I. Introduction

I.I Explanation of the safety information symbols

I.II The Integrale 0.5

II. Information pack

II.I Booklet and CD

II.II Component guides

II.III Service book

II.IV EU declarations of conformity

III. Cycle dealers

IV. Legal regulations for pedelecs

IV.I International

IV.II Germany

IV.II.I Lights

IV.II.I.I Replacement bulbs

IV.II.II Disposal

V. Intended use

VI. Pedelec weight*

VII. The pedelec and its components*

1. General safety information

2. Protection from theft, manipulation and loss

3. Before your first ride

3.1 Attaching the pedals

3.2 Adjusting the saddle height

3.3 Moving the saddle

3.4 Tilting the saddle

3.5 Height of the handlebars

3.6 Adjusting the headset

3.7 Attaching the reflectors*

3.8 Switching the lights on and off

3.9 Changing the angle of the front light

3.10 Braking

3.11 Chain

3.11.1 Checking for chain wear

3.11.2 Chain cleaning and maintenance

3.12 Gears

3.13 Wheel

3.13.1 Changing the wheel

3.13.1.1 Axle nut*

3.13.2 Quick-release wheels*

3.13.3 Quick-release axle*

3.13.4 Replacing the front wheel

3.13.5 Rims

3.13.6 Tyres

3.14 Suspension fork*

3.14.1 Lockout system

3.14.2 Air system*

4. Before every trip

5. Quick-start guide

5.1 Charging the battery

5.2 Inserting the battery

5.3 Switching on the pedelec

5.4 Battery charge level and remaining range

5.5 Changing assist mode

5.6 Enabling push assist

5.7 Displaying favourite settings

5.8 Configuring settings in the main menu

5.8.1 Accessing the main menu

5.8.2 Navigating within a menu

5.8.3 Returning from a menu

5.9 Changing ride profile

5.10 Switching off the pedelec

5.11 Unlocking and removing the battery

6. Drive unit, display and easy-reach control

6.1 Safety information

6.2 Technical details

6.3 Overview and basic functions

6.3.1 Switching on the pedelec

6.3.2 Switching off the pedelec

6.3.3 Battery charge level and remaining range

6.3.4 Changing assist mode

6.3.5 Enabling push assist

6.3.6 Favourite settings

6.3.6.1 Displaying favourite settings

6.4 Main menu

6.4.1 Configuring settings in the main menu

6.4.1.1 Accessing the main menu

6.4.1.2 Navigating within a menu

6.4.1.3 Returning from a menu

6.4.2 Menu structure

6.4.2.1 Clear trip data

6.4.2.2 Contrast

6.4.2.3 Brightness

6.4.2.4 Language

6.4.2.5 Unit

6.4.2.6 Time

*dependent on model
6.4.2.7 Wheel circumference
6.4.2.8 Light reserve
6.4.2.9 Shift sensor
6.4.2.10 Climb assist
6.4.2.11 Ride profile
6.4.2.12 Name
6.4.2.13 Factory settings
6.4.2.14 Version

6.5 Tips
6.5.1 Transporting your pedelec
6.5.2 Trailer bikes and trailers
6.5.3 Luggage rack
6.5.3.1 Safety information
6.5.3.2 Assembly
6.5.4 Storage
6.5.5 Cleaning

7. Impulse E-Bike navigation app
7.1 Technical requirements
7.2 Menu structure
7.3 Installation
7.4 Basic functions
7.4.1 Location from map
7.4.2 Every day
7.4.3 Leisure time

8. Show route
8.1 Technical requirements
8.2 Show route

9. Charging the smartphone

10. Battery
10.1 Safety information
10.2 Technical details

10.3 Overview and basic functions
10.3.1 Display panel
10.3.1.1 Battery charge level
10.3.1.2 Capacity
10.3.1.3 Sleep mode
10.3.2 Unlocking and removing the battery
10.3.3 Inserting the battery

10.4 Tips
10.4.1 Range
10.4.2 Storage
10.4.3 Cleaning

11. Battery charger
11.1 Safety information
11.2 Technical details
11.3 Functions
11.3.1 Charging a battery
11.3.1.1 Battery display during charging
11.4 Tips
11.4.1 Cleaning
11.4.2 Storage

12. Fault
12.1 Drive unit, display and easy-reach control
12.2 Battery
12.3 Charger
12.4 Other

13. Torque settings

*dependent on model
I. Introduction

This user guide contains information on how to use, maintain and look after your Integrale 0.5 with Impulse Evo drive unit.

DANGER

Before using your pedelec for the first time, carefully read this user guide. Please also read the other items in the information pack ⇒ II. Information pack Page EN-5. Familiarise yourself with the appearance and meaning of the safety information symbols. Ensure to contact your cycle dealer ⇒ III. Cycle dealers Page EN-6 in the event clarification is required. Failure to comply with safety symbols and instructions can result in death, very serious injuries and/or damage to the bicycle. The manufacturer's liability and any warranty are deemed null and void for any damage or injury caused by a failure to adhere to safety symbols and instructions.

Ensure that your cycle dealer has provided you with all the documents included with the bike upon delivery. Keep this user manual and the other documents in the information pack for future reference. Please pass on the user manual and information pack to other people who will use, maintain or repair this pedelec. Failure to do so can lead to uncertainty which may cause death, severe injuries and/or damage to equipment.

I.I Explanation of the safety information symbols

**DANGER**

This symbol combined with the signal word “DANGER” indicates a potentially dangerous situation. Failure to comply with this safety instruction can result in death or very serious injuries.

**WARNING**

This symbol in conjunction with the signal word “WARNING” indicates a potentially dangerous situation. Failure to comply with this safety warning can result in serious injury.

**CAUTION**

This symbol combined with the signal word “CAUTION” indicates a potentially dangerous situation. Failure to comply with this safety instruction can result in minor injuries.

**IMPORTANT**

This symbol combined with the signal word “IMPORTANT” indicates a potentially dangerous situation. Failure to comply with this safety instruction can result in damage to the pedelec and its components.

You can download this guide, the “Original User Guide | General” and parts of the information pack as PDFs from our website (www.derby-cycle.com/en/downloads/downloads.html). There you will also find links to the websites of the various component manufacturers.

This symbol indicates helpful tips, useful or important information about the product or its additional uses. It does not indicate a dangerous or harmful situation.
I.II  The Integrale 0.5

Your Integrale 0.5 pedelec is an EPAC (electrically power assisted cycle). When the assist mode is switched on, the electric motor provides assistance as long as you are pedalling. You can control the degree of assistance, which is adjusted using various assist modes ⇒ 5.5 Changing assist mode Page EN-28. The drive assistance is dependent on the force and speed of your pedalling and the speed you are travelling. Motor assist stops as soon as you stop pedalling and when the battery is discharged or if you reach a speed of 25 km/h. So pedalling harder is required if you want to travel faster than 25 km/h.

II. Information pack

In addition to this user guide, your Integrale 0.5 pedelec comes with a booklet, CD, service book, two declarations of conformity and component guides. The following points describe the contents of the information pack in more detail.

II.I  Booklet and CD

The booklet contains a “Quick-start guide” describing how to check the torque settings, attach the pedals and adjust the height of the saddle. At the back of the booklet is a CD. The CD includes the “Original User Manual | General” in several languages, which provides general information on the different types of bikes and their components. If you go online you can follow a link to our website. The CD can be played on any standard PC or laptop. Proceed as follows:

Method A
1. Insert the CD.
2. Left-click the shelexec.exe file twice.
3. Select the required language.

Method B
1. Insert the CD.
2. Right-click once “Open Folder to Show Files”.
3. Left-click “Start” twice.
4. Select the required language.

You will need the Adobe Acrobat Reader software to read the manuals. It is included on the CD; you can also download it for free from https://acrobat.adobe.com/uk/en/acrobat/pdf-reader.html.

The paper version of ‘Original User Guide | General’ can be ordered free of charge from:

Derby Cycle Werke GmbH
Siemensstraße 1-3
49661 Cloppenburg, Germany
info@derby-cycle.com
III. Cycle dealers

Ask our cycle dealers for advice. On Page 75 you will find a link to the brand website with all cycle dealers in your region.

IV. Legal regulations for pedelecs

IV.I International

**DANGER**

Never ride “hands free”. You could fall off and seriously injure or even kill yourself – and also be liable for prosecution. You must always have at least one hand on the handlebars.

Always observe the relevant national traffic regulations. Otherwise you run the risk of a serious accident. Before using your pedelec abroad, find out about the regulations applicable in that country.

Like all bicycles, the pedelec must comply with the respective national road traffic regulations and applicable standards. If you carry out any technical modifications, bear in mind the relevant national traffic regulations and applicable standards. If the cut-off speed exceeds 25 km/h and/or the speed of the push assist exceeds 6 km/h, the pedelec will become liable to mandatory registration and insurance. Technical modifications can impair the function of your pedelec, resulting in damage to components. If this happens while you are riding the bike you could be severely injured or killed. Furthermore, it will invalidate the manufacturer's liability, warranty and guarantee (where applicable).

II.II Component guides

In the component guides you will find important information on using and maintaining the components of your pedelec. They often also provide information on any warranties. If there is no specific user guide included for the particular component you are interested in, look in our “Original User Guide | General” (CD) or on the component manufacturer's website. You can also find a list of our component manufacturers at www.http://www.derby-cycle.com/en/downloads/downloads.html.

II.III Service book

In the accompanying service book, you will find the warranty terms, a list of wearing parts, a cycle passport, and forms to use for initial sale, maintenance and owner changes.

**DANGER**

Keep the service book appropriately up-to-date and adhere to the maintenance intervals. Components can fail if wear and damage are not identified in good time. Should this happen whilst you are cycling, you could injure yourself very seriously or even die. Replace any worn, damaged or bent components before using the bike again.

II.IV EU declarations of conformity

EU declarations of conformity confirm that we have complied with all of the safety requirements of the regulations applicable to the pedelec and the battery charger.
The use of children trailers and cycle trailers is generally permitted for pedelecs.

### IV.II Germany

The following regulations (not exhaustive) were applicable in Germany when this guide was compiled (09/2017):

- The motor may only be used as an aid to pedalling, i.e. it may only "help" when the rider is actively pedalling.
- The average motor power must not exceed 250 W.
- The motor power must continue to fall as the speed of the bike continues to increase.
- The motor must cut out automatically at 25 km/h.

For you, this means:

- There is no obligation to wear a helmet.

#### DANGER

In the interests of your own safety, a suitable helmet should always be worn. A cycle helmet can protect you from severe injuries. Make sure that the helmet fits properly.

- You do not require a driving licence.
- There is no requirement for compulsory insurance.
- The use of cycle paths is regulated as for normal bicycles.

### IV.II.I Lights

In Germany, the requirements for lights on bicycles is regulated in Section 67 of the Road Traffic Licensing Regulation (StVZO) and in the Technical Requirements for vehicle parts. Lights include both battery and dynamo-powered lights, and include reflectors that work without a power supply and simply reflect external light.

