



NEW YORKER LAB

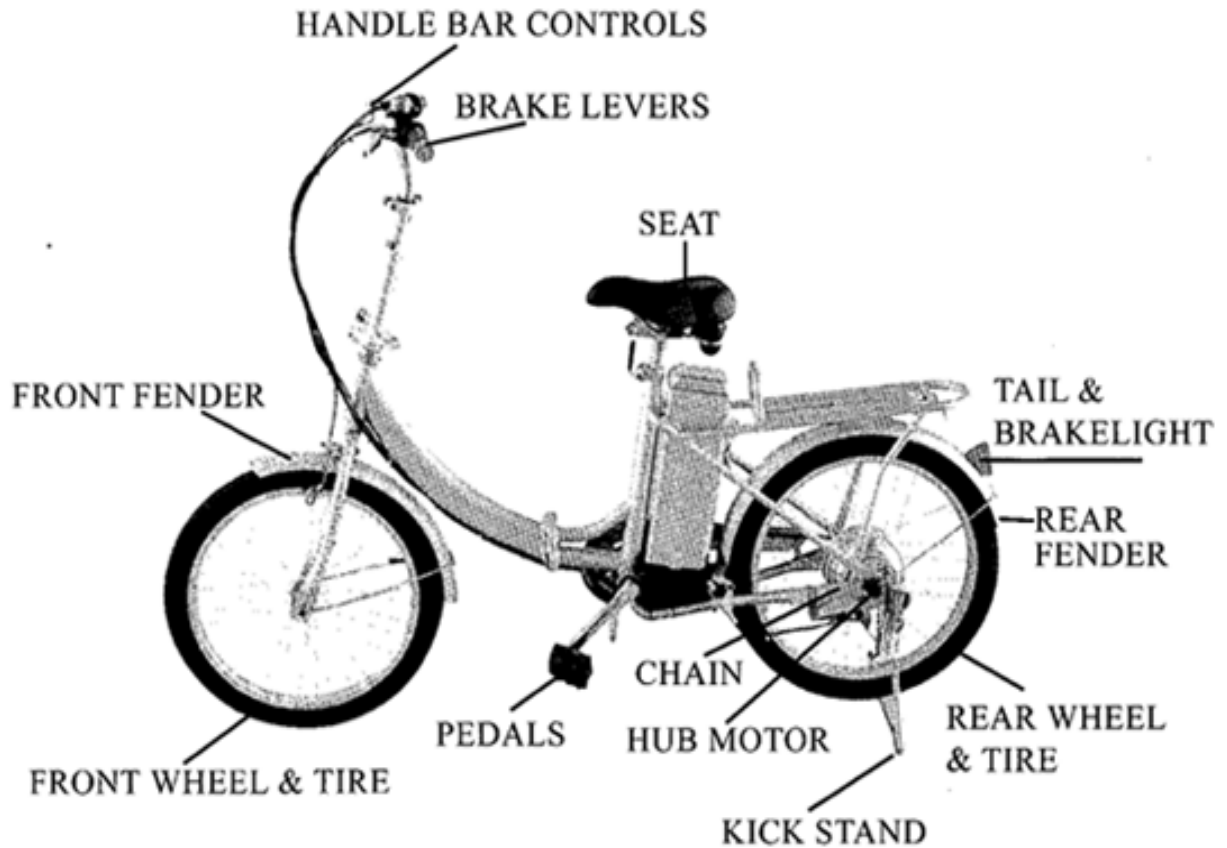


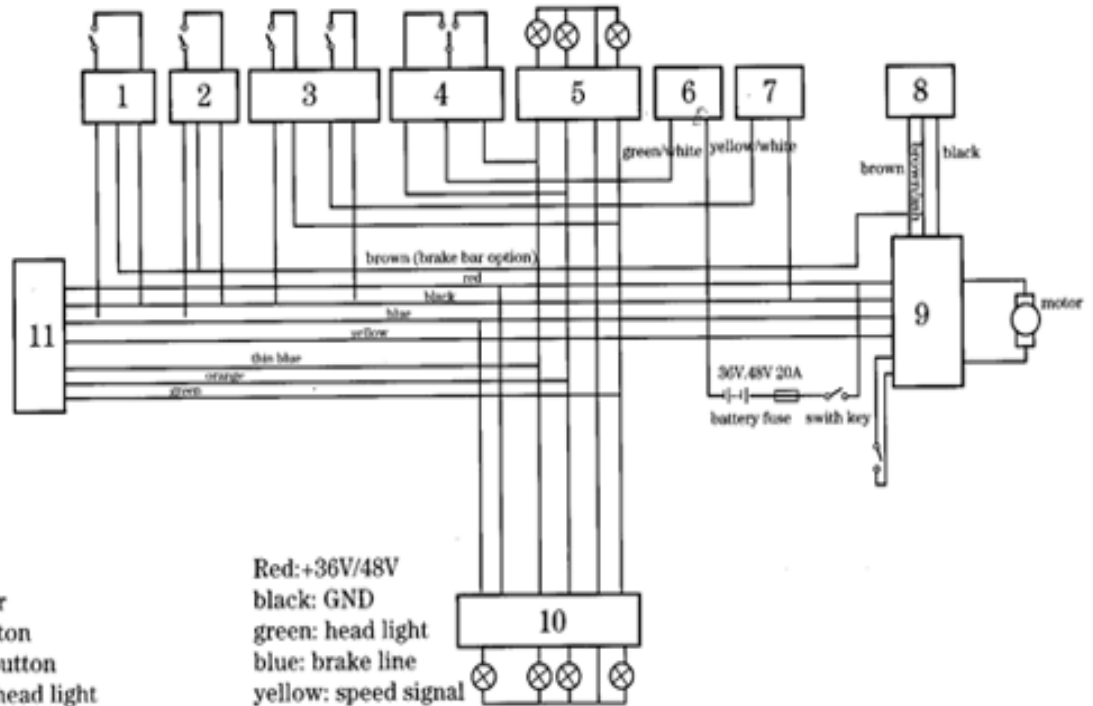
Introduction

Please always remember to wear an approved safety helmet and other safety gear when operating this electric bicycle. Make sure you comply with all road regulations and any local laws pertaining to this vehicle.

Thank you for purchasing our New Yorker LAB Electric Bicycle. The electric bicycle has been designed for good speed and climbing capacities while maintaining a low noise output. Electric bicycles make use of advanced technology making it both safe on the road and as a reliable mode of transportation. The battery, charger, and the controller are all made using leading edge technologies to ensure the highest level of dependability. Our New Yorker is also a foldable bike, allowing you to store your bike more conveniently than a traditional bicycle.

Please make sure you pay close attention to any details in this manual for instructions on proper maintenance and overall usage of our product.





- 1.left brake bar
- 2.tight brake bar
- 3.head light/button
- 4.turning light button
- 5.turning light. head light
- 6.flashlight
- 7.horn
- 8.handle bar
- 9.controller
- 10.brake light, turning light, rear light
- 11.meter

Red:+36V/48V
 black: GND
 green: head light
 blue: brake line
 yellow: speed signal
 thin blue: turning right
 orange: turning left
 brown:+5V
 green/white: turning
 yellow/white: horn
 brown/ash: controller signal of motor

| | |
|------------------------|---------------------------|
| Weight | 66lbs / 30kg |
| Current | 4.5A |
| Measurement | 66.14X26.4X42.12in. |
| | 1780X570X1050mm |
| Wheel base | 43.3inches |
| RPM/M | 300rpm |
| Distance | >50km |
| Climbing capacity | > 6° |
| 100kms per electricity | 1.2kwh |
| Rating efficiency | ≥80% |
| Current restriction | ≤20A ± 1A |
| Battery capacity | 3X12vt. 12ah/4X12vt. 12ah |
| Input voltage | 36V/48V |
| Charging time | <6–8hrs |
| Charger voltage | AC110–220 |
| Noise level | <60dB(A) |
| Motor | 180–500Watt |

To ensure your safety, please perform the following checks frequently before operation:

