the second largest freewheel to the largest one. Shifting should be smooth and without unnecessary chain friction on the largest freewheel.

• DERAILLEUR TUNING
Lift the rear wheel and turn the cranks. Turn the adjusting screw of the derailleur (it leads the bowden with the cable to the derailleur) until you achieve a smooth running of the chain without disturbing noises.

⚠ IMPORTANT NOTICE

Before riding, check the proper adjustment of the derailleur stops. When the upper stop is adjusted incorrectly, the derailleur pulley can catch the spoke, resulting in not only damage to the spoke and the derailleur, but also a risk of serious injury.

CHAIN

The chain transmits the power from the pedal crank with the derailleur through the freewheel to the rear wheel. It's one of the most stressed parts of your e-bike, so pay extra attention to chain maintenance. Proper chain tension is ensured by the rear derailleur. Clean it regularly of mechanical dirt such as dust or mud and lubricate it with a lubricant that does not bind dust and other dirt – this will prolong the life of the chain. We recommend using a lubricant to lubricate the chain according to the weather conditions and environment you are riding in – your dealer will recommend a suitable lubricant for you. Riding gradually stretches the chain links. A worn or damaged chain can subsequently damage the freewheels and chainwheels.

If you ride your e-bike in poor weather conditions, especially in wet conditions, you need to replace the chain with a new one after about 1000 km. Replace the worn chain with a new chain of the same type with the same number of links as the original chain.

BRAKE SYSTEM

The brake system, which consists of brake levers, hydraulic hoses, brake discs, brake pads and brake calipers, is one of the most important parts of your e-bike. Press the right brake lever to operate the

rear brake, press the left brake lever to operate the front brake.

The brakes are set by the manufacturer, so unless necessary, do not interfere with the braking system for your safety! Regularly check friction surfaces for wear, keep brake pads, calipers, and discs clean. If the braking system is out of tune, you will need to have the brakes readjusted or contact a specialist bike workshop.

ADJUSTMENT OF BRAKE LEVER POSITION

To control the brakes perfectly and to use them safely, you can adjust the position of the brake levers on the handlebars:

1. Loosen the screws on the brake lever clamp.
2. Adjust the most appropriate position of the brake lever on the handlebars for perfect control. Re-tighten the screws on the brake lever clamp.

ADJUSTING THE POSITION-DISTANCE OF THE BRAKE LEVERS FROM THE HANDLEBARS

The adjustment screw for adjusting the distance of the brake lever from the handlebars is located inside the brake lever. The distance of the brake lever from the handlebars can be adjusted according to the type of brakes:

- the Allen screw located inside the brake lever, or
- the adjusting screw integrated in the brake lever (the design depends on the type and manufacturer of the brakes).

⚠ NOTICE

Pay extra attention to wet braking – your e-bike's braking distance will increase! Before every ride, make sure your e-bike's braking system is in perfect working order.

HYDRAULIC DISC BRAKES

Your e-bike's disc brakes are set by the manufacturer and checked by your dealer, so you can use your e-bike safely.

Turn the adjusting or Allen screw to bring the brake lever closer to the handlebars or, conversely, to increase its distance from the handlebars.

MAINTENANCE OF DISC BRAKES

If you do not have the necessary experience and tools, we recommend you contact a professional service. Improper maintenance of the system can reduce braking performance or cause brake failure.

BRAKE DISC

Check the condition of the brake discs regularly. Braking causes wear and tear on the disc resulting in unwanted grooves. Replace the damaged disc with a new one.

⚠ NOTICE

It is important to adjust the brake caliper so that the brake pads come into contact with the disc only when braking, otherwise there will be excessive wear on the brake pads, overheating of the disc and resistance to inertia when driving.

BRAKE PADS

Braking wears out the brake pads and the braking effect gradually decreases. If the brakes are noisy when braking, or if you notice a drop in brake performance, the brake pads may be worn and need to be replaced. Your dealer will recommend the right type of brake pads for you.

REPLACEMENT OF BRAKE FLUIDS

If air has got into the hydraulic system of your brakes, it can cause impaired braking performance or brake failure. It is therefore necessary to bleed the brake system or fill it with new brake fluid. Brake fluids degrade over time and their operating characteristics deteriorate, which can result in reduced brake performance. We therefore recommend that you change these fluids at least once a year, unless otherwise specified by the manufacturer.

⚠ NOTICE

The disc brake hydraulic system is filled with standard brake fluid or mineral oil. These brake fluids must not mix with each other. To add or replace brake fluid in the hydraulic brake system, only use the type of brake fluid recommended by the manufacturer! Changing the brake fluid, or replacing the hydraulic brake hose, requires skill and the right tools, so have this work carried out by qualified mechanics in a professional workshop.

⚠ NOTICE

Brake fluids can cause skin irritation, so we recommend that you do not open a closed hydraulic brake system.

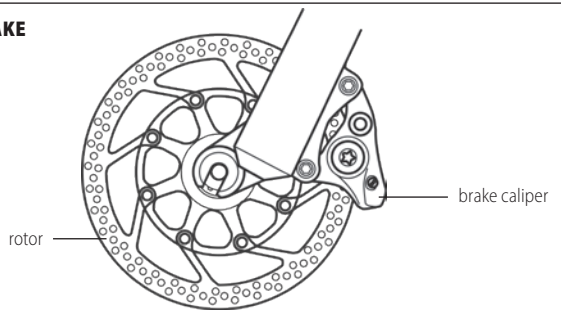
CLEANING OF DISC BRAKES

Keep the brake disc, brakes, and brake pads clean. In case of contamination with oil or other lubricants, degrease the brake disc immediately (preferably with a product designed for degreasing brake discs). When degreasing the discs, make sure that the degreaser does not come into contact with other parts of the e-bike (especially the frame, tyres and fork – this can damage the paintwork or rubber and thus reduce the service life of these components). If the brake pads are contaminated with brake fluid, they must be replaced with new ones!

⚠ IMPORTANT NOTICE

1. Always check that the braking system is working perfectly before every ride. Press the brake lever several times to make sure the brake system is working properly.
2. Periodically check that all brake system bolts are tightened securely. Loose bolts can cause the brake system to fail.
3. The brake disc and brakes heat up under braking. Do not touch them – you can burn yourself!
4. Learn how to use the brakes on your e-bike properly. Braking too hard with the front brake can mean a fall and injury. Serious injuries can occur if the brakes are not set correctly or are used incorrectly.
5. Disc brakes are factory set so that the discs fit perfectly on the disc, however the disc brakes must be run in for best braking performance. Run in the brakes with several short cycles of gentle to moderate braking. Do this procedure only on a safe, flat surface with no traffic.

DISC BRAKE



FRONT AND REAR WHEEL

Always check that the wheel is securely mounted by the quick-release lock before riding, i.e. the quick-release lever must be in the CLOSE position. When clamping the wheel to the frame or fork, proceed as follows: Insert the axle of the quick-release mechanism into the wheel hub. Pay attention to the correct orientation of the springs (the wider ends of the springs point outwards, i.e. towards the nut/lever. The narrow ends point towards each other). Screw the axis of the quick-release mechanism onto the clamping nut clockwise. The quick-release mechanism allows easy and quick assembly and disassembly of the wheels without the use of tools. Before riding, check that the wheel is centred in the fork. Tighten the nut of the quick-release mechanism so that the locking lever offers resistance when closing. When the quick-release mechanism closes to the secured position, it must squeeze the ends of the fork. Move the lever of the quick-release mechanism only sideways, in the OPEN or CLOSE positions. Do not turn the closed quick-release switch under any circumstances, you may damage it!

If the wheels of your e-bike are secured by fixed axles (type: thru axle), make sure these axles are tightened sufficiently. In the case of this wheel locking design, it is first necessary to unscrew and pull out this axle completely to remove the wheel.

Check the wheel hubs regularly, especially after riding in wet and muddy conditions. The hub axis

should rotate without any friction and play. If this is not the case even after adjustment with the help of cones and lock nuts, it is necessary to disassemble the hub, clean the sliding paths of the balls and the balls themselves, lubricate with a new suitable lubricant and reassemble and adjust the hub. If you do not have experience with hub disassembly, due to the complexity of such a task, we recommend you contact a professional bike service.

RIM

Before riding, check that the e-bike wheels are correctly centred and that the wheel rims are not damaged. Use or impact can cause grooves and cracks on the rim. Riding on a damaged rim is dangerous – replace the damaged rim!

TYRE

Never ride on under-inflated or over-inflated tyres. Observe the recommended inflation values shown on the sidewalls of each tyre. Conversion of the pressure measurement units indicated on the tyres: 100 kPa = 14.22 P.S.I. = 1 bar = 1 at

In case of a puncture, always replace the damaged inner tube with a new one with the same parameters – the dimensions are indicated on each inner tube or on the side walls of the tyre.

Before installing a new inner tube, inspect the tyre inside and out around the entire circumference, as well as the rim around the circumference, and remove any dirt or foreign objects that may have caused the defect to prevent damage to the new inner tube. If there is a crack or other damage to the tyre, it should be replaced immediately with a new tyre of the same specifications.

FRAME AND FRONT FORK

Regularly check the frame and fork of your e-bike for damage. Damage to the frame or fork (bending or breaking of tubes or welds) occurs mainly in crashes. Do not continue to use a damaged frame or fork in this way, you risk serious injury!

CARBON COMPOSITE FRAME

The carbon composite gives the frame high strength, low weight, vibration damping and thus gives your e-bike excellent rideability. Despite these properties, under excessive overloading or impact, the carbon structure can be damaged – cracked.

⚠ IMPORTANT NOTICE

When used properly, composite frames have a higher fatigue life than metal frames. However, you need to check such a frame regularly, especially after any collision or accident. If you find damage such as cracks, do not continue to use the frame! Be aware when fitting components to the composite frame, especially when tightening the seat clamp bolts, rear suspension mechanism bolts and rear axle bolts. Observe the recommended torques!

Do not expose the carbon frame or any other component to high or extremely low temperatures, as this could lead to structural changes in the material and subsequent cracking. Damage to the carbon may not be visible, so we recommend replacing any carbon components that have been exposed to extreme temperatures or significant impact, even if the damage is not visible to the eye.

⚠ NOTICE

If you use a mounting stand for e-bike maintenance, never mount the e-bike by the frame – compressing the frame can crack the composite material.
In the event of a service that requires the use of special tools, we recommend that you contact a professional bike workshop.

SUSPENSION FORK

If you have a suspension fork on your e-bike, do the following:

SUSPENSION HARDNESS ADJUSTMENT

1. SPRING FORK

The unit for adjusting the hardness of the suspension fork is located at the top of the right fork leg. On a suspension fork that is equipped with a suspension lockout, the hardness adjustment unit is located on the left fork leg. Gradually turn clockwise to set a higher fork firmness, turning counter-clockwise decreases the fork hardness.

