

CLEANING

Mud and dirt may not harm your system but it's a good idea to keep your system clean. Wash the components with warm soapy water and gently rinse. DO NOT use a high-pressure spray or hose to wash the system as this could force moisture into your system. DO NOT submerge any of the components under water. The system is water resistant, not waterproof.

It is important to keep all mating surfaces of the connectors clean to maintain lamp brightness and long burn times. Always keep the connectors on the cable ends capped or mated to prevent dust, mud, or water from entering the connectors. Never use oil or petroleum based lubricants to lubricate the rubber mating surfaces of the connectors. Use only silicon-based grease as necessary. Petroleum lubricants will degrade the rubber.

TROUBLESHOOTING

The head lamp cuts out over bumps.

1. Make sure the battery cable is secured to prevent excessive "cable slap". Excessive cable slap will cause minute breaks in contact, causing the head lamp to shut off.
2. Possible broken plug. Contact NiteRider Customer Service.
3. Possible loose connection internal to battery. Contact NiteRider Customer Service.

The head lamp will not turn on.

- 1 The battery voltage is too low to start the lamp. Fully charge the battery and try again.

FAQ'S

How much charge do I lose in a week of storing my battery?

When stored at room temperature (about 75°F), your battery loses about 1% of its capacity per day. At 104°F, it will lose about 5% per day.

How does temperature affect my burn time?

At low temperatures, particularly near or below freezing, battery voltage and capacity decrease. At freezing, capacity is decreased by about 5% to 10%. The amount of capacity loss increases significantly below freezing. This effect is temporary until the battery temperature returns to 'normal' (70°F/21°C). Battery temperature should never exceed 140°F/60°C during operation or storage.

Can I leave my battery on the charger all the time?

Yes, but it is not required. The battery can be topped off quickly with the NR 2.5 Fast Charger, usually in less than an hour if it was charged before storing.

Do I have to fully discharge the battery?

No, If the battery is only partially discharged it will only require a partial charge. The NR 2.5 Fast Charger will charge the battery pack to full capacity and then switch to a pulse/maintenance charge.

Will In-Vehicle charging drain my car battery too much if the car's not running?

No, the NR 2.5 Fast Charger draws no more power, while charging, than a car stereo does. However, NiteRider does not recommend leaving the NR 2.5 Fast Charger connected in you vehicle for prolonged periods of time.

How long will it take to charge a fully drained battery with In-Vehicle charging?

The charging time is the same. It will still take approximately 2.5 hours to charge a fully drained battery pack.

EXTREME CAUTION!

NIGHT RIDING IS INHERENTLY MORE DANGEROUS THAN RIDING DURING THE DAY. NiteRider ASKS THAT YOU USE EXTREME CAUTION WHEN USING THIS OR ANY OTHER LIGHT SOURCE WHILE NIGHT RIDING, FOR YOUR OWN SAFETY AND THE SAFETY OF OTHERS. STAY ALERT AND RIDE SAFELY WHILE USING YOUR NiteRider SYSTEM

Although water resistant, the system you have purchased is NOT a waterproof system. Do not submerge lighting system under water.

Always carry a back up light source for emergency use.

Always unplug the battery when system is not in use.

Always unplug the battery when transporting any lighting system.

Always use the appropriate NiteRider charger when charging batteries.

Always supervise children while they are using a lighting system.

Always grasp the connectors to unplug the unit, NEVER pull the cables.

Never loosen any connectors on any cable or head lamp.

Never attempt to open the battery, IT IS FACTORY SEALED (see warranty).

Never transport while battery is plugged in.

Never transport while the system is turned on.

The lamp emits high intensity light and heat that could cause personal injury or unexpected damage.

Never look into light beam when the lamp is turned on. Can cause severe white spotting or blindness.

Never touch the lamp while on or immediately after use. The lamp gets hot and will burn you.

Never bring the lamp into contact with combustibles while turned on. They will catch on fire.

Never package the system while it is operating or hot or plugged in. May cause packaging to catch fire.

NOTE: If your bulb should happen to burn out or break, please do not take apart the light head till your new bulb arrives with instructions. Your bulb comes with detailed instructions on taking apart your light head as well as useful tips on putting the head back together.



NiteRider
Technical Lighting Systems



Digital HeadTrip 3.0

Your Digital Head Trip includes:

6 Volt head lamp

4.5 Ah NiMH flat pack battery

NR 2.5 Fast Charger

Multi-Position helmet mount

Instruction sheet

PART# 150-20549

REV: B

USING YOUR NEW SYSTEM

CHARGING THE BATTERY

Your Nickel-Metal Hydride battery is shipped to you discharged. The battery must be fully charged before using your light for the first time. Your battery may take from up to 10 charging cycles to attain full capacity. Therefore, you may experience shorter than expected burn times on your initial night rides. Until your battery has been cycled a few times you may experience higher than normal charger and battery temperatures. See supplied charger insert for detailed charging instructions. For even further details on our chargers please visit our web page at www.niterider.com.

MOUNTING THE BATTERY PACK

The battery pack is designed to be placed in a jersey pocket, hydration pack or fanny pack. Route the cable through the helmet vents and plug into head lamp.

WARNING: Make sure that the headlamp and battery cables are routed in such a way that they will not be in the way of any moving part.

