



**Manual**  
English



# Getting started!

The Lopifit is a new and unique product. In some ways it is similar to a bike. If you have a puncture, repair is done just as with a bike. In terms of unique parts that you would not find on a bike, we will describe in detail how to handle them. Of course we would like you to enjoy your Lopifit for many years.

In case your Lopifit no longer functions the way it should, the solution can probably be found in this manual. If the solution cannot be found here, please contact your dealer, they will be happy to help you further.

Are you enjoying your Lopifit? Then please share your experience on Facebook! We are curious about who is using our product and how. Have fun and please keep us informed!

Kind regards,

**Team Lopifit**

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# 1. Treadmill

## 1.1 General

The treadmill is a dynamic belt. This means that, in case you take turns or are subject to side winds, it might move sideways. This is a normal phenomenon and will not harm the belt. On straight roads, without side winds, the belt should keep running in the centre, away from the sides. Should the belt run towards one side too far too long, then it may start to fray. This is not a problem, just cut off the fraying part. However, it is better to prevent all this by properly aligning the belt. Timely adjust the belt to prevent it from damaging.

When using the Lopifit, always use the treadmill to walk on. Do not step or stand on the Inox strips next to the treadmill. This might endanger yourself and others.

## 1.2 Aligning the treadmill

At the front of the treadmill you can find the adjusting screws to adjust the belt [see image 1 and 2]. Use these to tighten or relax the belt [depending on the rotation direction]. If the belt runs too far to the right, then turn the right adjustment screw a quarter clockwise. The belt will tension on the right hand side and, as such, correct itself on the left. If in this instance the belt is still running to the right, turn the

right adjustment screw one quarter clockwise once again.

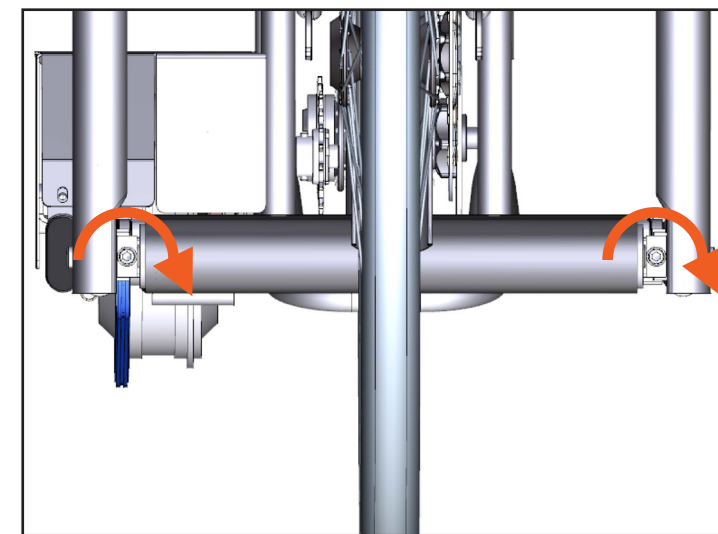
**! Please note:** It is not wise to turn the adjustment screw clockwise too often, as this will tension the belt too much. This may affect the Lopifit's performance. Another way of doing it is to turn the left adjustment screw counter-clockwise. This will relax the belt and, as such, correct it. It will subsequently run more to the left. Only apply this step when half a turn [clockwise] of the right adjustment screw has not led to a satisfactory result.

## 1.3 Treadmill too tight

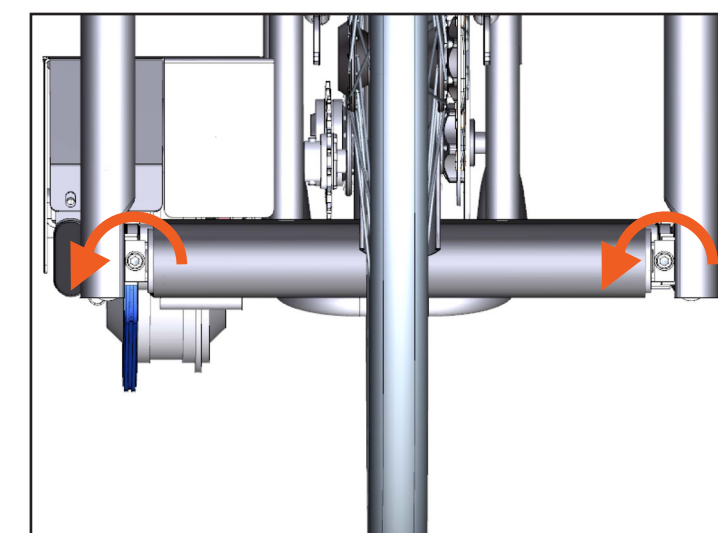
In case the treadmill is too tight, this will require more of the motor. You will find that starting to run isn't quite easy. Turn both the left and right adjustment screws one quarter counter-clockwise. Keep doing this until you have reached the desired result.

## 1.4 Treadmill too loose

In case the belt is too loose, it may start flapping, for instance on speed bumps, and the motor will not be fully propelled anymore. Turn both the left and right adjustment screws one quarter clockwise. Keep doing this until you have reached the desired result.



**Image 1:** Tighten adjustment screws, front of treadmill



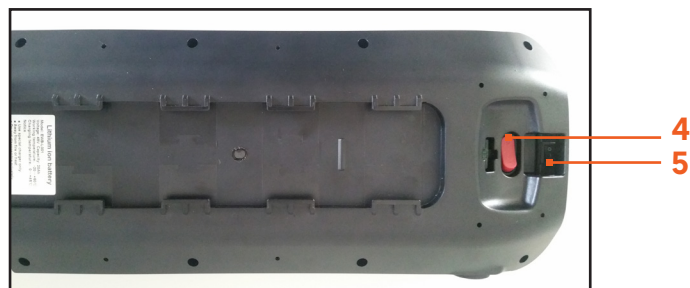
**Image 2:** Loosening adjustment screws, front of treadmill

## 2. Battery

### 2.1 General

The Lopifit has a Lithium-Ion battery with LG cells. One advantage of our battery is that it has a high capacity [960 Wh]. Below the different parts of the battery are listed.

