

Attention! Before first use, please read the operation and safety instructions carefully!

sIMPLEk – assembly set

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sIMPLEk
E-Bike tuning

1.0 General remarks and safety instructions

Note for StVo or use on public roads

The completed assembly set, obstructed in a compatible E-Bike, causes the suspension of the factory-integrated speed regarding the support of the motor.

Thus, the establishment of the completed assembly set, within the scope of the StVO or on public roads, is forbidden and not accepted.

The use of the assembly set is only provided for closed-off public traffics as well as for private grounds and race courses.

The offered "SIMPLEk"-assembly set (here called as "SIMPLEk") will be delivered in individual parts and cannot be used in delivery conditions.

The assembly set is only allowed to be used by experts allowing for applicable regulations and standards regarding the equipment.

The SIMPLEk-Stick is compatible with the following E-Bike engines:

- Bosch (Classic, Active (Plus), Performance (CX), Cargo)
- Yamaha (PW, PW-SE, PW-X(2), PW-ST, PW-TE, PW-CE, GIANT SyncDrive)
- Impulse (2.0, EVO-RS)
- Brose (Drive C/T(F)/S, Specialized 1.1(SL)/1.2(S/E)/1.3/2.1)
- Shimano (Steps E5000, E6000, E6100, E7000 E8000, EP8) with and without Di2
- Bafang (Max Drive)

Please note that the technical characteristics of your e-bike may not be designed for the use of tuning measures without further technical adjustments. The use leads to the warranty loss of the e-bike. If the e-bike concerned has an operating license, it will be extinguished.

Please put on a suitable helmet at all times!

The usage of the assembly set leads to the loss of warranty concerning the vehicle.

Regarding the installation of the E-Bike, please make sure not to damage any cables while-installing the protection cover of the motor. Thus, you can prevent electrical shorts which could lead to major cable bruises or fires.

Liabilities for any damages will not be assumed (directly or indirectly) that may arise by activating the completed assembly set.

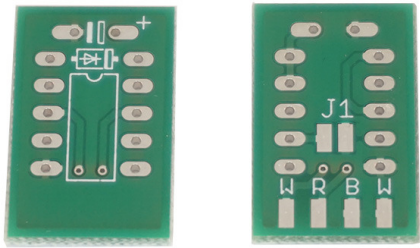
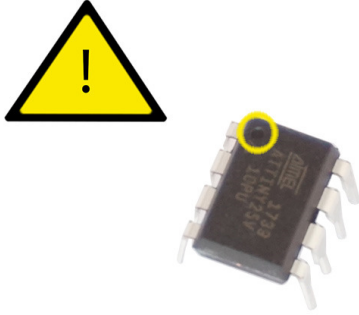
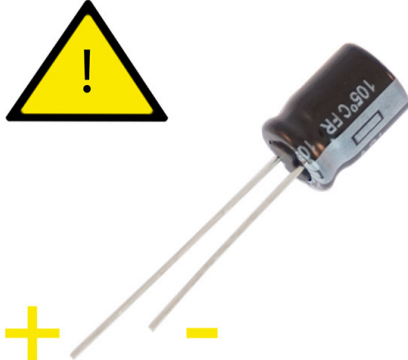
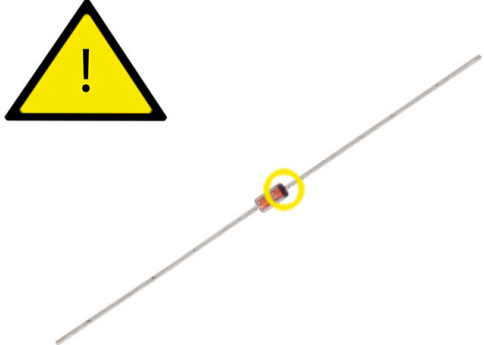
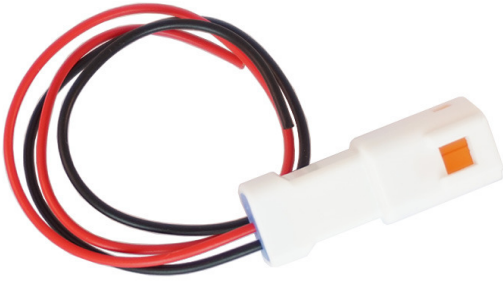
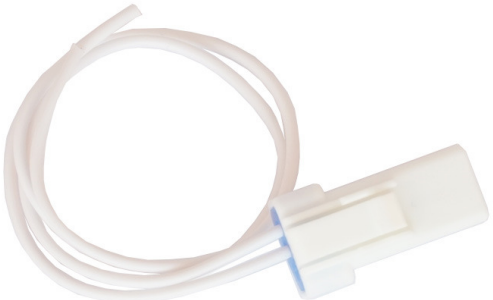
Use at your own risk!