<table>
<thead>
<tr>
<th>Light type</th>
<th>Number</th>
<th>Position</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front light</td>
<td>1</td>
<td>Front</td>
<td>White light</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The illuminance must be at least 10 lux at the centre of the beam at a distance of 10 metres.</td>
</tr>
<tr>
<td>Reflector</td>
<td>At least 1</td>
<td>Front</td>
<td>White</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The reflector can be integrated into the front light.</td>
</tr>
<tr>
<td>Rear light</td>
<td>1</td>
<td>Rear</td>
<td>Red light</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The lowest point of the illuminating surface must not be lower than 250 mm above the road surface.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A parking light function is also permitted.</td>
</tr>
</tbody>
</table>
### IV.II.I Replacement bulbs

The replacement bulbs you will need depend on the type of lights fitted on your bike. The table below tells you what type of bulb you need:

<table>
<thead>
<tr>
<th>Type</th>
<th>Power supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front light (LED, incandescent)</td>
<td>6 V</td>
</tr>
<tr>
<td>Front light halogen</td>
<td>6 V</td>
</tr>
<tr>
<td>Rear light</td>
<td>6 V</td>
</tr>
<tr>
<td>Rear light with parking light</td>
<td>6 V</td>
</tr>
<tr>
<td>Lighting with LED lamps</td>
<td>LED lamps are not replaceable</td>
</tr>
<tr>
<td>Hub dynamo</td>
<td>6 V</td>
</tr>
</tbody>
</table>

**Type**
- Front light (LED, incandescent)
- Front light halogen
- Rear light
- Rear light with parking light
- Lighting with LED lamps
- Hub dynamo

**Power supply**
- 2.4 W
- 0.6 W
- 3 W

---

### IV.II.II Disposal

Do not dispose of the drive system, display, easy-reach control, pedelec battery or charger in the household waste. Hand them in at the designated places (such as a recycling centre, battery collection point or cycle dealer).

Electrical devices marked with this symbol must not be disposed of in household waste.
V. Intended use

VI. Pedelec weight*

Pedelecs are heavier than normal bicycles. The exact weight depends on the equipment fitted. If you want to know the precise weight of your pedelec, we recommend having it weighed by a cycle dealer. Most dealers have a professional and accurate cycle weigher.

VI.I Overall weight

**DANGER**

Do not exceed the permitted overall weight of the pedelec as this can result in fracturing or failing of important safety parts (such as the brakes). If this happens while you are riding the bike, severe falls might result – with fatal consequences.

**Overall weight** = Weight of the bike + weight of the rider + weight of the trailer bike or trailer + weight of luggage and/or child

<table>
<thead>
<tr>
<th>Bike type</th>
<th>Overall weight permitted</th>
<th>Weight of rider**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedelec Integrale 0.5</td>
<td>130 kilograms</td>
<td>Max. 102 kilograms</td>
</tr>
<tr>
<td>Pedelec Integrale 0.5 XXL</td>
<td>170 kilograms</td>
<td>Max. 142 kilograms</td>
</tr>
</tbody>
</table>

** for a pedelec weighing 28 kilograms.

*dependent on model
VII. The pedelec and its components*

1. Rear light
2. Luggage rack
3. Saddle
4. Seat post
5. Top tube
6. Handlebar stem
7. Handle bars
8. Display
9. Easy-reach control
10. Head tube
11. Front light
12. Shock absorber
13. Mudguard
14. Fork
15. Disc brake (front wheel)*
16. Front wheel hub
17. Spoke
18. Wheel rim
19. Front wheel
20. Pedal
21. Motor
22. Pedal crank
23. Chain
24. Derailleur
25. Side stand*
26. Sprocket assembly
27. Disc brake (rear wheel)*
28. Seat Stays
29. Chainstay
30. Seat tube
31. Battery Include and dockingstation
32. Down tube
33. Charging socket
34. Charger

*dependent on model
1. General safety information

Comply with the safety and user instructions at the start of the following sections.

**DANGER**

We discourage allowing children under the age of 14 years to ride **pedelecs**. They may not be able to cope with the speed. Serious accidents and falls might result.

**Wear a cycle helmet.** While there is no legal obligation to wear one, you should always wear a suitable cycle helmet for your own safety. A cycle helmet can protect you from severe injuries. Make sure that the helmet fits properly.

**Keep your hands and other body parts and clothing away from moving parts,** otherwise you can become ensnared, have a serious fall and injure yourself.

**Adapt your riding style to the prevailing traffic conditions,** otherwise you could fall off and involve yourself and others in a serious accident. Take into consideration the longer braking distances needed on wet or icy roads. Think ahead, anticipating the actions of other road users and reduce your speed. Avoid sudden jerky movements of the handlebars and braking actions. Dismount if you ever feel unsafe.

**Only use the bicycle for its intended purpose** ⇒ **V. Intended use Page EN-9,** otherwise component failure may result. Should this happen whilst you are cycling, you could injure yourself very seriously or even die.

**DANGER**

Check that the brakes work and that the handlebars can move freely before every ride. Do not use the bike if it is not in perfect technical condition. If you are unsure, ask your cycle dealer to check it over.

Inspect your pedelec before every trip, and after each time it has been transported anywhere or left unattended ⇒ **4. Before every trip Page EN-25.** Components might fail if wear and damage are not detected early enough. Should this happen whilst you are cycling, you could injure yourself very seriously or even die. The additional power means higher loads are applied to wearing parts on a pedelec than on a normal cycle. Replace any worn, damaged or bent components before using the bike again.

**Do not exceed the overall weight permitted for the pedelec because parts important for safety might fracture or fail** ⇒ **VI.I Overall weight Page EN-9.** If this happens while you are riding the bike, severe falls might result – with fatal consequences.

Contact your cycle dealer when wearing parts and other components need to be replaced. We recommend having your cycle dealer assemble and adjust the bike. Otherwise components could become loose due to incorrect assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die. If you do have to tighten something yourself, a full list of torque settings is in Section ⇒ **13. Torque settings Page EN-75** (strict adherence to which is a requirement).
**DANGER**

Only use original replacement parts. Replacement parts from other manufacturers can impair the function of your pedelec. Serious accidents can result.

Ask your cycle dealer to show you how to use, and explain, the special features of the components. Please also follow the component guides. We recommend having your cycle dealer assemble and adjust the bike. Otherwise components could become loose due to incorrect assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die. If you do have to tighten something yourself, a full list of torque settings is in Section 13. Torque settings Page EN-75 (strict adherence to which is a requirement).

**IMPORTANT**

Always park your pedelec so that it cannot tip over. Components can be damaged if the bike tips over. If your bike is not equipped with a kick stand, one can be fitted if required. Please contact your cycle dealer.

Do not clean the pedelec with a water hose or high pressure washer. Although the components are sealed, damage to the cycle may still result. Clean the pedelec with a soft damp cloth.

---

**DANGER**

- Do not ride in unfavourable lighting conditions (fog, rain, dusk, darkness) without adequate lights. Failure to do so can result in accidents and serious injuries.

**WARNING**

- Do not ride in unfavourable lighting conditions (fog, rain, dusk, darkness) without adequate lights. Failure to do so can result in accidents and serious injuries.

**CAUTION**

- Do not open up the motor, display, battery or charger as you could injure yourself. Parts might also be damaged beyond repair, invalidating the warranty. Contact your cycle dealer when problems arise.

---

**WARNING**

Do not ride in unfavourable lighting conditions (fog, rain, dusk, darkness) without adequate lights. Failure to do so can result in accidents and serious injuries.

**CAUTION**

Do not open up the motor, display, battery or charger as you could injure yourself. Parts might also be damaged beyond repair, invalidating the warranty. Contact your cycle dealer when problems arise.

---

**DANGER**

Protect your pedelec from unauthorised access. Serious injury may result if third parties modify components (e.g. the brakes) without your knowledge. Inspect your pedelec before every trip, and after each time it has been transported anywhere or left unattended. If your bike is damaged, only ride it again once the damage has been rectified. Your bike will not be replaced under warranty if lost or stolen.

The following measures can help you to protect your pedelec from theft and manipulation and to recover it if it has been stolen:

---

**WARNING**

Do not ride in unfavourable lighting conditions (fog, rain, dusk, darkness) without adequate lights. Failure to do so can result in accidents and serious injuries.

**CAUTION**

Do not open up the motor, display, battery or charger as you could injure yourself. Parts might also be damaged beyond repair, invalidating the warranty. Contact your cycle dealer when problems arise.
Have the police code your pedelec; the address and initials of the owner are engraved on the frame in an encrypted form. Coding makes the illegal resale of a bike more difficult and deters thieves. A coded bike also makes it easier to identify the owner.

Bicycle theft is often covered by household contents insurance. Check the terms of your insurance policy as soon as possible.

---

3. Before your first ride

Make sure that your pedelec is adjusted to your height and ready to use. Familiarise yourself with the basic functions of your pedelec.

**DANGER**

Ask your cycle dealer to show you how to use, and explain, the special features of the pedelec and its components. Please also follow the component guides. We recommend having your cycle dealer perform all assembly and adjustment work. Otherwise components could become loose due to incorrect assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die. If you do have to tighten something yourself, a full list of torque settings is in Section 13. Torque settings Page EN-75 (strict adherence to which is a requirement).

---

Always lock the bike and battery even if you leave it for a short while. Ideally, the lock(s) should block the wheel powered by the motor. Do not leave the key in. To be on the safe side, you can also remove the battery. A pedelec must also be secured with a lock when parked outside residential areas (e.g. in a shed or basement).

Do not park your pedelec in deserted locations – especially for long periods. If possible, park your pedelec in private or communal garages or individual bike lockers which have surveillance.

Attach your pedelec to a fixed object (such as a tree, street lamp or fence) so that it cannot be carried away.

Quick-release wheels should be attached to a fixed object together with the frame. This prevents the wheel from being stolen. Alternatively, the quick-release levers can be replaced by an anti-theft device. Contact your cycle dealer if you have questions on this.

Use a high-quality bike lock. Invest about 10% of the purchase price of the bike in locks. Your cycle dealer will be able to fit a suitable frame lock if your bike does not already have one. You can also use other types of bike lock. Ask your cycle dealer for advice.

Make a note of the important details of your pedelec (e.g. in the service book II.III Service book Page EN-6, bike passport) and have it registered by the police. This makes it easier to describe and identify if stolen.
3.2 Adjusting the saddle height

Determining the correct saddle height

1. Sit on the Pedelec and at the same time lean against a wall.
2. Turn the foot pedal on the opposite side to the wall to its lowest point.
3. Place your heel on the pedal. Your leg should be fully extended.
4. If your leg is not fully extended when your heel is on the pedal, raise the saddle. Lower the saddle if you cannot reach the pedal.

WARNING

Seatpost marking

The seatpost is marked to indicate how far you may pull it out from the frame. Never pull the seatpost further out than the marking. This could cause it to bend or break, and cause you to fall.

3.1 Attaching the pedals

1. Screw the right-hand pedal (marked ‘R’) into the right-hand pedal crank in a clockwise direction.
2. Screw the left-hand pedal (marked ‘L’) anticlockwise into the left-hand pedal crank.

DANGER

Screw the pedals in straight, otherwise you could damage the thread on the pedal crank; if this happens when you are cycling, a severe fall could result.

3. Tighten both pedals towards the front wheel to a torque of 40 Nm.

DANGER

Adjusting the pedelec to your height. If the bike is not correctly adjusted to your height, you can lose control of the bike and fall badly.

Practise braking and riding with the assist function in a safe place before venturing into traffic. If you do not familiarise yourself with the operation and higher speed of your pedelec, you could cause a serious accident. Ride in ECO mode until you feel confident enough to try the higher modes ⇒ 6.3.4 Changing assist mode Page EN-36. Dismount if you ever feel unsafe.

For 3. Extend leg
1. Undo the seatpost bolt by turning it anticlockwise with a 4 mm Allen key.

