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Dear Customer,
Thank you for choosing Urban Drivestyle GmbH UNI MOKE e-bike! Designed and Made in Germany, the UNI MOKE e-bike will take you anywhere in style!

The UNIMOKE is a cool and tough crossover urban utility e-bike that blends the amazing looks of a vintage moped with the latest of e-bike technology. Its super strong steel frame, high built quality and extra long seat makes UNI MOKE the perfect e-bike for heavy and tall riders and for biking with children.

General Safety Notes

Read the manual
Your bicycle has specially designed components so please read this manual carefully before riding. Before hitting the road, spend some time to understand how to operate your new bicycle in a safe environment such as a parking lot.

Respect others on the road
Please obey traffic laws and respect motor vehicles. You and your bike will always lose in a vehicle collision and you can also injure pedestrians. Stay alert and show consideration to other road users.

Head protection
A good, authorized bike helmet may prevent injury in an accident. Wear one, it’s a no-brainer.

Servicing precautions
Do not proceed with servicing or adjustments without proper knowledge or tools.

Keep things together
This manual is only to be used in conjunction with other manuals included with your pedelec such as vmotor, control system, component manuals.

Where to Go for Additional Help
If you are unsure about anything, please contact us at service@urbandrivestyle.com
This manual is constantly updated and revised. The most up-to-date version can be found at www.urbandrivestyle.com
2. General Information

Symbols

Please read all marked sections carefully:

Important sections of the manual are marked with different levels of importance.

INFO: This Symbol marks sections with tips and information that may help extend the product lifetime and protects your warranty.

CAUTION! This symbol marks sections of high importance. Neglecting this information may lead to injury or damage to your UNIMOK.

WARNING! This symbol marks sections of extreme importance. Neglection of this information may lead to severe injuries or death.

You must have the proper tool, such as a torque wrench for items that require a specific torque. A torque that is too high or too low can cause parts to fall off or break and can lead to serious accidents and injuries.
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<td>Autonomy range 40-45km (30-40miles)</td>
</tr>
<tr>
<td>AISI304 Stainless steel screws and hardware</td>
<td>in optimal conditions (weight, terrain, wheels)</td>
</tr>
<tr>
<td>Standard colors: Black/White (others on request)</td>
<td>Speed 25km/h-20mph standard</td>
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<tr>
<td></td>
<td>(32km/h max speed)</td>
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<td>Motor</td>
<td>Battery</td>
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<td>High torque, rear hub brushless motor</td>
<td>Li-Ion based</td>
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<tr>
<td>Bafang G06 250W standard (750W optional)</td>
<td>Integrated BMS (Battery Management System)</td>
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<td>Semi-Integrated ZS44-50/28.6 headset</td>
<td>Samsung 48V 14,6A·h (696 W·h)</td>
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<td>Front/rear Tektro hydraulic disc brakes</td>
<td>Removable battery for charging</td>
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<td>Tektro e-bike w/sensor brake levers</td>
<td>Key lock</td>
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<td>Shimano TX50 rear shifter</td>
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<td>Shimano rear derailleur</td>
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<td>BSA/BSC, 1.37”x24TPI Bottom Bracket</td>
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<td>20x4” fat wheel, semi-slick/all-terrain tires</td>
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<td>Light control and display</td>
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<td>Speed, mileage and time indication</td>
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<td>Controller</td>
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<tr>
<td>Sine-wave</td>
<td>Bicycle 29kg</td>
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<tr>
<td>9 levels of pedal assist</td>
<td>Packaging 35kg (170x35x120cm)</td>
</tr>
</tbody>
</table>

Specifications subject to change without prior notice
<table>
<thead>
<tr>
<th>Nr</th>
<th>part</th>
<th>quant</th>
<th>Model</th>
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<tr>
<td>1</td>
<td>main frame</td>
<td>1</td>
<td>UNIMOKE v2 frame</td>
</tr>
<tr>
<td>2</td>
<td>fork assembly</td>
<td>1</td>
<td>UNIMOKE v2 fork</td>
</tr>
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<td>3</td>
<td>front wheel</td>
<td>20x4&quot;</td>
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<tr>
<td>4</td>
<td>headlamp</td>
<td></td>
<td></td>
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<td>5</td>
<td>front seat</td>
<td></td>
<td>UNIMOKE v2 seat</td>
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<td>chain</td>
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<td>7</td>
<td>rear hubmotor wheel</td>
<td></td>
<td>RM-G060.750.DC/20x4&quot;</td>
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<td>8</td>
<td>crankset&amp;pedals</td>
<td></td>
<td></td>
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<td>9</td>
<td>derailleur</td>
<td></td>
<td>Acera</td>
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<td>11</td>
<td>left brake lever</td>
<td></td>
<td>MTSe hydraulic</td>
</tr>
<tr>
<td>12</td>
<td>right brake lever</td>
<td></td>
<td>MTSe hydraulic</td>
</tr>
<tr>
<td>13</td>
<td>grip</td>
<td></td>
<td>UrbanDrivestyle grip</td>
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<td>14</td>
<td>brake caliper</td>
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<td>MTSe hydraulic</td>
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<td>15</td>
<td>rear module</td>
<td></td>
<td>UNIMOKE v2 rear rack</td>
</tr>
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<td>16</td>
<td>bottom bracket</td>
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<td>BSA/BSC. 1.37x24TPI 110mm</td>
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<td>17</td>
<td>battery</td>
<td></td>
<td>48V 14.5Ah LiIon 18650</td>
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<td>18</td>
<td>display holder</td>
<td></td>
<td>UNIMOKE v2 display holder</td>
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<td>19</td>
<td>rear lamp</td>
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<tr>
<td>20</td>
<td>right mirror</td>
<td></td>
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<td>21</td>
<td>left mirror</td>
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<td>thumb throttle</td>
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<td>rear shifter</td>
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<td>rear fender</td>
<td>1</td>
<td>UNIMOKE v2 fender</td>
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<td>27</td>
<td>front fender</td>
<td>1</td>
<td>UNIMOKE v2 fender</td>
</tr>
<tr>
<td>28</td>
<td>headset</td>
<td>1</td>
<td>UNIMOKE v2 steering</td>
</tr>
</tbody>
</table>
3. Legal Details

Manufacturer: Urban Drivestyle GmbH, Lohmühlenstraße 65, 12435 Berlin, Germany  
Contact: service@urbandrivestyle.com / Website: urbandrivestyle.com

Marking on Bike
If your UNIMOKE is a pedelec, it will have a CE frame sticker which confirms that it has passed all tests outlined in EN 15194.

Declaration of Conformity
This user manual complies with the requirements of EN 15194 and Machinery Directive EC/2006/42. See the separate Declaration of Conformity insert.

4. Local Regulations

Pedelec stands for pedal electrical cycles. They are also known as EPACs which stands for Electrically Power Assisted Cycles. Pedelecs are bicycles with a motor that provides assistance when a rider starts to pedal. When a rider stops pedaling, the assistance stops. Some bikes will also have a push assistance mode with a max speed of 6 km/hr.

In general, electric bikes are viewed by law as more similar to a conventional bicycle than a motorized scooter or motorcycle. In most cases, an electric bike can be ridden in bike lanes, on bike paths, and can be locked to bike racks like a regular bicycle. Riders are not required to have a driver's license to operate an electric bike and are not required to obtain any special licensing or registration for their pedelecs.

It's important to note that the specific laws, rules, and guidelines governing electric bike use may vary from country to country. If you are not using your bicycle in Germany, it's important to familiarize yourself with the laws in your specific location before you begin riding your pedelec. Take time to learn local bike laws before hitting the road.