2. AIR FORK

The suspension hardness of air forks is set by inflating the air in the air chamber of the fork. The air inflation valve is located at the top of the left fork leg.

The pressure in the fork needs to be adjusted according to your operating weight (your weight with clothes and other equipment you will use during the ride).

ADJUSTING FORK HARDNESS WITH SAG

SAG indicates the immersion of the inner fork legs into the lower legs. This value is given as a percentage of the total fork lift. On one of the legs there is a rubber ring, usually of a distinctive colour, slide this ring against the seals on the top of the lower legs. Load the e-bike freely (slowly sit on the e-bike and slowly stand up from the saddle so that your feet stay on the pedals, do not squeeze, or load the fork in any other way), dismount the e-bike carefully and measure the depth of immersion. The SAG should be set according to the discipline you are riding:

- for better pedalling efficiency choose a harder setting (15 % – 20 % SAG)
- for better absorption of large uneven terrain, choose a softer setting (20 % – 25 % SAG)

For some fork models, the recommended pressure values depending on weight are indicated directly on the forks.

⚠ NOTICE

The fork is set up by the manufacturer and checked by your dealer. A special high-pressure pump for air forks with a pressure gauge is required to inflate the fork. Adjusting and inflating the fork requires skill and the right tools, which is why we recommend you contact a professional bike shop.

FORK SUSPENSION LOCKOUT

Some forks have a hydraulic fork suspension lock system. The fork lock allows you to reduce fork wobble when pedalling and thus achieve more efficient pedalling, especially when riding uphill or sprinting.

The adjustment unit for locking the fork suspension is located at the top of the right fork leg. The lockout is controlled by a lever (marked Lockout). Turning clockwise will lock the fork suspension, turning anti-clockwise will unlock the suspension and the fork will operate in normal mode.

⚠ IMPORTANT NOTICE

The fork suspension lock is mainly designed for riding on less demanding terrain. When riding on rough terrain, the fork must be unlocked, otherwise the fork locking system may be damaged!

FORK REBOUND DAMPING

The Rebound fork rebound damping adjuster sets the speed at which the fork returns to its original position when depressed. The control for the Rebound is located at the bottom of the right fork leg. Turning the adjustment unit clockwise (view from the bottom of the fork) slows the rate of return to the original position (marked "+" on the fork). Turning counter-clockwise increases the speed (marked "-" on the fork). Too slow rebound damping can cause the fork to "not keep up" with uneven terrain; conversely, too fast rebound causes the fork to return too quickly, thus defeating the purpose of the rebound damping function.

FORK MAINTENANCE

CLEANING / LUBRICATION - regular maintenance, especially of the friction surfaces between the inner and outer fork legs, is important for proper fork operation. Dust cap and seal, which prevent dirt from reaching the friction surfaces, must not be broken and must protect the friction surface around the entire perimeter. Keep the sliding surfaces of the inner legs clean, wipe off any dust or moisture with a soft cloth and re-grease after each ride. Use a detergent solution and a soft brush to clean the outside of the fork. When cleaning the fork, make sure that no water enters the gap between the inner and outer legs. Never use high-pressure cleaners for cleaning! Moisture and dirt inside the fork adversely affect its operation, dirt in the fork causes more friction between the bushings and the inner fork legs, thus reducing the service life of the individual fork parts.

Observe the following instructions to maintain perfect fork operation:

- After each ride, clean the inner fork legs, dust caps and inner fork leg seals of debris such as dust, moisture or mud.

- Every 25 hours of operation (or always after riding in extreme conditions in wet environments such as mud, wet sand):

1. Lube the dust caps and seals with Teflon oil.
2. Check that all fork bolts are tightened sufficiently.
3. Check if any parts of the fork are damaged. If you find that any parts of the fork are worn or damaged, replace them with new original parts. Never ride on a damaged fork!

- Every 50 hours of operation – have the fork serviced by a qualified workshop (SERVICE 1)
- Every 100 hours of operation – have the fork serviced by a qualified workshop (SERVICE 2)

SERVICE 1 – recommended service tasks: checking fork functionality, cleaning and lubrication of bushings, lubrication of fork locking control wiring, checking tightening torques, checking air pressure, checking the condition of the fork – wear of the legs, damage to fork parts.

SERVICE 2 – recommended service tasks: SERVICE 1 + disassembly of the fork, cleaning of all parts of the fork, lubrication of dust caps and oil rings, lubrication of the fork locking control, checking of air valve seals and air pressure, checking of tightening torques.

⚠ NOTICE

Use Teflon oil and lubricants containing Teflon to lubricate the fork. Do not use lubricants containing lithium, they may damage some internal parts of the fork. In the case of service work that requires the use of special tools, such as removing the fork, replacing the fork bushings, etc., we recommend that you contact a professional bike workshop.

REAR SUSPENSION UNIT – SHOCK ABSORBER

If your e-bike is equipped with a rear suspension unit, follow these steps:

SUSPENSION HARDNESS ADJUSTMENT

The suspension hardness of air shock absorbers is set by inflating the air into the air chamber of the shock absorber.

The damper pressure is adjusted according to the rider's operating weight. If it is an air shock absorber, then the same setting parameters apply to the pressure as with air forks. If the shock absorber is spring-loaded, the spring hardness is set by preload (compression) of the spring. The spring is compressed by turning the nut which is at the end of the spring. The spring must be in constant preload. Do not use the e-bike if the shock absorber spring is loose or does not fit perfectly on the shock absorber seating surfaces.

⚠ NOTICE

The shock absorber is set up by the manufacturer and checked by your dealer. A special high-pressure pump with a pressure gauge is needed to inflate the shock absorber. Adjusting and inflating the shock absorber requires skill and the right tools, which is why we recommend you contact a professional bike shop.

SHOCK ABSORBER SUSPENSION LOCKOUT

The Lockout function allows you to lock the shock's suspension for more efficient pedalling when riding uphill or on lighter terrain. The shock absorber spring lock is controlled by a lever on the underside of the shock absorber – it has 2 positions: turning the lever to the "lock" position locks the shock absorber spring, turning it to the opposite side releases the shock absorber and operates in suspension mode.

⚠ NOTICE

Prolonged use of a locked shock absorber suspension can cause premature shock absorber wear.

SHOCK ABSORBER REBOUND DAMPING

The Rebound absorber damping adjuster adjusts the rate at which the absorber returns to its original position when depressed.

The control for Rebound is located at the top of the absorber. Turning the adjustment unit clockwise slows the rate of return to the original position. Turning counter-clockwise increases the speed.

⚠ NOTICE

Do not exceed the maximum pressure values indicated on the shock absorber!

Never disassemble the shock absorber! If you suspect that the shock absorber is not working properly, is leaking oil, is losing its ability to absorb shocks, or is making abnormal noises under load, we recommend that you contact a professional service centre. Before each ride, check that the bolts securing the shock absorber to the frame are tight. Keep the shock absorber clean, wipe off any dust or moisture with a soft cloth after each ride. Never use high-pressure tools for cleaning!

SHOCK ABSORBER MAINTENANCE:

- After each ride, clean the sliding surfaces of the shock absorber and the seal of debris such as dust, moisture, or mud
- Every 25 hours of operation (or always after riding in extreme conditions in wet environments such as mud, wet sand):

1. Lubricate the shock absorber piston, sealing and moving joints of the shock absorber with Teflon oil
2. Check if any parts of the shock absorber are damaged. Never ride on a damaged shock absorber!

• Every 50 hours of operation – we recommend that you have your shock absorber serviced by a professional bike shop

REAR CARRIER

- If the e-bike frame is equipped with holes for mounting the carrier, a rear carrier can be mounted.
- Always use a carrier/child seat compatible with the frame type.
- Always follow the carrier/child seat manufacturer's instructions and do not overload the carrier/child seat.
- Never overload the e-bike. The total weight of the rider together with the e-bike, accessories and luggage must not exceed the maximum permissible weight marked on the frame of the e-bike.

KICKSTAND ASSEMBLY

On some models, holes are provided on the left chain stay for mounting a special kickstand. If there is no preparation for mounting a kickstand on the e-bike and you still want to mount another type of kickstand, make sure that the mounting or use will not damage the frame, damage brake hoses or electrical cables, and that the kickstand you will use is strong enough for the weight of your e-bike.

ASSEMBLY OF THE SIDECAR

Kellys e-bikes are not specifically adapted for the use of a sidecar or trailer bikes. When using the above or similar accessories, follow the instructions of the manufacturer of the sidecar or trailer bike. Do not overload the e-bike!

⚠ IMPORTANT NOTICE

If you use your e-bike on the road in reduced visibility, you must retrofit it with lighting and reflectors according to the regulations in force in the country where you are using it.

Always wear a bike helmet when riding! Most bicycle accidents result in head injuries. When buying a helmet, make sure it is the right size, the helmet must fit properly on the head, it must be comfortable in every way. Get a helmet with an adjustable clamping mechanism to secure the helmet securely on your head.

SAFE USE OF THE PRODUCT

⚠ NOTICE

Disassemble the battery before fitting parts to the e-bike. Otherwise, electric shock may occur.

Do not move the e-bike while the battery installed on the e-bike is charging. The mains plug of the battery charger can thus become loose. A loose charger plug or one that is not fully plugged into the mains socket poses a risk of fire.

When using this product, be sure to follow the instructions in the owner's manual. In addition, it is recommended that you only use original parts according to the original specification or the

specification recommended by the manufacturer. If the bolts and nuts remain loose or if the product becomes damaged, the e-bike may suddenly fail during the ride, resulting in serious injury.
Do not disassemble the product. Any unprofessional intervention may result in personal injury.

⚠ NOTE

Put covers on all connectors that are not in use. Ensure that all connectors are dry and ensure that all connectors are dry after riding in a wet environment or after washing. Otherwise, running, or condensed water can cause corrosion of components and thus failure of the motor and battery. Corrosion of the contacts can lead to short circuits and fire hazards or other damage to electrical components.

The product has been designed to be water-resistant and resistant to wet weather riding conditions. However, do not deliberately put it in the water.

Consult your dealer for product installation and setup.

Do not turn the e-bike the other way round. Damage to the cycle computer or shifting switch may occur.

Handle the product with care so as not to expose it to any shocks.

Although the e-bike functions as a standard bike when the battery is removed, the light will not illuminate when connected to the electrical power system and will not shift when using electronic shifting. Be aware that using the e-bike in this condition is breaking road traffic laws in some European Union countries.

⚠ NOTICE

If there are any malfunctions or problems, please contact your dealer. Never attempt to modify the system yourself, as this may cause problems in its operation.