- 1 Battery compartment
- 2 Battery
- 3 Battery lock
- 4 On/off button battery
- 5 On/off button LED rear light
- 6 Charging indicator
- 7 Shielding of the charging connection
- 8 Charging connection charge plug
- 9 USB connection



When performing maintenance on your Lopifit, the battery must always be disabled and taken from the compartment. Accidentally turning the battery on/off during maintenance may cause injury.

Prevent paperclips, coins, keys, nails, screws and other small items from coming into contact with the battery, causing connection between the terminals. Short-circuit between the battery contacts could result in heat, fire or overheating of the metal parts of the battery.

Protect the battery against heat (incl. extended periods of bright sunlight), fire and immersion in fluids. This may cause fire, explosion or production of smoke.

Do not immerse the battery in fluids. This will damage the safety circuit and may cause heat, fire, explosions and production of smoke.

Do not use the battery if it is damaged. Using the battery while the housing is damaged may cause fluid leaks. Avoid contact as leaked fluids may lead to skin irritation or burns.

Keep the battery away from children and use two hands when lifting it.

Do not open the battery. If you do this, any warranty claims become void. Do not expose the battery to mechanical shocks. These may damage the battery.

Use only the original Lithium-Ion battery, or similar, that was included with your Lopifit. Using other types of batteries may adversely affect the Lopifit's performance.

The Lopifit operates on a voltage of 48V. Never attempt to connect the Lopifit to a power supply other than the included original battery.

We recommend to charge the battery up to 40-60% when it is not going to be used for a longer period of time. Store the battery in a warm [10-25 degrees Celsius], dry and sufficiently ventilated area.

### 2.2 Taking the battery out of the compartment

Put the key into the battery lock [3] and turn the key counter-clockwise. Grab the battery handle and carefully pull it out of the compartment. Support the battery using both hands.

### 2.3 Placing the battery into the compartment

Slide the battery into the carrier [connection side first]. Slide the battery all the way in and push it a bit harder when it connects with the docking. Lock the battery into place by turning the key and take the key out of the lock [3].

Please note! If you are not able to rotate the key or cannot take it out of the lock, then the battery isn't properly in the docking. Carefully tap the back of

the battery using the palm of your hand until you are able to rotate the key.

### 2.4 Charging the battery

The battery can be charged by use of the included power supply. You can charge the battery while it is on the Lopifit, or separately. Charging is done as follows:

Ensure that the system is deactivated. Move the shielding [7] aside and insert the power supply plug into the charging connection [8] of the battery. Connect the power supply with the socket outlet [100V – 240V].



When charging is completed, the LED on the charger will turn green. Before that time, it will be red.

Warning: replace damaged cords directly to avoid electric shock.

Note: If the battery is not being used, charge it once per month, for one hour anyway.

We recommend to ride the battery empty three times after purchase and subsequently fully charge it. After this period it is not so important to charge the battery when, for instance, it is still at 40%. It is wise to run the battery

## 2. Battery (continuation)

empty at least once per three months.

### 2.5 Checking the charging level

Press the button indicated by No. 6 in the chapter General. The battery will display the remaining energy.

### 2.6 Lifetime of the battery

A battery will age during use as well as during storage. Your lithium-ion battery

will lose about 5% of its initial capacity per year, due to aging and charging processes.

Make sure that the battery does not become too hot. A fully charged battery will sooner age at high temperatures than a partly charged battery.

## 3. Handlebars & stem

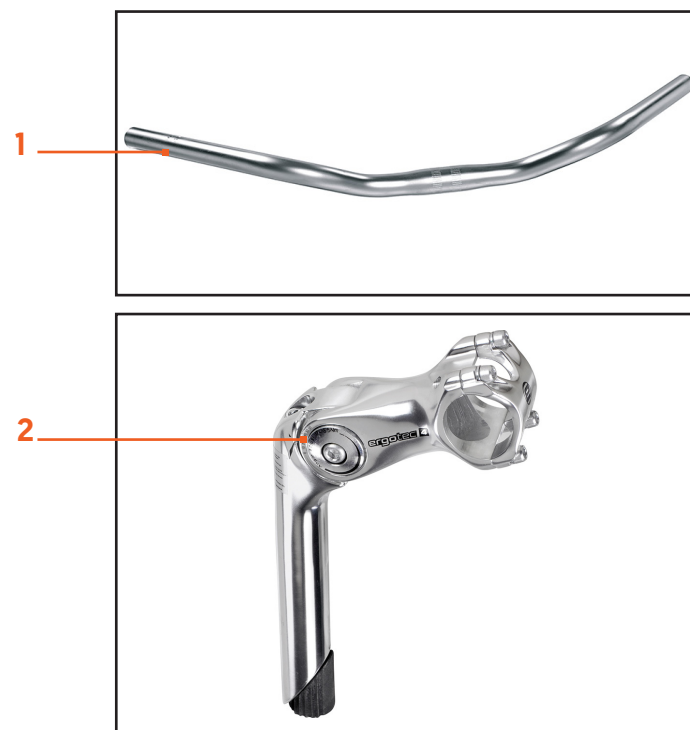
### 3.1 Adjustment

The height and the angle of the handlebars, among others, determine the pressure of your hands and your back posture and, therefore, significantly influence your walking comfort.