2.0 Assembling and installation

The SIMPLEk-assembly consists of 5 components only:

- circuit board (picture 01)
- microcontroller (picture 02)
- capacitor (picture 03)
- diode (picture 04)
- industry plug and pin plug (picture 05, 06)

The assembly is simply designed.

<p>picture 01 - circuit board</p> 	<p>picture 02 - microcontroller</p> 
<p>picture 03 - capacitor</p> 	<p>picture 04 - diode</p> 
<p>picture 05 - industry plug engine side</p> 	<p>picture 06 - pin plug sensor side</p> 

2.1 Assembly

Concerning the equipping you have to pay attention to the polarity of the capacitor and diode (picture 03, 04). The alignment of the microcontroller must also be considered (there is a shortly rounded immersion on the surface of the microcontroller and the notch in the wildcard symbol on the planting have to be located on one side - picture 02). Having a false alignment, the SIMPLEk is not working. The E Bike might not be damaged.

There are W, R, B, W labelled solder pads which have to be connected with the cables of the plugs as follows:

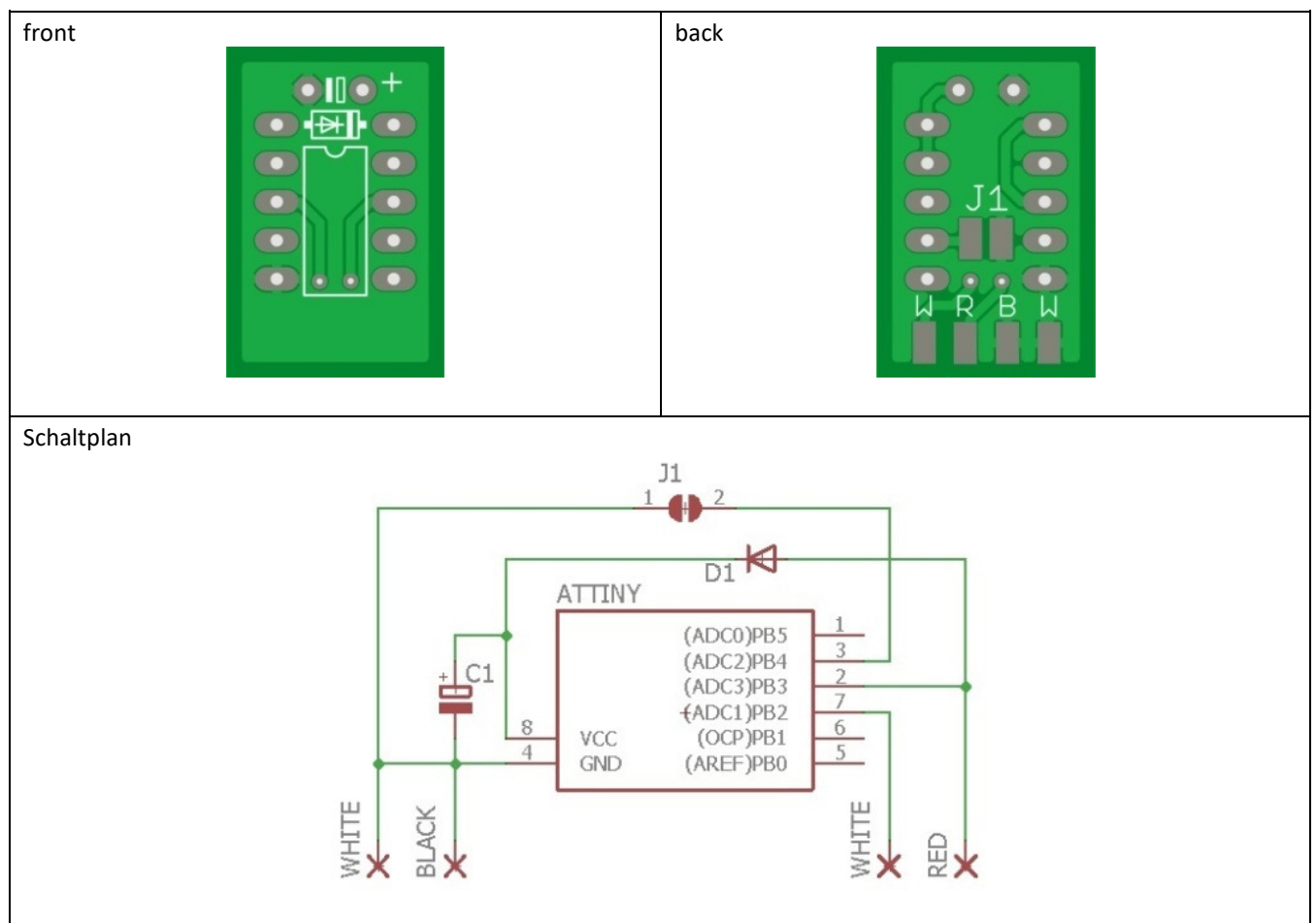
W: connection white cable (you don't have to pay attention to the polarity)