2. Move the seatpost into the right position.

3. Tighten the seat post bolt again by turning it clockwise with a torque of 12 - 15 Nm using a torque wrench.

4. Test the tightness of the saddle by trying to move it.

**PLEASE NOTE**

When lifting the seatpost completely out of the seat tube, be careful not to damage the light cable. The light cable for the rear light passes through the seat post into the seat tube.

**DANGER**

Observe the prescribed tightening torque. Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged.

If no value is shown on the component, use the torque settings from Section 13. Torque settings S. EN-75

**DANGER**

Never clamp the saddle in the curve of the saddle rail; always do it in the straight section. Only shift the saddle within the straight section (Fig. 1). Saddles that stay clamped outside this area can fail (Fig. 2).

### 3.3 Moving the saddle

**DANGER**

Screw the clamping screws fully in a straight position in the nuts. Failure to do so can result in the screws tearing out of the nuts.

1. To move the saddle, loosen the front and rear saddle clamping bolts (M6) by turning them anticlockwise with a 5 mm Allen key. Turn the saddle clamping bolts completely two to three times at most, otherwise the whole mechanism could fall apart.

2. Move the saddle backwards or forwards as required.
3. **Tightening the saddle**

1. To alter the tilt of the saddle, loosen the front saddle clamping bolt (M6) by turning it anticlockwise using a 5 mm Allen key. Turn the saddle clamping bolt completely two to three times at most, otherwise the whole mechanism could fall apart.

2. Tilt the bicycle saddle to the desired angle.

3. Tighten the front saddle clamping bolt again by the same number of turns.

4. Ensure that the newly-tightened saddle does not tip; test it by pressing down on the front and back alternately.

3.5 **Height of the handlebars**

**DANGER**

*Ask your cycle dealer to perform these adjustments.* You can otherwise run the risk of loosening the handlebars which could lead to a fall causing severe injuries.

3.6 **Adjusting the headset**

**DANGER**

*Observe the prescribed tightening torque.* Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged.

*If no value is shown on the component, use the torque settings from Section 13. Torque settings S. EN-75*

3.4 **Tilting the saddle**

There are two ways of testing whether the headset for your bicycle is too tight or too loose:

1. Grip the lower spacer with your thumb and forefinger. Squeeze the front brake and move the wheel backward and forward. If the headset is too loose, there will be significant bucking at the lower spacer.
2. Raise the front wheel and move the handlebar to the right and left. If the headset is too tight, you will need to apply force to move it to the right and left. The handlebars should be able to move by itself.

1. Undo the M3 grub screw in the upper spacer by turning them anticlockwise with a 1.5 mm Allen key. Do not completely remove the screw.

2. Undo the M4 bolt in the lower spacer by turning them anticlockwise with a 3 mm Allen key. Do not completely remove the screw.

3. a) Tighten the headset (reduce the bearing play): Turn the upper spacer anticlockwise until it sits securely. Hold the lower spacer tight with your thumb and forefinger.

3. b) Loosen the headset (increase the bearing play): Turn the upper spacer clockwise until you achieve the desired bearing play. Hold the lower spacer tight with your thumb and forefinger.

To turn the upper spacer, you can insert a 3 mm Allen key into the longitudinal slot of the upper spacer and use this as a lever. It is best to proceed in small steps. A quarter of a rotation is often enough to adjust the fit.

*dependent on model
4. Before tightening the screws, align the lower spacer so that its profile overlaps the top tube in the straight-ahead position.

5. Once the headset has been adjusted as required, tighten the M3 grub screw clockwise with a 1.5 Nm torque. Use a torque wrench to do this.

6. Tighten the M4 screw clockwise with a 2 Nm torque.

3.7 Attaching the reflectors*

Your Pedelec comes supplied with reflectors. Mount the white reflector on the handlebar, the red reflector on the seat post and the remaining reflectors on the wheel.

3.8 Switching the lights on and off

Switch the light on and off using the button on the easy-reach control. If the light itself is fitted with a switch, ensure that this is in the on position. The lighting is powered by the Pedelec battery.

3.9 Changing the angle of the front light

Proceed as follows to determine the correct light angle:

1. Position the Pedelec at a distance of 5 meters from a wall.
2. Measure the height of the front light with a measuring tape.
3. Mark the height of the front light on the wall.
4. Switch on the light.
5. Lift the front wheel slightly and rotate it so that the front head lamp lights up.
6. If the light beam hits the wall above the height marking, it will blind the oncoming traffic. The brightest part of the light beam should preferably be midway between the ground and the height marking.

1. Loosen the M5 bolt slightly by turning it anticlockwise. At the same time, secure the locking nut with an 8 mm open-end wrench.

*dependent on model
2. Adjust the light angle so that it does not blind other people.

3. Tighten the M5 bolt again by turning it clockwise. At the same time, secure the locking nut with an 8 mm open-end wrench.

### 3.10 Braking

Make sure that you can always reach the brakes comfortably and that you are familiar with their operation and position. Note which brake lever operates the front and rear brakes.

**DANGER**

Practise braking in a safe place before venturing into road traffic.

In some instances, the braking effect can be different or stronger than what you are used to. If you do not take the time to familiarise yourself with the braking effect, you could cause a serious accident. Practise until you feel safe. Dismount if you ever feel unsafe.

Replace the brake pads when they reach the safe wear limit. Using worn brake pads can result in serious injuries with fatal consequences.

**CAUTION**

Disc brakes: Avoid touching the brake discs after intensive use of the brakes - they can become very hot. You could burn yourself if you touch them.

**WARNING**

Always remove the battery before starting work on the pedelec. The cycle could switch on without warning and you could be seriously injured.

**CAUTION**

Check the chain for signs of wear before every trip. A worn or damaged chain can break. If this happens while you are riding the bike, you can easily injure yourself.

### 3.11 Chain

#### 3.11.1 Checking for chain wear

1. Remove the pedelec battery.

2. Check chain wear with a chain wear indicator or vernier calliper.

3. Replace the chain if it is worn.
3.11.2 Chain cleaning and maintenance

Lubricate the chain after riding in the rain. Clean and lubricate it when you clean the wheel. Use lubricating oil applied with a dry rag. Be careful not to get lubricant on the brake discs and pads. Please also observe the operating instructions provided by the brake manufacturer.

1. Remove the pedelec battery.

2. Brush the chain coarsely with a hand brush.

3. Then remove the old chain oil with a dry cloth.

4. Now you can oil the chain. Follow the application instructions from the chain oil supplier.

5. When you have finished, turn the crank to distribute the chain oil.

3.12 Gears

The gears are operated by gear levers on the handlebars. The gear shift allows you to adjust the gears of your bicycle, and so the transmission, to current riding conditions. On a straight level stretch, a higher gear is sensible to achieve and maintain a higher speed without having to pedal too much. As soon as you start going uphill, a lower gear is beneficial because it is important to be able to climb the hill with little effort. Select the gears so that your legs are always moving at a steady pace.

3.13 Wheel

3.13.1 Changing the wheel

3.13.1.1 Axle nut*

Removing the rear wheel

1. Remove the pedelec battery.

2. Change the gear to the one recommended by the gear manufacturer for disassembly.

3. Remove the gear shift cable from the rear wheel.

4. Undo the axle nuts using a 15 mm spanner, turning anticlockwise.

5. Take off the belt/chain.

6. Remove the rear wheel.

Derailleur*

This system lifts the chain on to a sprocket when the gear is changed. The chain must continue moving so that the teeth of the sprocket can engage with the chain links easily and smoothly. For a successful gear change, therefore, you must keep pedalling forwards, never backwards – but at the same time pedal lightly without force.

*dependent on model
Replacing the rear wheel

1. Attach the belt/chain.
2. Insert the rear wheel centrally in the drop-outs as far as it will go.
3. Re-attach the gear shift cable.
4. If necessary, fasten the brake anchor.
5. Tighten the axle nuts using a 15 mm spanner, turning clockwise.
6. Reinsert the battery.

3.13.2 Quick-release wheels*

DANGER

Front wheel: The quick-release lever must be positioned on the opposite side to the brake disc (where fitted). If the quick-release lever is on the same side as the brake disc, there is a risk that they can clash and lock the front wheel (see diagram), which can cause a serious accident.

All quick-release systems must be correctly tightened before you set off. Otherwise the components can loosen – if that happens while riding you could fall off, resulting in serious injuries.

Removing the front wheel

1. Remove the pedelec battery.
2. Open the axle lever by folding it by 180°. You will now usually be able to see the word ‘OPEN’ on the inside of the lever.
3. Undo the adjustment nut by turning it slightly anticlockwise.
4. Remove the front wheel.

Replacing the front wheel

1. Insert the wheel into the front fork ends.
2. Gently turn the adjustment nut on the quick-release lever in a clockwise direction.
3. Close the quick-release skewer by swinging the lever back 180°. You will now usually be able to see the word ‘CLOSE’ on the outside of the lever.

*dependent on model
DANGER

It should be so hard to close the quick-release skewer that you need to use the balls of your hands (120 N: corresponds to a weight force of 12 kg). You should have the mark of the lever imprinted on your hand. Otherwise it could open when you are cycling, which could lead to the wheel becoming loose and cause you to fall.

Quick-release skewer is too easy to close

1. Open the quick-release skewer.
2. Turn the adjustment nut clockwise.
3. Swing the quick-release lever closed again.
4. Repeat if necessary.

Quick-release skewer is not easy to close

1. Open the quick-release skewer.
2. Turn the adjustment nut anticlockwise.
3. Swing the quick-release lever closed again.
4. Repeat if necessary.

Quick-release skewers cannot be closed by simply turning the lever.

WARNING

Reattach any cables disconnected before (such as light cables), otherwise they can get caught in the spokes. If that happens while you are riding the bike you could be thrown off and seriously injured.

3.13.3 Quick-release axle*

Removing the front wheel

1. Remove the pedelec battery.
2. Open the quick-release lever on the front wheel by turning it down 180°. You will now usually be able to see the word ‘OPEN’ on the inside of the lever.
3. Hook the quick-release lever into the slot and turn it anticlockwise until the quick-release axle protrudes from the axle hole about 1 cm.
4. Lift out the front wheel and remove the quick-release axle.

IMPORTANT

Detach all cables from the wheel (e.g. lighting cables), otherwise you could tear them.

5. Remove the front wheel.

Replacing the front wheel

1. Apply a thin layer of grease to the quick-release axle.
2. Push the wheel into the front forks and align with the axle holes.
3. Reinsert the quick-release axle.
4. Move the quick-release lever to the open position.
5. Hook the quick-release lever into the slot and turn it clockwise. This will screw the axle in the thread. Ensure that the wheel is correctly centred.

6. Close the quick-release skewer by swinging the lever back 180°. You will now usually be able to see the word ‘CLOSE’ on the outside of the lever.

**DANGER**

It should be so hard to close the quick-release skewer that you need to use the balls of your hands (120 N: corresponds to a weight force of 12 kg). You should have the mark of the lever imprinted on your hand. Otherwise it could open when you are cycling, which could lead to the wheel becoming loose and cause you to fall.

**WARNING**

Reattach any previously disconnected cables (e.g. lighting cables), otherwise you could tear them.

### 3.13.4 Replacing the front wheel

**Removing the front wheel**

1. Remove the Pedelec battery.

**PLEASE NOTE**

Detach all cables from the front wheel (e.g. light cables), otherwise you could tear them.