The Lopifit is equipped with an Ergotec handlebar [1] and stem [2] level 4, especially for an e-bike.

Do not allow any bags or baskets, you hang on the handlebars, to exceed a weight of 10 kg. Excessive weight on the handlebars may cause them to break off.

For safety reasons, the handlebar must always be renewed when it is damaged.

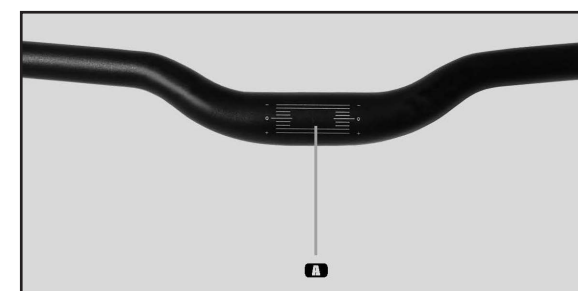


From a safety viewpoint the bolts must be checked after every 500 km [averagely] on steadiness and during regular service intervals [at least once per year].

### 3.2 The handlebar

It takes certain technical skills to mount the handlebars. If you do not have sufficient knowledge about this, then make use of your dealers service.

Check if the clamp area of the handlebars [A] is free from burrs, sharp edges or similar deficiencies that may damage the handlebar bolts.



Check that the diameter difference between the mounting point on the steering curve [A] and the handlebars stem clamp is no larger than +0.2mm.

Place the clamp area [A] of the steering curve in the centre of the clamp and carefully tighten the bolts. Now determine the angle at which you want to position the handlebars. This can be adjusted to your personal preference.

Finally tighten the clamping bolts [D] of the stem [max. 16Nm].

You must frequently check the handlebars around the stem. If you detect a scratch or crack in the material, the handlebars must be replaced immediately.

### 3.3 The stem

For mounting you had best use some water resistant lubricant to place the handlebar stem into the head tube. Failing to do so could cause corrosion, making it harder to adjust the handlebar stem at a later time.

Place the handlebar stem into the head tube and twist it until it is in line with the front wheel. For safety reasons it must be positioned at least 65 mm into the steer tube. Now use an Allen wrench to tighten the handlebars stem clamp screw [A] up to 21 - 23 Nm.



The steering curve is placed into B, while the clamping bolts [D] must be tightened [max. 16Nm] by use of a 4mm Allen wrench. Tighten the four screws simultaneously and cross-wise.

In order to adjust the angle of the handlebar stem you can use a 6mm Allen wrench to loosen the angle screw [C].

Tighten the bolt again after having adjusted the handlebar stem's angle to your personal preference.

Do not fix additional parts to the



## 3. Handlebars (continuation)

handlebar stem, such as a child seat or a carrier. Too heavy a load may cause the handlebars to break or may cause dangerous traffic situations.

## 4. Brakes

### 4.1 General

The Lopifit is equipped with mechanical disc brakes by PROMAX. The brakes were designed to be adjusted without much effort, however, it is recommended to have it done by a technical expert with proper tools.

The mechanical disc brakes were rigorously tested in order to deliver the best braking power. If you encounter problems whilst adjusting the brakes, stop immediately and contact your local dealer for assistance.

In case of wet weather your brake disc may produce noise which, however doesn't affect the braking power. As soon as the disc is dry again, the noise will disappear.

Keep the braking pads free from oil and lubricants as they may adversely affect the braking power or even make the brakes fail to work at all. Replace the pads immediately if they have been in contact with oil or lubricants.

### 4.2 Tensioning/relaxing the brakes

You can adjust the brake at different positions to make the brake discs less or more powerful:

- Position 1, the adjusting screw on the brake handles
- Position 2, the brake pad fastener on the rear of the calliper
- Position 3, the cable screw on the brake arm

#### Position 1:



Loosen the adjusting screw [1] on the brake handle. As you turn it outwards, the cable becomes longer, putting tension on the brake. Rotate screw 2 against the brake handle to secure it.

#### Position 2:



On the inside of the brake disc, on the calliper, you can find the brake pad adjusting screw [3]. Using a 6 mm Allen wrench to tighten the screw you will find that the inner brake pad comes outward positioning itself closer to the disc. While adjusting, leave minimal space between the brake disc and the inner brake pad.

#### Position 3:



On the exterior of the brake disc, the brake cable is clamped in the brake arm. The distance between the exterior brake pad and the brake disc is determined by the positioning of the brake arm. When the brake arm is being moved upwards, the brake pad comes closer to the brake disc.

Unscrew the adjustment screw [4] and press the arm upwards if you wish to tension the brake, lower it somewhat if you wish to loosen it. After adjustment re-tighten the screw.

After having made your first rides on the Lopifit the brake may require some adjustment, as they need a run-in period. As a result of this, the braking power may be lower when braking during the first 20-30 times.

### 4.3 Replacing the brake pads

You need to have the brake pads replaced if, over time, the required level of braking is no longer reached, or if you hear undesired noise coming from the brake pads/brake disc.

## 5. Control panel

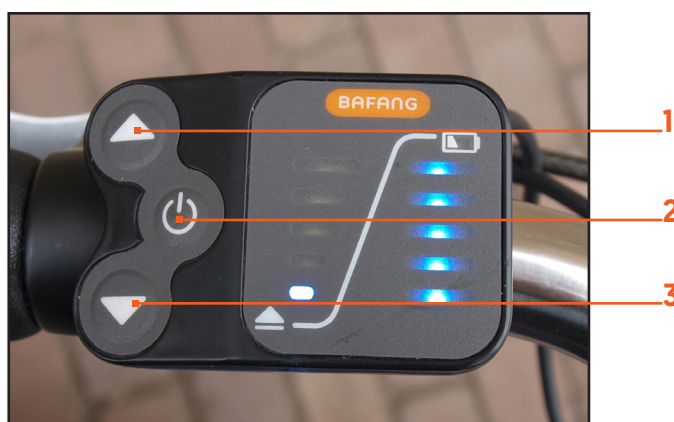
### 5.1 General

The control panel is mounted on the handlebars. If the battery button is in On position, it provides the control panel with energy.