R: connection red cable

B: connection black cable

In case of bridged connection „J1“, the SIMPLEk directly starts in tuning-modus. The 1:1 modus being dropped. Further information can be found in section „3.1 1:1-mode“.

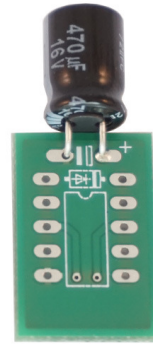
There is a heat-shrink tubing provided with sealant which serves as waterproof shell (picture 13). This heat-shrink tubing will be shrunk ideally with a heat gun, alternatively with a lighter (picture 14). Because of the heat, the sealant will be activated. Under hot conditions please press on carefully the beginning and the end of the heat-shrink tubing in order to ensure the seal completely.



picture 07 - condensator



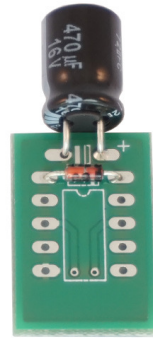
picture 08 – soldered condensator



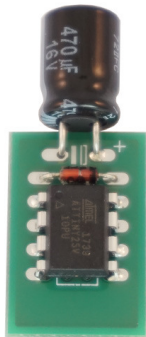
picture 09 - diode



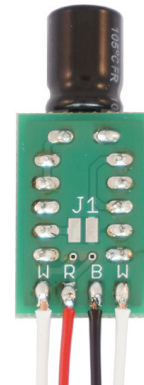
picture 10 – soldered diode



picture 11 – completely fitted - front



picture 12 completely fitted- back



picture 13 – heat-shrink tubing



picture 14 - shrank heat-shrink tubing



2.2 Installation

Before you start with the installation, remove the battery of your E-bikes!

The sIMPLEk is upstreamed in front of the original sensor. For this purpose the motor cover has to be removed. Depending on the engine version you need additional tools.

2.4 Installation

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Installation based on an engine version Yamaha PW:

Required tools:

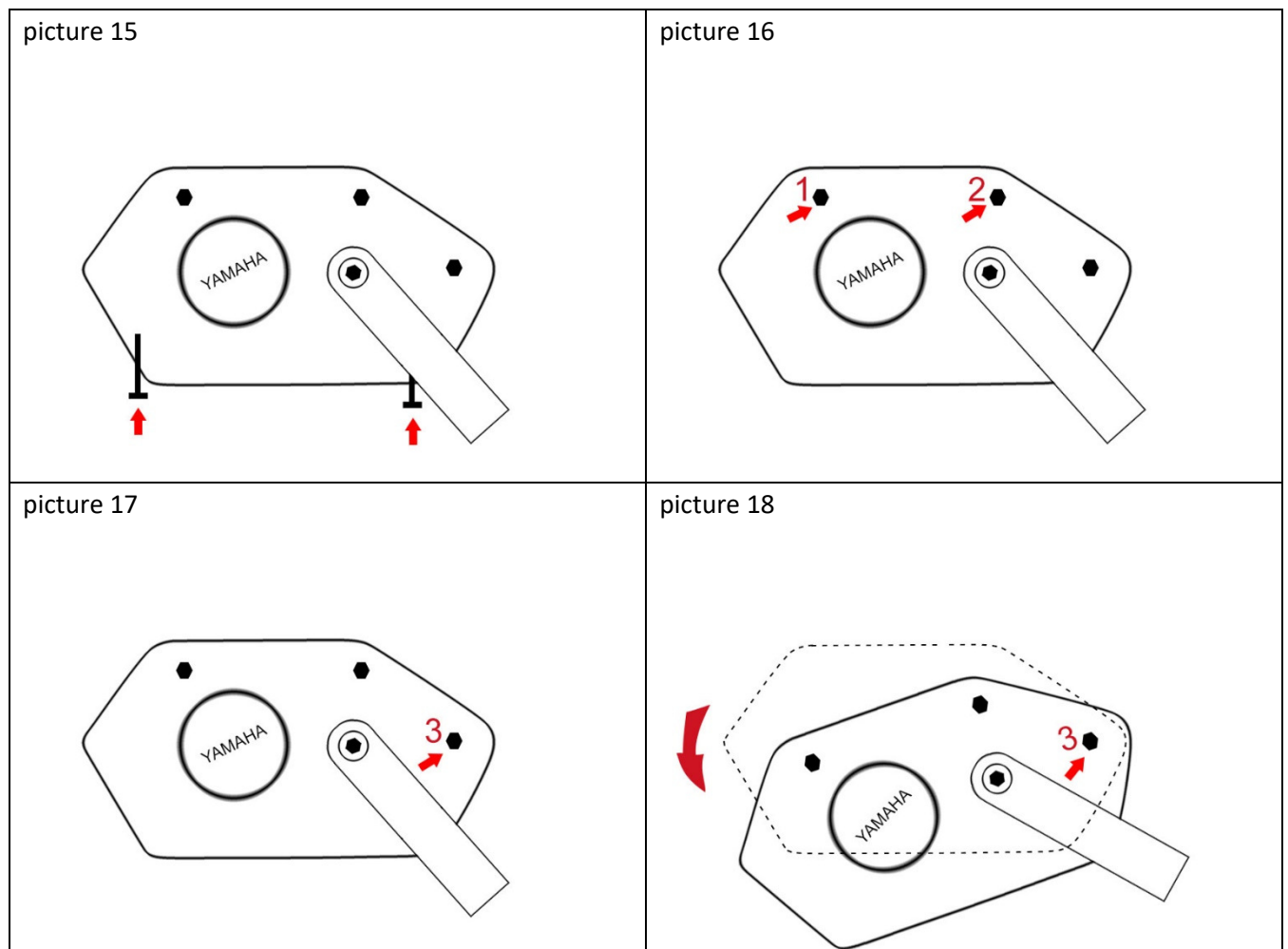
- 3 mm allen key
- 6 mm allen key
- small screwdriver

Unscrew the three 3 mm allen screws (picture 15). It is possible that these are provided with a screw-locking device. In this case, heat the screws first.

Remove the two 6 mm allen screws 1 and 2 (Fig. 16). Unscrew the third 6 mm allen screw (Fig. 17) as far as possible until the motor can be swung out of the frame (Fig. 18). Now you can see the plug connections. Disconnect the connector of the speed sensor by pressing the detent with the small screwdriver.

Now close the SIMPLEk between motor and speed sensor. Ensure that the connectors are correctly seated (audible clicking noise when snapping into place).

Then the motor can be fixed in the frame again and all screws can be installed.



3.0 Handling

The SIMPLEk includes 3 operation modes:

[1] 1:1-mode

[2] tuning-mode

[3] calibration-mode

There is a change from one to another operation mode, if after the start, the E-Bike will be switched off within of 10 seconds and restarted again. The period of 10 seconds starts as soon as the E-Bike is started.