To use public roads with your pedelec in Germany, your bike must be equipped in accordance with Road Licensing Regulations (StVZO) and the Road Traffic Act (StVO). Please note there may be different regulations that apply in your country.
StVZO

The lighting system needs to have the K-number mark to be legal on public roads. The front and rear lights must be powered by the same power source.

The front light projection center must be no more than 10 meters from the front of the bike on the road. The rear light must be mounted at least 25 cm above the road surface.

Reflectors are required, in addition, to lights. In the front, a white reflector is required. In the rear, at least two red reflectors are required. Two yellow reflectors must be attached to each pedal.

Each wheel must meet at least one of the below requirements:

- **Two yellow reflectors**
- **White reflective rings on both sidewalls of the tires**

You must maintain the bike in good condition.

The braking system must have independent functioning front and rear brakes.
5. Intended Use

Urban and Road use

Urban Drivestyle UNIMOKE bicycles are only designed for riding with both wheels in contact with the ground on paved roads only. They are not intended for racing, jumps, hops, wheelies, offroad or anything of the kind. The manufacturer and dealer are not liable for any direct or consequential damages. The warranty will be void if your pedelec is not used in accordance with the intended usage.

Using the bike for off-road riding, jumps or stunts may cause damage to the frame and risk injury or death to the rider.

Watch the Weight

Maximum carrying capacity = Rider weight + Cargo weight
If you have a fstandard UNIMOKE, the standard carrying capacity is 102kg (204lbs). If the capacity stated here differs from your pedelec’s CE Frame Sticker’s, follow the CE Frame Sticker

PERMITTED WEIGHTS:
Mass in running order (weight of EPAC with one battery): 33 kg
Technically permissible maximum laden mass: 135 kg
Maximum pay mass (rider + luggage and accessories): 102 kg
Mass of the propulsion battery: 4 kg

If not properly handled, sudden shifts in load while riding can affect your balance and lead to serious injury or death.

If carrying cargo or extra weight, make sure the bike is stable and is within the maximum load capacity. Practice handling the bike in a safe area before riding on public roads.

Sound emission: The A-weighted emission sound pressure level at the driver ears is less than 70 dB(A)
6. Unpack and adjusting handlebar

Your UNIMOKE might come packed. For getting the bike completely assembled, mount pedals and adjust handlebar following next steps:

**Handlebar adjustment**

The handlebars of your UNIMOKE are folded inwards for transport. To adjust them, sit on the bike in a comfortable position and HORIZONTALLY unfold the handle bars until you find your most comfortable setting. Fasten ALL 6 SCREWS TIGHTLY to fix the position of your handlebars. Tighten with an alien key first the 4 screws on the lower fork, and ONLY when these are tightened to the recommended torque, proceed to tightening the display holder bracket screws. The fastening bolts need to be TIGHTLY fixed to avoid movement of your handlebars under force (braking, pulling). Use recommended tightening torque values stated in chapter 15.

The handlebars are fixed to a height that fits 99% of users. Mark insertion is taped on the handlebars. You can LOWER the handlebars if necessary, but please NOTE that this step can not be reverted without visible scratches to the steering bar tubes!

Never adjust the minimum mark of handle stem above the top of the fork tube.
Installing the pedals

Install your L (left) and R (right) pedals by using the tool included. Right pedal has a normal thread and the left pedal has a left (reverse) thread. Tighten the pedals strongly). Use recommended tightening torque values stated in chapter 15.

The UNIMOKE pedals are designed to FOLD when your bike tips over. To unfold, press on the pedal towards the frame and fold it back until it snaps into place. Tighten the pedals strongly and recheck regularly to avoid pedals getting loose while riding!

Installing the kickstand/sidestand

Install the side stand with the two M6 screws and the tools provided.
7. Before the First Ride

⚠️ Read the Manual before You Ride

Spend some time to understand how to operate and use your new UNIMOKE bike before hitting the road. Operating manuals for individual components and folding instructions for your specific bike are supplied together with this manual. Please read all the manuals. If anything is unclear, ask your dealer or contact us online!

Please Check Electrical system

Make sure you are familiar with the function of all the controller buttons and meaning of the displays. Please consult the information in the relevant section from the manual of the motorized system manufacturer.

Wheels

Check the Tire pressure and make sure it is within the minimum and maximum values indicated on the sidewalls of the Tires. Spin both Wheels to make sure they rotate smoothly, are true (not wobbling) and do not rub against the Brakes. If the Wheel wobbles side to side or rubs against the Brake Pads, take the bike to a qualified bike shop to have the Wheel trued or replaced.

⚠️ Wheels that do not run true may indicate problems with the Spokes or Tires.

Headset

Stand with the Front Wheel pressed firmly between your legs and try to twist the Handlebar. If movement occurs, realign your Handlebar and tighten the Headset and handpost base or service it at your dealer.

Lift the Front Wheel off the ground and swing it from side to side. Does it feel smooth? If you feel any binding or roughness in the steering, you may have an overly tight Headset. Have your dealer check it.
Brakes

Test your Brakes by standing next to your bike, pull both Brakes, and rock the Bike back and forth. The Bike should not roll and the Brake Pads should remain firmly in place.

Does your UNIMOKE feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose Headset. Have your dealer check it. Note that for certain Disc Brakes you may feel a bit of play when attempting to rock the bike back and forth. These are caused by the built-in clearances between the Brake Pads and the Brake Caliper to allow for thermal expansion and is considered normal. In these cases, it's not a loose Headset.

Disc Brakes have a Disc Rotor (4) and a Disc Caliper (3). Pads inside the Disc Caliper squeeze the Disc Rotor to slow the wheel but can get very hot under use. Do not touch them immediately after riding.

Which Lever operates the Front Brake and which Lever operates the Rear Brake varies depending on the country. For countries such as United Kingdom and Japan, the left lever operates the rear brake and the right lever operates the front brake. For USA, Germany and most other countries the right lever operates the rear brake and the left lever operates the front brake.

⚠️ Be careful not to damage the Disc Rotor or Disc Caliper when changing wheels or by pulling the Brake Levers when the Disc Rotor is not aligned. Make sure to test the braking power before heading into traffic. It can be much more powerful than what you are used to.

⚠️ Squeezing the Lever too fast can lead to unintended sudden stopping and cause you to crash or get rear ended.
Gears

Test ride in a safe area away from traffic to familiarize yourself with the function of the Gear Shifters and how to upshift and downshift. Check that indexing (shifting from gear to gear) is crisp and that you are able to shift into the lowest and highest gears without the Chain skipping.

Check for tight links in the Chain and that the Chain turns freely through the Gears.

⚠️ With a pedelec, drive assistance begins immediately when you step on the pedal. Squeeze the brakes before mounting your bike to avoid any unintentional movement.

CHECK FOR ANY NOISE

Lift the bike up about 10 cm (front/ back) and drop it to the ground. If you hear any unusual noise or notice issues with Frame stability (especially Frame and Handlepost Joints), book it for a service appointment at your dealer.
Dear Customer,

Please read this manual before using the C961 Display.