The control panel shows how much capacity is left in the battery, as well as also it shows the walk-assist mode of the motor. You can use the buttons to switch the Lopifit on/off and, furthermore, you can adjust the height of the support. Adjusting the support will also increase or reduce the speed.

Make sure that first you practice in lower gear before you switch to higher gear[s].

If you stop the Lopifit and leave the battery on, the control panel will switch to stand-by after a few minutes. The light will subsequently turn off.



### 5.2 Turning the system on and off

To activate the system press the Power button [2]. Hold the button for a few seconds until the lights turn on.

Do not press the treadmill backwards while pressing the Power button.

Neither press the power button while you are walking. If you wish to deactivate the support, you can use the arrow-down button to reduce support until the light in the left table turns off.

The control panel cannot be activated if the battery is not connected.

To turn the system off, once again press the Power button [2]. Hold the button for a few seconds until the lights turn off.

### 5.3 Walk assist

The Lopifit has five different levels of support. By use of the arrow-button you can adjust the level of support.

When pressing arrow-up [1], more lights will turn on and the support, and subsequently the speed will, be increased.

If you press arrow-down [3] then fewer lights will turn on and the support, and subsequently the speed, will be reduced.

### 5.4 Walk-assist button (push-assistance when walking next to the Lopifit)

Situation may occur during which you step off the Lopifit and [need to] push it manually. For instance when you need to manoeuvre in a limited space, or when pushing your Lopifit out of

a parking garage. To provide some aid while walking, hold the walk-assist button/arrow-down [3].

As soon as you release the button, the motor will stop running.

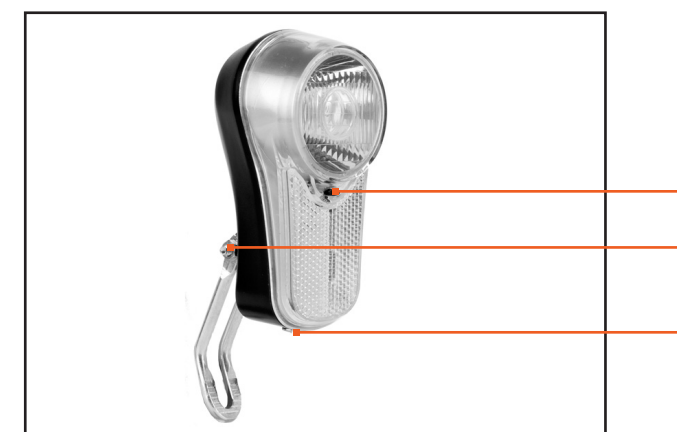
Never press the walk-assist button when the wheels of the Lopifit are not touching the ground. This can result in injury.

## 6. Lighting

In order to safely participate in traffic it is essential that you are being noticed by other road users. This chapter provides a lot of information about the lighting of your Lopifit.

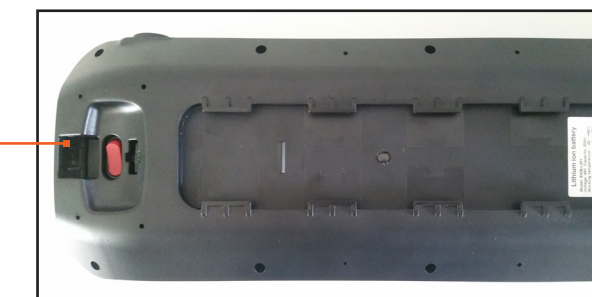
### 6.1 General

The headlight on your Lopifit is an AXA City type which is battery-operated, whereas the rear light is integrated in the battery.



1. On/off button headlight
2. Adjustment screw for beam angle
3. Battery compartment screw

4. On/off button rear light



### 6.2 Switching on/off

Press the small black button [1] in the centre of the lamp to turn on the headlight. Pressing it a second time will cause the light to flash. Press it again to turn off the light.

To turn the rear light on/off press the small black switch [4] behind/below the rear light.

### 6.3 Headlight batteries

AA batteries best fit into the headlight. The best type to use is Alkaline as they have the longest life.

## 6. Lighting (continuation)

As the functioning of the battery reduces, the light will become less bright.

After approx. 50 light hours, the battery will be empty. Therefore replace the battery in time to be able to keep participating in traffic in a safe way.

To replace the battery, unscrew the battery compartment screw [3]. As soon as it is loose, you can take off the

plastic cap and replace the batteries.

Make sure you replace the batteries in a dry environment.

### 6.4 Adjustment height

Adjust the headlight such that the light beam shines on the road, 7 to 10 metres in front of you. Unscrew the adjustment screw [2] and position the light at the right angle. Then tighten it firmly to prevent it from rattling or shifting.

## 7. Riding radius

Optimal circumstances will allow a riding radius of up to 70 km.

The distance you can cover with a fully charged battery and motor support, is dependent on a number of factors:

- **Selected support**

In general: The higher the level of support, the smaller the range. The less power you require from the electric propulsion, the longer the range.

- **Riding style**

If you accelerate too often in highest gear, do not gear down and keep going walking when going down the slope, you require more of the battery. You will, as such, need to charge the battery sooner.

