

12 CONFORMITY

Fazua confirms the conformity according to 47 CFR Section 15.19 - Information to the user.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

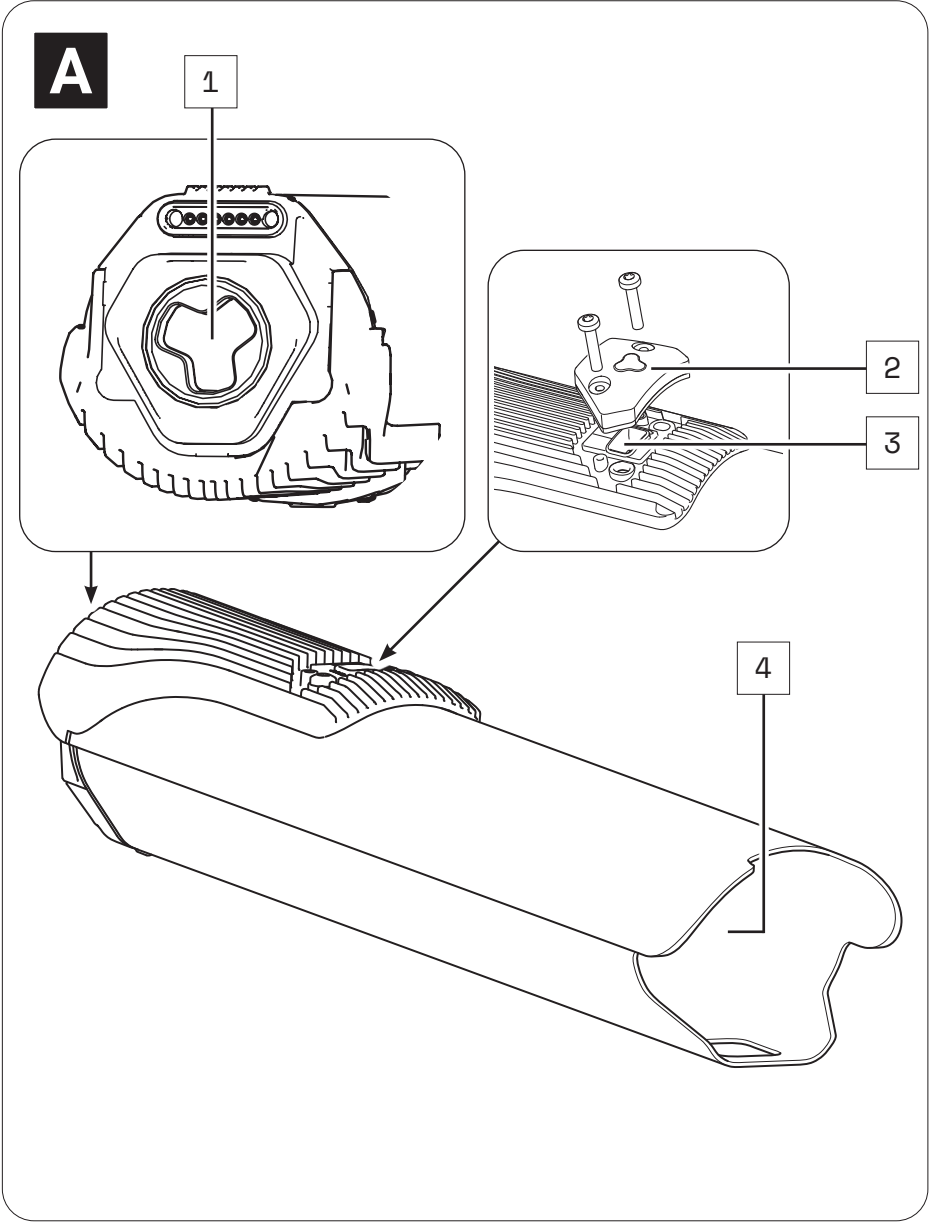
Fazua confirms the conformity according to 47 CFR Section 15.21 - Information to the user.