2. Insert a 6 mm [0.24 in] Allen key into the threaded axle and turn anticlockwise until it releases.

3. Remove the threaded axle.

4. Remove the front wheel.

**Inserting the front wheel**

1. Push the front wheel into the front forks and align with the axle holes.

2. Lift the frame is slightly and screw in the threaded axle.

3. Tighten the threaded axle with 12 - 14 Nm [8.9 ft-lb - 10.3 ft-lb] torque clockwise using a 6 mm [0.24 in] Allen key.
3.13.5 Rims

Cleaning

1. Remove the pedelec battery.
2. Brush the rims with a hand brush. Heavier soiling can be removed with a soft, damp cloth.
3. Leave to dry.

DANGER

Observe the prescribed tightening torque. Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged.

If no value is shown on the component, use the torque settings from Section 13. Torque settings S. EN-75

WARNING

Reattach any cables disconnected before (such as light cables), otherwise you could tear them.

3.13.6 Tyres

DANGER

Do not either overinflate or underinflate the tyres. If the air pressure is too high, this could lead to a worst-case scenario of the tyres bursting and you could fall. On the other hand, if the air pressure is constantly too low, the tyre can wear prematurely. The maximum permissible pressure is marked on the side of the tyre in bar and psi (pounds per square inch). You can measure the tyre pressure yourself by using a tyre gauge. Alternatively, you can contact your cycle dealer.

3.14 Suspension fork*

The suspension forks support the front wheel.

The distance travelled by the wheel between its unloaded and fully loaded positions is called the total suspension travel.

Model year 2015/2016 Version 18/12/2015

*dependent on model
3.14.1 Lockout system

If your suspension forks are fitted with a lockout system, it is possible to lock the suspension. There are some riding situations where that can be useful: for example, if you are riding up a hill or if you are standing up from the saddle when accelerating. To switch the suspension to fixed, turn the rotary control on the right-hand side of the fork to ‘LOCK’ (or alternatively: ⚡). To reactivate the suspension, turn the control to the ‘OPEN’ position.

<table>
<thead>
<tr>
<th>LOCK/🔒</th>
<th>Suspension locked</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPEN</td>
<td>Suspension activated</td>
</tr>
</tbody>
</table>

**DANGER**

Do not ride over rough terrain with the suspension locked. It can damage the suspension forks. A broken fork could cause you to fall off and seriously injure yourself.

3.14.2 Air system*

On some suspension forks it is possible to alter the air pressure. You will need assistance from your cycle dealer to do this, or if you feel confident of doing it yourself, a suspension fork pump with a pressure gauge and the suspension fork manufacturer's installation manual. The valve with cap (e.g. marked ‘AIR’) is usually located on the left-hand side of the fork.

4. Before every trip

**DANGER**

Replace any damaged (e.g. cracks, grooves) or bent components before using the bike again. Not doing so can lead to essential parts failing and cause a serious fall.

Do not use the bike if it is not in perfect technical condition. If you are unsure, ask a cycle dealer to check it over.

We recommend asking your cycle dealer to assemble and adjust the bike. Otherwise, components could become loose due to a faulty assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die.

Inspect your pedelec before every trip, and after each time it has been transported anywhere or left unattended. Use the following checklist to help you.

*dependent on model
## Checklist

<table>
<thead>
<tr>
<th>Type</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame / forks</td>
<td>Check the frame and forks for visible warping, cracks and damage.</td>
</tr>
<tr>
<td>Handlebars / front stem</td>
<td>Check they are seated securely.</td>
</tr>
<tr>
<td>Saddle / seatpost</td>
<td>Check that the quick-release skewers / through-axles (if available) are secure.</td>
</tr>
<tr>
<td>Wheels</td>
<td>Check the condition (damage, foreign bodies), concentricity and pressures of the tyres.</td>
</tr>
<tr>
<td></td>
<td>The maximum permissible pressure is marked on the side of a tyre in bar and psi (pounds per square inch). Tyres should not be inflated above or below this pressure.</td>
</tr>
<tr>
<td></td>
<td>Check the valves are seated securely.</td>
</tr>
<tr>
<td></td>
<td>Visually inspect the rims for damage and wear.</td>
</tr>
<tr>
<td></td>
<td>Check that the quick-release skewers / through-axles (if available) are secured correctly.</td>
</tr>
<tr>
<td>Chain</td>
<td>Check the chain, pinions and sprockets for wear and damage.</td>
</tr>
<tr>
<td>Brakes</td>
<td>Check that the brake system (including brake levers) is working and attached correctly and securely.</td>
</tr>
<tr>
<td></td>
<td>Visual inspection of the brake pads/disks.</td>
</tr>
<tr>
<td>Lights</td>
<td>Check that the light system is adjusted and in working order.</td>
</tr>
<tr>
<td></td>
<td>Check that reflectors are affixed in accordance with applicable national traffic regulations.</td>
</tr>
<tr>
<td>Threaded joints</td>
<td>Check that all threaded joints are tightened as specified.</td>
</tr>
<tr>
<td>Luggage</td>
<td>Check it is attached securely.</td>
</tr>
<tr>
<td>Battery</td>
<td>Check it is attached securely.</td>
</tr>
</tbody>
</table>

## 5. Quick-start guide

### 5.1 Charging the battery

If you only want to go for a quick test run, you do not need to charge the battery. You should charge it before your first longer cycle ride however, because the battery is only partially charged (production regulations dictate that batteries are supplied partially charged by approx. 50%).

**IMPORTANT**

Perform a ‘learning cycle’: You should completely run down a new, fully charged battery once until the drive assistance stops and without recharging it in between. In that way, the battery ‘learns’ its capacity, and the actual capacity will agree with the level indicated on the battery status display. As soon as the battery enters Sleep mode, press the battery button for one second. Then the learn cycle can be continued. Please perform a learn cycle every six months or 5,000 kilometres. If you do not repeat this from time to time, the actual capacity of the battery will increasingly diverge from the value on the battery status display.
5.2 Inserting the battery

1. Insert the battery from above into the holder.

2. Push the battery into the holder until it clicks into place.

**PLEASE NOTE**

*Always remove the battery key immediately.* There is a risk of breakage, e.g. when the crank is turned.

---

5.3 Switching on the pedelec

Do not switch on the pedelec when you are riding. Otherwise the motor can stop and you will not be provided with the full assist level.

1. Press the button on the easy-reach control for one second. The display light turns on. A welcome message appears in the information field of the display.

If the system does not switch on despite pressing the button, press the battery button for one second. The pedelec switches on. If it still does not switch on, check the battery ⇒ 10.3.1 Display panel Page EN-59.
5.4 Battery charge level and remaining range

The battery charge level and remaining range are shown in the top of the display. A battery-shaped icon shows the remaining range, telling you how long the Impulse Evo system can continue to assist you. The lower the battery charge level, the shorter the black part in the battery. The range also shows a lower value. When the charge level of the battery falls below a minimum, the motor also cuts out the assist.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Battery charge level</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Battery Icon" /></td>
<td>100 – 75 %</td>
</tr>
<tr>
<td><img src="image" alt="Battery Icon" /></td>
<td>74 – 50 %</td>
</tr>
<tr>
<td><img src="image" alt="Battery Icon" /></td>
<td>49 – 25 %</td>
</tr>
<tr>
<td><img src="image" alt="Battery Icon" /></td>
<td>24 – 10 %</td>
</tr>
<tr>
<td><img src="image" alt="Battery Icon" /></td>
<td>0 %</td>
</tr>
</tbody>
</table>

5.5 Changing assist mode

1. You must be in the start menu to change the assist mode. Select the level of assist you require by briefly pressing the / buttons.

<table>
<thead>
<tr>
<th>Display</th>
<th>Assist</th>
<th>Power consumption</th>
</tr>
</thead>
<tbody>
<tr>
<td>ULTRA*</td>
<td>Assist function is working with maximum power</td>
<td>Very high</td>
</tr>
<tr>
<td>POWER</td>
<td>Assist function is working hard</td>
<td>High</td>
</tr>
<tr>
<td>SPORT</td>
<td>Assist is working with medium power</td>
<td>Medium</td>
</tr>
<tr>
<td>ECO</td>
<td>Assist is working with low power</td>
<td>Low</td>
</tr>
<tr>
<td>OFF</td>
<td>No assist</td>
<td>Very low</td>
</tr>
</tbody>
</table>

2. Assist starts working as soon as you start pedalling. Assistance is deactivated as soon as you stop pedalling or you reach a speed of 25 km/h.

5.6 Enabling push assist

**WARNING**

Push assist may only be used when pushing the pedelec. Otherwise you could seriously injure yourself. Push assist is not designed to provide assistance when someone is sitting on the pedelec. On back pedal models the pedal crank also turns.

Push assist helps you when pushing the bike (up to max. 6 km/h). This is particularly helpful when you want to push your pedelec uphill.

*Measurements are taken whilst the cycle is being ridden. The display calculates from the readings of the last 20 kilometres ridden an average value. This value is then used as the basis for the remaining range. So the remaining range displayed is heavily dependent on the riding style over the last 20 kilometres.*

*dependent on model*
1. Press and hold the button. The push assist is activated after three seconds. A warning is sounded at the same time on the Impulse Evo (Smart) display. is shown. Keep the button pressed until you no longer need push assist.

5.8 Configuring settings in the main menu

You cannot configure any settings in the main menu while you are riding.

5.8.1 Accessing the main menu

1. If you are in the start menu, press the button for three seconds: You are now in the main menu.

5.8.2 Navigating within a menu

1. Use the buttons to navigate to the required option. The option selected is highlighted.

2. To confirm your selection, briefly press the button. You will then either move to the next lowest menu level or confirm your setting.

5.7 Displaying favourite settings

If you are in the start menu and want to change to other favourite settings proceed as follows:

1. While in the start menu, briefly press the button. If you have selected several favourite settings in the start menu, the next favourite is now displayed.

2. Keep pressing the button until the desired favourite setting is displayed.
5.9 Changing ride profile

1. While in the start menu, press the \( \odot \) button for three seconds. You are now in the main menu.

2. Select main menu option “Settings” using the \( \odot/\odot \) buttons. The option selected is highlighted.

3. Confirm by briefly pressing the \( \odot \) button. You are now in sub-level 1.

4. Select “Device settings” using the \( \odot/\odot \) buttons.

5. Confirm with \( \odot \)

6. Select “Drive” using the \( \odot/\odot \) buttons. The option selected is highlighted.

7. Confirm by pressing the \( \odot \) button. You are now in sub-level 2.

8. Select “Biking profile” using the \( \odot/\odot \) buttons. The option selected is highlighted.

9. Confirm by pressing the \( \odot \) button. You access the ride profiles.

<table>
<thead>
<tr>
<th>Ride profile</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Power on start-up</td>
</tr>
<tr>
<td>Relax</td>
<td>Low</td>
</tr>
<tr>
<td>Regular</td>
<td>Medium</td>
</tr>
<tr>
<td>Dynamic</td>
<td>High</td>
</tr>
</tbody>
</table>

10. Use the \( \odot/\odot \) buttons to select the required option. It is highlighted.

11. Briefly pressing the \( \odot \) button returns you to sub-level 2.
5.10 Switching off the pedelec

**DANGER**

*Only ride the pedelec when you can safely reach the brakes* ⇒ 3.10 Braking Page EN-19. Your pedelec does not have an Emergency stop button. You must activate the brakes to stop the cycle quickly in a dangerous situation. The maximum brake force is greater than the propulsion force possible. This means stopping is guaranteed at all times by pressing the brakes. Note that the drive system does not disable automatically after braking. Switch the drive system to idle after braking.