Attention: When changing the operating modes, it is necessary to wait at least 5 seconds after switch-off before switching on again.

A calibration is only necessary once so that for every wheel circumference the real speed in tuning modus can be read.

In the 1:1 mode the SIMPLEk passes signals of the speed sensor one-to-one. Therefore the E-Bike acts like in an original condition.

The tuning-mode makes an unlimited support possible (theoretically up to 100 km/h (mph)).

Table – change between the operation modes

[1]	→ E-Bike will be restarted within 10 seconds after start	[2]	→ E-Bike will be restarted within 10 seconds after start	[3]	→ Performance or cancellation of the calibration	[1]
		[2]	→ E-Bike stays on longer than 10 seconds and will be restarted	[1]		
[1]	→ E-Bike stays on longer than 10 seconds and will be restarted	[1]				

3.1 1:1-Mode

After the E-Bike will be running longer than 10 second in the tuning-mode or 1:1-mode and switched off, the Ebike will always start in 1: 1 mode. During this mode the E-Bike behaves as if it was not modified. In order to deactivate the 1:1-mode permanently and starting it directly, the connection „J1“ must be bridged (see 2.1 assembly).

3.2 Tuningmode

In order to start the tuning mode, the e-bike has to be switched off within 10 seconds after starting in 1: 1 mode, wait at least 5 seconds and then switch it on again. $10,0 \frac{km}{h}$ (mph) is displayed on the speedometer to signal that the tuning mode is activated. The actually travelled speed remains readable during the tuning-mode. Up to $20 \frac{km}{h}$ (mph), it is issued 1 to 1. Above $20 \frac{km}{h}$ (mph) the speed will be displayed over the second number and decimal place. If the speedometer does not have a decimal place, the displayed speed is accordingly less accurate. Examples:

$$\begin{array}{lcl} 22.5 \frac{km}{h} \text{ (mph)} & \rightarrow & 25 \frac{km}{h} \text{ (mph)} \\ 23.8 \frac{km}{h} \text{ (mph)} & \rightarrow & 38 \frac{km}{h} \text{ (mph)} \\ 24.5 \frac{km}{h} \text{ (mph)} & \rightarrow & 45 \frac{km}{h} \text{ (mph)} \end{array}$$

In order to balance the difference between the actual forward speed and the route displayed on the speedometer, the maximally driven speed will be displayed on the speedometer after one minute whilst standstill until the route will be caught up. As soon as the difference will be balanced, the speedometer displays $0.0 \frac{km}{h}$ (mph) and the E-Bike switches off itself independently. If the E-Bike will be switched off in advance, SIMPLEk stores the difference with an accuracy of 200m and catches up the route later on.

Thus the maximal speed as well as the actually travelled route/total distance will be reproduced correctly.

3.2.1 Resetting of the maximal speed

The maximal speed displayed to compensate for the difference in the distance traveled, will be resetted by re-performing the calibration completely or break off started calibration by moving the E-Bike. After break off the SIMPLEk returns to the 1:1-mode.

Now the maximal speed is resetted.

3.3 Calibration

The calibration has to be carried out once and has to be shifted during standstill and with an inserted rechargeable battery pack.

On first start, the calibration will be automatically called up. It consists of two sections. At first it will be grossly calibrated, then more precise. In order to start the calibration mode manually, the E-Bike has to be restarted in the 1:1-mode and after it in the tuning-mode of approx. 10 seconds.

In the first section of the calibration, an increased speed will be displayed on the speedometer. Switch off the E-Bike as closely as possible at $10.0 \frac{km}{h}$ (mph). If you switch on again, precised calibration will be start. You can see the speed on the speedometer which comes closer in small steps to $10.0 \frac{km}{h}$ (mph).

As soon as the $10.0 \frac{km}{h}$ will be displayed for the first time, again switch off the E-Bike. Thus, the calibration is completed.

After a successful calibration the SIMPLEk should exactly display $10.0 \frac{km}{h}$ (mph) in the tuning-mode.

If you move the E-Bike during the calibration mode, the calibration will interrupt and the SIMPLEk will goes back into the 1:1-mode. In this case a calibration does not take place.