E-BIKE RIDING

1. Turn on the power. Do not put your feet on the pedals when switching the drive on. A system error may occur.
2. Select your preferred assist mode.
3. The assist mode starts working when the pedals start to turn.
4. Change the assist mode according to the driving conditions.
5. Turn off the power when parking the e-bike.

⚠ NOTICE

Keep the e-bike keys you were given when you bought it clean and protected from corrosion. In case of loss, keep a photo of the key with the number visible on the metal part of the key. If necessary, a new key will be produced based on this data.

SPEED SENSOR

The speed sensor measures the rotation speed of the wheels and sends signals to the display. The gap between the speed sensor and the magnetic tip must be 1 mm to 15 mm (PANASONIC) or 3 mm to 17 mm (Shimano). If the gap is smaller than these values, or if the speed sensor is not fitted, the display will not show the speed and the PTO will not function properly.

⚠ NOTICE

When riding the e-bike, you must have both hands on the handlebars. When riding without your hands on the handlebars, the e-bike can move uncontrollably.

⚠ IMPORTANT NOTICE

For information on the use and settings of the products not found in the instruction manual, please contact the place of purchase or the e-bike dealer. The original Shimano systems user manual, as well as dealer manuals for professional and experienced bike mechanics, can be found on the manufacturer's website at http://si.shimano.com.

Do not disassemble or modify this product. Use the product in accordance with local laws and regulations.

This manual or the separately enclosed battery manufacturer's manual contains important safety and

operating instructions for the use of batteries and chargers.

For your safety, please read this instruction manual thoroughly before use and follow it for proper use.

BATTERY

The battery is used to supply power to the drive system. It can only be used with the original drive system with which the bike was purchased. Any improper use can damage the battery, the system, or the e-bike, resulting in injury to the rider.

SWITCHING THE BATTERY ON AND OFF

The battery is switched on and off together with the e-bike system via the control unit.

Alternatively: to switch the battery on, press the button on the battery; a long press of the button on the battery will switch the battery off.

When the battery is not in use, it switches off automatically.

IMPORTANT SAFETY INFORMATION

For guidance on how to change the battery, contact your e-bike dealer or the place where you bought your e-bike. Be sure to follow these instructions to prevent burns or other injuries caused by fluid leakage, overheating, fire or explosion.

SAFETY INFORMATION AND INSTRUCTIONS

Keep the battery and contacts clean and dry. If the contacts are dirty, clean them with a dry brush.

Do not clean the battery with solvents (i.e. thinner, alcohol, oil, corrosion protection), detergents or streams of water.

The battery must not be used by persons (including children) with reduced physical, sensory or mental abilities or with insufficient experience and knowledge; unless they are supervised or instructed in the use of the battery by a person responsible for their safety.

Make sure that children do not play with the battery.

Battery information:

	Do not throw in the fire
	Do not expose the battery to temperatures above 50°C
	Do not expose the battery to excessive humidity and do not put in water
	Do not dispose of the battery with ordinary waste, it belongs to special containers
	Prevent the battery from fully discharging, it shortens its life and no warranty can be claimed

Never open or disassemble the battery.

Do not short-circuit the battery.

Do not modify or handle with the battery, contacts or charging ports on the e-bike.

Protect the burst protection and the pressure equalizing diaphragm.

Be aware of the surrounding conditions.

Avoid exposing the e-bike to large temperature changes.

Protect the battery from heat above 80 °C, continuous sunlight and fire. Excessively high temperatures can cause fluid to leak from the battery and damage the battery cover. Avoid contact with liquid.

Wipe off the leaked electrolyte with an absorbent piece of cloth. In the event of a large release, wear protective clothing, an mask against organic gases, goggles and gloves.

Do not use a battery with a faulty connection cable or faulty contacts.
If you do not use the e-bike for a long time, remove the battery.

⚠ HAZARDS

BATTERY HANDLING

Do not deform, modify, or disassemble the battery; also, do not apply solder directly to the battery terminals. Otherwise, the battery may leak, overheat, rupture, or catch fire.

Do not leave the battery near heat sources such as heaters. Do not heat the battery or throw it into a fire. Otherwise, the battery may burst or catch fire.

Do not put the battery to strong shocks or drop it. Failure to do so may result in overheating, bursting or fire.

Do not immerse the battery in fresh or salt water or any other liquid and avoid getting the battery terminals wet. Otherwise, the battery may overheat, burst, or catch fire.

When connecting the battery, make sure that no water has accumulated on the battery connector; only then connect it.

For charging, use the battery and charger combination specified by the manufacturer and follow the charging conditions specified by the manufacturer. Failure to do so may cause the battery to overheat, rupture or catch fire.

Lithium-ion batteries can burn and explode if used incorrectly. Follow all safety instructions and guidelines to minimize risk.

⚠ WARNING

If fluid leaking from the battery gets into the eyes, immediately flush the affected area thoroughly with potable water (tap water) without rubbing the eyes and seek medical attention immediately. If you do not, the fluid from the battery can damage your eyes.

Do not charge the battery in places with high humidity or outdoors. Otherwise, electric shock may occur.

If the battery is not fully charged after 6 hours of charging, unplug the battery immediately to stop charging and contact the place of purchase. Otherwise, the battery may overheat, burst, or catch fire.

Do not use the battery in case of obvious scratches or other external damage. Otherwise, bursting, overheating or operational problems may occur.

The operating temperature ranges for the battery are given in this manual. Do not use the battery at temperatures outside these ranges. If the battery is used or stored at temperatures outside these ranges, fire, injury, or problems may occur during operation.

Do not leave the battery in a place exposed to direct sunlight, inside the vehicle on a hot day, or in other hot places. This can result in fluid leakage from the battery.

⚠ NOTICE

If the leaking liquid hits your skin or clothing, clean them immediately with clean water. The leaked liquid can damage your skin.

STORAGE

Store the battery in a safe place out of reach of children and animals.

SAFETY REGULATIONS

Do not store the battery near hot or flammable objects. There is a risk of explosion.

Do not store the battery near heating equipment and do not expose it to direct sunlight.

Store the battery in a dry place, away from open flames and food.

When not in use, keep the battery away from metal objects. They could cause bridging of contacts.

Store the battery with a charge level of approximately 50%. Check the state of charge after three months and charge to approximately 50 % if necessary.

Be aware of the surrounding conditions.

When not charging, always put the cover on the charging socket of the battery holder.

TRANSPORT

When transporting an e-bike in a vehicle, remove the battery from the e-bike and store it on a stable surface of the vehicle.

SHIPPING

The battery is classified as dangerous goods and can only be packed and shipped by trained personnel. Please contact your dealer.

ROAD TRANSPORT

Private users are allowed to transport the battery by road without any restrictions.

Commercial users or third parties carrying out transport must comply with the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

DISPOSAL

Disposal information for countries outside the European Union

This symbol is only valid within the European Union. Follow local regulations when disposing of used batteries.
If you are not sure, consult the place of purchase or a bicycle dealer.

Do not dispose of the battery in the household waste! In the EU, old batteries must be recycled in an environmentally friendly way. Take the battery to your dealer or local collection point.

To prevent short circuits, discharge the battery completely and cover the poles with adhesive tape.

BATTERY TECHNICAL INFORMATION

Kellys e-bikes use Shimano batteries or Kellys Re-charge batteries from BMZ

Instructions and detailed information about the Shimano battery can be found on the si.shimano website.

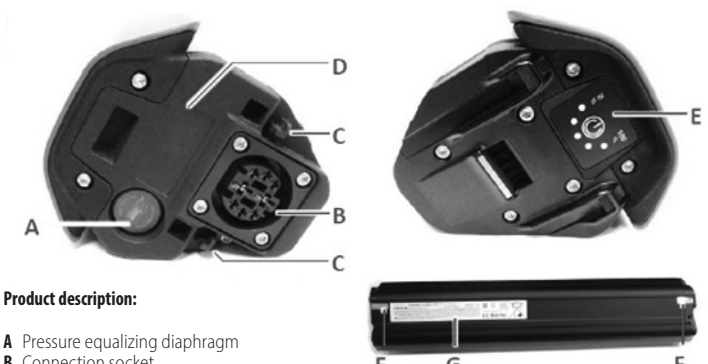
Shimano

Operating temperature range during discharge	-10 - 50 °C
Operating temperature range during charging	0 - 40 °C
Recommended storage temperature	10 - 20 °C
Storage temperature (battery)	-20 - 60 °C
Charging voltage	100 - 240 V AC
Charging time (from 0 % level)	According to bike specification*
Battery type	Lithium-ion
Nominal capacity	According to bike specification*
Rated voltage	36 V DC (Continuous current)
Motor type	Brush-less, DC

*Charging time and rated capacity vary for each battery and charger specification. Information for your system can be found at si.shimano.com

KELLYS RE-CHARGE V10/K1 batteries

Capacity (nominal)	22,8 Ah
Energy	820 Wh
Rated voltage	36 V
Temperature during charging	0 - 45°C
Temperature during discharging	-20 - 50°C
Recommended storage temperature (maximum storage temperature)	10 - 25°C (-20 - 45°C)
Air humidity during storage	0 - 80%



Product description:

A Pressure equalizing diaphragm
B Connection socket
C Coding
D Burst protection
E Charge level indicator (button)
F Warranty label
G Type plate

CHARGE STATUS INDICATOR

Press to display the charge status. In the case of a rechargeable battery, the status can only be read on the control panel.

EXPLANATION OF SYMBOLS

Symbol	Meaning
●	LED on
○	LED off
✷ ✶	LED flashes

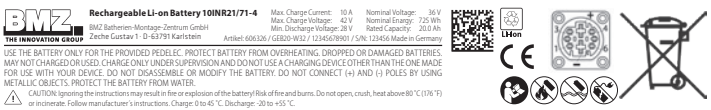
DISPLAY OF CHARGE STATUS

LED 1, 2, 3, 4, 5	State of charge
●●●●●	100% - 80%
●●●●○	79% - 60%
●●●○○	59% - 40%
●●○○○	39% - 20%
●○○○○	19% - 10%
✷○○○○	9% - 0%

DISPLAY OF STATUS DURING CHARGING

LED 1, 2, 3, 4, 5	State of charge
✷○○○○	0% - 19%
●✷○○○	20% - 39%
●●✷○○	40% - 59%
●●●✷○	60% - 79%
●●●●✷	80% - 99%
●●●●●	100%

LABELLING



If the label is damaged or missing, the warranty is void.