On the easy-reach control

1. Press the button on the easy-reach control for one second. The Impulse Evo system switches off.

Via the battery

1. Briefly press the battery button twice. The Impulse Evo system switches off after a few seconds.

5.11 Unlocking and removing the battery

1. Twist the key anticlockwise. The lock is now open.

2. Grip the battery in its recess with one hand. With the other hand grip the upper part of the battery and lift the battery out of the holder.

3. Turn the key clockwise and remove.

**PLEASE NOTE**

*Always remove the battery key immediately.* There is a risk of getting it broken, for example when the crank turns.
6. Drive unit, display and easy-reach control

6.1 Safety information

**DANGER**

Do not let yourself become distracted by the display. If you do not fully concentrate on the traffic, you risk being involved in a serious accident or fall with fatal consequences.

**WARNING**

Do not attempt any modifications to the drive unit. For example, it is not permitted to raise the cut-off speed above 25 km/h. Furthermore, the speed of the push assist must not exceed 6 km/h. Pedelecs with modified drive power may no longer comply with the legal requirements of their relevant country. You may be liable to prosecution if you ride on public roads with a “tuned” pedelec. There is also the risk of a technical failure. Modified bikes of this type are excluded from the warranty and guarantee.

Always remove the battery before starting to work on the pedelec. Accidental activation of the button may lead to severe injuries.

**CAUTION**

Do not open the drive unit. There is a risk of electric shock. It will also invalidate any warranty claim. Only have repairs to the drive unit carried out by trained cycle dealers.

Do not touch the motor after a long downhill ride - it can become very hot. You could burn yourself if you touch it.

**IMPORTANT**

All components mounted on the drive unit, and all other drive components, may only be replaced with identical components or those approved specially for your pedelec by the manufacturer. Otherwise it may result in overloading and damage.

Do not open the display; you may damage it beyond repair.

At low temperatures, the display can react slowly. Observe the operating temperature of the display ⇒ 6.2 Technical details Page EN-33.
## 6.2 Technical details

### Drive unit

<table>
<thead>
<tr>
<th>Type</th>
<th>Brushless electric motor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal power</td>
<td>250 W</td>
</tr>
<tr>
<td>Nominal torque</td>
<td>35 Nm</td>
</tr>
<tr>
<td>Max. torque</td>
<td>80 Nm</td>
</tr>
<tr>
<td>Nominal voltage</td>
<td>36 V</td>
</tr>
<tr>
<td>Cut-off speed</td>
<td>25 km/h</td>
</tr>
<tr>
<td>Permitted ambient temperature range during operation</td>
<td>-10 to +40 °C</td>
</tr>
<tr>
<td>Storage temperature</td>
<td>-10 to +50 °C</td>
</tr>
<tr>
<td>Recommended storage temperature</td>
<td>18 to 23 °C</td>
</tr>
<tr>
<td>Protection class</td>
<td>IP 54</td>
</tr>
<tr>
<td>Weight</td>
<td>4 kg</td>
</tr>
</tbody>
</table>

### Impulse Evo Smart Compact display

<table>
<thead>
<tr>
<th>Type</th>
<th>LCD with USB charge socket and Bluetooth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted ambient temperature range during operation</td>
<td>-10 to +40 °C</td>
</tr>
<tr>
<td>Storage temperature</td>
<td>-10 to +50 °C</td>
</tr>
<tr>
<td>Recommended storage temperature</td>
<td>18 to 23 °C</td>
</tr>
<tr>
<td>Dimensions L</td>
<td>W</td>
</tr>
<tr>
<td>Protection class</td>
<td>IP 54</td>
</tr>
<tr>
<td>Weight</td>
<td>70 g</td>
</tr>
<tr>
<td>Languages</td>
<td>DE</td>
</tr>
</tbody>
</table>

### Easy-reach control

<table>
<thead>
<tr>
<th>Type</th>
<th>Easy-reach control with four buttons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted ambient temperature range during operation</td>
<td>-10 to +40 °C</td>
</tr>
<tr>
<td>Storage temperature</td>
<td>-10 to +50 °C</td>
</tr>
<tr>
<td>Recommended storage temperature</td>
<td>18 to 23 °C</td>
</tr>
<tr>
<td>Protection class</td>
<td>IP 54</td>
</tr>
<tr>
<td>Weight</td>
<td>27 g</td>
</tr>
</tbody>
</table>
## 6.3 Overview and basic functions

### Easy-reach control

<table>
<thead>
<tr>
<th>No.</th>
<th>Symbol</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>a) On [6.3.1 Switching on the pedelec Page EN-35]</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Off [6.3.2 Switching off the pedelec Page EN-35]</td>
</tr>
<tr>
<td>2</td>
<td>🔄</td>
<td>a) Increase value / scroll up</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Push assist [6.3.5 Enabling push assist Page EN-36]</td>
</tr>
<tr>
<td></td>
<td></td>
<td>c) Enable display light</td>
</tr>
<tr>
<td>3</td>
<td>⏳</td>
<td>a) Decrease value / scroll down</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Enable display light</td>
</tr>
<tr>
<td>4</td>
<td>🔄</td>
<td>a) Configure/confirm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) In the main menu, switch between the favourite settings [6.3.6 Favourite settings Page EN-37]</td>
</tr>
<tr>
<td></td>
<td></td>
<td>c) Enable display light</td>
</tr>
</tbody>
</table>

### USB power jack

- **No.** 1
- **Function:** Assist mode [6.3.4 Changing assist mode Page EN-36]

- **No.** 2
- **Function:** Time

- **No.** 3
- **Function:** Bluetooth (for connection with smartphone)

- **No.** 4
- **Function:** Light symbol

- **No.** 5
- **Function:** Battery charge level + remaining range (when assist mode selected) [6.3.3 Battery charge level and remaining range Page EN-36]

- **No.** 6
- **Function:** Speed

- **No.** 7
- **Function:**
  - a) Information field
  - b) Favourite settings [6.3.6 Favourite settings Page EN-37]
6.3.1 Switching on the pedelec

The system can only be activated if a sufficiently charged battery has been inserted.

Do not switch on the pedelec when you are riding. Otherwise the motor can stop and you will not be provided with the full assist level.

1. Press the \( \bigcirc \) button on the easy-reach control for one second. The display light turns on. A welcome message appears in the information field of the display. You can configure other settings from the start menu.

If the system does not switch on despite pressing the \( \bigcirc \) button, press the battery button for one second. The pedelec switches on. If it still does not switch on, check the battery \( \Rightarrow 10.3.1 \) Display panel Page EN-59.

6.3.2 Switching off the pedelec

**DANGER**

Only ride the pedelec when you can safely reach the brakes \( \Rightarrow 3.10 \) Braking Page EN-19. Your pedelec does not have an Emergency stop button. You must activate the brakes to stop the cycle quickly in a dangerous situation. The maximum brake force is greater than the propulsion force possible. This means stopping is guaranteed at all times by pressing the brakes. Note that the drive system does not disable automatically after braking. Switch the drive system to idle after braking.

**On the easy-reach control**

1. Press the \( \bigcirc \) button on the easy-reach control for one second. The Impulse Evo system switches off.

**Via the battery**

1. Briefly press the battery button twice. The Impulse system switches off after a few seconds.

You can switch off your Impulse Evo / Impulse Evo Next pedelec from any level in the menu. The start menu does not need to be displayed for this.

The last configured settings remain saved.

If the pedelec remains stationary for 20 minutes, the Impulse Integrale 0.5 switches itself off.
### 6.3.3 Battery charge level and remaining range

The battery charge level and remaining range are shown in the top of the display. A battery-shaped icon shows the remaining range, telling you how long the Impulse Evo system can continue to assist you. The lower the battery charge level, the shorter the black part in the battery. The range also shows a lower value. When the charge level of the battery falls below a minimum, motor assist also cuts out.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Battery charge level</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Battery Icon]</td>
<td>100 – 75 %</td>
</tr>
<tr>
<td>![Battery Icon]</td>
<td>74 – 50 %</td>
</tr>
<tr>
<td>![Battery Icon]</td>
<td>49 – 25 %</td>
</tr>
<tr>
<td>![Battery Icon]</td>
<td>24 – 10 %</td>
</tr>
<tr>
<td>![Battery Icon]</td>
<td>0%</td>
</tr>
</tbody>
</table>

Measurements are taken whilst the cycle is being ridden. The display calculates an average value from the readings of the last 20 kilometres ridden. This value is then used as the basis for the remaining range. So the remaining range displayed is heavily dependent on the riding style over the last 20 kilometres.

### 6.3.4 Changing assist mode

1. You must be in the start menu to change the assist mode. Select the assist level you require by briefly pressing the ⊕/⊖ buttons.

<table>
<thead>
<tr>
<th>Display</th>
<th>Assist</th>
<th>Power consumption</th>
</tr>
</thead>
<tbody>
<tr>
<td>ULTRA*</td>
<td>Assist function is working with maximum power</td>
<td>Very high</td>
</tr>
<tr>
<td>POWER</td>
<td>Assist function is working hard</td>
<td>High</td>
</tr>
<tr>
<td>SPORT</td>
<td>Assist is working with medium power</td>
<td>Medium</td>
</tr>
<tr>
<td>ECO</td>
<td>Assist is working with low power</td>
<td>Low</td>
</tr>
<tr>
<td>OFF</td>
<td>No assist</td>
<td>Very low</td>
</tr>
</tbody>
</table>

2. Assist starts working as soon as you start pedalling. Assist cuts out as soon as you stop pedalling or when you have reached a speed of 25 km/h.

### 6.3.5 Enabling push assist

Push assist helps you when pushing the bike.

**WARNING**

Push assist may only be used when pushing the pedelec. Otherwise you could seriously injure yourself. Push assist is not designed to provide assistance when someone is sitting on the pedelec. On back pedal models, the pedal crank also turns.
Push assist helps you when pushing the bike (up to max. 6 km/h). This is particularly helpful when you want to push your pedelec uphill.

1. Press and hold the ⊕ button. The push assist is activated after three seconds. A warning is sounded at the same time on the Impulse Evo (Smart) display.
   Note | Push assist
Keep the button pressed until you no longer need push assist.

6.3.6 Favourite settings

6.3.6.1 Displaying favourite settings

Proceed as follows if you are in the start menu and want to change to other favourite settings:

1. Briefly press the ⊕ button in the start menu. If you have selected several favourite settings in the start menu, the next favourite setting is now displayed.

2. Keep pressing the ⊕ button until the desired favourite setting is displayed.

You can display the following favourite settings on the Impulse Evo Smart Compact display:

<table>
<thead>
<tr>
<th>Display</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip (in km)</td>
<td>Trip (e.g. day trip, short trip) in kilometres.</td>
</tr>
<tr>
<td>Trip time (in 00:00:00 format)</td>
<td>Duration of trip (e.g. day trip, short trip) in hours, minutes and seconds.</td>
</tr>
<tr>
<td>Trip Ø (in km/h)</td>
<td>Average speed (in kilometres per hour) achieved on the trip (e.g. day trip, short trip).</td>
</tr>
<tr>
<td>Total km (in km)</td>
<td>Total number of kilometres ridden.</td>
</tr>
</tbody>
</table>
6.4 Main menu

6.4.1 Configuring settings in the main menu

You cannot configure any settings in the main menu while you are riding.

6.4.1.1 Accessing the main menu

1. If you are in the start menu, press the \( \circ \) button for three seconds. You are now in the main menu.

Start menu

Main menu

6.4.1.2 Navigating within a menu

1. Use the \( \circ / \circ \) buttons to navigate to the required option. The option selected is highlighted.

2. To confirm your selection, briefly press the \( \circ \) button. You access the next-lowest menu level.

6.4.1.3 Returning from a menu

There are four different ways to return to the next highest level or the start menu:

- **Back option**
  1. Use the \( \circ / \circ \) buttons to navigate to the “Back” option. It is highlighted when selected.
  2. Confirm by pressing the \( \circ \) button. You return to the next-highest level.