- Turn the power switch (located just under the seat) on and check to see if the bike turns on properly. Lightly turn the throttle to see if the motor is functional. Since the motor is in the rear wheel, it may be difficult to do a "lift-test."
- Is the air of the tire normal?
- Are all major screws locked tightly?
- Is the battery charged?
- Are the brakes fully functional? (So that it stops the rotating wheel with comfort)
- Are the handle bars and seat adjusted properly? (And properly tightened)

Battery and Charger

- Only use the battery charger that came with your bike; it designed specifically for your bike and its battery. Using a charger that was not designed for the New Yorker can cause severe damage to battery and could potentially become a fire hazard.
- Do not store the batteries in an excessively hot or cold environment for a long period of time.
- When you are done charging, unplug the charger from the outlet and from the charging port of the bike.
- Keep your bike charged, whether you are using it or not.
- Please keep the charger out of the reach of children.
- Charge your bike according to how often you use it. The more often you use it, the more you should charge the bike.
- When charging the bike, please ensure that the power is turned off (and remove the key).
- On the charger, a red light will indicate that power is being supplied to the charger. A green and red light will be on to indicate that the battery (of the bike) is being charged. The green light will turn off (leaving the red one on) to indicate that your battery is completely charged.
- The charging port is on the battery just hidden by the fold-down handle (at the top of the battery)
- If you notice that the green light has not turned off for a long period of time (8 hours or more), then please check the following:
 - o Is the plug to the charging port properly inserted?
 - o Is the plug to the outlet properly inserted?
 - o Are the batteries damaged?
 - o Is the charger damaged?
 - o Turn on the bike and slowly turning the throttle, does the motor start?
 - o Bring the bike back to a Daymak store (or your dealer) to get it checked out.
- The battery can be charged in two ways:
 - o (1) Plugging the charger in to the charging port on the bike
 - o (2) Removing the battery from the bike and charging the battery directly