Explanation of symbols

Symbol	Meaning
	General warning symbol
	Do not throw in the fire
	Do not immerse in liquids
	Do not charge defective batteries
	Follow the instructions
 Li-Ion	Lithium-ion battery symbol (contains recyclable material)
CE	Complies with the relevant European directives
	Do not dispose of with ordinary waste

INSTALLATION OF BATTERY

1. Lock the lock

2. Insert the battery socket into the connector on the bracket

3. Click the battery in the lock

4. Remove the key

5. Check that the battery is firmly secured in place

⚠ NOTICE

Do not leave the key in the lock after locking. It may be lost or damaged.
Do not turn the cranks while the key is in the lock. The key may collide with the crank, damaging the components.

REMOVING THE BATTERY

1. Unlock the lock

2. Lift the battery in the recess and then remove it towards the rear

If the battery on your bike is removable by pulling it out of the lower frame tube, proceed as follows:

1. Unscrew the battery securing screw

2. Remove the battery

BATTERY FAULTS AND ERRORS

Error: All LEDs flash and an error code is displayed
Solution: Damaged battery. Contact your specialist dealer.
Error: One LED is flashing
Solution: Charge the battery.
Error: The battery is not working
Solution:
Switch on using the button.
The battery is too cold: place in a room temperature environment.
The battery is too hot: let it cool down.
The battery is very low due to improper storage. Consult your dealer.
Error: Too small range
Solution:
Low ambient temperature: A smaller range in cold weather is normal.
Loss of capacity due to improper storage or natural ageing: replace the battery.
If no satisfactory solution, please contact your dealer.

INFORMATION IN CASE OF EMERGENCY

FIRST AID
Mechanical, thermal or electrical damage can cause leakage of chemicals and toxic gases. Symptoms apparently caused by inhalation or ingestion of fumes or contact with eyes or skin require medical attention.

AFTER INHALATION
Ventilate or breathe fresh air immediately; in worse cases, see a doctor immediately.

AFTER SKIN CONTACT
Wash the skin thoroughly with soap and water.

AFTER EYE CONTACT
It can cause eye irritation. Immediately flush eyes thoroughly with water for 15 minutes, then seek medical attention.

AFTER SWALLOWING
If the contents of an open battery cell are swallowed, do not put anything in the mouth if the person quickly faints, is unconscious or has seizures. Rinse the mouth thoroughly with water. Do not induce vomiting. In case of spontaneous vomiting, put the person in a prone position to reduce the risk of choking. Rinse the mouth with water again. See a doctor immediately.

FIRE PREVENTION MEASURES

⚠ HAZARDS

- Combustion gases can harm health. The extinguishing water can react to form a highly toxic gas.
- Avoid inhalation of gases unconditionally.
- Stand on the side of the fire where the wind is coming from. If this is not possible, wear a self-contained breathing apparatus and suitable protective clothing.

1. Notify the fire department and report the lithium fire.
2. Evacuate all persons from the immediate fire area.
3. Use dry chemicals, CO2, water spray or commercially available foam to extinguish the fire.

SAFETY INFORMATION AND INSTRUCTIONS FOR THE BATTERY CHARGER

⚠ HAZARDS

Do not let the charger get wet or use it when it is wet; also, do not touch it or hold it with wet hands. Failure to do so may result in operational problems or electric shock.

Do not cover the charger with fabrics during use. Failure to do so may result in heat build-up and thus overheating, cabinet deformation or fire.

Do not disassemble or modify the charger. Failure to do so may result in electric shock or injury.

Use the charger in conjunction with the specified supply voltage. If the supply voltage is other than the specified voltage, fire, explosion, smoking, overheating, electric shock or burns may occur.

Use the specified battery and charger combination for charging and observe the specified charging conditions. Failure to do so may cause the battery to overheat, rupture or catch fire.

⚠ WARNING

Check the battery charger and adapter regularly; in particular, check for any damage to the cable, plug and casing. If the charger or adapter is damaged, do not use it until it has been repaired or replaced.
This device (charger) is not intended for use by persons (including children) with reduced physical, sensory, or mental abilities, or lack of experience and knowledge, unless they have been supervised or instructed in the use of this appliance by a person responsible for their safety.
Do not allow children to play near the product.

When charging the battery that is installed on the e-bike, pay attention to the following:
- When charging, there must be no water on the charging socket of the battery holder or on the charging plug.
- The battery must be locked in the battery holder before charging.
- Do not remove the battery from the battery holder while charging.
- Do not drive with the charger connected.

⚠ WARNING

Always hold the power cord by the plug when connecting and disconnecting it to/from the power outlet. If you do not hold the mains cord by the mains plug, electric shock or fire may result. If there is a pungent smell coming from the mains socket or the plug is getting hot, stop using the device and contact your dealer.
Do not touch metal parts of the charger or AC adapter during a lightning storm. In the event of a lightning strike, electric shock may occur.
Do not overload the electrical outlet with appliances above its rated capacity and only use an electrical outlet for voltages ranging from 100 – 230 VAC. In the event of overloading an electrical socket by connecting many appliances using adaptors, overheating can occur, resulting in a fire.
Do not damage the mains cable or mains plug. (Do not damage, modify, leave near hot objects, bend, twist or pull; do not place heavy objects on top or tie tightly.) If used in a damaged condition, fire, electric shock or short-circuit may result.
Do not use the charger in connection with commercially available electrical transformers designed for use abroad as they may damage the charger. Always insert the mains plug all the way in. Failure to do so may result in a fire.

If the plug is wet, do not insert or remove it. Failure to do so may result in electric shock. If the plug is leaking water, dry it thoroughly before plugging it in. Do not charge the battery in places with high humidity or outdoors. Otherwise, electric shock may occur.

⚠ NOTICE

Before cleaning the charger, remove the mains plug from the mains socket and the charging plug from the battery.

Do not let the battery charger touch your skin in one place for a long time while charging. Failure to do so can result in burns from low temperatures, as the temperature of the battery charger can rise to 40 to 70 °C during charging.

Before using the battery charger, read all instructions and warning labels on the battery charger, the battery and the product using the battery.

About the charger:

	For indoor use only
	Do not dispose of the charger with ordinary waste, it belongs to special containers
	The risk of electric shock, do not disassemble the charger
	Double insulation

⚠ NOTE

The battery can be charged within the temperature range specified by the battery and charger manufacturer's recommendations in this manual or in the instructions that came with it. The charger will not work at temperatures outside this range and an error will be displayed. (LED indicator on the charger flashes.)

Do not use outdoors or in environments with high humidity.
To avoid exposure to rain or wind, charge the battery indoors.
Do not place the battery charger in dusty places during use.
When in use, place the battery charger on a firm, clean surface such as the floor or a table.
Do not place any objects on the battery charger or its cables. Do not cover it with anything either.
Do not bundle cables.
When you carry the battery charger, do not hold it by the cables.
Do not overstretch cables or charging plugs.
Do not wash or wipe the battery charger with cleaning agents.
Do not allow children to play near the product.
When charging the battery mounted on your e-bike, be careful not to trip over the charger cable. This can lead to injury or cause the e-bike to tip over and damage components.
After charging, be sure to close the charging port cap. If foreign materials such as dirt or dust get caught on the charging port, there is a risk that the charging plug will not fit into the charging port.

BATTERY CHARGING

Charging can be carried out at any time regardless of the remaining charge level. The battery is not fully charged at the time of purchase. Fully charge the battery before riding.
If the battery is fully discharged, charge it as soon as possible. If the battery is left uncharged, the battery will deteriorate and become unusable.

If you will not be riding your e-bike for a long time, store it so that the battery stays at 70 % charge. In addition, make sure that the battery does not run down completely by recharging it every 6 months.
Do not use the battery in conditions outside the normal operating temperature range, otherwise the battery may not function, or its performance may deteriorate.

If the battery temperature is high, charging will take a long time.
Only charge the battery with the original charger. You can charge the battery directly on the e-bike or separately.

When charging the battery itself:
1. Connect the adapter to the charging plug.
2. Plug the mains plug of the charger into a socket.
3. Plug the adapter into the charging port.

- Before charging, place the battery charger on a flat and stable surface, such as the floor.
- When inserting the adapter into the charging port, hold the charging plug so that it points down towards the adapter. Do not insert the charging plug into the adapter in the upward direction.

In the case of charging a battery that is installed on the e-bike:

1. Plug the mains plug of the charger into the power supply.
2. Plug the charging plug into the charging port of the battery holder.

- Stabilise the e-bike to make sure it does not fall off while charging.

LABEL

Some of the important information in this manual is also on the battery charger label.

⚠ NOTICE

Different chargers are used for Shimano and Kellys re-charge batteries. They differ in the light indication of charging, charge and errors.

For information on Shimano chargers, visit si.shimano. Follow the combination of the type of charger and battery used on your e-bike.

Charger for Shimano batteries

When charging starts, the **LED** indicator on the charger lights up.

Lit up	Charging (Within 1 hours after the completion of charging)
Bliking	Charging error
Turned off	Battery disconnected (1 hours or more after the completion of charging)

Charger for Kellys Re-charge batteries

Status	LED indicator			
	Red LED		Green LED	
Inactive	Off	●	Slow flashing	✶
Before charging	Off	●	Flashing	✹
Charging	Off	●	Flashing	✹
Fully charged	Off	●	On (2 seconds)	○
Charging error	Flashing	✹	Off	●

To verify that the charger is working properly, plug the charger into the mains. The green LED indicator starts flashing at a slow rate (charger plugged in but not charging the device). Plug the charger into the battery. The green LED indicator will continue to flash slowly (battery is charging). When the battery voltage is less than 25V, the charger will start pre-charging at 500 mA. When the voltage of 25 V is not reached within 30 min. the charger automatically stops charging. In this case, please contact the place where you bought the e-bike.

When the battery is fully charged, the charger switches off automatically. The green LED stays on continuously for a short period of time.

SHIMANO SYSTEM

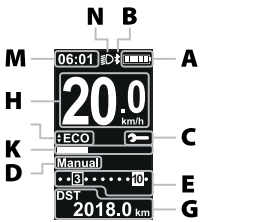
If you use a SHIMANO system on your e-bike, please check and follow this information or information from si.shimano:

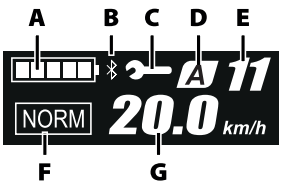
SCREEN/CONTROLLER FUNCTIONS:

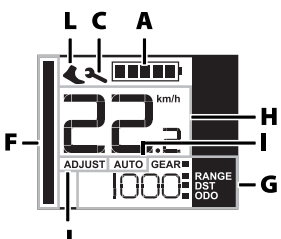
Basic on-screen display. Displays the status of the e-bike and trip data. The number of gears and shift mode are only displayed when using electronic gear shifting.