- **Briefly pressing the \( \circ \) button**
  1. If there is no “Back” option, and one of the options displayed is selected, briefly press the \( \circ \) button to return to the next highest level.

- **Prolonged pressing of the \( \circ \) button**
  1. Pressing the \( \circ \) button for three seconds returns you to the start menu.

- **Start riding**
  1. The start menu is displayed as soon as you start moving.
### 6.4.2 Menu structure

<table>
<thead>
<tr>
<th>Main menu</th>
<th>Sub-level</th>
<th>Sub-level 2</th>
<th>Sub-level 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Clear trip data</strong></td>
<td>Clear trip data Page EN-40</td>
<td>Confirm delete?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td><strong>Settings</strong></td>
<td>Device settings</td>
<td>Display</td>
<td><strong>Contrast</strong> 6.4.2.2 Contrast Page EN-40 -2 to +2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Brightness</strong> 6.4.2.3 Brightness Page EN-41 -2 to +2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Language</strong> 6.4.2.4 Language Page EN-41 Deutsch</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>English</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Français</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Nederlands</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Español</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Italiano</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Suomi</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dansk</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Unit</strong> 6.4.2.5 Unit Page EN-41 Kilometres</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Miles</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Time</strong> 6.4.2.6 Time Page EN-42 Hour: 00 to 23</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minute: 00 to 59</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Second: 00 to 59</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Name</strong> 6.4.2.6 Name Page EN-42 Drive Wheel circumference 6.4.2.7 Wheel circumference Page EN-42 1,510 mm to 2,330 mm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Light reserve 6.4.2.8 Light reserve Page EN-43 Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Shift sensor</strong> 6.4.2.9 Shift sensor Page EN-43 OFF, 50 ms to 300 ms</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Climb assist</strong> 6.4.2.10 Climb assist Page EN-44 1 to 7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Ride profile</strong> 6.4.2.11 Ride profile Page EN-44 Relax</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Regular</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dynamic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Factory settings?</strong> Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Display of component information</strong></td>
</tr>
</tbody>
</table>
### 6.4.2.1 Clear trip data

In main menu option “Clear trip data”, you can reset to 0 options Trip (in km), Trip time (in 00:00:00) and Trip Ø (in km/h). Proceed as follows:

1. Navigate to main menu “Clear trip data” as described in 6.4.1 Configuring settings in the main menu Page EN-38.
2. The following question appears on the display: “Confirm delete?” with “Yes” and “No” underneath.
3. Select the required option using the ⊕/⊖ buttons. The selection is highlighted.
4. Confirm your selection by briefly pressing the ⊕ button. You will then return to the main menu options.

*Impulse Evo (Smart) display

---

### 6.4.2.2 Contrast

**Path: Settings | Device settings | Display | Contrast**

You can adjust the contrast of the display to improve legibility:

1. Navigate to “Contrast” as described in 6.4.1 Configuring settings in the main menu Page EN-38.

You can choose between:

-2 -1 Default +1 +2

You can choose between:

- **Weak contrast**
- **Strong contrast**

2. Use the ⊕/⊖ buttons to select the contrast strength required. The strength selected is highlighted.
3. Press the ⊕ button to confirm. You return to sub-level 2.
6.4.2.3 Brightness

Path: Settings | Device settings | Display | Brightness

You can adjust the brightness of the display to improve legibility:

1. Navigate to “Brightness” as described in 6.4.1 Configuring settings in the main menu Page EN-38.

You can choose between:

<table>
<thead>
<tr>
<th>-2</th>
<th>-1</th>
<th>Default</th>
<th>+1</th>
<th>+2</th>
</tr>
</thead>
</table>

Low brightness High brightness

2. Use the ⊕/⊖ buttons to select the brightness required. The brightness strength selected is highlighted.

3. Press the ⊕ button to confirm. You return to sub-level 2.

6.4.2.4 Language

Path: Settings | Device settings | Display | Language

Option “Language” allows you to select the language in which the display text appears. You can choose between:

» Deutsch  » Español  
» English  » Italiano  
» Français  » Suomi  
» Nederlands » Dansk

6.4.2.5 Unit

Path: Settings | Device settings | Display | Unit

You can choose between:

» Kilometres
» Miles

1. Navigate to “Unit” as described in 6.4.1 Configuring settings in the main menu Page EN-38.

2. Use the ⊕/⊖ buttons to select the desired unit. It is highlighted.

6.4.2.6 Time

Path: Settings | Device settings | Display | Time

The time is shown in the start menu. Proceed as follows to set or change the time:

1. Navigate to “Time” as described in 6.4.1 Configuring settings in the main menu Page EN-38.
2. Use the Ω/Ω buttons to select the digits required. The selection is highlighted white.
3. Confirm by briefly pressing Ω. You move to the next option.
4. Confirming the seconds with Ω returns you to sub-level 2.

6.4.2.7 Wheel circumference

Path: Settings | Device settings | Drive | Wheel circumference

Ask your cycle dealer for the wheel circumference. Alternatively, you can measure it yourself:

1. Wheel diameter in mm x 3.14 = wheel circumference in mm.
2. Push the bike for one complete revolution of the wheel and measure the distance travelled on the ground in mm.

Calculation
Tyre height x 2 + rim diameter x 3.14 mm = wheel circumference

e.g. [(42 x 2) + 622] x 3.14 mm = 2,037 mm
1. Navigate to “Wheel circumference” as described in ➔ 6.4.1 Configuring settings in the main menu Page EN-38.

You can pick values between:
» 1,510 mm to 2,330 mm

2. Use the Θ/Θ buttons to select the option required. The option selected is highlighted.

3. Confirming the wheel circumference with Θ returns you to sub-level 2.

### 6.4.2.8 Light reserve

**Path: Settings | Device settings | Drive | Light reserve**

When enabled, the Light reserve function keeps back part of the battery power for long-term light function. Light reserve is retained for two hours once assist power is no longer being provided. This function is set as standard and can be disabled.

1. Navigate to “Light reserve” as described in ➔ 6.4.1 Configuring settings in the main menu Page EN-38.

2. Use the Θ/Θ buttons to select “Yes” or “No”. The option selected is highlighted.

3. Confirming with Θ returns you to sub-level 2.

---

**WARNING**

We recommend keeping the light reserve switched on. Otherwise the lights and the Impulse system go out at the same time. If you are out and about in poor light (in fog, rain, early morning, late evening), you run the risk of not being seen, and as a result of a serious accident.

### 6.4.2.9 Shift sensor

**Path: Settings | Device settings | Drive | Shift sensor**

The shift sensor detects gear changes and interrupts the motor assist for a fraction of a second (ms = milliseconds). This enables smoother and quicker gear changes especially with a hub gear. This makes the shift process more gentle for the pedelec. The higher the value selected, the longer the interruption to the motor assist and the more time the gear has to change.

1. Navigate to “Shift sensor” as described in ➔ 6.4.1 Configuring settings in the main menu Page EN-38.

You can choose between:

<table>
<thead>
<tr>
<th>Option</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF</td>
<td></td>
</tr>
<tr>
<td>50 ms</td>
<td></td>
</tr>
<tr>
<td>100 ms</td>
<td></td>
</tr>
<tr>
<td>150 ms</td>
<td></td>
</tr>
<tr>
<td>200 ms</td>
<td></td>
</tr>
<tr>
<td>250 ms</td>
<td></td>
</tr>
<tr>
<td>300 ms</td>
<td></td>
</tr>
</tbody>
</table>

2. Use the Θ/Θ buttons to select the desired option. The option selected is highlighted.

3. Confirming with Θ returns you to sub-level 2.
6.4.2.10 Climb assist

Path: Settings | Device settings | Drive | Climb assist

The power sensor in the motor registers your pedalling force as you ride. The motor controller interprets the pedal power signals and responds (differently depending on the climb assist value setting). The lower the set value (e.g. 1), the more sluggish the reaction of the motor when assist is enabled. With a high value (e.g. 7), the motor reacts very responsively to the pedal force. When riding uphill it can be an advantage if the power sensor does not react so sensitively, so as to provide the motor assist as evenly and smoothly as possible.

1. Navigate to “Climb assist” as described in 6.4.1 Configuring settings in the main menu Page EN-38.

You can choose between:

1 2 3 4 5 6 7

Slow comportment Sensitive comportment

2. Use the ⊕/⊖ buttons to select the option required. The option selected is highlighted.

3. Confirming with ⊕ returns you to sub-level 2.

6.4.2.11 Ride profile

Profile: Settings | Device settings | Drive | Ride profile

In the ride profile, it is possible to specify the maximum assist level to be achieved by the motor.

Select the ride profile in line with the routes you ride. For a leisurely tour with friends at the weekend, the “Relax” assist level is the right choice. If you often speed from one appointment to the next, the “Dynamic” setting can inject the necessary pace.

The most recent setting remains saved.

1. Navigate to “Ride profile” as described in 6.4.1 Configuring settings in the main menu Page EN-38.

You can select from the following:

<table>
<thead>
<tr>
<th>Ride profile</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Power on start-up</td>
</tr>
<tr>
<td>Relax</td>
<td>Low</td>
</tr>
<tr>
<td>Regular</td>
<td>Medium</td>
</tr>
<tr>
<td>Dynamic</td>
<td>High</td>
</tr>
</tbody>
</table>

2. Use the ⊕/⊖ buttons to select the option required. The option selected is highlighted.

3. Confirming with ⊕ returns you to sub-level 2.
6.4.2.12 Name

Path: Settings | Device settings | Name

The “Name” option allows you to enter a name or text with 15 characters, which is displayed when you switch the pedelec on or off.

1. Navigate to “Name” as described in 6.4.1 Configuring settings in the main menu Page EN-38.
2. Press the button for one second. The first letter of the word shown underneath is highlighted white.
3. Use the buttons to select the desired letters. The letter selected is highlighted white.

4. Press the button to confirm. You move to the next letter.
5. When you have made your selection, press for three seconds to return to sub-level 2.

Back/Delete

1. Move to the letter to be changed or deleted.
2. Select < with the buttons.
3. Press the button to confirm. You move to the previous letter.

6.4.2.13 Factory settings

Path: Settings | Device settings | Other | Factory settings

1. Navigate to “Factory settings” as described in 6.4.1 Configuring settings in the main menu Page EN-38.
2. The following question appears on the display: “Reset factory settings?” with “Yes” and “No” underneath.
3. Select the required option using the buttons. The selection is highlighted.
4. Confirm your selection by briefly pressing the button. You return to sub-level 2.

6.4.2.14 Version

Path: Settings | Device settings | Other | Version

This menu option shows you which software versions are currently on your display and motor. The serial numbers of the display and motor are also shown.

1. Navigate to “Version” as described in 6.4.1 Configuring settings in the main menu Page EN-38.
2. Pressing the button returns you to sub-level 2.
6.5  Tips

6.5.1  Transporting your pedelec

**WARNING**

Remove panniers and other attachments during transport, as they can come off and cause serious accidents.

Always remove the battery before transporting the pedelec. There is a risk of injury due to accidental activation of the button. The battery could also fall from the docking station and be damaged. Use a special battery bag that protects the battery from heat, shocks and impacts.

By car: The bike rack must be designed for the higher weight of the pedelec. Otherwise it can break and cause a serious accident. It is imperative to follow the guidance of the bike rack manufacturer.