HELMET BRACKET INSTALLATION

Different helmets will require different methods of attaching your mount. We will cover 2 methods here.

If your helmet has the typical array of vent holes you can do the following:

1. Slip the 2 straps through the outer vents in your helmet.
2. Position the plastic mounting plate as close to the centerline of helmet as possible.
3. Fasten one side of the strap by running it through the clamp on the edge of the mounting plate.
4. Pull the other strap up through the vent hole and fasten its clamp on the edge of the mounting plate. (FIG 1)

You might have a different helmet that has only 2 or 3 vent holes. If this is your situation try the following:

1. Using only one of the straps, feed it through one of the vent holes.
2. Bring that strap up through the vent hole on the opposite side of the helmet.
3. Position the plastic mounting plate as close to the centerline of the helmet as possible.
4. Pull the strap through the clamp on the edge of the mounting plate. Pull the strap tight and lock the clamp. (FIG 2)



MOUNTING THE HEADLAMP

To insert the headlamp into the bracket, slide the lamp into the bracket from the top down. Wiggling the light as you push down may help.

Tip: Do not use the release lever when inserting the headlamp into the bracket. Let the lamp snap into place by itself.

CAUTION: Be sure that the light head is securely engaged in the bracket before riding away! Make sure the release lever has seated.



THE FUEL GAUGE

The fuel gauge is represented by a 10 step, 4 position LED bar graph. When all of the LEDs are brightly lit (all green) the battery is at full capacity level. As the battery loses a 1/10th increment of its capacity the LED lights will, one at a time from right to left, step down first by dimming and flickering, then as an additional 1/10th increment of capacity is used, step down a second time by going out completely. When the last 20% of capacity is reached the fuel gauge will display one red LED. When the red LED is flickering the system is in reserve and will

OPERATION

When the light head is first plugged into battery the light and fuel gauge will come on momentarily going through a self diagnosis making sure the system works. The light will automatically shut off.

To turn the light on simply press and hold the switch for approximately one second and you are in the Normal Operating Mode for night riding. There are 3 different light output levels in this mode: 15, 10 and 6 watts. Cycle through the light output levels by successively pressing and releasing the switch.

To achieve maximum burn times, select the lowest light output level that provides an adequate amount of light to see safely under your riding conditions. This will extend the burn time of your battery and extend your night riding time as well.

THE FLASH MODE

Flash Mode should not be used to provide light for you to see by (except for Walking Mode). Use the Flash Mode where you need others to notice you. There are 4 different Flash Mode settings.

1. Daylight Flash
2. Walking Mode
3. S.O.S. Emergency Morse code
4. Strobe Beacon

To enter the Flash Mode, press and hold the switch for about 4 seconds. Daylight Flash will be the first pattern. Cycle through the different flash patterns by pressing the switch. To exit flash mode to Normal mode, press and hold the switch for about 1 second and release.

OPERATION

DAYLIGHT FLASH

This flash beam pulses the bulb at a rate that is highly visible during daylight hours. It should only be used when riding through the daytime in traffic or around people. For maximum visibility, the light beam should be raised to aim at the eye or rear view mirror level of the people that you are trying to get the attention of.

WALKING MODE

Walking Mode is intended for those situations where you are unable to ride through to your destination. Walking Mode will greatly extend your burn time to allow for a much slower pace, such as walking. Walking Mode is not intended to be used while riding.

S.O.S. MODE

S.O.S. is the universal code for distress. The S.O.S. Morse code is recognized by military, law enforcement, boating, aviation and search and rescue personnel. On paper it is written ...---... It is coded as three short flashes, (space), three longer flashes, (space), three short flashes, and (longer space). It may be signaled either turning on and off a tone or light. It is to be used only in "911" emergency situations where life is in immediate danger or help is badly needed. Situations requiring an S.O.S. signal might include severe injury, becoming lost in the desert or forest, snake bite, etc. Improper use could result in a fine or penalty. Do not use the S.O.S. signal unless you need help. It may be used in daylight or at night.

STROBE BEACON

The Strobe Beacon is a single pulse beam pattern that is intended as a warning. In case of a trail hazard, place the light up-trail of the hazard to warn other cyclists of the potential hazard. It may also be used as a beacon or location marker, or as a warning in the case of automotive or road hazard.

TURNING OFF

Press and hold the button down (for about 1 to 2 seconds) until the bulb is turned off then release the switch. Even when your System is off the Power Management System continues to status monitor self-discharge of the battery. If you hold the button down too long, the lamp will turn back on again in flash mode.

When system is not in use disconnect battery from head lamp to prevent the head lamp inadvertently being turned on.

RESERVE TANK

The Reserve Tank is included for safety and convenience but should never be relied upon as a primary source of lighting. Never include the reserve capacity when calculating the length or time of a night ride. The Reserve will provide about 10 minutes of additional burn time depending on battery condition, temperature, prior lamp usage, etc. Using the Reserve is automatic and controlled by the Power Management System. In Reserve the light output level is restricted to 6 watts, but you will be able to access S.O.S., beacon and walking modes. When the reserve capacity has been fully used the Power Management System will automatically turn the light off. You will be unable to use the system again until after the battery has been charged.