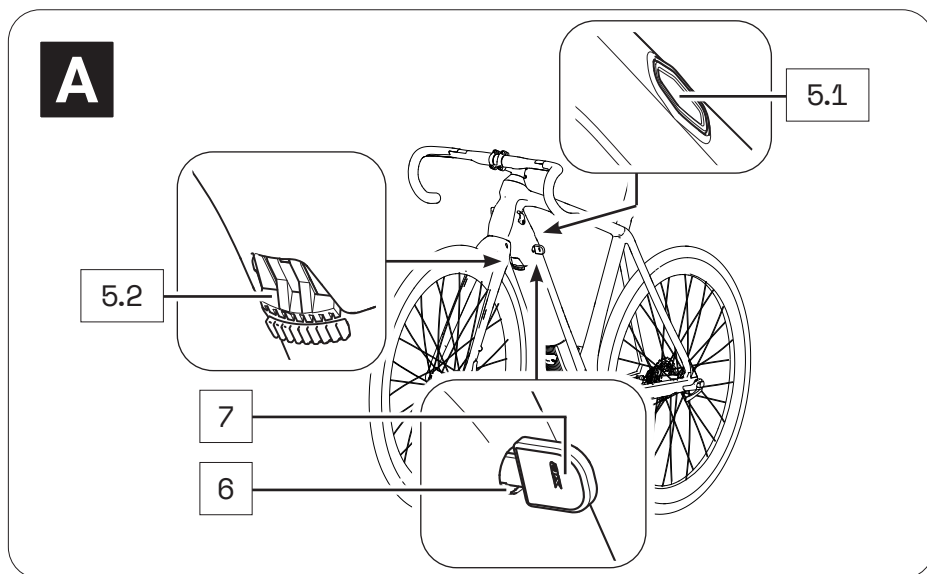
NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- ▶ Reorient or relocate the receiving antenna.
- ▶ Increase the separation between the equipment and receiver.
- ▶ Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- ▶ Consult the dealer or an experienced radio/TV technician for help.

DRIVEPACK

13 DETAILED VIEW & PART DESIGNATIONS: DRIVEPACK





Part designations

- 1 → Interface (bottom bracket)
- 2 → USB Cap
- 3 → USB port
- 4 → Battery holder
- 5 → Pushbutton (5.1)* /locking lever (5.2)*
- 6 → Cylinder lock**
- 7 → Key**

* The locker or mechanism for removing the drivepack is operated differently depending on the model:
 With a push button located on the top of the down tube (Locker p) or with a locking lever located on the bottom of the down tube (Locker pX).
 In this section you may find different illustrations and descriptions next to each other.

**The cylinder lock (incl. key) is a model-dependent installed part that may not be present on your e-bike.



The numbering 1–7 within this section refers to the individual parts of the components **A** (Drivepack).

Individual parts of other components illustrated within this section are additionally marked with the corresponding component letter.

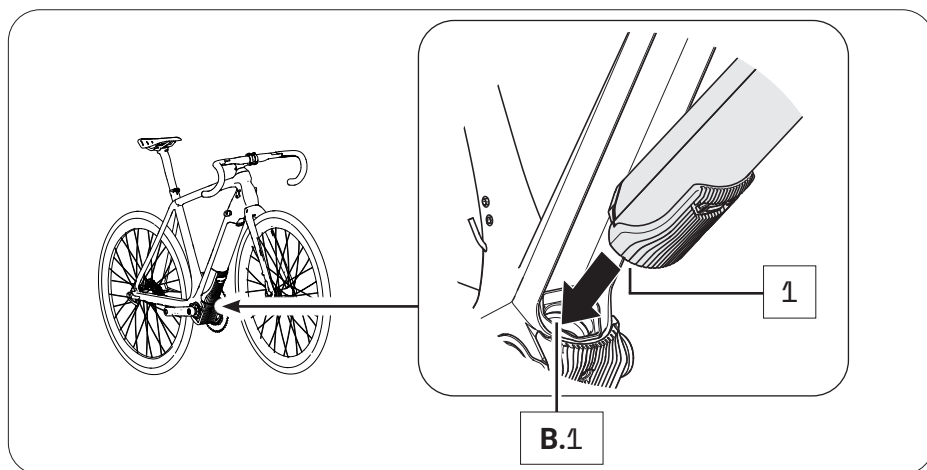
14 TECHNICAL DATA

TECHNICAL DATA ON THE DRIVEPACK	
Continuous rated power	→ 250 W
Power, max.	→ 400 W
Nominal voltage	→ 36 V
Protection type	→ IP54
Weight, approx.	→ 4.2 lbs (1.94 kg)
Operating temperature	→ 23 °F to 104 °F (-5 °C to +40 °C) (ambient temperature)
Storage temperature (< 1 month)	→ 5 °F to 140 °F (-15 °C to 60 °C)
Storage temperature (> 1 month)	→ 5 °F to 77 °F (-15 °C to 25 °C)