**IMPORTANT**

Pedelecs carried on a rear-mounted bike rack must have suitable weather protection. This applies particularly to the docking station, which must be protected from water ingress. Water ingress can damage the motor and its components. You can find suitable protection at your dealer or online.

**INFO**

Bus, train and plane: Find out from your travel company well in advance if their regulations allow you to take your pedelec with you.

6.5.2  Trailer bikes and trailers

The use of trailer bikes and trailers is generally permitted for the Integrale 0.5 pedelec, but please observe the following safety instructions:

**DANGER**

Do not exceed the overall weight of the pedelec because parts important for safety might fracture or fail. If this happens while you are riding the bike, it can lead to severe falls – with fatal consequences.

Video 8, Overall weight Page EN-9.

Trailer bikes and trailers alter the riding characteristics. Adapt your riding style accordingly. If you do not adapt your riding style, you could seriously injure or kill yourself or the child in the trailer. The braking distance becomes longer, so you have to start braking earlier, and the steering response becomes more sluggish. Practise starting, braking, going round corners, and up and down hills, starting with an empty trailer bike or trailer.

Only use trailer bikes and trailers that conform to the relevant national regulations. In addition, they should be designed and tested in accordance with DIN EN 15918. Otherwise components could break while you are riding the bike; resulting in serious or even fatal injuries for you and/or your child. Please consult your cycle dealer if you want to purchase a trailer bike or trailer.
6.5.3 Luggage rack

**Position**
Over the rear wheel

**Maximum carrying capacity**
15 kg*

**Tested**
in accordance with DIN EN 14872

---

**DANGER**

*Check for different specifications on the luggage rack itself or in the luggage rack manufacturer's installation instructions.* Otherwise it may result in the luggage rack fracturing. If this happens while you are riding the bike, you can seriously injure yourself. The maximum carrying capacity is specified on the luggage rack carrier or on the mounting of the rear light.

---

6.5.3.1 Safety information

**DANGER**

**Attach any luggage securely and regularly check it.** If it is not secure, straps etc. can get caught up in the spokes and/or rotating wheels. Serious falls can result.

**Do not exceed the overall weight of the pedelec because parts important for safety might fracture or fail.** If this happens while you are riding the bike, it can lead to severe falls – with fatal consequences. ⇒ VI.I Overall weight Page EN-9.

**Modifying the luggage rack in any way is not permitted.** The luggage rack fracturing may result. If this happens while you are riding the bike, you can seriously injure yourself.

---

**DANGER**

The maximum carrying capacity of the luggage rack must not be **exceeded**, otherwise it may result in the luggage rack fracturing. If this happens while you are riding the bike, you can seriously injure yourself.

**Luggage alters the handling characteristics of the bike.** Adapt your riding style accordingly. If you do not adapt your riding style, you could seriously injure or kill yourself. The braking distance becomes longer, so you have to start braking earlier, and the steering response becomes more sluggish.

---

**WARNING**

Make sure that the luggage does not obscure the view of the reflectors and rear lights, and that they are easily visible to other road users. Otherwise there is a risk of not being seen in unfavourable lighting conditions (fog, dusk, darkness), which could result in you being seriously injured.

---

**Carry your luggage in side-mounted panniers.** Distribute the weight evenly to ensure safer riding characteristics.

**The luggage rack on your pedelec is delivered without a flap.** One can be fitted later. Please contact your cycle dealer. Visit http://www.racktime.com for more luggage rack accessories.
6.5.3.2 Assembly

6.5.4 Storage

1. Remove the battery from the pedelec.
2. Store the battery in a dry, not excessively warm room. The battery should not be exposed to direct sunshine. The recommended storage temperature range is 18 to 23 °C.

6.5.5 Cleaning

**WARNING**

Remove the battery before cleaning the pedelec. Accidental activation of the button can result in severe injuries.

**IMPORTANT**

Do not clean the pedelec and its components with a water hose or high pressure washer. Although the components are sealed off, damage may still result. Clean the bike with a soft damp cloth.

Do not immerse the drive unit or components into water. Damage may still result even though the components are sealed.

Do not use any cleaners which contain alcohol or solvent, or which scour. No coarse sponges or brushes may be used either. They leave scratches and cause the surface to become matt. Clean the bike with a soft damp cloth.

Do not allow dirt to dry out. It is best to clean the cycle immediately after your ride.
Drive unit

**CAUTION**

Do not clean the drive unit when it is warm (e.g. straight after a ride). You may burn yourself otherwise. Wait until the drive unit has cooled down.

1. Remove the battery from the pedelec.
2. Clean the outside of the drive unit with a soft, damp cloth.

Display and easy-reach control

1. Clean the outside of the display and easy-reach control with a soft, damp cloth.

7. Impulse E-Bike navigation app

The app is only available in Europe, USA and Australia.

7.1 Technical requirements

<table>
<thead>
<tr>
<th>Smartphone operating system</th>
<th>iOS</th>
<th>≥ 7</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Android</td>
<td>≥ 4.3.3</td>
</tr>
</tbody>
</table>
## Menu structure

### Calculate route

<table>
<thead>
<tr>
<th>Start-destination</th>
<th>Current location</th>
<th>Find location</th>
<th>Contact location</th>
<th>Location from map</th>
<th>Place of interest</th>
<th>Place used recently</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start / destination</td>
<td><strong>Place of interest</strong></td>
<td>Accommodation</td>
<td></td>
<td></td>
<td>Place to eat/drink</td>
<td>Cycle service</td>
</tr>
</tbody>
</table>

### Round trip

<table>
<thead>
<tr>
<th>Start</th>
<th>Current location</th>
<th>Find location</th>
<th>Contact location</th>
<th>Location from map</th>
<th>Place of interest</th>
<th>Place used recently</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Place of interest</strong></td>
<td>Accommodation</td>
<td>Place to eat/drink</td>
<td>Cycle service</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Record route

| My routes | Routes recorded | Routes remembered |

### Every day

**Every day**

### Leisure time

**Leisure time**
### Settings

<table>
<thead>
<tr>
<th>Navigation instructions*</th>
<th>Activate voice instructions</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>My E-Bike and me</td>
<td>Vehicle class</td>
<td>Pedelec</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S-pedelec</td>
</tr>
<tr>
<td></td>
<td>Bike type</td>
<td>City trekking cycle</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mountain bike</td>
</tr>
<tr>
<td></td>
<td>Weight (including trailer) in kg</td>
<td>Body weight</td>
</tr>
<tr>
<td></td>
<td>Me</td>
<td>Average speed in km/h (manual)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Use display speed of my vehicle.</td>
</tr>
</tbody>
</table>

*Not shown until connected to the Impulse Evo Smart Compact display.

---

“Leisure time” and “Navigation instructions” are enabled for a week following connection in the Impulse E-Bike navigation app.

#### 7.3 Installation

1. Load the Impulse Evo / Impulse Evo Next navigation app onto your smartphone. The app is free.

   - **iOS**
     - [https://itunes.apple.com/app/id988052596](https://itunes.apple.com/app/id988052596)

   - **Android**

2. Following successful installation, the app is shown on the start screen of your smartphone.

3. Clicking the Impulse icon opens the Impulse Evo / Impulse Evo Next navigation app.
7.4 Basic functions

7.4.1 Location from map

Proceed as follows to select a location from a map:

1. Select “Calculate route”. You access the menu.

2. Select “Location from map”.

3. Use your finger to tap the place required. Keep it there for two seconds. The place is selected.

7.4.2 Every day

Appropriate route planning to reach your every day destinations speedily. It prefers these options whenever possible:

- Secondary routes
- Cycle lanes and paths
- Short and direct routes
- Easily accessible, paved surfaces
8.2 Show route

**DANGER**

*Safely secure the smartphone and its charger cable whilst the cycle is moving.* They may otherwise get caught up in rotating parts, causing a serious fall. Ask your cycle dealer for a suitable smartphone holder.

1. Enable Bluetooth on your mobile.
2. Switch on the pedelec ⇒ 6.3.1 Switching on the pedelec Page EN-35.
3. Open the “Impulse E-Bike Navigation” app.
4. Go to “Settings”.

Also watch our video clip on https://www.youtube.com/watch?v=hqYGQuTiPCg

You can connect the display to a smartphone to show a route on your impulse evo smart compact display.

### 8.1 Technical requirements

You require a smartphone with the following:

<table>
<thead>
<tr>
<th>Wireless technology</th>
<th>BTLE (Bluetooth Low Energy) 4.0, BTLE 4.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating system</td>
<td>iOS ≥ 7</td>
</tr>
<tr>
<td></td>
<td>Android ≥ 4.3.3</td>
</tr>
<tr>
<td>App installed</td>
<td>Impulse E-Bike navigation ⇒ 7.3 Installation Page EN-51</td>
</tr>
</tbody>
</table>
5. "Select e-bike". The app starts with the search of the pedelec. After a short time, all Bluetooth-enabled pedelecs are displayed in the form of a number combination.

6. Select the pedelec you want to connect to your smartphone. The number of your pedelec is on the back of the display. This is an 8-digit serial number. Use the last digits of the number.

7. Once you have selected the required pedelec in the app, the selection is ticked red. The smartphone is connected to the pedelec.

8. Now go to “Calculate route”

9. Enter the start and destination, or the round trip
12. Select how you want the route displayed on the smartphone:

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Smartphone display</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heights</td>
<td><img src="image" alt="Heights Chart" /></td>
<td>As elevations: A chart provides information on elevation changes over the entire route. Also displayed are the highest and lowest points on the route, and the steepest uphill and downhill inclines.</td>
</tr>
<tr>
<td>Map</td>
<td><img src="image" alt="Map Display" /></td>
<td>As a map</td>
</tr>
</tbody>
</table>
9. Charging the smartphone

You can use the USB charge socket on the display to charge your smartphone battery.

**DANGER**

Safely secure the smartphone and its charger cable whilst the cycle is moving. They may otherwise get caught up in rotating parts, causing a serious fall. Ask your cycle dealer for a suitable smartphone holder.

Whether the smartphone battery charges, depends on the power consumption of your mobile. If it is very high because many apps (Bluetooth, WLAN, GPS) are open for example or because the display light is on very bright, the charge level of the smartphone will only rise very slowly. When the power consumption is high, it is also possible that there is no increase in the charge level and only a prolonging of how long the smartphone can be used. A smartphone is no longer powered once the pedelec battery is flat or the Impulse Evo system is off.

1. Use the correct cable to connect the smartphone to the display.

<table>
<thead>
<tr>
<th>Cable type</th>
<th>USB OTG (on the go) micro cable</th>
</tr>
</thead>
</table>
10. Battery

10.1 Safety information

**DANGER**

People (including children) who, because of their physical, sensory or intellectual capabilities, or because of their lack of experience or knowledge, are unable to use batteries, are prohibited from using them unless supervised or under the instruction of a responsible person. Otherwise there is a risk of mishandling with consequential very serious injuries.

**WARNING**

Keep batteries away from sparks and fires. Prevent batteries from heating up too much. They can explode and cause serious burns and fires. Further consequences can include malfunctions and a limited battery life. Keep batteries away from sources of heat (e.g. direct sunlight and radiators). When charging the battery, ensure there is adequate ventilation and observe the permitted ambient temperature range: 0 - 40 °C. Do not extinguish a burning battery with water, only the surrounding burning material. Fire extinguishers with metal fire powder (Class D) are more suitable. If it is possible to take the battery safely outside, smother the fire with sand.