Thank you,

Suzhou Bafang Electric Motor Science-Technology Co., LTD

Tel: +86 512 8717-1276
Fax: +86 512 8717-1277
E-mail: bf@szbaf.com

Address:
No. 9 Heshun Rd,
Suzhou Industrial Park,
215122, Suzhou China

Website: www.szbaf.com

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Appearance and size

Material & color

The C961 display is made of ABS and is designed to perform well under -20° to 60 °C.
Available colors: Black, White.
Size (Unit: mm)

Functions & buttons

Functions

The C961 offers many functions for your riding pleasure.
These Include:
- Multiple Power levels settings (Mode)
- Remaining Battery Capacity
- Speed (Speed/ MAX/AVG)

Distance and Odometer (TRIP/TOTAL)
Time
Assist walking (slow speed motor assist)
Backlight
Error codes

Interface

Button

C961 includes a three button control electronic switch:
Caution: Do not plug in or unplug this display when the power to the unit is on.

Avoid collisions

Protect the display’s membrane to provide water resistant performance.

Do not attempt to reset parameters if the display is not working.

Call for service if the C961 display is not working

Installation

Install the display and button control on the handlebar and adjust its location. Plug it into the controller with power off.

ON/OFF

To turn the unit on, press and hold the button to start the display. A long press again will switch it off.

The display switches off automatically if there is no activity for ten minutes (default).

Walking assist

Press and hold to start the walking assist. You will see the walking icon on the display and the motor will move the bicycle or vehicle at 6km/h.

This function is designed for walking alongside only. Please do not use this function when riding.

Backlight

Press and hold to turn on the C961’s backlight screen. If a front light is configured as well, this will switch it on as well if front light available. Press and hold again to switch it off.

Note: The automatic backlight is available only if the controller (or built-in controller) offers this function.

If the controller has a light sensor inside of it, the backlight & front light will switch on automatically according to the level of darkness. The automatic function is off when the display is in manual mode.
Power Level
The display is integrated with the controller to provide several levels of power. Press □ or □ to change the levels. The Default range is 0 - 3, where 0 means no output, and 3 means maximum output. The default switch-on is level 1.

Battery Capacity
Four sections highlights when battery is full.
Percentage of capacity for sections:
<20%  20%-40%  40%-60%  60%-80%  80%-100%
The battery icon flashes at 1 Hz when low power.

Distance (trip and odometer)
Press ◇ to shift between TRIP and TOTAL (Odometer).

Error codes
When something goes wrong with system, an error code will flash on the display. Check details on attached list.

The motor will stop working in the event of an error. Only when the error is gone, will the motor work again.

TRIP Reset
With the power on. Press and hold both ◇ and □ to clear TRIP distance.
Display Settings

Preparation

Makes sure the connections are good, then power on.

Setting

Press and hold ( ) to turn on the display. Press and hold the ( ) and ( ) to set the mode.

Unit

Press ( ) to change unit Km or Mile.

Press ( ) to save and go to set speed.

Setting the speed limit

To limit the speed range (from 15Km/h to 40Km/h), press ( ) or ( ) to change the limit up or down.

Press ( ) to save & go to set backlight.

Backlight

Press ( ) or ( ) to change the brightness (range is 1 to 8).

Press ( ) to save & go to time setting.
**Time**
Press  or  to change the hour, then press  to save & go to the minute setting. Press  or  to change the minutes.

Press  to save & exit.

⚠️ The settings go into effect after restart.

**Wheel size setting**
Press  or  to change the wheel size. Range from 8 to 32 inch. Press  to save & go to sleep time interval setting.

**Sleep time interval setting**
Press  or  to change the time, range from 0 to 60 minutes.

**Advanced setting**
Press and hold  to start the display. Press and hold both  and  to enter setting mode.

Press  and do not release, meanwhile press  eight times to go to the advanced setting menu.

Display will sleep and cut off power after no operation on system for the selected time. Press  to save and skip to level amount setting.

**Power level amount setting**
Press  or  to change the amount. The range from 2 to 9 levels (excluding level 0).
Press 0 to save and exit.

⚠️ The settings go into effect after restart.

**FAQ**

Q: Why does the display not power on?
A: Please check that the battery is connected and has power. Then check all the wires and connections. Then press the 0 button again. If this fails, please see your service technician.

Q: What should I do when an error code is displayed?
A: Please check the error code list. Sometimes powering down the unit (press 0), then unplugging the display, leaving it unplugged for two minutes and then plugging it back in and turning it on will reset and correct the error. Please call your service technician if the user cannot remove the error.

**Warranty**

Suzhou Bafang Electric Motor Science-Technology Co Ltd (hereinafter to be referred as "BFUN") warrants that any products bought from BFUN that are defective in materials and/or workmanship will be repaired or replaced, as BFUN elects, if such defect appears within the warranty period as measured from the date of delivery from the factory to the purchaser. The warranty period starts from date of Ex-factory and is in effect for 24 months thereafter.

8FUN limited warranty does not cover or apply to the following:

1) damage, failure and/or loss caused by refitting, neglect, improper maintenance, competition or commercial purpose, misuse, abuse or accident;
2) damage, failure and/or loss caused by shipping;
3) damage, failure and/or loss caused by improper installation, adjusting or repairing.
4) damage, failure and/or loss exclusive to material and workmanship, e.g., failure to follow instructions by consumers;
5) damage, failure, change and/or loss caused to the product’s appearance and surface which does not affect its function.
6) damage, failure and/or loss caused by unauthorized service or installation;
7) damage, failure or loss caused by normal wear and tear
8) damage, failure or loss caused by events beyond the control of 8Fun

8FUN reserves the right to, and is only responsible for, repairing or replacing of the warranted products.

In the event that bike manufacturing or distributing companies encounter quality problems when using or selling 8FUN products, they should report the purchase order number and products’
serial number to 8FUN technology service department who will determine that the products are under warranty. If so, 8FUN will offer repair or replacement for free. All removal, replacement and return-to-factory shipping expenses incurred during the warranty process shall be paid by the customer.

Should 8FUN parts on complete bikes need repair, please contact the bike manufacture or reseller directly. For products bought through channels other than from 8FUN, please contact the reseller directly.

Should the above mentioned warranty contravene existing Chinese laws, subject to state laws, 8FUN reserves the right accordingly to partially or completely modify the warranty without prior notice.

**Software version**

This C961 adopts Bafang protocol V4.0, and is only warranted to work with a Bafang controller installed with this protocol. Errors may occur if used with other protocols.

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**Error Codes:**

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<tr>
<th>Error code</th>
<th>Definition</th>
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<td>04</td>
<td>Throttle not returning to zero state</td>
</tr>
<tr>
<td>05</td>
<td>Throttle abnormality</td>
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<td>06</td>
<td>Low voltage protection</td>
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<td>07</td>
<td>Over voltage protection</td>
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<td>08</td>
<td>Hall sensor abnormality</td>
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<td>09</td>
<td>Phase line abnormality</td>
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<tr>
<td>10</td>
<td>Controller overheat</td>
</tr>
<tr>
<td>11</td>
<td>Temperature sensor in controller abnormality</td>
</tr>
<tr>
<td>12</td>
<td>Current sensor abnormality</td>
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<tr>
<td>21</td>
<td>Speed sensor abnormality</td>
</tr>
<tr>
<td>22</td>
<td>Communication abnormality in BMS</td>
</tr>
</tbody>
</table>
HOW THE BIKE FITS

The best riding position is the one that you are most comfortable in, but a badly adjusted bicycle may lead to back or joint pain and reduce your control. The UNIMOKE features a very long seat allowing riders from 160 cm to 185 cm to find their perfect position by sliding forward and aft on the seat. Additionally, the handle bars can be adjusted! (see chapter 6)

RIDING THE UNIMOKE

To ride your UNIMOKE, follow these steps:
Insert the key into your battery and turn key into ON position.
Press LONG on the central START button on your controller panel. The display will come alive and the battery status and drive level 1.
Select your drive level (1-9), LOW assist to HIGH assist.
Use LONG press on “+” to switch on the light or to switch it off.
Use LONG press on “-” to activate the 6 km/h push assistance.
Engine power will gradually increase as you start to pedal and will cut off at the cut-off speed of 25 km/h.