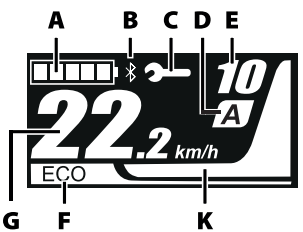
Shimano display

A	Battery level indicator
B	Bluetooth LE icon Appears when an external device is connected via Bluetooth
C	Maintenance warning Indicates the need for maintenance. If this icon is displayed, please contact the place of purchase.
D	Automatic/manual gear shifting [A][Automatic]: Displayed for automatic gear shifting, [M][Manual]: Displayed for manual gear shifting
E	Display of gear position Displays the position of the current gear
F	Current assist mode The assist modes that can be selected vary depending on the bike system.
G	Display of riding data Displays riding data, such as current speed. Riding data that can be displayed varies depending on the bike system.
H	Current speed Displays the current speed
I	Automatic gear shift display Displayed for automatic gear shifting
J	SETUP mode display
K	Assist level indicator Displays the current assist mode. A mode that provides all the more powerful assist the longer the length of the displayed level indicator.
L	Walk assist mode This icon displays when you switch to walk assist mode
M	Current time
N	Icon of light Signals the light connected to the drive unit to illuminate

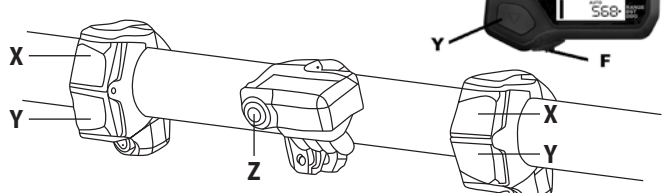








SWITCHING BETWEEN CYCLE COMPUTER OPERATIONS AND SHIMANO MODES



Use the buttons on the assist mode switcher on the left side of the handlebars to perform operations on the cycle computer screen and switch modes.

Shimano control

Left switch (default: to assist)		Right switch (default: for electronic shifting)	
X	While riding: increase assistance During setup: moves the settings menu cursor, adjusts settings, etc.	**X**	While riding: shifts gears to increase pedal resistance
Y	While riding: reduce assistance During setup: moves the settings menu cursor, adjusts settings, etc.	**Y**	While riding: shifts gears to reduce pedal resistance

Cycle computer

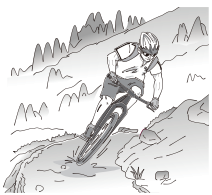
Cycle computer	
Z	Function button. While riding changes the display of the ride data on the cycle computer During setup: switches between screens and confirms settings
F	Switching the light on/off

SYSTEM START-UP:

Pressing the **ON/OFF** button on the display or on the frame switches the system on or off or switches on the auxiliary drive or displays various indicators. The battery level will light up, etc. As soon as you start pedalling, the auxiliary drive is activated.

If the system is switched on and you want to switch it off, press and briefly hold the **ON/OFF** button on the display or on the control unit.

ASSIST MODE

HIGH (BOOST)	NORMAL (TRAIL)	ECO
		
Use when powerful assistance is required, when such as riding up steep uphill slopes.	Use when an intermediate level of assistance is needed, such as when you want to enjoy riding comfortably on a gentle slope or level ground.	Use when you want to enjoy long distance riding on level ground. When pedaling is not very strong, the amount of assistance is reduced and energy consumption is lessened.
When the battery level is running low, the level of assistance is lowered to increase the traveling range.		
OFF		
This mode does not provide power assistance when the power is turned on. Since there is no power consumption associated with the power assistance, it is useful for reducing batter consumption when the battery is running low.		
WALK		
This mode is particularly useful when you walk the bicycle with heavy baggage on it or walk it out of a basement		

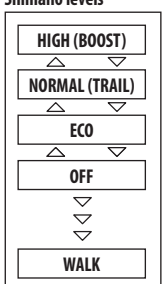
⚠ NOTICE

The riding range is only an approximate distance and may not correspond to the actual distance you can still ride.

CHANGING THE ASSIST MODE DISPLAY

Displays the current assist mode. To switch between the assist modes, press the **Y** (Assist mode Y) or **X** (Assist mode X) button on the assist mode selector or the **UP** or **DOWN** assist mode, respectively.

Shimano levels



WALK ASSIST MODE

1. Press the assist mode down button (hereafter referred to as **"DOWN"**) to switch the assist mode to **"OFF"**.
2. Press the **DOWN** button again for 2 seconds until **"WALK"** is displayed.
3. Press and hold **DOWN** to start the walk assist mode.

When **"WALK"** is displayed on the assist mode switch, press, and hold the **DOWN** button to start the assist mode function for walk. Release the **DOWN** button to stop the walk assist function; you can also stop the walk assist function by pressing to increase the assist mode.

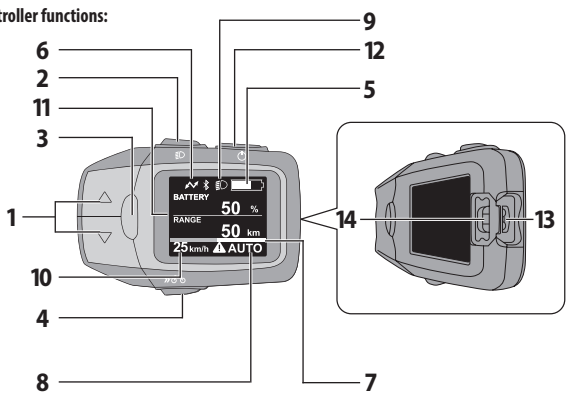
If you do not use the **DOWN** button for more than 1 minute, the mode will change to **OFF**.

If the e-bike does not move when the walk assist function is switched on, the function will stop automatically. To reset the walk assist function, release the walk assist switch and press and hold the **DOWN** button again. The walk assist function can operate for a maximum speed of 6 km/h. The assist level and speed vary depending on the gear position.

PANASONIC GX ULTIMATE SYSTEM

If you are using the PANASONIC E-bike system on your e-bike, please check and follow this information:

Screen/controller functions:



1. Assist level select button (▲/▼)
   To select the assist mode level **[HIGH]** -high, **[STD]** -medium, **[ECO]** -low, **[OFF]** -assist system off, **[AUTO]** -automatic mode
2. Night mode button
   Turns on the side screen backlight. It is also used to switch on the front and rear lights.

3. Info button
Switches between displayed values (e.g. distance travelled)
4. Button with e-bike symbol (push assist)
Switches on the e-bike push assist mode. To help push a e-bike with a heavy load up to a maximum speed of 6km/h.
5. Battery level display
Graphical image of the remaining battery charge.
6. USB connection status indication
Appears when an external device (such as a phone) is connected
7. Assistance level indicator
In the form of a graph, it shows the level of force that the system is assisting the rider with.
8. Text indicator
Indicates the level of assistance
9. Night mode indicator
Lights up when night mode is on
10. Current speed indicator
11. View riding data
12. Button to switch on the system
13. USB plug
Can be used to charge an external device (phone, e-bike light with rechargeable battery)
14. Rubber cap for USB socket protection

SWITCHING ON THE E-BIKE SYSTEM

To switch on the system, press the power button on the side display. The system is in **OFF** mode at start-up.

⚠ WARNING

Do not put your feet on the pedals before pressing the button. If you step on the pedals when engaging, you may experience a torque sensor error or weak assist force.

Do not press any other button when switching on the system, this may cause an error message. If this happens, press the power button again.

⚠ NOTICE

Do not switch the system on/off while riding. If you do not need assistance, select the **OFF/NO ASSIST/** level using the assist selection buttons.
The electrical system assist function will not work in the following cases:
- when you stop pedalling
- after reaching a speed of 25 km/h (when the speed drops below this level, the assist is switched on again)
- when the battery reaches the "discharged" state
- when you switch to **OFF/NO ASSIST** mode

SWITCHING OFF THE E-BIKE SYSTEM

To turn off the system, press the power button or after approximately ten minutes of inactivity, the system will turn off automatically to save power.

BATTERY LEVEL DISPLAY

You can monitor the remaining energy in the battery in two ways:

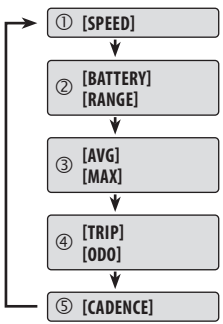
	Fully charged. Remaining energy 91 % – 100 %.
	Decreasing energy.
	Charge at 11 % – 20 %. Notification to recharge the battery.
	Charge at 0 % – 10 %
	Fully discharged battery. You can continue riding without electrical assistance but charge the battery as soon as possible to avoid damaging it.

- constant graphical display in the upper right corner of the screen (the charge drop display will appear after 10 %)
- the "information" button switches to the remaining charge display, here the charge is displayed

numerically (the charge drop display will be displayed in 1 % increments)

BUTTONS TO SELECT ASSISTANCE

Use the ▲/▼ buttons to select the level of assist you require. There are 5 levels of assist to choose from while riding:
[HIGH]: on straight roads and uphill riding, even with heavy loads. It is the most powerful assist mode, but power consumption is the highest
[AUTO]: a mode in which the system automatically selects between five levels of assist depending on the condition and profile of the road. Compared to **[HIGH]** mode, it saves energy.
[STD]: standard mode for riding on straight roads and uphill without heavy loads. It offers balanced performance and power consumption.
[ECO]: especially for flat and moderate hill riding. It offers the greatest range, but the performance is lower.
[OFF]: for downhill riding. The assistance is switched off and only the lighting (if the e-bike is equipped with it) draws energy from the battery.
Button for walk assist
When you are pushing the e-bike, you have the option of using a walk assist. Activate it by pressing and holding the walk assist button. This function helps at speeds up to 6 km/h.



INFO BUTTON

It is used to display riding information and system status on the main display.
[SPEED]: displays the current speed
[BATTERY]: displays the remaining charge level in percentage
[RANGE]: displays the approximate remaining distance with assistance
[AVG]: displays the average speed calculated from the distance travelled
[MAX]: displays the maximum speed
[TRIP]: displays the distance travelled since the last reset
[ODO]: displays the total distance travelled
[CADENCE]: displays the crank speed while riding
Resetting the **[TRIP]**, **[AVG]** and **[MAX]** values is possible by pressing and holding the information button until these values change to 0. These values cannot be reset separately.

BASIC SYSTEM SETTINGS

In this section you can change the system language, screen brightness and e-bike settings and also set the e-bike's electro system to factory settings.

To access the settings display, press and hold the ▼ button and the "info" button at the same time until the settings screen appears (approximately 3 seconds).

To get back to the main screen, press the night mode button.

- **[DISPLAY]**
  - o **[BRIGHTNESS]**

The screen brightness setting can be selected from 10 levels. You can select separate settings for day and night mode. The night mode brightness setting can be accessed by pressing the night mode button.