- **Ambient temperature**

In a colder environment, for instance

during winter, the riding radius will be less with a charged battery. Place the battery (after taking it from a warm area) into the Lopifit just minutes before departure. This way you avoid a reduced riding radius as a result of lower temperatures. Due to discharge during use, the battery will sufficiently warm itself, at a cold outside temperature, to retain its performance.

- **Technical state of your lopifit**

Ensure correct tyre pressure. If the tyres are too soft, the rolling resistance will be higher. Also the riding radius will be reduced if the brake pads run against the wheel. Just like when the treadmill is too tight, more motor energy will be required in case of too tight a chain.

- **Battery capacity**

The current battery capacity influences the riding radius. The higher the capacity, the longer the riding radius.

- **The terrain**

If you are going up a hill, more power is required from the motor. Obviously this will reduce the riding radius.

## 8. Maintenance

Never clean your Lopifit (also applies to the motor) with a steam cleaner or a high-pressure cleaner.

Go to your Lopifit-specialist for maintenance on your Lopifit.

### 8.1 Battery

Keep the battery clean. Carefully clean it by use of a soft, damp cloth. The battery should not be immersed in water or be cleaned by use of a water jet. If the battery stops working, contact your dealer.

### 8.2 Handlebars

The handlebar stem, as well as the head tube require lubricating once in a while. If the handlebar steers rigidly, it squeaks or does not function properly in some other way, it probably requires lubricating. In that case contact your Lopifit dealer.

### 8.3 Motor

Your Lopifit motor requires regular cleaning. Any surface dirt you can remove by use of a brush or damp (not wet) cloth. Do not use running water, for instance a hose or pressure washer. If water runs into the motor this may

cause failure. So, while cleaning always ensure that no fluid or liquid runs into the motor.

Do not clean the motor while it is warm, for instance just after a ride. Wait until the motor has cooled off, or it may get damaged.

### 8.4 Chain

Make sure that no dirt ends up into your chain. In addition, it is important to the lifespan of your chain that it is not too tight. Neither, however, should it be too loose. If the chain makes a cracking or squeaking noise, it requires adjustment. In that case, please contact your Lopifit dealer.

### 8.5 Control panel

If required, the control panel can be cleaned by use of a damp cloth.

### 8.6 Oplader

Before cleaning the charger, you must always disconnect the cord from the socket outlet. This way you avoid short-circuit and physical injury.

Make sure that while cleaning no water runs into the charger.



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# DP E08.UART

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## CONTENT

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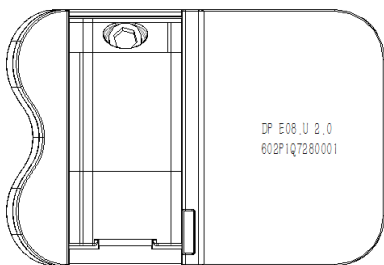


# INTRODUCTION

- Name: Intelligent LED HMI
- Model: DP E08.UART
- Scope: EN15194 EPAC
- Appearance:



- Numbering on the back of HMI  
Numbers are divided into two lines (as shown in the figure):



## A. First line as below

DP E08.U 2.0

- ① DP E08.U : BAFANG display HMI model
- ② 2.0: hardware version number

## B. Second line as below

602P1Q728000

- ① 602: Wire length and connector model  
850 M5.2
- ② P1: Test device code
- ③ Q7280001: Production date is  
July 28th, 2016; SN is 0001

## • Cable label number rule

Numbers are divided into two lines and QR code is right side (as shown in the below figure)



## Content of QR code:

DPE08P10201.1

PD2526051205

DP E08.U 2.0

602P1Q7280001

## The first line:

DPE08P10201.1 - Software version

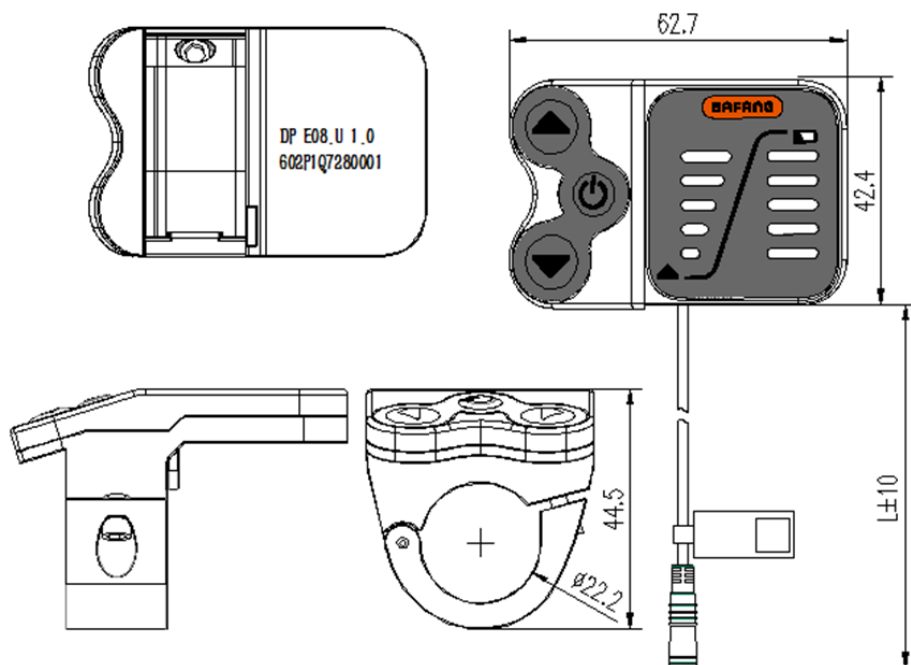
## The second line:

PD2526051205 - Parameter code

## The last two lines:

DP E08.U 2.0 / 602P1Q7280001 - SN

# OVERVIEW DRAWING





# SPECIFICATIONS

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- Rated voltage: 36V/43V/48V DC
- Rated current: 35mA lines(as shown in the figure)
- Maximum working current: 35mA
- When power off, leak current is less than: 1uA
- Working current supplied to controller: 50mA
- Operation temperature: -20℃~45℃
- Storage temperature: -30℃~70℃
- IP level: IP65
- Storage humidity: 30%-70%

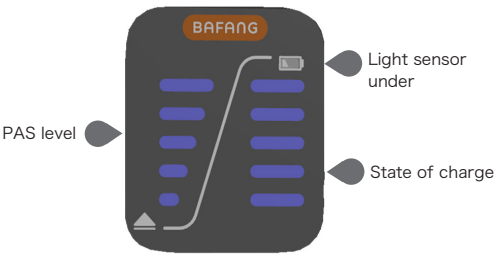
# FUNCTIONAL OVERVIEW

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- Using the bidirectional serial communication protocol and the three-key keypad enables users to operate the display with ease
- Intelligent battery level indication: thanks to an optimization algorithm, a stable display of the battery level is ensured, and the problem of fluctuating battery level indications common to most displays is avoided
- Lamp automatic control: automatic turn on/off for front and rear lamps when outside light changes
- LED brightness automatic adjustment: according to the change of outside light, adjust LED display luminance automatically, that solve the problem of dazzling display at night and indistinct display under the strong light common to most LED display in the market
- PAS level control: 0/1/2/3/4/5
- Error code prompt
- Push assistance
- Set parameters: via communication cable, may in PC set parameters including wheel diameter, speed limit and so on, please see specific parameter set description document
- If standby within 5 minutes system will turn off automatically



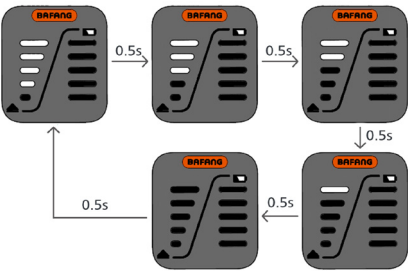
# NORMAL INDICATION AREA



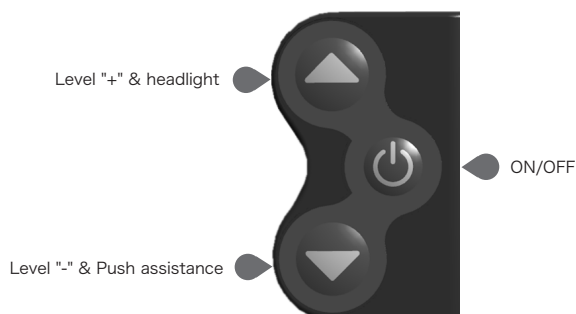
- State of charge indication: 5 LED indicate the state of charge, if the lowest LED flickers, it means the time to charge the battery

LED indication definition (from down to up)	SOC
5	>75%
4	50%-75%
3	30%-50%
2	10%-30%
1	<10%
1 Flickers	≤5%

- PAS level indication: Indicate current PAS level 0~5; if no LED display, it mean it is level 0; 1~5 is in accordance with the PAS level. In the mode of Push Assistance, LED loop light one by one from down to up with 0.5s time interval (as shown in the below figure)





# BUTTON DEFINITION





## NORMAL OPERATION



- Power on/off

press  for 2s, the display will turn ON;  
 press  for 2s, the display will turn OFF. It will automatically turn OFF when standby in 5 minutes.


- PAS level selection

Press  or  to switch between the different support levels (0 / 1 / 2 / 3 / 4 / 5); Lowest level and the default level is 1; Highest level is 5; when no LED light, it is level 0 (mean park level)

- Lamp/LED display luminance

Press  for 2s, LED display turn dim, then turn on the front lamp and rear lamp at the same time. Again press  2s, LED display highlight, meanwhile turn off front light and rear light (if fail to manipulate the lamps manually, need to restart the LED HMI and then lamps can restore automatically)

- Push-assistance selection

Press  for 2 seconds, the push assistance will be turned ON, and level LED flicker, If you move your finger away from this button, the push-assistance will be turned OFF

# ERROR CODE DEFINITION



This system can indicate all errors occurring on the Pedelec. In certain modes, the LEDs will flicker when an error code occurs.

Error code	Error definition	Solution
The second LED flickers 7 times in rapid succession	High voltage protection	Check the battery voltage
The second LED flickers 8 times in rapid succession	Fault with motor hall sensor inside	Have your dealer check the motor stator
The first LED flickers once	The motor temperature reaches to the max protection value	Stop riding and wait until the LED stop flickering
The first LED flickers once then the second LED flickers twice	Fault with current sensor inside controller	Have your dealer check the controller
The first LED flickers once then the second LED flickers 3 times	Fault with temperature sensor inside battery	Check the battery
The first LED flickers twice then the second LED flickers once	Fault with wheel speed detecting sensor	Check the motor stator
The first LED flickers twice then the second LED flickers twice	BMS communication fault	Replace the battery
The first LED flickers 3 times in rapid succession	Communication fault	1. Check the connectors between the EB-BUS and the controller 2. Replace the controller





# NOTES

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Tightening torque:  
40-50 kg-cm<sup>2</sup>



Fig.C-1



Fig.C-2

Tightening torque:  
55-65 kg-cm<sup>2</sup>



Fig.C-3



Fig.C-4

## A. Accessories Prepared

Hydraulic Disc Brake DSK-915 is designed to fit both the International Standard (IS) and the Post Mount Standard for both the frame and fork. With the adapter it fits the International Standard disc brake mount. The assembly holes distance is specified as 51 mm.