Get practice with the controls, brakes, different drive levels and the specific handling characteristics of an EPAC before riding on public roads. Especially practice full stops and manoeuvres at different speeds and situations.

Get acquainted with riding an electric bicycle:

Your engine will start running whenever the pedals are moved.
Always use your brakes when standing still while on the bike. This will deactivate the engine.
Stay clear of obstacles and persons when accelerating your bike.
8. Before Every Ride

Be sure to check the following before every ride:

Electrical System

- Check that the battery is seated properly in the carrier on the frame and fully plugged in.
- Check the controller display for any warnings or error messages. Resolve the error before riding.
- Check that the battery is adequately charged for the length of ride you are planning to do.

Make sure the front and rear lights are illuminated when they are actuated and remain on when the bike is at standstill.

Mechanical

As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components might react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it may suddenly fail, possibly causing injuries to the rider. Any form of crack, scratches, or change of coloring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

General recommendations before each ride, it is essential that make sure you check the following points:

Wheels: The wheels are correctly tightened and spin straight and round. The gears work correctly and chain turns freely through gears, and cables are undamaged. Wheels are fixed inside the Fork by pushing from each side. They shouldn’t slide along the Hub Axle. Use your hands to squeeze the neighboring pair of Spokes. If Spoke tension difference is pronounced, have your Wheel trued. Make sure your Wheels are securely seated by lifting each end of the bike and knocking the Wheel toward the opening of the Dropout; the Hub Axle should stay in position. The Rim should be clean and undamaged. A worn or damaged Rim may fail without warning and cause the rider to crash.

Tires: The tires are in good shape with the correct pressure as mentioned on the tire sidewalls. Check the air pressure on your Tires. Use your thumb to press the Tires. They should feel nice and firm but avoid over-inflating.
General recommendations before each ride, it is essential that you check the following points (cont.):

**Brake:** Check for wear on the brake pads. Test the brakes at a standstill. Pull on the brake levers and make sure they do not touch the handlebars and brakes are acting correctly.

**Play/vibrations:** Check that there is no play anywhere on the bicycle. Have your e-bike checked whenever you notice strange sounds or unusual vibrations. Check for any loose parts or components. Lift the bicycle a few centimeters/ inches and drop it to the ground. If anything shakes or rattles, make adjustments before riding.

**Structure:** Frame, fork and handlebars do not show any signs of wear, cracks or impacts. Pay special attention to the welds. Check the weld area around the frame joints regularly. Your Pedelec will experience stress and wear during riding. Check frame welds for deformation and changes in color which may indicate cracking. This is especially important if the bike has fallen over or has been involved in a crash. Bent or cracked parts need to be brought to the attention of a qualified mechanic before riding the bike again.

**Nuts and bolts:** Check for battery level and electronics correct functioning. Check that all bolts and fasteners are tight and secure.

**Electronics:** Check for battery level and electronics correct functioning.

Keep the bike clean and in a tidy condition to avoid corrosion or excessive wear and tear.

⚠️ **WARNING!** Damaged or worn part and components may lead to injuries or loss of warranty.
GENERAL RECOMMENDATIONS WHILE RIDING (II)

Take care that your bikes does not fall over. Handle your battery with care and caution.

Traffic rules

Obey traffic rules and apply common sense when riding on public roads

Ride responsibly

AVOID hard bumps, impacts and shocks. Accidents, hard bumps or shocks and other impacts may damage the electronics, frame, battery and connectors. Do NOT intentionally ride over potholes, off-road or in tough conditions. Adjust your riding speed accordingly to avoid excess vibration and hard impacts.

Ride cautiously and defensively when visibility is reduced. Your movement may be obscured so ride predictably. Use a bell, horn or your voice to indicate your intention to pass and do so in advance so as not to startle the rider you are passing. Travel in a straight line unless you are avoiding hazards or passing and always indicate your intention to turn or pass.

Helmet

Helmet use depends on local regulations, but it is recommended to use always a certified helmet and reflective clothing on public roads.

WARNING! Do not manipulate the battery, controller or engine. Manipulating electronics, battery or controller may lead to permanent damage, short circuits, fire or even explosion of your battery. Do NOT temper with electronic parts or attempt to “tune” or speed up your UNIMOKE
10. Passenger and Cargo Transport

GENERAL GUIDELINES

Riding with passenger(s), cargo, or both affect the pedelec’s weight, balance, center of gravity, and handling. For your safety, please read the below guidelines.

Changes in Handling

A combination of factors - including the structural rigidity of the frame, individual component strength, steering behavior, and weight distribution - affect the bike’s handling.

⚠️ When riding with a heavy load, the pedelec will require more effort to balance and more time to brake!

There is a strong relationship between the weight of the rider and the amount of cargo the rider can comfortably balance and ride with. In practice, cargo weight should be no more than 80% of the rider’s weight.

Get familiar with riding a loaded pedelec in a safe area before riding on public roads.

⚠️ Do not to exceed the maximum carrying capacity, which includes rider weight, passenger weight, rear rack, childseat and any other accessories. Check the CE frame sticker on your frame for the maximum weight limit.

Throttle and push assist with cargo/passenger transport

⚠️ DO NOT use push assist or throttle as a means of acceleration. MAKE USE of your gears and pedal input to avoid overheating or damaging electric components.

Kickstand and Parked Weight

If your UNIMOKE is equipped with a kickstand, it can make loading and unloading easier. However, please note the kickstand’s maximum weight limit. When loading cargo/passengers onto your pedelec with the kickstand down, do not exceed the maximum weight limit of the kickstand.

⚠️ Do not sit on the bike with the kickstand down. This can damage the kickstand and the kickstand mount on the pedelec frame.
CHILD SEAT GUIDELINES

Riding With Children

You may install and use a child seat provided that your seat and setup meet the following requirements (Based on EN 14344, European Standard for Child’s Seats for Bicycles):

The seat is designed so that any contact between the child’s feet and the wheel is impossible. The distance from the center of the wheel and the seat’s center of gravity (as indicated by the center of gravity mark on the child’s seat) should be no less than 90 mm and no more than 100 mm. This will avoid the bike and Front Wheel from swinging upwards. The child’s fingers are protected against being caught in any part of the Saddle (such as the springs of suspension saddles).

The carrier (rack) is approved for mounting child seats.

Approved Child Seat

The Thule Yepp Maxi Easyfit has been tested to work with your UNIMOKO pedelecs with long seat extension racks.

An additional adapter rack on the long seat extension rack allows for 99% compatibility with other EN14344 compliant seats.

Safety and Precautions

- Children - regardless of age - should be strong enough to hold up their head and withstand the bouncing that comes with riding. Check for sufficient heel clearance. Heel clearance varies with the rider's foot size and the child's leg length.
- Make sure the seat is properly mounted in accordance with the manufacturer's instructions.
- Make sure the maximum gross weight is not exceeded.
- Make sure that nothing can get caught in the Wheel Spokes, Saddle Rails, and Springs.
- Make sure the child is wearing a helmet and the straps are adjusted for a snug fit.
- Always hold onto your pedelec when a child is in the child seat to prevent the pedelec and child from falling over.
- Periodically check on your child while riding as they may fall asleep. Don’t let their head strain excessively to one side.