  - o **[LANGUAGE]**

You can choose from the following language options: English, German, Dutch, French, Italian, Spanish, Danish, Slovak, Polish and Czech

- **[BIKE]**
  - o **[UNIT]**

Used to select speed units: kilometres per hour or miles per hour

  - o **[WHEEL]**

Wheel circumference setting. The correct setting of this value depends on the correct functioning of the speed sensor and the speed and distance measurement. It can be set in the range of 1000 to 2499. This dimension depends on the size of the wheel but also on the thickness of the tyre, so it is important to adjust these values whenever new tyres have been fitted to an e-bike that do not match the original specification.

  - o **[ODO]**

It is possible to change the total distance travelled. Use the change assist buttons to select a value in the 10 000 place and the information button to confirm the selected value, and this will display the

option to change the value in the 1 000 place. The procedure is valid until you get to 1.

- **[BLUETOOTH]**

Type: Bluetooth version 5.0

- o **CPP**
- o **NAVIGATION**

If you have a compatible Bluetooth-enabled device connected to the display and the navigation function is supported, set [ON] to activate it and it will be displayed on the main screen.

- o **KOMOOT**

LINK WITH KOMOOT

You can connect the e-bike system wirelessly to a Bluetooth-enabled device (e.g. smartphone).

With the Komoot mobile app, you can create routes and plan your journey, and then display the route in the form of navigation arrows on the cycle computer screen. This eliminates the need to mount an additional smartphone mount and the minimalistic way of displaying the route does not draw your attention, so you can focus on your surroundings and the traffic.

Procedure for linking a smartphone device with a cycle computer:

PREPARING YOUR SMARTPHONE:

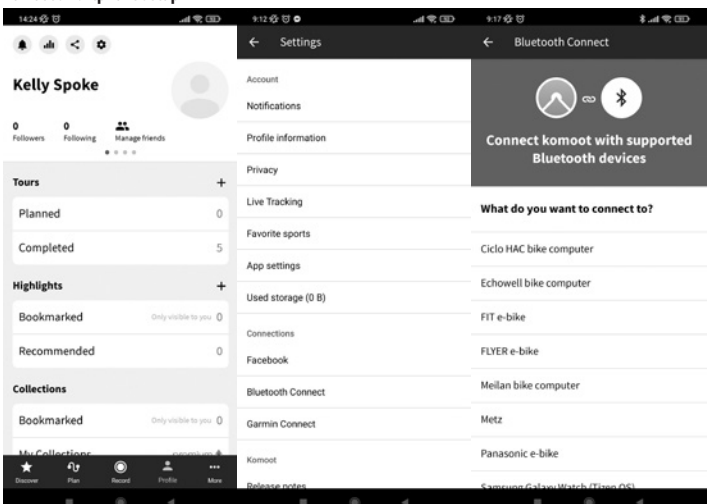
Install the app from the Play Store (Android) or App Store (IOS): Komoot: Route Planner & GPS.

QR Komoot Google play **QR Komoot App Store**

Open the app. After reading the terms of use, choose from the options to agree or disagree with the terms of use. In case of disagreement, the connection to the e-bike will not be possible.

At the bottom of the screen, select the icon called "Profile". After opening your profile details, go to the "Settings" option. In the settings under "Connections", select "Bluetooth Connect".

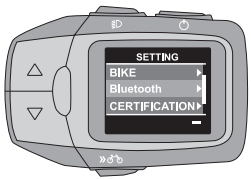
Komoot smartphone setup

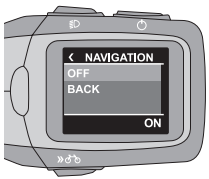


PREPARING THE CYCLE COMPUTER

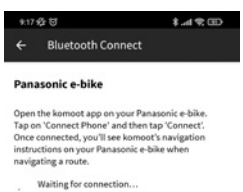
Switch on the cycle computer. From the main screen, switch to the settings screen and search for "Bluetooth". Four choices will be displayed:

- **CPP** - when you open this item, the CONNECT and BACK options are displayed (CPP is disabled). If this is displayed, you can return to the Bluetooth settings by selecting BACK.
- **NAVIGATION** - the following options will appear on your screen: OFF and BACK (navigation is on).
- **Komoot**





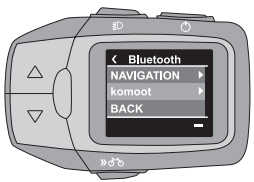
In the Komoot app, in the "My devices" section, select the device with the name Panasonic and 6 numbers. Once clicked, device pairing starts. Select "Panasonic e-bike" from the options. Your device will start searching for an available device.

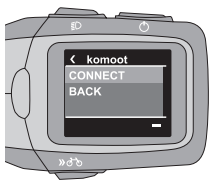


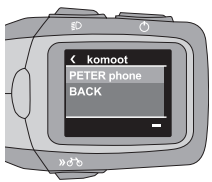
Connecting a smartphone

When you click on the "CONNECT" option, the e-bike computer will start searching for your device. When the name of your device appears on the screen, click on it with the info button.

Connecting a cycle computer







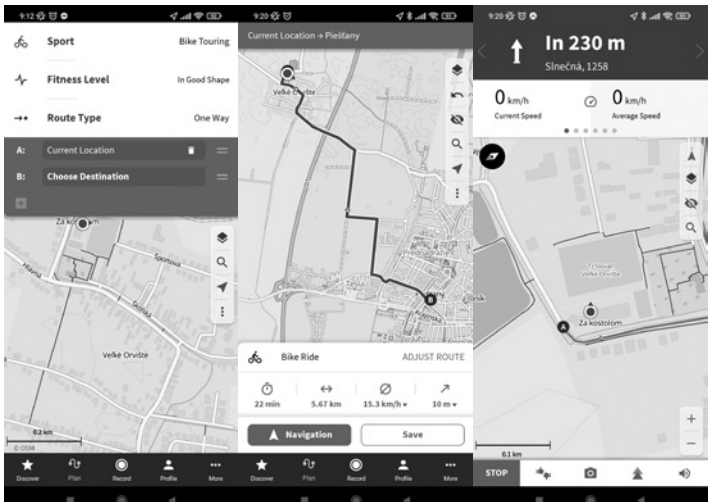
When the connection is successful, "PAIRING SUCCESSFUL" will appear on the cycle computer screen, otherwise "PAIRING FAILED" will appear.

Successful connection

In the mobile app, go back to the "Plan" tab

You set the route by selecting the start point "A:" and the finish point "B:". For the starting point, select your current location "current location".

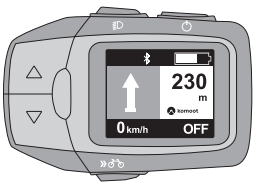
Route setup



On the cycle computer, go back to the main screen (night mode button). Use the info button to select the navigation bar. This panel is added between the "CADENCE" and "SPEED" panels.

Komoot Navigation

Navigation display



CONNECTION TO THE STRAVA APP

The STRAVA: Run, Ride, Hike app is one of the largest social networks for recording and sharing sports activities. It is primarily used to record and share riding information. You can share your ride data among your friends and track your personal progress in your profile.

⚠ NOTICE

The STRAVA app cannot be linked directly to the e-bike system. To connect, you need the Wahoo Fitness: Workout Tracker app, which will be used to record your activity, which can then be automatically exported and displayed in the STRAVA app.

In this case, the e-bike system serves as a sensor for sensing distance travelled, speed and other information.

PREPARING YOUR DEVICE:

Install the STRAVA app from the play store (android) or app store (IOS). When you have confirmed your acceptance of the terms and conditions and the processing of personal data, please fill in the personal data requested.

Install the WAHOO app from the play store (android) or app store (IOS). If you agree to the terms and conditions and the processing of personal data, please fill in the required personal data. Allow

authorization of the STRAVA app.
Turn on the Bluetooth function on your device and make sure it is visible to other devices. Select the device search.

On the cycle computer, select the CPP option in the Bluetooth settings and turn it on. The Bluetooth device is searched for.

From the list of available devices on your smartphone, select Panasonic and the specific 6 numbers and enable the connection.

When the connection is successful, "PAIRING SUCCESFULL" is displayed on the computer screen. When the Bluetooth function is active, the "DISCONNECT and BACK" options are displayed in the CPP settings.

In the Wahoo app, add a sensor (your e-bike's cycle computer).
Start recording the ride.
Once the ride information is completed and saved, the data is exported to the STRAVA application.

⚠ NOTICE

If CPP and Komoot are enabled at the same time, there may be a problem with device communication and the navigation arrows may not display well.

⚠ HAZARDS

A connection error or other problem may occur while riding. If you need to use a mobile device in this case, do so only after stopping in a safe place away from traffic and other places where you could endanger safety and traffic dynamics.

⚠ NOTICE

When using mobile apps, a constant GPS signal and a stable internet connection via Wi-Fi or mobile internet is required. These services may be subject to a fee. Contact your mobile service provider or Wi-Fi provider for information on pricing and mobile internet data volumes. KELLYS is not responsible for any discrepancies in the billing of these services.

The drive and electronic shifting system, as well as the lighting (if equipped) and the e-bike display also work in the event of a loss of mobile signal and GPS signal.

CHARGING EXTERNAL DEVICES FROM THE SYSTEM SCREEN

The Panasonic system allows external devices (e.g. a mobile phone) to be charged via USB from the e-bike battery.

The procedure for charging an external device:

1. Switch on the e-bike system
2. Pull out the rubber MicroUSB plug on the cycle computer
3. Connect the USB OTG cable/adapter to the MicroUSB socket
4. Connect an external device
5. Charging starts automatically when connected and the USB connection symbol appears at the top of the main screen

USB output parameters: 5V DC, max. 1 A

⚠ NOTICE

Place the external device on a stable surface while charging. Failure to do so may cause the equipment to fall and cause damage.

Some external devices cannot be charged in this way. The connection has been tested on multiple devices, yet may not be compatible with your device.

Back up your data before connecting, as data may be lost in the event of a connection error.

Do not connect the device during rain or in a humid environment.
After charging, close the USB socket with the rubber cap.

When connecting, make sure that the plug to be connected is oriented correctly.
If the device is connected to the cycle computer while riding the e-bike, keep the device securely clamped in a suitable mount near the cycle computer (on the handlebars or on the top frame tube

near the head tube). You must hold on to the handlebars of the e-bike with both hands while riding.

⚠ HAZARDS

Make sure that the charging cable is as long as necessary. If the cable is too long, it can get caught on the wheel spoke, brake disc or other moving parts of the e-bike, causing damage to the external device, the cycle computer or other components of the e-bike.