15 USING DRIVEPACK

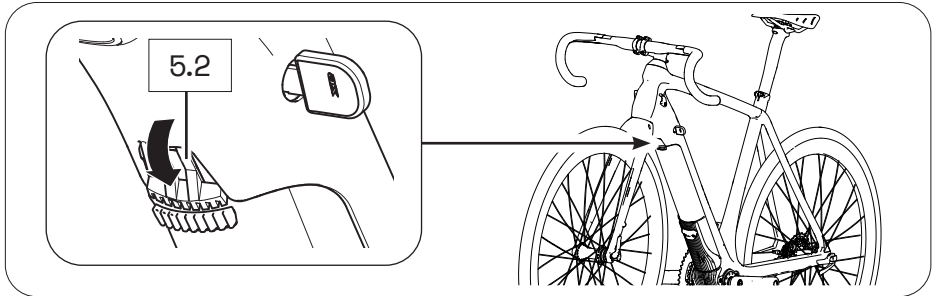
15.1 Mounting the drivepack on the e-bike

1. Place the drivepack with the free interface for the bottom bracket in front of the corresponding interface on the bottom bracket.



2. Swing the upper end of the drivepack into the down tube of the e-bike.
When you have inserted the drivepack correctly and completely into the down tube, the locking mechanism built into the down tube automatically engages in the motor mount and locks the drivepack in the correct position (you hear a click).

The push button or locking lever also moves automatically into the closed position.



3. Check the drivepack makes a tight fit.

If the drivepack does not lock, pull it out again if necessary and then try to insert it again. Do not use the drive system if the drive unit cannot be locked. In this case, contact an authorized specialist to have the fault rectified.

15.2 Remove drivepack from e-bike

WARNING

Risk of burns!

The radiator in the drivepack can become very hot during operation so that you can burn yourself on it.

- Let the drivepack to cool down completely before touching the drivepack.

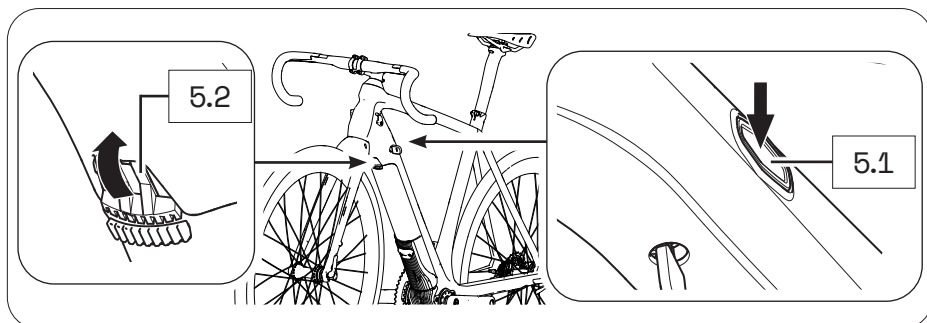


If you press the drivepack firmly against the frame before pressing the push button or releasing the locking lever, it will be easier to release the drivepack from the locking device on the frame when removing it.

1. Secure the drivepack with one hand.
2. Press the push button down with the other hand to release the drivepack from the lock.

or

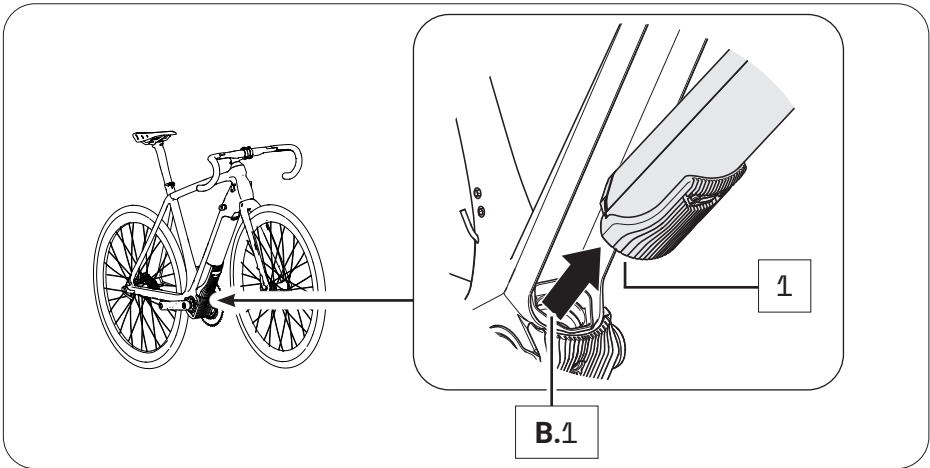
Move the locking lever upwards as far as possible to release the drivepack from the lock.