Only use certified trailers to transport children.
PASSENGER GUIDELINES:

UNIMOKE was designed to allow occasional double seat riding on flat and dry surfaces for short urban distances. It is not designed as a everyday two-place vehicle and regular heavy load/ passenger riding will result in higher wear and tear of your bikes components such as brakes, spokes, drivetrain and engine/ controller.

If you have a extended seat version, it is designed to carry an adult passenger if:
- The passenger can straddle the pedelec and properly rest his/her feet on the foot pegs
- It has a seat cushion securely attached to your UNIMOKE rack

WARNINGS

Double seated riding is ONLY permitted on flat, dry and solid surfaces
- Do not ride in hilly terrain
- Do not ride offroad, in bumpy terrain or if bad road conditions persist
- Do not ride in snow, rain or on slippery surfaces
- ONLY ride double seated with your brakes and drivetrain in perfect operating conditions
- MAKE USE of your gears and peddling to avoid overheating or damaging electric components
- Your range will be considerably less when riding heavily loaded
- Double seat riding should be limited to short distances and are not a standard means of transportation.
- Wear and tear of your bike will be considerably higher

It may be illegal to carry passengers on a pedelec in your area even if it has been designed or adapted to do so. Check your local regulations before carrying passengers.

Footrest

Only use original UNIMOKE footrests that fit into the special mounting brackets

Do not stand on the foot rests.
CARGO GUIDELINES

Riding With Cargo

If the rear of the pedelec is fully loaded, test that the front wheel does not lift off and make the pedelec tip over.

Cargo Positioning

Position cargo so that the center of gravity is as close to the centerline of the pedelec as possible. Secure the cargo as close to the center of the bike as possible.

Balance the load; For example, when carrying a box, you should try to carry two if possible (one on either side). Lopsided loads can pull the pedelec to one side.

Securing Cargo

Make sure your cargo is secured by straps rated for the weight of your cargo.

Checking for Interference

Make sure that you have enough space to sit properly, pedal, and steer the bike without any interference. Cargo should not interfere with normal operations of the brakes and derailleur(s). Long or large objects should be positioned far enough from the pedals to avoid heel strikes. Tall or large objects in the front of the bike should not block your vision.

⚠️ If you cannot position cargo to fulfill ALL of the above requirements, do not attempt to ride with cargo!
11. Transporting your UNIMOKE

Public Transportation

Pedelecs can generally be transported on trains and public transportation, like conventional bicycles.

Please check with the rail or public transport operator for specific requirements:

- Some operators require you to pre-book a space and buy a separate ticket for the pedelec.
- Some allow travel with your pedelec only during off-peak hours.
- Some require a cover to be placed on the pedelec.

Airplane

Batteries used on pedelecs are considered potentially hazardous and cannot be transported on airplanes.

Inquire with your local forwarder to see if you can ship the battery separately.

Car

Your Unimoke can be transported with a standard roof or rear-mounted bicycle carrier provided it is under the maximum load capacity of the bike carrier. To reduce the weight, remove the battery from your Unimoke and place it inside the vehicle.

We suggest transporting your Unimoke inside your vehicle if you drive a hatchback or have sufficient trunk space. Be careful not to damage the Derailleur.

When entering into a parking structure or garage, be mindful of the pedelec on the roof of the car and make sure it is lower than the maximum height clearance.

Pedal assist electric bikes or pedelecs are equipped with an electric motor that provides assistance when the bike is being pedaled. The assist is activated by a pedal action sensor designed to detect when the pedal is being turned. In Europe, pedelecs are limited to 25 km/h (15 mph). In the United States, the limit is 32 km/h (20 mph). Assistance is cut off above those designated speeds or when brake lever is actuated.

Your UNIMOKE uses a special HubDrive Motor from BAFANG.

Assist level description

The controller allows you to select the degree of power assist provided by the motor, enabling you to tailor the performance of the bike to fit your specific style and road topographies.

UNIMOKE has 9 assist levels (Assist level : 1~9), ranging from "0" (no assist), "1" (minimum assist) to "9" (maximum assist). Always choose the lowest level of assist necessary for comfortable riding and use you gears correctly for maximum range and durability.

Walk-assist: UNIMOKE pedelecs come with a walk-assist function. It allows the rider to push or trolley the bike with less effort. This is beneficial for certain road conditions, such as going uphill. The assist is limited to walking speed.

Other Features

Battery lock: Your UD pedelec is equipped with a battery lock. Always keep the SECOND RESERVE KEY of the battery in a separate and safe location. IF BOTH KEYS ARE LOST, THERE IS NO REPLACE-MENT POSSIBLE! If using the reserve key, have a COPY made.

Tampering with the motor system

It is forbidden to tamper with the motor system, in any way. Aftermarket devices or software that alters the speed limit and/or an addition of throttle and/or other devices will void the warranty of your bike. It will potentially create a severe safety hazard and might be considered unlawful.
13. Battery charge and recommendations.

GENERAL WARNING AND RECOMMENDATIONS

Your UNIMOK battery is equipped with a lithium-ion battery. Modern lithium-ion batteries have more than 500 full discharge cycles before the capacity decreases. The battery does not have a memory effect so you may charge the battery at any time and do not have to wait until the battery is completely depleted before charging again. If you’re going to stop using the bike for more than a month, charge the battery to about 80% full before storage. Never fully drain the battery and leave it uncharged for a prolonged period of time as this may damage the battery permanently. Only use the original charger from the battery manufacturer. Do not use another charger, even if the plug fits. UNIMOK batteries can be charged on-bike or off-bike.

When your UNIMOK battery has reached the end of its service life, it should be treated as hazardous waste material and should not be disposed of in normal household trash. Ask your dealer for advice on proper disposal. Batteries must not be disposed of in landfills or by incineration.

Never use a battery that shows any signs of damage, leaks, dents in the housing or that has been dropped.
Only use the battery for your e-bike and do not attempt to use it for other purposes.
Do not leave your battery on the charger unattended.
Charge your battery on a fire-resistant surface and/or in a safe place.
Only use the original battery for your UNIMOK.
Keep the battery away from heat sources and fire and store in a cool, protected place.
Do not expose your battery to liquids or water.
Do not store your battery at very low temperatures (below 5 degrees Celsius).
Remove the battery before transporting your bike.
Keep the battery out of reach of children and animals.
Never temper with the battery. Do not open the case or try to repair the battery.
Do NOT touch damaged or defective batteries or cells as this may lead to acid injuries or electric shocks.
Remove the charger from the battery after charging.
Unplug your charger while not used.
Protect your battery against falling over or falling down.
Do NOT try to charge damaged or dead batteries!
Do NOT try to recharge deep-emptied batteries.
Do not park your vehicle over long periods with an installed battery. Appropriate charging environments. For safe and efficient charging, use the battery charger in a location that is: flat and stable (when on the bicycle), free of rain or moisture, out of direct sunlight, well-ventilated and dry, not accessible to children or pets, temperature between 15—25 °C, ALWAYS read carefully and follow instructions on battery label.
CHARGING THE BATTERY PACK MOUNTED ON THE BICYCLE

1. Ensure the battery key is in position LOCK-OFF or UNLOCK. Connect the power plug of the battery charger to a household power outlet (blue circled plug in side image). Always use the supplied or recommended Li-ion battery charger.

2. Remove the cap of charging inlet (red arrow in side image) from the charging socket-connector on the battery pack, and slide in the charging plug of the battery charger (red circled in side image). It is designed to allow only right insertion.