WHEN USING A BLUETOOTH DEVICE

Do not use the device in areas where magnetic fields, static electricity or radio wave interference are present. If used in the vicinity of these devices, communications may be interrupted or the signal may be delayed.

The 2.4 GHz frequency band used by this product is also used by industrial, scientific and medical equipment such as microwave ovens and local radios, which are used to identify moving objects on production lines and other similar locations.

Before using the device, make sure that you are not in the vicinity of a radio station used to identify moving objects, a designated radio station or an amateur radio station.

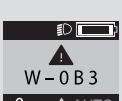
If this device causes interference to radio stations, you should immediately change where you are using it or stop using the radio waves (turn off the Bluetooth function on both devices)

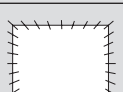
RESTRICTION OF USE

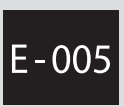
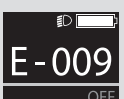
This device is not guaranteed to communicate wirelessly with every Bluetooth device. This device supports security features that conform to Bluetooth® standards, but security may not be sufficient depending on the usage environment and setup details. Panasonic and Kellys bike company are not responsible for data and information leakage that occurs during wireless communication.

This equipment is intended for general use and is not designed or manufactured for use for high safety risk purposes. These uses are those requiring a high level of safety in controls involving a direct risk to life or injury (e.g.: control of nuclear reactions in nuclear power plants, automatic control of aircraft, medical life support equipment, launch control in missile systems and weapons).

SYSTEM ERROR CODES

	The drive unit is under an excessive load, and the system has entered protected mode. • Reduce speed variation to lighten the load during travel. After a short period of time, the temperature will return to normal and assistance will be restored. • When the system enters protected mode (when using in hot, sunny conditions, etc.), the assistance force is limited. However, you can continue to use your bicycle as normal. If the display does not come back on after a short period of time, please consult your dealer.
	This is an error in communication between the Side Display and the drive unit. • Contact your dealer for repair.
	The battery is under an excessive load, and the system has entered protected mode. • Reduce speed variation to lighten the load during travel. After a short period of time, the temperature will return to normal and assistance will be restored. • When the system enters protected mode (when using in hot, sunny conditions, etc.), the assistance force is limited. However, you can continue to use your bicycle as normal. If the display does not come back on after a short period of time, please consult your dealer.
	Communication with the battery is not being performed correctly. • Clean away any dirt from the battery terminals. If this does not solve the problem, consult your dealer.

	This is an error with the drive unit. • Contact your dealer for repair.
	The speed sensor does not correctly detect the signal. • Turn the device off and then back on. If this does not solve the problem, consult your dealer.
	Protection for the USB power supply function is in effect. • Turn the device off and on again. If this does not solve the problem, this function cannot be used with your device.
	If multiple errors occur simultaneously, [W-0] is omitted and the error symbols are displayed in a list. Refer to the relevant error items for details.
	If the screen goes completely white when you turn the Side Display on, this means a software error has occurred. • Contact your dealer for repair.
	If the screen flashes white after turning the power on, this means an EEPROM error has occurred. • Contact your dealer for repair.

	Were you standing on the pedal when you pressed the power button? • Turn off then turn on the Side Display on by pressing the power button without standing on the pedal.
	Original battery (from time of purchase) not detected. • Load the original battery (from time of purchase).
	This is an error in communication between the Side Display and the drive unit. • Contact your dealer for repair.
	This is an error with the drive unit. • Contact your dealer for repair.
	There is a fault in an important component. • Remove your hand from the bicycle mark button and turn the power on. If this does not solve the problem, contact your dealer for repair.
	This is an error with the drive unit software. • Contact your dealer for repair.

MOTOR

Do not disassemble the motor or make any modifications to it. This could result in damage or overheating.

If you open the motor without authorisation, this will void the warranty.

Use the motor only for e-bikes. Using the motor for other purposes may cause injury. In the event (for example, if the hub is attached too tightly or the chain is caught) that the crank rotates when the wheels are turned while walking, this will result in the e-bike having the rotation sensor activated. This can cause dangerous situations. It is therefore recommended to switch off the auxiliary drive (OFF/NO ASSIST) while the wheels of the e-bike are turning while walking.

MOTOR OPERATION

When you switch on the auxiliary drive and the e-bike is set in motion, it will be assisted by the motor.

The amount of tractive force generated by the motor depends on three factors:

- The amount of force you put into the pedals.

The auxiliary drive will increase proportionally to how hard you pedal. The force sensor will detect this and supply more power.
The motor adapts to the applied power and the selected auxiliary drive level.

- What level of auxiliary drive have you chosen

At the highest auxiliary drive level, HIGH, the motor will help you the most, but will also consume the most power. If you opt for the STANDARD level, the motor will deliver slightly less power. If you choose the ECO option, the power of the auxiliary drive will be the smallest, but it will give you the greatest range. AUTO mode provides the ideal power output of the PTO depending on the input torque of the cyclist.

- How fast you ride

Each time you ride the e-bike and increase the speed, the auxiliary drive increases until it reaches the maximum speed just before the highest speed of the auxiliary drive. The auxiliary drive is then automatically downshifted and switched off in any gear at a speed of approximately 25 km/h (± 10 %).

Depending on the AWD level selected, the transition between driving with and without AWD will appear more or less abrupt.

DIAGNOSIS AND TROUBLESHOOTING

The components in your electrical system are constantly and automatically checked. In the event of a fault, the corresponding error code will appear on the display. If necessary, the motor drive is switched off automatically. If so, you can continue riding, but the walk assist function is no longer activated. If you receive an error message, you can resolve it by performing the corrections listed in the table. The error table can be found on the KELLYS website in the SUPPORT & MEDIA section.

RECOMMENDATION FOR WASHING AND MAINTENANCE

⚠ WARNING

The frequency of maintenance will vary depending on riding conditions. Clean the chain regularly using a suitable chain cleaner. Never use alkaline or acidic cleaners to remove rust. The use of such cleaning products can lead to chain damage and consequently serious injury. Replace drive line components (especially chain, cassette freewheels, chainwheel) with new ones with the same parameters when corrosion is detected. If they are used, they can be damaged and excessive wear and tear on other components can result in accidents and serious injuries.

Do not pressure clean the e-bike. If water gets into any of the components, the consequence will be operational problems.

Do not use thinners or any other solvents to clean the products. Such substances can damage surfaces.
The gears must be washed regularly with a cleaning agent designed for this purpose. In addition, cleaning the chain and lubricating it can be an effective way to extend the life of the sprockets and chain.

Use a cloth soaked in water and well wrung out to clean the battery and the plastic cover.

⚠ NOTICE

Make sure that the charger is not plugged into the mains during washing.

Regularly clean the e-bike of dirt. Use a brush and lukewarm water for cleaning to prolong its life. Be careful not to get too much water near the battery. Avoid the accumulation of dirt near the magnetic sensor (at the transducer on the right side of the e-bike). Do not use high-pressure water cleaners for cleaning. After each cleaning, dry the e-bike with a soft cloth.

In addition to regular cleaning, you should not neglect regular lubrication of the chain – this will prevent corrosion and ensure proper operation of the derailleur. We recommend that you request the appropriate type of lubrication from your dealer.

Products are not covered under warranty if they are subject to natural wear and tear due to standard use and aging.

ASSIST FORCE

If the setting is not correct, for example if the chain is too tight, the correct assist force may not be obtained. In this case, please contact the place of purchase.

For any questions regarding handling and maintenance, as well as recommended cleaning and lubrication products, please contact the place of purchase.

⚠ NOTICE

All mechanical components of a e-bike are subject to wear and tear and are subject to high stresses. Different materials and components can react to wear or fatigue stresses in different ways. If a component exceeds its design life, it may fail suddenly and cause injury to the rider. Any form of cracks, grooves or discolouration of highly stressed areas indicates that the component has reached the end of its service life and should be replaced.

All KELLYS e-bike paints are treated with an appropriate form of UV protection to ensure the highest possible colour fastness. The method of protection may vary depending on the material on which the paints are applied. Consumers and customers are cautioned that despite the use of the highest possible level of UV protection, colours may discolour and/or fade over time. Therefore, do not store KELLYS e-bikes in places where they will be exposed to direct sunlight and therefore increased UV radiation. This will prolong the life of the UV protection and keep the colours richer for longer. A change in colour saturation and possible fading is not a defect of the goods.

When replacing individual parts on your e-bike, use only original components

Have a nice ride

KELLYS

WARRANTY

Retailer provides warranty for this bike 24 months from the date of purchase.

WARRANTY CONDITIONS

Warranty period is prolonged for the time of warranty service. During warranty coverage, all defects in material, workmanship or assembly will be repaired free of charge.

WARRANTY DOES NOT COVER DEFECTS CAUSED BY:

- user - damage of the product by an unprofessional assembly (insufficient insertion of the seatpost into the frame, and the headset into the fork, insufficient pedal tightness in crank arms), wrong use and maintenance failure (untightened crank arms to the bottom bracket axle, inappropriate storage), damage caused by accident, non-professional repair, wrong using of the bike, damage caused by change of original components, other technical intervention to the bike's frame;
- common wear of rubber parts of the bicycle (tires, inner tube, brake pads, rubber seals);
- mechanical damage - a wear during normal use of the bike (paint damage);
- common wear of the rubber seals and bushings of the suspension units of the bicycle.

⚠ WARNING

Retailer's duty is to check the functionality of all bicycle parts. Manufacturer is not responsible for any personal injury, damage or failure, caused by wrong assembly or maintenance, after expedition of the product, that means insufficient service before sale at retailer's.

The warranty card is an accessory of a product with a particular serial number. Please keep this warranty card and use it in case of any warranty claim.

PROLONGED WARRANTY ON BICYCLE FRAMES

The company KELLYS BICYCLES s.r.o. provides for the frame of the purchased bicycle after the expiry of the legally given 24-month warranty period a prolonged warranty for the original purchaser listed in this certificate of warranty for the period of another 36 months, but maximum up to 60 months after the day of purchase of the bicycle by the original purchaser listed in the certificate of warranty (further only „prolonged warranty"), and this under following conditions:

- The original purchaser listed in this certificate of warranty must be a natural person, which bought the bicycle for his/her personal recreation needs (not for the purpose of business, or other gainful activity of racing needs) and uses this bicycle for his/her personal recreation need; this prolonged warranty is inalienable to another person – in case the original purchaser transfers the ownership to another person, the prolonged warranty expires,
- The bicycle will be registered in the system of the company KELLYS BICYCLES s.r.o. on the web page www.kellysbike.com up to 60 days of the purchase and the registered data will be identical with the data in the bicycle certificate of warranty,
- Making a warranty claim, the he original purchaser submits a correctly filled original of the certificate of warranty and the original receipt about the bicycle purchase,
- During the period of the entire warranty period including the prolonged warranty period, the bicycle will be submitted to regular annual technical checks in a bicycle workshop and there will be a note about these checks in the certificate of warranty, whereby the first warranty check must be made after riding 100 km. The buyer (original purchaser) meets the costs for the components, which underlie the common wear and tear when using the bicycle, which will be necessary to replace during the warranty checks and the service work related to this,
- The bicycle submitted for a warranty claim must have an unmodified colour combination and the claimed frame must not be submitted separately (disassembled). The components or group sets, if they are changed during the bicycle usage, must be in accordance with the original bicycle specification,
- The object of the prolonged warranty is the frame construction only, not the frame finish,
- The buyer (original purchaser) meets the costs for the bicycle components, which are necessary to be replaced following to the changed tube parameters of the replaced frame and the service work related to this,
- The prolonged warranty does not refer to the carbon frames and for the fully spring-suspended frames the prolonged warranty does not refer to the rear damping unit, or any flexible frame embeddings (levers, pins).