Without adapter it fits the Post Mount standard. The assembly holes distance is specified as 74.2 mm.

- Rotor:** 1.9 mm Stainless steel rotor, 1 per wheel, Front rotor =  $\varnothing$  160mm, Rear rotor =  $\varnothing$  160mm.
- Mounting Bolts:** M6 x 18mm with washer, qty 2.
- Disk screws:** M5 x 11mm(T25), qty 6 per rotor.
- Hubs:** PROMAX or international 6 bolt standard fittings. For pad and rotor clearance larger than 0.5mm, dimension B should be larger than 16.5mm as shown in illustration (A-DB-800 HUB SPEC).

## B. Tools required

- Allen wrench 2mm, 4mm, 5mm
- Flat head screw driver
- Torx wrench T25
- Needle-nose pliers

## C. Installation Steps

※ **Do not continually squeeze and release the lever before completion of the assembly!**

The caliper has the function of automatic compensation, any movement to the lever will move the pistons inside the caliper and then push the brake pads inward. This may cause the distance between two pads too small to assemble the rotor. If this occurs, insert a disc brake pad reset tool between the pads and press pistons inward toward the caliper body. If you do not have a disc brake pad tool, you can use a large flat head screwdriver. Make sure the disc brake tool or the screwdriver are clean of any grease or oil.

**Step1.** Mount rotor to hub by aligning bolt holes on rotor with holes on hub rotor flange, arrow side out. Using supplied disc bolts, pre-tighten with hand then secure in a diagonal sequence. (Tightening torque: 40-50 kg-cm<sup>2</sup>) - - [ Fig.C-1]

**Step2.** Install wheel/rotor assembly onto fork/frame. Check wheel for proper alignment in dropouts, then lock wheel tightly - - [ Fig.C-2]

**Step3.** Mount caliper to fork or frame using M6 x 18mm mounting bolts (2 pcs) with washers on the side of adapter. Secure tightly. (Tightening torque 55-65 kg-cm<sup>2</sup>) - - [ Fig.C-3] (For Post Mount, remove the adapter and mount caliper to fork using M6 x 18mm mounting bolts (2 pics) with washers. Screw the bolts only a few turns and leave caliper loosely on the fork. )

**Step4.** Install lever onto handlebar, adjust angle to rider's preference. Tighten clamp bolts securely. - - [ Fig.C-4] Press lever several times and then press steadily to let the pads slightly lock the rotor. The caliper will move automatically and adjust into position. Securely tighten the mounting bolts on the caliper side on the adapter. (Tightening torque: 55-65 kg-cm<sup>2</sup>) - - [ Fig.C-5]

**Step5.** Spin wheel in forward rotating direction. Rotor should run freely between brake pads. If not, loosen the bolts and repeat step4.

**Step6.** Adjust the brake lever reach by using 2.0mm Allen wrench and turning the push rod that goes through the lever adjusting bushing. ( reach distance increases as it turns clockwise, and decreases as it turns counterclockwise.) - - [ Fig.C-6]

**Step7.** Road test:

The braking power may be weak in the beginning because the close contact of new pads with rotor can not be achieved before 10-30 times of braking.

※ **NOTICE: Disc/Pad Bedding or Burn in for Road test**

- While seated, bring your bike to approx. 15 mph and apply both brakes at equal pressure to bring your speed to almost a full stop. This should be a braking force that brings you and your bike to slower speed without locking up your wheels.
- DO NOT LOCK YOUR BRAKES DURING THIS PROCESS.THIS WILL CAUSE UNEVEN WEAR IN OF YOUR BRAKE PADS AND ROTORS.
- Repeat Step (1) 15-20 times in consistently same manner.
- After the last repetition of Step (1), gently apply brakes and ride the bike approx. 30 seconds while keeping the brakes applied in consistent manner. This can be a slow ride of 5-10 mph with just enough force on brakes to cause drag. Not enough to stop you.

### NOTES:

- What this is doing is allowing some brake and material to be deposited in the rotor for better bite. It also creates a smooth track for the pad to grab onto the rotor consistently in its rotation. The pad also wears into a good profile to match your rotor.
- If you have some clean water, pour some on your rotor after every 5 repetitions of Step (1). This will allow some evacuation of oil and miscellaneous material to be carried away. The water will evaporate rapidly.
- During this process and under normal braking, the rotors and brake calipers will become very hot and will burn skin on contact. Please avoid any direct contact with the rotor or brake caliper.
- After initial bedding of the pad and rotor, you will be already for your first ride. Please note that this prepares your brakes for a proper and consistent wear in period. Full performance will be apparent after the first 3-5 good rides. Until then please ride with caution as full performance will not be achieved yet.

## D. Brake Pad Replacement

※ **Check the brake pads. When the brake pads are worn down to a thickness of 0.5mm , the brake pads must be replaced for safely braking.**

**Step1.** Remove the caliper and brake pads from the fork/frame . - - [ Fig.D-1]

**Step2.** Push the pistons back into the place as far as it will go. - - [ Fig.D-2]

**Step3.** Install the new brake pads and pad spacers. . - - [ Fig.D-3]

**Step4.** Depress the brake lever several times to ensure that the operation of brake lever becomes stiff.

**Step5.** Remove the pad spacers. Reinstall caliper to the adapter, then check there is no interference between the rotor and the caliper. if they are touching ,try to adjust the caliper fixing bolts.