3. The battery charge begins automatically. The battery is fully charged when the indicator on the battery charger goes to GREEN.

4. When charging is complete: disconnect the charging plug from the battery pack, put again the cap on the battery charging socket, disconnect the charger from power outlet.
CHARGING THE BATTERY PACK

1. Switch the battery key to UNLOCK position.

2. Take out the battery key to allow extraction from the bike.

3. Fold the seat up and pull up the battery from its folding handle along the mounting rail until it is outside the bicycle, then fold the seat down again.

4. Follow steps 1-4 from instructions CHARGING THE BATTERY PACK MOUNTED ON THE BICYCLE

5. Fold the seat up and slide down the battery from its folding handle along the mounting rail until it is connected to the base socket on the frame of the bicycle, then fold the seat down to its lowest position.

6. Insert key and turn clockwise to LOCK-OFF or START.
14. Tips for Riding a Pedelec

Starting Off

When the controller is on, the power assist will be applied immediately when you step on the Pedal. It is, therefore, recommended to mount your Unimoke with controller off. After you are seated, make sure no weight is on the pedals to prevent accidental movement, then turn on the controller. Start off at the lowest level of assistance.

Selecting the Correct Level of Assistance between range of assist levels 1~9

Do not only ride in high gear with power assist. Change gears as you would on a conventional bicycle to maintain an efficient cadence for your riding style. This will maximize the efficiency of the assistance to your power input. Unimoke has 9 assist levels (Assist level: 1~9), ranging from "0" (no assist), "1" (minimum assist) to "9" (maximum assist).

Make good use of your gears and apply maximum pedal input in order not to overload the engine/ controller. Do NOT use throttle or push assist as a means of acceleration on slopes or hills... this may lead to engine/ controller damage. If the hill is too steep, get off the bike.

Riding with Power Assistance

How much you pedal determines how much assistance the motor provides. All pedelecs have an internal control algorithm to stop assisting as soon as you stop pedaling. This is an inbuilt safety feature conforming to EN 15194 (EPAC – Electrically Power Assisted Cycles).

When cornering on a pedelec, stop pedaling sooner than you are used to, otherwise, you may have too much speed through the turn.

As you are likely to be traveling at an average above speed, look further up the road and be ready to brake whenever a possible situation appears before you.

Due to the near silent nature of an electric motor, pedestrians and other cyclists may not hear you approaching.

Ride defensively, wear bright clothing, signal your intentions, and use your bell when necessary.
Riding without Power Assistance

Your UNIMOKE is designed to be ridden normally like a conventional bike if the power assist is turned off. If you are going downhill or want to extend your range you can turn off the assistance but keep the display on to watch your speed. However, if the battery runs empty during your ride, the lights will not function since they are connected to the motor battery.

Throttles and push assist on low-power electric bikes are NOT designed to accelerate your bike uphill without peddling or to be used for long distance engine-only operation.

The engine is designed to ASSIST you, not to do all the work. If the hill is too steep to get going AND/OR if you are in the wrong gear, have your passenger get off the bike.

WRONG use of throttle or push assist especially in combination with heavily loaded bikes/ hilly terrain is our number one reason for controller and engine defects and does not fall within our warranty!

Range of Battery. Range varies depending on factors such as:

Average riding speed. The faster you go the more energy is required and the quicker the battery will be depleted. However, if you ride faster than the maximum assist speed, the motor assist will completely shut off and the motor will not drain the battery.

Assistance level used 1-9. The best way to conserve battery power is pedaling effort! Using less assistance and exerting more effort into pedaling will decrease battery power consumption and result in a longer range. Unimoke has 9 assist levels (Assist level: 1~9), ranging from "0" (no assist), "1" (minimum assist) to "9" (maximum assist).

General maintenance Keep Tire pressure correctly inflated. Maintain and lubricate moving parts.

Stop-and-go traffic. Starting from a standstill will always require more energy. To extend your range, start in Eco mode.

Rider's weight and cadence. The motor will use up more energy for heavier riders.

Road conditions (road surface, terrain, wind). Unpaved (dirt, gravel) roads, headwinds, and going uphill will reduce your range.

Battery capacity. Batteries, measured in watt-hours, have different energy capacities. In general, the more watt-hours, the longer the range, the more expensive battery, and the heavier your pedelec is. Ambient temperature can have a significant impact on battery capacity. Battery capacity is tested at a reference temperature of 23°C (73°F). Large deviations from the reference temperature will drain the battery faster due to changes in internal resistance and will shorten the range. As the battery ages, the original capacity diminishes. You can always check the amount of charge remaining in the battery from the control display.
15. Service

Your UNIMOKE has many advanced parts and components. Many bicycle service and repair tasks require special knowledge. Do not begin any adjustments or service on your bicycle unless you are able to properly complete them. Improper service may result in damage to the bicycle or cause serious injury. Consult your bicycle professional service/mechanic if you need any help.

Use only original parts and components.

When replacing components such as the Frame, Fork, Tires, Rims, Brakes, Front and Rear Lights, Kickstand, Handlebar, Handlepost, Stem, Drive Unit, Battery, or Control Unit/Display, etc., use the original spare parts or approved replacements. They are tested to ensure they work safely with your pedelec.

Only repair parts of your bike you are complete confident working with.
Leave complex or other repairs to a qualified e-bike mechanic! Faulty or unqualified repairs or repair attempts may lead to accidents, short circuits, fire or destruction of your e-bike!

Always remove the battery before performing repairs or maintenance.
Your engine may start running when parts of the drivetrain or electrical controls are moved or touched, causing injuries or damage to your vehicle.

Avoid knicking or damaging cables or connectors.
Damaged cables and connectors can cause short circuits or electrical strokes.

Only use original manufacturer approved parts and components.
The use of non-original components, batteries and brakes may lead to injuries, damage or destruction of your bike. Always contact the manufacturer or local dealer before installing non-original components.

Do a first complete check after the first 200 km.
Screws and bolts can get loose or set in after manufacturing, so have your bike checked again after about 200 km.

E-bikes have a higher demand for maintenance!
E-bikes are more heavy loaded and faster than normal bikes and therefore have a higher demand for maintenance. Due to the higher weight and faster speeds, your UNIMOKE requires more attention to safety and maintenance than a normal bicycle. Always check the condition of your bike before riding and never ride with defective components like brakes, engine or wheels.
**Chain, Cranks, and Cables**

UNIMOGO drivetrain has an internal hub motor. The drivetrain consists of the Cranks (1), Chainring (2), Cassette/Freewheel (4), Chain (5), and Rear Derailleur (7). Bicycle gears are numbered from 1 upwards, with 1 being the lowest and easiest gear. The lower gears are used for climbing and the higher ones are for descending. We recommend you practice shifting gears in a safe location. To check that your Chain is fully connected with the Chainring, rotate the Cranks and ensure no gaps or kinks are visible.

Before riding, shift through all Gears and make sure the Chain and Derailleurs are fully functional. If your Gears are not shifting smoothly, we recommend consulting your dealer. If the Rear Derailleur is malfunctioning, do not use the highest and lowest gears of the Rear Cassette since the Chain or Wheel may get jammed which can cause bicycle damage or rider injury.

Check all control Cables and Housings for rust, kinks, and fraying. They should be replaced if damaged.

**Gear function:** Pushing with the thumb finger on the gershifter lever, gear is lower, pushing on the button, gear is higher.