An inevitable assumption for the origin of right from the prolonged warranty of the bicycle frame is the following, that all above mentioned conditions will be fulfilled without exception. In case any of the above mentioned conditions will not be fulfilled, and this even partly, the rights from the prolonged warranty of the bicycle frame will not arise.

The manufacturer insures during the prolonged warranty period to exchange the bicycle frame, whose cause of defect a material or production defect is, at his charge. The manufacturer explicitly declares, that during the prolonged warranty period, any other rights, but the claim for the bicycle frame exchange, under conditions defined in this certificate of warranty in the chapter „Prolonged warranty for bicycle frame" arise for the buyer and the manufacturer provides any other rights with the prolonged warranty. By reason of a limited accessibility of the original model of the claimed frame, the term of delivery of the new frame can be longer than 30 days, whereby the manufacturer is obliged to deliver as soon as it is possible. The manufacturer reserves the right to deliver the frame from the current production with similar technical parameters of identical quality, but not the same colour. The contact person for the prolonged warranty claim is the bicycle dealer – the dealer is entitled to decide, weather the claim will be admitted and how it will be settled.

This above-standard prolonged warranty period is a voluntary act of the company KELLYS BICYCLES s.r.o. and any regulations of Civil Code or other commonly established legal enactments refer to it, but exclusively the conditions listed in this certificate of warranty, in the chapter „Prolonged warranty for bicycle frame" are valid. The rights resulting from the prolonged warranty of bicycle frame terminate, if they are not to be claimed in the period of above defined prolonged warranty period.

RECOMMENDED ATIGHTENING COMPONENT BOLTS

Component – position	Torque [Nm]
Rear wheel axle	8 - 12
Front wheel axle	8 - 12
Seatpost clamp (carbon fibre frame)	5 - 6
Stem (2 bolts of fork clamp)	5 - 6
Handlebar stem (handlebar clamp)	5 - 6
Shimano cranks (star bolt)	0,7 - 1,5
Shimano cranks (2 hex bolts)	12 - 14
ISIS-type cranks (PANASONIC motors)	40 - 60
Shift levers (handlebar clamp)	2,4 - 3
Brake levers (handlebar clamp)	4 - 6
Cycle computer clamp / cycle computer controller clamp	0,5
Post mount brake caliper	10 - 12
Bottle cage	Max. 4
Linkage axle screws and nuts	22 - 25
Battery clamp screw	12 - 14
Rear shock mounting bolt	10 - 12
Derailleur hook - THEOS F, THEOS R, ESTIMA X	22 - 25
Derailleur hook - TYGON, TAYEN	5 - 6

Use these recommended torques for tightening bolts unless a different value is specified on the components or in the original component user manual.

MODEL NAME
MODELBEZEICHNUNG
NOME MODELLO
MODELO
NOM DU MODELE
NAZWA MODELU
NÁZEV MODELU
NÁZOV MODELU
TÍPUS

PRICE
PREIS
PREZZO
PRECIO
PRIX
CENA
ÁR

DATE OF PURCHASE
VERKAUFSDATUM
FECHA DE VENTA
DATA DI ACQUISTO
DATE DE L'ACHAT
DATUM SPRZEDAŻY
DATUM PRODEJE
DÁTUM PREDAJA
ELADÁS KELTE

SERIAL No.
SERIENNUMMER
N. DI MATRICOLA
NÚMERO DE SERIE
N° DE SÉRIE
NUMER FABRYCZNY
VÝROBNÍ ČÍSLO
VÝROBNÉ ČÍSLO
GYÁRTÁSI SZÁM

DEALER'S STAMP / SIGNATURE
HÄNDLERSTEMPEL / UNTERSCHRIFT
SELLO TIENDA / FIRMA VENDEDOR
TIMBRO/FIRMA DEL RIVENDITORE
SIGNATURE / TAMPON DU REVENDEUR
PIECZĄTKA I PODPIS SPRZEDAJĄCEGO
RAZÍTKO PRODEJNY / PODPIS PRODÁVAJÍCÍHO
PEČIATKA PREDAJNE / PODPIS PREDÁVAJÚCEHO
ELADÓ SZERV BÉLYEGZŐJE / ALÁÍRÁS

OWNER (NAME, ADDRESS)
BESITZER (NAME, ADRESSE)
PROPIETARIO (NOMBRE, APELLIDO, DIRECCIÓN)
PROPRIETARIO (NOME, INDIRIZZO)
PROPRIÉTAIRE (NOM, ADRESSE)
WŁAŚCICIEL (NAZWYSKO I IMIĘ, ADRES ZAMIESZKANIA)
MAJITEL (JMÉNO, PŘÍJMENÍ, BYDLIŠTE)
MAJITEĽ (MENO, PRIEZVISKO, ADRESA)
TULAJDONOS (NÉV, UTÓNÉV, LAKHELY)

1

Warranty Checks
Garantiekontrolle
Controlli di garanzia
Revisión de garantía
Contrôles de garantie
Przegląd gwarancyjny
Garanční prohlídka
Záručná prehliadka
Garanciális vizsga

Summary of performed actions / Kurze Beschreibung der ausgeführten Leistungen / Riepilogo delle operazioni eseguite / Resumen de las operaciones realizadas / Résumé des opérations effectuées / Krótki opis wykonanych czynności (w tym wymiany osprzętu) / Stručný popis prováděných úkonů / Stručný popis vykonaných úkonov / Műveletek rövid leírása

Date / Data / Fecha / Datum / Dátum

Seal and signature / Stempel und Unterschrift / Timbro e firma / Sello y firma / Tampon et signature / Pieczątka i podpis / Razítko a podpis / Pečiatka a podpis / Bélyegző, aláírás

2

Warranty Checks
Garantiekontrolle
Controlli di garanzia
Revisión de garantía
Contrôles de garantie
Przegląd gwarancyjny
Garanční prohlídka
Záručná prehliadka
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3

Warranty Checks
Garantiekontrolle
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4

Warranty Checks
Garantiekontrolle
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5

Warranty Checks
Garantiekontrolle
Controlli di garanzia
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EN **EC Declaration of Conformity**
The manufacturer:
KELLYS BICYCLES s. r. o.

hereby declares that the following products

Product name: Electric bicycle PEDELEC

Model:

THEOS F100	**THEOS RX100**	**THEOS R100**	**ESTIMA COMP 100**
THEOS F90	**THEOS RX90**	**THEOS R90**	**ESTIMA COMP 90**
THEOS F80	**THEOS RX80**	**THEOS R80**	**ESTIMA COMP 80**
THEOS F70	**THEOS RX70**	**THEOS R70**	**ESTIMA COMP 70**
THEOS F60	**THEOS RX60**	**THEOS R60**	**ESTIMA COMP 60**
THEOS F50	**THEOS RX50**	**THEOS R50**	**ESTIMA COMP 50**
THEOS F40	**THEOS RX40**	**THEOS R40**	**ESTIMA COMP 40**
THEOS F30	**THEOS RX30**	**THEOS R30**	**ESTIMA COMP 30**
THEOS F20	**THEOS RX20**	**THEOS R20**	**ESTIMA COMP 20**
THEOS F10	**THEOS RX10**	**THEOS R10**	**ESTIMA COMP 10**

ESTIMA F100	**ESTIMA X100**	**ESTIMA 100**	**TYGON R100**
ESTIMA F90	**ESTIMA X90**	**ESTIMA 90**	**TYGON R90**
ESTIMA F80	**ESTIMA X80**	**ESTIMA 80**	**TYGON R80**
ESTIMA F70	**ESTIMA X70**	**ESTIMA 70**	**TYGON R70**
ESTIMA F60	**ESTIMA X60**	**ESTIMA 60**	**TYGON R60**
ESTIMA F50	**ESTIMA X50**	**ESTIMA 50**	**TYGON R50**
ESTIMA F40	**ESTIMA X40**	**ESTIMA 40**	**TYGON R40**
ESTIMA F30	**ESTIMA X30**	**ESTIMA 30**	**TYGON R30**
ESTIMA F20	**ESTIMA X20**	**ESTIMA 20**	**TYGON R20**
ESTIMA F10	**ESTIMA X10**	**ESTIMA 10**	**TYGON R10**

TAYEN R100	**E-CARSON 100**	**E-CRISTY 100**	**eMarc 100**
TAYEN R90	**E-CARSON 90**	**E-CRISTY 90**	**eMarc 90**
TAYEN R80	**E-CARSON 80**	**E-CRISTY 80**	**eMarc 80**
TAYEN R70	**E-CARSON 70**	**E-CRISTY 70**	**eMarc 70**
TAYEN R60	**E-CARSON 60**	**E-CRISTY 60**	**eMarc 60**
TAYEN R50	**E-CARSON 50**	**E-CRISTY 50**	**eMarc 50**
TAYEN R40	**E-CARSON 40**	**E-CRISTY 40**	**eMarc 40**
TAYEN R30	**E-CARSON 30**	**E-CRISTY 30**	**eMarc 30**
TAYEN R20	**E-CARSON 20**	**E-CRISTY 20**	**eMarc 20**
TAYEN R10	**E-CARSON 10**	**E-CRISTY 10**	**eMarc 10**

comply with all of the relevant requirements of the machinery directive (2006/42/EC).

Furthermore, the machines comply with all of the requirements of the directive 2014/30/EU (directive on electromagnetic compatibility).

The following standards have been applied:

EN 15194:2017 Cycles. Electrically power assisted cycles. EPAC bicycles;

ISO 4210-2 Cycles. Safety requirements for bicycles

Technical documentation is filed at:
KELLYS BICYCLES s. r. o., Slnečná cesta 374, 922 01 Veľké Orvište, Slovakia.

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Executive officer


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