



Taking Care of Your: **New Battery**

Important - Please Read This Before Using Your New Battery!

Thank you for your purchase! Your new battery will be charged and ready to use and we hope your battery will give you years of pleasure, but please follow these simple important instructions to get the most out of it.

'Conditioning' Your Battery

Lithium Ion (Li-Ion) batteries do not suffer from 'memory effect', but will need an initial 'conditioning' period to gain full capacity. You may notice slightly limited mileage from your battery at first until the following procedure is performed. As soon as possible, run the battery completely down* or as close to it as possible (quarter capacity or less remaining) **TWO times**, and then fully charge the battery as soon as possible - this will 'condition' / 'balance' the battery cells and give you full battery capacity. (*Do not leave yourself stranded without power far from home!)

Please Note

As with all batteries, they will NOT perform as well in colder conditions!
This is normal and you will notice an increase in performance in warmer conditions.

Always make sure your bike is switched off when you leave the bike for any period.

Leaving the bike switched on for an extended period of time will discharge the battery and will shorten its life.

When your bike is not in use, try to store your battery somewhere cool and out of direct sunlight.

Emotion, Raleigh and Monark (Panasonic) Users

Please note that if you do not use your bike for an extended period (roughly five weeks) the battery will go into "hibernate mode" and the bike / battery will not respond.

Place the battery on its charger and the battery will 'wake' back up.

When charging your battery, the red lights on the front will climb – **the battery is fully charged when they all go OFF**

eZee, Wisper, Batribike and Powabyke Users

The latest batteries have a different discharge characteristic to the older types. This means that as soon as you ride up a steep hill, the battery indicator may quickly go into **amber** or **red**.

This is nothing to worry about - the battery meter should only be read when you are **NOT** using the throttle.

Even when NOT using the throttle and the indicator is solid red, you could still have over five miles left in the battery.

Always plug your battery into the charger **BEFORE** turning the charger on / plugging it in - If your charger shows a green light within a couple of minutes of being switched on, it could be that your battery is fully charged or that the charger has "misread" the battery. If you think the charger is at fault, switch off the charger, unplug the battery, leave it one minute, then re-connect the battery and switch on the charger.

If the same happens again, it probably means the battery is already full. If you think you have a problem, please contact OnBike. When your battery is charging, you will normally see a red or amber light.

When your battery has finished charging, you will see a green light.

Always Follow These Three Regular Maintenance Instructions Below

1. ALWAYS fully charge the battery after each use (rather than charging it up before using it).

However, if you have used less than a quarter of the battery, then a top-up charge is not necessary, but if you have used more or ridden further than about five miles, it is advised to fully charge the battery upon your return.

Do NOT store your battery in an uncharged state.

If you do not use your bike for a period of time, give the battery a top up charge regardless every two months!

2. Whenever possible, try not to run the battery down completely flat (except initial 'conditioning'), as this will shorten your battery life over a period of time.

3. If your bike is equipped with a twist throttle, try not to fully open the throttle when riding from standing still or when going up steep-hills - both of these conditions put the battery under the most strain and can shorten battery life over a period of time. The more you assist the battery yourself, the greater the range you will achieve and the longer the life of the battery will be.



Taking Care of Your: **New Bike**

Thank you for your purchase - we hope your new bike will give you years of pleasure, but please follow these important simple instructions to get the most out of your new bike.

As far as maintenance is concerned, you should not need to do much, but here are a few points that should be kept maintained regularly.

Please Note: If your bike is fitted with a stand, please DO NOT sit on the bike when the stand is down or allow anyone else (including children) to sit on the bike while it is on its stand!

The stand, and supporting bracket if applicable, is designed purely to hold the weight of the bike alone. If your bike has a centre stand, lift the rear of the bike slightly and put the stand down all the way with your foot, **DO NOT** partially put the stand down and use it to 'rock' or 'lever' the bike up the rest of the way.

Always Follow These Three Regular Maintenance Instructions Below:

1. Keep the chain clean and oiled regularly / weekly.

Do not use a heavy, thick oil or grease; please use a light lubricant (like TF2, available from OnBike) and check there's not a build up of dirt on the cogs.

This is especially important after riding in the rain or in dirty / dusty conditions.

2. Keep the tyres inflated correctly.

The pressure range is marked on the side-wall of the tyres (Minimum to Maximum pressures) and worth checking every week or two.

As a rule-of-thumb, if riding on good smooth roads, use a higher tyre pressure – if riding on tracks and rough surfaces, use a lower tyre pressure.

Note: Under-inflated tyres will make cycling more difficult and can decrease battery performance and mileage.

3. Your brake pads will slowly wear over time, but quicker than on a conventional bike, as your average speed tends to be higher and the distances you go are normally further due to the electric assistance.

On each brake lever there is a barrel adjuster; you may wish to unscrew this slightly as the pads wear down and you notice the brake levers getting closer to the handlebar grips when applied. This simply just takes up the slack in the cable from the natural brake pad wear.

Any local bike shop can service your brakes if needed, as the brake system is the same as on a conventional bike.

You are, of course, welcome to bring your bike to OnBike to have any maintenance done, but if a local cycle shop is more convenient, then they will be able to deal with any non-electric maintenance.

Always endeavour to keep your bike in good, clean working order.

Regularly look for signs of general wear and be sure to inspect safety equipment such as lights, reflectors and bell.

If you have any questions or concerns regarding your bike or battery, please do not hesitate to contact us!

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