**Adjustment of rear derailleur:**
1. Top adjustment: Turn the top adjustment screw to position the guide pulley over the outer line of the smallest sprocket when seen from the rear side.
2. Low adjustment: Turn the low adjustment screw to position the guide pulley directly underneath the largest sprocket.
3. Indexing adjustment: The process of indexing is to line up the guide pulley with the cogs to that each incremental shift lines up with each cog. The barrel adjuster is used to make these adjustments. Barrel has to be turned clockwise or anti-clockwise until no noise while pedaling and correct and smooth gear change when shifting gear.
Chain Tension

The chain endures huge tension forces from pedaling. For optimal shifting and efficiency, the Chain must connect with the teeth properly. Over time, gaps between the teeth of the Sprockets becomes greater. Replacing a Chain when it is worn will help extend the life of the bike. If you are not sure if the chain slack is from chain wear or wheel misadjustment, take your bike to qualified e-bike mechanic for servicing.

Cleaning

When your bike needs cleaning, use a bucket of water and gently sponge off any accumulated dirt and salt from your bike. Dry your Unimoke after cleaning to prevent rusting.

Clean your machine with care, avoid bending or knicking cables or pulling on electric connectors. Damaged cables can cause electric strokes.

Always remove the battery before cleaning your bike or doing maintenance! Contact to cleansing liquid may damage the connectors or lead to a short circuit. Unintentional pressing of the control buttons or gas lever may cause the engine to start. Always remove the battery.

Do not use high-pressure cleaners or large amounts of water. High pressure cleaners will force water into the connectors and electrical components, leading to permanent damage/ destruction of your electric components. Use water sparingly and dry off with a dry cloth immediately. Use light detergents and dust off the bike carefully to avoid scratches.

⚠️ Do not clean your UNIMOKE using a pressurized spray or steam because water can be forced into sealed areas and damage your bike.

Brakes

Unimoke comes standard with hydraulic disc brakes both front and rear. Disc brakes consist of the brake caliper, the rotor/disk, the hydraulic tubing and the brake lever. Actuating the brake lever compresses the hydraulic pistons through hydraulic pressure pushing the brake pads against the rotor. The friction generated by braking causes wear to the brake pads as well as to the rotors.

⚠️ Riding with improperly adjusted or worn Brakes is dangerous and can result in injury or death. Check the Brake manufacturer’s instructions for care and operation of your Brakes. Keep Brake surfaces clean and free from oil or lubricants. Replace worn Brakes with authorized replacements.

Replacement of brake caliper pads should be done by a qualified e-bike mechanic.
Brake check:

1. Pull on the brake levers. At the end of their travel, they should not be in contact with the handlebars.
2. Lift and spin the wheels. They should spin freely. If this is not the case, you will need to adjust the brake caliper. This is a complex operation that needs a lot of care: loosen the clamping bolts, fully tighten the brake lever and tighten the clamping bolts. If after this adjustment the wheel do not spin freely contact your local retailer so that they can carry out the operation.
3. Once the adjustments have been carried out, it is essential that you test your brakes at a standstill to make sure that they work properly.
4. For brake pad replacement contact a professional mechanic.

⚠️ DANGER! Disc brake systems require a run-in period before they reach optimal performance. It is possible that the braking power is very weak during first rides. It is recommended to ride with great caution during this run-in period. Do not keep the brakes on for long periods before completed the running in period, as this will result in brake pads glazing over, reducing their power and efficiency. As a general rule, the pads are run in after approximately 50 repetitions of braking from high speed. Usually the brakes are completely run in when the braking power stops increasing with each run.

⚠️ WARNING! Disc brakes can reach a very high operating temperature. Do not touch them, especially after a long descent, as you can burn yourself.

⚠️ DANGER! Dirty brake pads and rotors can lead to drastically reduced braking power. Make sure the brake remains free of oil and other fluids. Dirty brake pads can under no circumstances be cleaned, they must be replaced, while rotors can be cleaned with special brake cleaners or with warm water and mild soap.

⚠️ DANGER! Unusual noises during braking and/or a noticeable change of the braking force are indications that the brake pads are worn down. Check the brake pads and replace them, if necessary.

⚠️ WARNING! The liquid in the hydraulic brake system is harmful and corrosive. The air tightness of the hydraulic system is what guaranties the correct functioning of the braking system. If there is a leak do not ride the bike and take it to a professional mechanic so that they can check it out and repair if necessary.
Wheels and tires

Repairing a puncture or flat tire is performed the same way as with a standard bicycle. If you have any doubt take the bike to a bike mechanic for tube repair or replacement.

Maximum tire pressure as recommended by the vehicle manufacturer: 200 kPa

WARNING: Never inflate a tire beyond the maximum pressure marked on the tire’s sidewall or the wheel rim. If the maximum pressure rating for the wheel rim is lower than the maximum pressure shown on the tire, always use the lower rating. Exceeding the recommended maximum pressure may blow the tire off the rim or damage the wheel rim, which could cause damage to the bike and injury to the rider and bystanders.

How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

ACCESORIES OPERATION AND MAINTENANCE

Accessory list:

Mudguards/Fenders
Mount with supplied screws and brackets on the frame: Maintenance: the same procedure as with bicycle frame

Rear light
Mount with supplied bracket on the handle part of the rear rack, connect electrical plug with already prepared plug in the frame: Maintenance: the same as the front light.
## 16. Torque Settings

Torque Values are standard measures of how much you must tighten a bolt and are listed below. Recommended Tightening Values - Torque Values

<table>
<thead>
<tr>
<th>Frame and Fork</th>
<th>lbf.in</th>
<th>Newton Meters (Nm)</th>
<th>kgf.cm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kickstand Mounting Bolt</td>
<td>53-60</td>
<td>6-8</td>
<td>61-69</td>
</tr>
<tr>
<td>Controller Mounting Bolt</td>
<td>25-35</td>
<td>2.8-4</td>
<td>29.40</td>
</tr>
<tr>
<td>Rack Bolts</td>
<td>25-35</td>
<td>2.8-4</td>
<td>29.40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Brakes</th>
<th>lbf.in</th>
<th>Newton Meters (Nm)</th>
<th>kgf.cm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake Lever (Flat Bar)</td>
<td>53-60</td>
<td>6-6.8</td>
<td>61-69</td>
</tr>
<tr>
<td>Brake Lever (Drop Bar)</td>
<td>55-80</td>
<td>6.2-9</td>
<td>63-92</td>
</tr>
<tr>
<td>Disc Rotor to Hub (M5 bolts)</td>
<td>18-35</td>
<td>2.4</td>
<td>21-40</td>
</tr>
<tr>
<td>Caliper Mount</td>
<td>55-70</td>
<td>6.2-7.9</td>
<td>63-81</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wheels</th>
<th>lbf.in</th>
<th>Newton Meters (Nm)</th>
<th>kgf.cm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free Hub Body</td>
<td>305-434</td>
<td>34.5-49</td>
<td>352.499</td>
</tr>
<tr>
<td>Cassette Sprocket Lockring</td>
<td>260-434</td>
<td>29.4-49</td>
<td>299-499</td>
</tr>
<tr>
<td>Front Axle Nut</td>
<td>180</td>
<td>20.3</td>
<td>207</td>
</tr>
<tr>
<td>Rear Axle Nut</td>
<td>260-390</td>
<td>29.4-44.1</td>
<td>299-449</td>
</tr>
</tbody>
</table>
## Drivetrain