**Step6.** Road test: Please follow the Installation Step 7.

## E. Brake Fluid

- The Mineral oil is used for "PROMAX" hydraulic disc brakes.
- In order to prevent the oil seal damaged and maintain the brake operation of DSK-915, use only genuine "PROMAX" mineral oil.
- If fluid leaks occur, immediately stop using the brakes and carry out the proper repairs. If you continue riding while fluid is leaking, there is the risk that the brakes may suddenly stop working. If the pads and or disc become contaminated with oil, they should be replaced as the performance could be decreased to a dangerous level.

### WARNING

- Be sure to seat the wrench firmly into the bolt head before tightening or loosening. Failure to do so may result in a stripped out bolt head.
- Do not ride too fast during road testing and be aware of the safe braking distance.
- If fluid leaks occur, immediately stop using the brakes and carry out the appropriate repairs. It is dangerous to continue riding the bicycle while fluid is leaking, the brakes may suddenly stop working.
- If any oil or grease gets on the rotor, you should clean the rotor. If this is not done, the brake may not work correctly.
- If the road surface is wet, please take into account reduced tire traction as well as brake performance. To avoid this, ride slowly and apply the disc brakes early and gently.
- Please use extra caution to keep your fingers away from the rotating disc brake rotor during installing the wheel. The rotor is sharp enough to inflict severe injury to your fingers.

### CAUTION

- Pads will become worn while braking, its necessary to check the pads periodically. If the brake pads are worn down to a thickness of 0.5mm, replace the brake pads.
- Full hydraulic caliper DSK-915 has the function of automatically compensation for the pad wearing. Therefore, you do not need to worry about the adjustment of the brake pads. However, when the brake operation become softer or get abnormal noise, must stop riding then replace the brake pads.
- Keep the brake pads away from oil or grease. The brakes performance is greatly reduced if contaminated with oil/grease.
- In rainy days, some unusual noise may occur while the brake pads are wet. The noise will disappear when the brake pads dry again.
- The caliper will become hot when the brakes are operated, do not touch them while riding or immediately after dismantling from the bicycle, otherwise you may get burned. Check the brake components have cooled down enough before adjusting the brakes.
- Vapor lock may occur if the brakes are applied continuously. To relieve this condition, momentarily release the lever.
- The mounting screws will need to be replaced with new ones after several times of installations and removals, as the Nylon compound wears off after 3-4 times of uses.

Tightening torque:  
55-65 kg-cm<sup>2</sup>

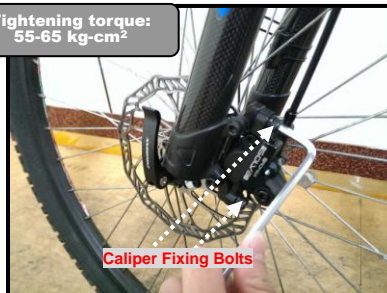


Fig.C-5



Fig.C-6

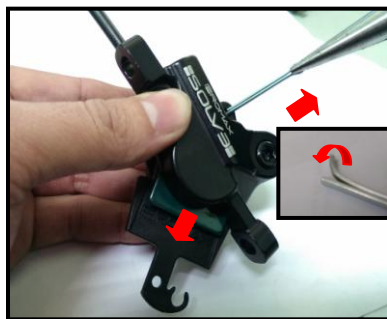


Fig.D-1

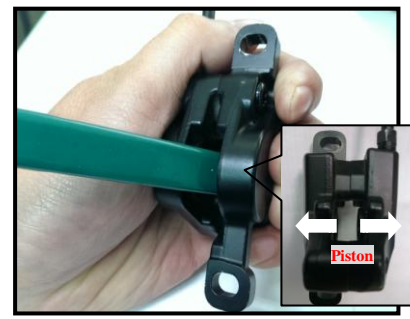


Fig.D-2

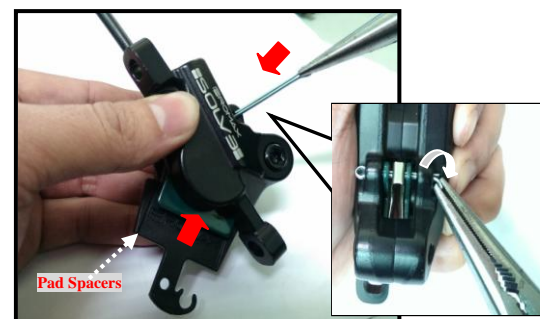
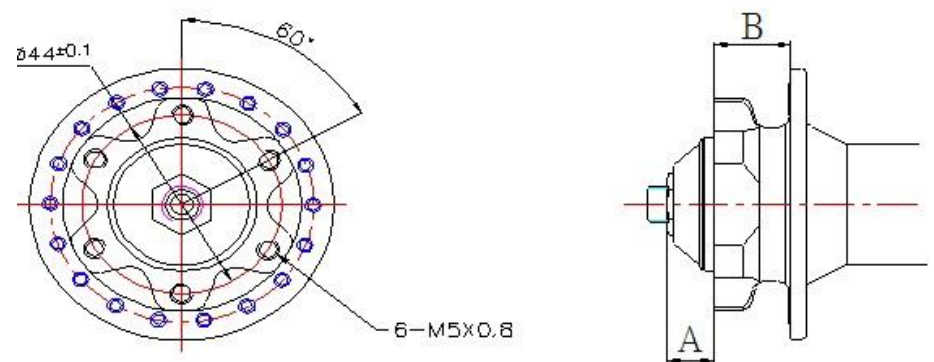


Fig.D-3



	HUB	A	B	HUB TYPE
PROMAX	FRONT	10.5	(16.4)	DB600
	REAR	15.25	(16.4)	
SHIMANO	FRONT	10.5	(15.3min)	A-DB-800
	REAR	15.25	(15.3min)	

### A-DB-800 HUB SPEC

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