General Information

- Before you use your bike, please ensure that the battery is properly installed and that the battery is connected. You can tell it is connected once battery is locked into place. You can find the lock at the bottom of the battery, on the actual frame of the bike.
- When taking off from neutral position (and on steep hills), it is advisable that you begin by pedaling. Since the bike has “power assist,” the bike’s motor will automatically initiate once you pedal. Doing so will allow you to conserve battery and will ultimately get you more kilometers between charges.
- Top speed and distance will vary depending on the weight of the rider and the terrain. The New Yorker (like a normal bicycle) is meant for level, paved surfaces and roads. Please refrain from riding your bike in mud, snow, over potholes and curbs.
- Do not attempt stunts, jumps, or tricks with your electric bicycle.
- Always wear an approved safety helmet.
- Always be aware of local and road laws to ensure maximum safety.
- Make sure the kickstand has been disengaged before operating the bike.
 - o The kickstand has a locking mechanism which should be depressed before you can disengage the kickstand.
- The New Yorker is a foldable bike.
 - o There is a pin in the center of the bike’s frame (directly below the seat) that seems to hold the two parts of the bike together.
 - o Release this pin and push UP (vertically) to release the lock and your bike will be able to be folded.
 - o You can also fold the handlebars in a similar fashion.
 - o Loosen the screw that holds the handlebars and the frame of the bike together. Once loosened enough, you will be able to fold the handlebars as well.

Maintenance

- Check air pressure in the tires. The optimum PSI is 44.
- Check all nuts and bolts as they can loosen from vibration due to usage. Some examples are: the swing arm bolts, shock bolts, the brakes’ bolts, and so forth.
- Check the brakes for adjustment and make sure that they are fully functional at a comfortable level. The bike should never be used if the brakes are not functional.
- Always check to make sure that the battery is charged and in good working order.
- Do not store the bike in excessively hot or cold environments for a long period of time.

| Errors and Malfunction | Reasons | Solutions |
|--|--|---|
| Does not respond when the ignition is turned to the ON position | <ul style="list-style-type: none"> (1) Bad connection to the battery (2) Fuse is burnt out (3) The ignition switch is broken (4) The battery's circuits are bad (5) The controller is bad | <ul style="list-style-type: none"> (1) Clean the connection (2) Replace the fuse (3) Pull the ignition switch and test with a test light (4) Test each battery for 12 volts with a tester (5) Test the controller to ensure power is going through (6) Otherwise, contact your dealer |
| Motor will not start with ignition is turned to the ON position | <ul style="list-style-type: none"> (1) The tire or connection between the motor, battery, or controller is bad (2) The controller is bad | <ul style="list-style-type: none"> (1) Check the wire and connections, clean, and repair if necessary (2) Test the controller to ensure power is going through Otherwise, contact your dealer |
| There is a noise coming from the motor and the bike shakes, despite the motor still being functional | N/A | <p>Cease use immediately and contact your dealer</p> <p>Further use or tampering can cause irreparable damage to the motor</p> |
| The electricity cuts off | It is the battery protection circuit preventing both the battery, controller, and motor | Switch the ignition off and wait a few minutes before retrying |
| The electricity cuts off during use | The self-protection circuit engages once the voltage is lower than 30.5 volts | Charge the bike to full |
| The motor runs when the brakes are engaged | The brake safety switch could be sticking or has a bad connection to the controller | <ul style="list-style-type: none"> (1) Replace the brake switch (2) Change the brake wire (3) Clean the connections Otherwise, contact your dealer |
| The motor engages when you switch the ignition to ON | The throttle could be broken or there is a bad connection to the controller | <ul style="list-style-type: none"> (1) Clean the connection (2) Change the brake wire (3) Replace the throttle |
| The power shuts off by itself when the motor is overloaded | <ul style="list-style-type: none"> (1) Low on charge (2) Fuse could be burnt (3) Controller is bad | <ul style="list-style-type: none"> (1) Put on charger (2) Reduce the load on the bike and restart (3) Check the connections Otherwise, contact your dealer |
| The power shuts off shortly after braking | The brake safety could be sticking | Release the throttle and restart the bike |