<table>
<thead>
<tr>
<th>Component</th>
<th>lbf.in</th>
<th>Newton Meters (Nm)</th>
<th>kgf.cm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedal into Crank</td>
<td>307</td>
<td>34.7</td>
<td>353</td>
</tr>
<tr>
<td>Crank Bolt (Spline and Square Spindles)</td>
<td>300-395</td>
<td>33.9-44.6</td>
<td>345-454</td>
</tr>
<tr>
<td>Bottom Bracket (External Shell)</td>
<td>610-700</td>
<td>40-50</td>
<td>702-805</td>
</tr>
<tr>
<td>Bottom Bracket (Cartridge and Cup-and-Cone)</td>
<td>435-610</td>
<td>49.1-68.9</td>
<td>500-702</td>
</tr>
</tbody>
</table>

## Others

<table>
<thead>
<tr>
<th>Component</th>
<th>lbf.in</th>
<th>Newton Meters (Nm)</th>
<th>kgf.cm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steerer Clamp Bolt (Stem)</td>
<td>70-89</td>
<td>8-10</td>
<td>80-102</td>
</tr>
<tr>
<td>Top Display mount Bolt</td>
<td>35-53</td>
<td>4-6</td>
<td>41-62</td>
</tr>
<tr>
<td>Handlebar Clamp Bolts (4 Clamp Bolts)</td>
<td>36-53</td>
<td>4-6</td>
<td>41-62</td>
</tr>
</tbody>
</table>

In case the torque setting value is not mentioned in the table please refer to these general values:

<table>
<thead>
<tr>
<th>Bolt type</th>
<th>Torque setting (in Newton meters)</th>
<th>Torque setting (in Pound-force foot)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bolt M4</td>
<td>4.5 - 5.5 N.m</td>
<td>3 - 4.1 Lb ft</td>
</tr>
<tr>
<td>Bolt M5</td>
<td>5.5 - 6.5 N.m</td>
<td>4.1 - 4.8 Lb ft</td>
</tr>
<tr>
<td>Bolt M6</td>
<td>9.8 - 11.7 N.m</td>
<td>7.2 - 8.6 Lb ft</td>
</tr>
<tr>
<td>Bolt M8</td>
<td>22 - 24 N.m</td>
<td>16.2 - 17.7 Lb ft</td>
</tr>
<tr>
<td>Bolt M10</td>
<td>30 - 35 N.m</td>
<td>22.2 - 25.9 Lb ft</td>
</tr>
</tbody>
</table>

**WARNING!** If the torque settings are not respected, you run the risk of a sudden break of either one or several components on your bicycle. This can result in a crash, and eventually serious injuries.
17. UNIMOKE Service and Maintenance

Service Intervals

Break-in

All bikes go through a normal break-in period. Your bike will last longer and work better if you break it in before riding it hard. We recommend all riders get a quick tune-up one month after purchase so that the dealer can adjust cables and other key parts.

Maintenance schedule

Your bike needs a regular tune-up by a qualified bike mechanic. Below is our recommended tune-up frequency based on how often you ride, and under what conditions.

Types of Riding

Frequent rider. Rides 3-5 times a week, average 100km per week. Bi-monthly tune-up service

Recreational rider. Rides 1-2 times a week. Quarterly tune-up service

Light rider. Rides 1-2 times a month. Annual tune-up service
<table>
<thead>
<tr>
<th>Inspection nr</th>
<th>Inspection nr</th>
<th>Inspection nr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within 1 month of purchase or .200 km</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td>Date</td>
</tr>
<tr>
<td>Work Done</td>
<td>Work Done</td>
<td>Work Done</td>
</tr>
<tr>
<td>Replaced or Repaired Parts</td>
<td>Replaced or Repaired Parts</td>
<td>Replaced or Repaired Parts</td>
</tr>
<tr>
<td>Stamp/Signature of dealer</td>
<td>Stamp/Signature of dealer</td>
<td>Stamp/Signature of dealer</td>
</tr>
</tbody>
</table>
18. Warranty

Urban Drivestyle Limited Warranty

Urban Drivestyle bicycles are sold on behalf of our company directly or by selected Authorized Dealers who understand the assembly and service needs of our products. Urban Drivestyle provides a warranty against defects in materials and workmanship to the original retail purchaser ("Owner") of a Urban Drivestyle bicycle from the date of purchase according to the following terms:

Three Years: Frame, Handlepost, and Fork

One Year: All Urban Drivestyle branded parts and components, except as noted below.

Any other parts or components are covered by the stated warranty of the original manufacturer of that part or component.

Owner’s Responsibility

The Owner shall demonstrate reasonable care and use, and follow preventive maintenance, storage, and lubrication schedules as required by use, climate and other pertinent factors. Should a product defect become known, the Owner should stop riding the bicycle and transport the bike or part(s) to an Authorized Urban Drivestyle Dealer for warranty repair (within the applicable warranty period). The transport of the bike or any bike part to and from the dealer shop is the Owner’s responsibility and at the owner’s expense.

All claims to this warranty must be made through a Urban Drivestyle Authorized Dealer or exclusive distributor. Proof of purchase, either digital or physical copy, must be supplied with any warranty request.
Exclusions

This warranty does not cover damage and/or defects that occur under the following conditions:

- If a bike has been used, ridden, handled, maintained or overloaded in a manner that does not abide by the product specifications, intended use or guidelines in the Owner’s Manual. This includes, but is not limited to, off-road riding.
- Normal wear and tear. Parts are subject to varying wear depending on use, load, weather, road conditions, etc.
- Paint finish is considered consumable and is not part of the warranty.
- If a bike or part has been re-assembled, repaired or maintained by personnel not authorized by Urban Drivestyle.
- If a bike has been subjected to fire, flood, accidental breakage, improper actions by third parties, and/or any event outside our control.
- Modification of the Frame, Fork, Handlepost, or Components.
- Installation of Parts, Accessories, Motor Units or Batteries not originally intended or compatible with the bicycle as sold.
- If the frame number and/or service tag on the bike have been defaced, modified, manipulated or is otherwise not clearly identifiable.

Urban Drivestyle Warranty Support

Urban Drivestyle will repair or replace any parts that manifest a defect in materials and/or workmanship during the warranty period. Any part that is replaced pursuant to this warranty will be replaced by parts of the same or similar design. However, Urban Drivestyle reserves the right to replace defective parts with other parts of different design or color manufactured by or on behalf of Urban Drivestyle provided that such replacement will not reduce the function of the original part.

Due to product evolution and obsolescence, some components may not be available for older models. In these cases, sourcing and payment for components are the responsibility of the Owner.

Urban Drivestyle may, at its discretion, repair or replace defective parts falling outside the warranty period, but such work shall not be deemed to be any admission of liability.

Any Frame, Handlepost, or Fork replaced under the warranty terms will be covered for the remaining period of the warranty of the bike.

This is the only warranty made by Urban Drivestyle and no employee, agent, or reseller of Urban Drivestyle is authorized to make any other warranty on behalf of Urban Drivestyle.
19. Declaration of Conformity (For countries within EU)

According to EC directive 2006/42/EC on machinery (Annex II A)

This declaration relates exclusively to the machinery in the state in which it was placed on the market and excludes components which are added and/or operations carried out subsequently by the final user. The declaration is no longer valid if the product is modified.

Herewith, we declare, that your UNIMOKE Pedelec complies with all essential requirements of the Machinery Directive 2006/42/EC and Directive 2004/108/EC relating to electromagnetic compatibility.

The following technical standards were used:

EN ISO 4210:2015 Cycles — Safety requirements for bicycles
EN 15194:2009+A1:2011 Electrically power assisted cycles (EPAC)

Berlin, August 1st, 2018

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urbandrivestyle.com