3. Press and hold down the push button and carefully lower the drivepack out of its holder in the down tube.

The locking lever automatically remains in the open position.

4. Remove the drivepack from the front of the interface on the bottom bracket.



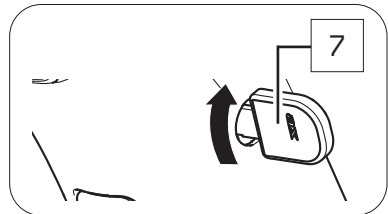
15.3 Secure/lock drivepack from e-bike

Depending on the bicycle manufacturer, a cylinder lock is integrated into the frame of your e-bike, which you can use to lock the drivepack mounted on the e-bike and thus secure it against theft etc.

1. If necessary, make sure that the drivepack is correctly attached to the e-bike.
2. Insert the key into the cylinder lock, if necessary.
3. Turn the key 90° counterclockwise to lock the drivepack to the e-bike.
4. Remove the key from the cylinder lock.

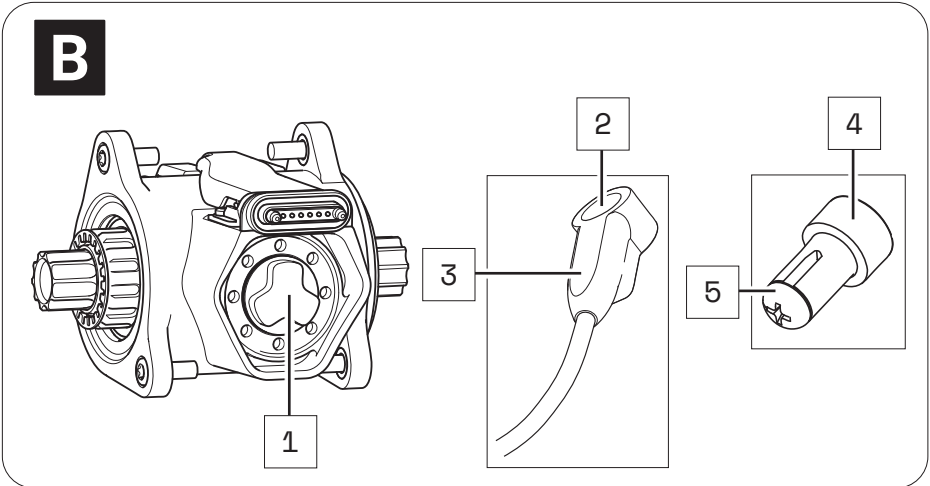
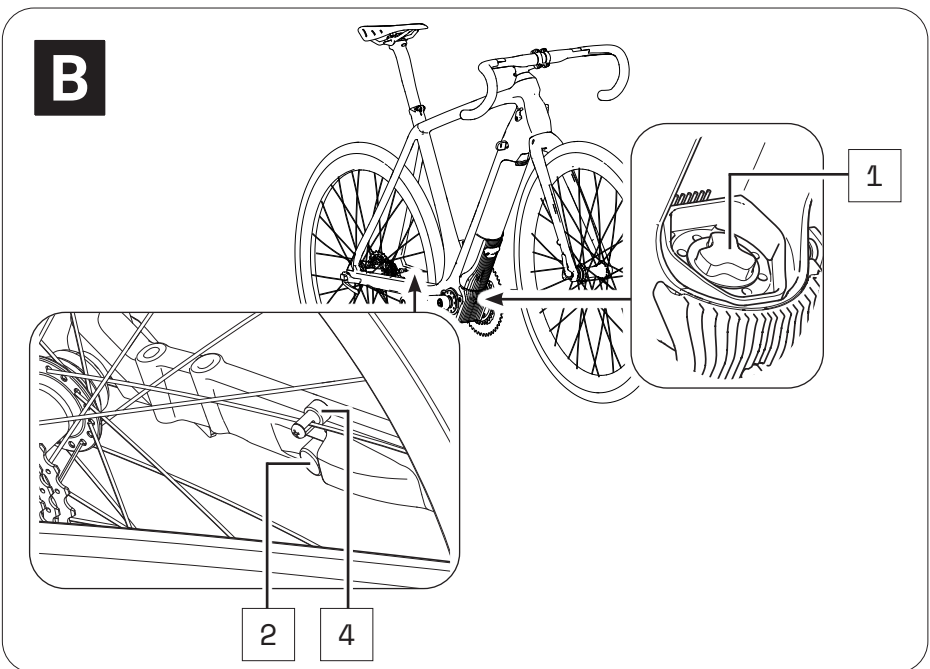
If you want to unlock the drivepack again:

1. Insert the key into the cylinder lock.
2. Turn the key 90° clockwise to unlock the drivepack on the e-bike.



BOTTOM BRACKET

16 DETAILED VIEW & PART DESIGNATIONS: BOTTOM BRACKET



Part designations

- 1 → Interface (drivepack)
- 2 → Speed Sensor
- 3 → Marking (alignment spoke magnet/speed sensor)
- 4 → Spoke Magnet
- 5 → Fixing screw (spoke magnet)



The numbering 1–5 within this section refers to the individual parts of the components **B** (Bottom Bracket).

17 TECHNICAL DATA

TECHNICAL DATA ON THE BOTTOM BRACKET	
Support torque, max.	→ 55 Nm
Q factor, min. (without crank arms)	→ 5.31 " (135 mm)
Chain line	→ 1.92 ", 2.05 " (49 mm, 52 mm)
Protection type	→ IP54
Weight, approx.	→ 2.9 (1.3 kg)
Operating temperature	→ 23 °F to 104 °F (-5 °C to +40 °C) (ambient temperature)
Storage temperature (< 1 month)	→ 5 °F to 140 °F (-15 °C to 60 °C)
Storage temperature (> 1 month)	→ 5 °F to 77 °F (-15 °C to 25 °C)

18 USING BOTTOM BRACKET

The bottom bracket is already mounted when your e-bike is delivered. You must not make any changes to the bottom bracket yourself, as this could impair the safety and function of the drive system.

Only the speed sensor connected to the bottom bracket and the corresponding spoke magnet may have to be aligned correctly.

18.1 Correct position/alignment

For the drive system to function correctly, the speed sensor and spoke magnet must be correctly mounted and aligned on the rear wheel.

- The distance between the marking on the speed sensor and the spoke magnet must be in the range of 0.16–0.59 " (4-15 mm).



If the distance between speed sensor and spoke magnet is outside the specified range or the speed sensor is not correctly connected, the drive system operates in "Soft Fault" fault mode.

→ More detailed information can be found in chapter 22.1 "Status display" or in chapter 26.1 "Status display".

NOTICE

Risk of damage!

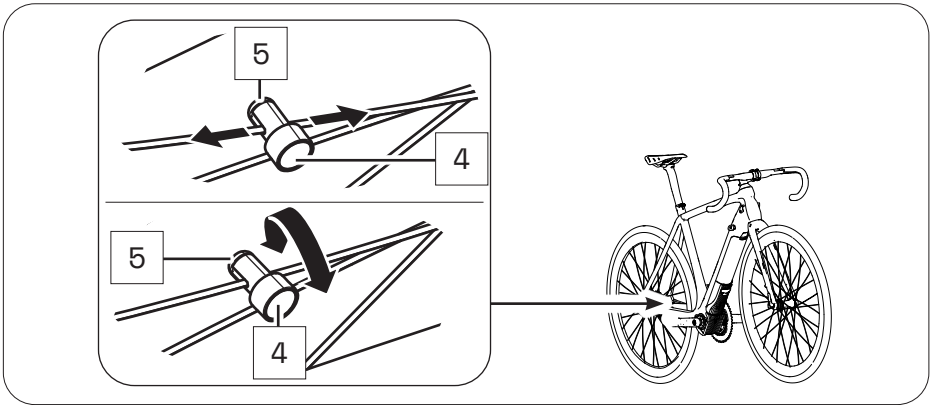
If the spoke magnet and speed sensor are too close to each other and touch each other, the two parts may be damaged and may have to be replaced.

- The spoke magnet must be positioned on the spoke so that it can move freely past the speed sensor at the marking level.

18.2 Correcting incorrect position/alignment

If you notice that the drive system is in "Soft Fault" fault mode because the speed sensor and spoke magnet are not correctly aligned, proceed as follows:

1. Using a screwdriver, carefully loosen the fixing screw on the spoke magnet.
2. To set the correct distance between the mark on the speed sensor and the spoke magnet:
 - Move the spoke magnet vertically on its spoke (up/down), if necessary.
 - Turn the spoke magnet around its own axis if necessary.



3. If the problem cannot be solved, do not use the e-bike but contact an authorized specialist to have the fault rectified.