**DANGER**

Batteries must not be short-circuited. They can explode and cause serious burns and fires. Further consequences can include malfunctions and a limited battery life. Do not store batteries in a box or drawer where they can be short-circuited by contact with each other or with conductive materials (screws, paper clips, keys, coins, nails or other small metal objects).

**DANGER**

Batteries must not be destroyed, shredded, taken apart, opened up or repaired. They can explode and cause serious burns and fires. Contact your cycle dealer for help if you have problems with the battery.

**WARNING**

Damaged batteries must not be charged, used or transported.

- They can explode and cause serious burns and fires.
- Gases can be released and irritate the airways. Ensure there is a supply of fresh air and consult a doctor in the event of discomfort.
- Liquid can escape and cause skin irritation. Prevent contact with it. In the event of accidental contact, wash off the liquid with water. If the liquid gets into the eyes, flush out with plenty of water and seek medical help.
**IMPORTANT**

Perform a ‘learning cycle’: A new, **fully charged** battery should be run down once until the motor assist stops and without recharging in between. In that way the battery ‘learns’ its capacity, and the actual capacity will agree with the level indicated on the battery status display. As soon as the battery enters Sleep mode, press the battery button for one second. Then the learn cycle can be continued. Please perform a learn cycle every six months or 5,000 kilometres. When the battery becomes older and you do not repeat the cycle from time to time, the difference between actual battery capacity and charge level display will become greater and greater.

**CAUTION**

**Batteries must not be immersed in water.** This presents a risk of explosion. Do not extinguish a burning battery with water, only the surrounding burning material. Fire extinguishers with metal fire powder (Class D) are more suitable. If it is possible to take the battery safely outside, smother the fire with sand. But you need not be afraid of the battery exploding under you when you ride the cycle through rain. The battery is sealed to prevent moisture and spray water from entering.

**WARNING**

**Do not send batteries by post.** Batteries are dangerous goods that under certain conditions may explode, causing severe burns and fires. Only trained personnel may prepare and transport batteries. If you have a complaint about a battery, please always go through your cycle dealer. Dealers are able to have batteries collected free of charge under hazardous goods regulations.

**IMPORTANT**

**Batteries must not be subjected to mechanical impact.** This poses a risk of damage. A battery can still be damaged after a drop or impact even if there are no visible signs of damage. A battery which looks fine on the outside should therefore also be subjected to an inspection. Please contact your cycle dealer.

**Batteries are subject to the dangerous goods regulations.** Private users are permitted to transport them on the road without further conditions. When transported by commercial third parties (such as by air, freight forwarders and logistics firms), special requirements of packaging and labelling must be observed. Please contact your cycle dealer if you have any questions about transportation.

**CAUTION**

**Check charging plug before each charging process.** Due to the magnetic connector, a short-circuit may occur if metal parts are accidentally picked up. Therefore, check the charging plug and charging socket before each charging process. Remove any metal parts before connecting the charging plug to the charging socket.
10.2 Technical details

<table>
<thead>
<tr>
<th></th>
<th>11.6 Ah</th>
<th>13.8 Ah</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>11.6 Ah</td>
<td>13.8 Ah</td>
</tr>
<tr>
<td>Position</td>
<td>Seat tube</td>
<td>Seat tube</td>
</tr>
<tr>
<td>Nominal capacity</td>
<td>11.6 Ah</td>
<td>13.8 Ah</td>
</tr>
<tr>
<td>Nominal voltage</td>
<td>36 V</td>
<td>36 V</td>
</tr>
<tr>
<td>Power</td>
<td>418 Wh</td>
<td>496.8 Wh</td>
</tr>
<tr>
<td>Weight</td>
<td>2600 g</td>
<td>2800 g</td>
</tr>
<tr>
<td>Charge cycles</td>
<td>1,100 full cycles</td>
<td>1,100 full cycles</td>
</tr>
<tr>
<td>Charge time*</td>
<td>Approx. 4.5 hours</td>
<td>Approx. 4.5 hours</td>
</tr>
<tr>
<td>Cell</td>
<td>Li-ion</td>
<td>Li-ion</td>
</tr>
<tr>
<td>Range**</td>
<td>135 km</td>
<td>180 km</td>
</tr>
<tr>
<td>Permissible ambient temperature for charging</td>
<td>0 to +40°C</td>
<td>0 to +40°C</td>
</tr>
<tr>
<td>Storage temperature</td>
<td>-10 to +50 °C</td>
<td>-10 to +50 °C</td>
</tr>
<tr>
<td>Permitted ambient temperature range during operation</td>
<td>-10 to +40 °C</td>
<td>-10 to +40 °C</td>
</tr>
<tr>
<td>Recommended storage temperature</td>
<td>18 to 23 °C</td>
<td>18 to 23 °C</td>
</tr>
</tbody>
</table>

10.3 Overview and basic functions

10.3.1 Display panel

On the outside of the battery are a button and a display panel with five LEDs. Three LEDs show percentage values. The LEDs light up when you press the battery button. The number lighting up, and how, provides information on the battery.
10.3.1.1 Battery charge level

1. Briefly press the battery button in standby mode.

<table>
<thead>
<tr>
<th>Display</th>
<th>Description</th>
<th>Battery charge level</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td>5 LEDs light up</td>
<td>100 – 84%</td>
</tr>
<tr>
<td></td>
<td>4 LEDs light up</td>
<td>83 – 68%</td>
</tr>
<tr>
<td>50%</td>
<td>3 LEDs light up</td>
<td>67 – 51%</td>
</tr>
<tr>
<td></td>
<td>2 LEDs light up</td>
<td>50 – 34%</td>
</tr>
<tr>
<td>0%</td>
<td>1 LED lights up</td>
<td>33 – 17%</td>
</tr>
<tr>
<td>0%</td>
<td>1 LED flashes</td>
<td>17 – 0%</td>
</tr>
</tbody>
</table>

10.3.1.2 Capacity

Capacity indicates the quantity of electric charge that a battery can deliver or store. It is specified in ampere hours (Ah). Even when used properly, capacity diminishes over time due to chemical reactions (ageing). So it reduces with every charging cycle for example. A battery also ages slightly when it is not used.

A charging cycle is the complete charging of a battery from 0 to 100% capacity. It follows that not every charging process equates to a charging cycle. For example, a charge from 50 to 100% capacity is only half a charging cycle.

1. Press the battery button for five seconds. The maximum available capacity (state of health) of the battery will be displayed.

10.3.1.3 Sleep mode

To prevent a total discharge, the battery management system (BMS) switches the battery to Sleep mode. Your battery reverts to Sleep mode after 10 days (depending on charge level).

The battery may need to be replaced when fewer than 3 LEDs light up. Discuss how to proceed with your cycle dealer.

To wake from Sleep mode

1. Press the battery button for one second. The following appears:

<table>
<thead>
<tr>
<th>Display</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The first, second, third, fourth and fifth LEDs come on in order and then all go off.</td>
</tr>
</tbody>
</table>

2. The battery has now “woken up”.

The battery has a capacity of over 50%.

The capacity of the battery is below 50%.
If no LED flashes, or all five LEDs flash several times, the battery may be faulty ⇒ 12.2 Battery Page EN-72.

## Initiating Sleep mode

1. Press the battery button twice. The following appears:

<table>
<thead>
<tr>
<th>Display</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The first and fifth LEDs flash twice.</td>
</tr>
</tbody>
</table>

2. The battery is now in Sleep mode.

### 10.3.2 Unlocking and removing the battery

1. Twist the key anticlockwise. The lock is now open.

2. Grip the battery in its recess with one hand. With the other, grip the upper part of the battery and lift the battery out of the holder.

3. Turn the key clockwise and remove.
10.3.3 Inserting the battery

1. Insert the battery from above into the holder.

2. Push the battery into the holder until it clicks into place.

**PLEASE NOTE**

Always remove the battery key immediately. There is a risk of breakage, e.g. when the crank is turned.

10.4 Tips

10.4.1 Range

Various factors determine how far you can go with your battery:

- **When you go on a long trip it is worth taking a spare battery or battery charger with you.**

- **Ride profile:** You need the most power in the highest ride profile (Dynamic). The range becomes shorter.

- **Select the ride profile in line with the routes you ride. For a leisurely tour with friends at the weekend, the “Relax” assist level is the right choice. If you often cycle at greater speed (such as to work), the “Dynamic” setting can inject the necessary pace.**

- **Assist mode:** You consume the most battery power in the highest assist mode. The range decreases, the higher the selected assist mode.

- **Vary the assist modes you use. If there is a tailwind when going downhill or on the level, you can still go fast with a lower assist mode.**

- **Tyre pressure:** If the tyre pressure is too low it is harder for the tyres to rotate. The drive unit needs to provide more assistance and the range decreases.
**Riding style:** A low pedalling speed combined with high gears results in high power consumption.

Change down in good time to maintain constant cadence, especially when starting.

**Your fitness level:** The fitter you are, the less assistance you will need.

**Total weight:** The lower the total weight supported by the bike, the easier it will be to ride ⇒ *VI.I Overall weight Page EN-9.*

**Outside temperatures:** The lower the outside temperatures (e.g. cold in winter), the shorter the range.

Insert the battery just before starting off with your pedelec. This way you prevent low temperatures shortening the range.

**Battery capacity:** A much shorter service life after the charging process indicates that the battery has lost considerable capacity. ⇒ *10.3.1.2 Capacity Page EN-60.*

The battery may have to be replaced. Discuss how to proceed with your cycle dealer.

**Route selected:** You need to pedal harder when cycling uphill or against strong head wind. This is registered by the power sensor, which in turn requires the motor to work harder.

**Charging a smartphone:** Connecting a smartphone to your Integrale 0.5 Smart display to charge it also requires power.

1. Remove the battery from the pedelec.
2. Store the battery in a dry, not excessively warm room. The battery should not be exposed to direct sunshine. The recommended storage temperature range is 18 to 23 °C.

**10.4.2 Storage**

**IMPORTANT**

*The battery should not be stored in a fully charged state.* A charge level between 50 and 70% (mostat) is ideal. Since the battery loses charge very slowly, you should recharge it when only one or two LEDs come on, but after six months at the latest.

**10.4.3 Cleaning**

**DANGER**

*If you wipe the battery avoid touching the contacts,* otherwise there is the risk of an electric shock.

**WARNING**

*Remove the battery from the pedelec before cleaning.* Unintentionally pressing the button represents a risk of injury.
CAUTION

Batteries must not be immersed in water. This presents a risk of explosion. Do not extinguish a burning battery with water, only the surrounding burning material. Fire extinguishers with metal fire powder (Class D) are more suitable. If it is possible to take the battery safely outside, smother the fire with sand. But you need not be afraid of the battery exploding under you when you ride the cycle through rain. The battery is sealed to prevent moisture and spray water from entering.

IMPORTANT

Do not spray the battery with a water hose or wash it with a high-pressure cleaner. Damage to the battery may still result even though the components are sealed. Clean the battery with a soft, damp cloth.

Do not use any cleaners which contain alcohol or solvent, or which scour. No coarse sponges or brushes may be used either. They leave scratches and cause the surface to become matt. Clean the battery with a soft, damp cloth.

11. Battery charger

11.1 Safety information

DANGER

Battery chargers are not a toy and must not be used by children under the age of 8 years. Older children must be sufficiently trained on how to use the battery charger. People who, because of their physical, sensory or intellectual capabilities, or because of their lack of experience or knowledge, are unable to use battery chargers, are prohibited from using them unless supervised or under the instruction of a responsible person. Otherwise there is a risk of mishandling with consequential very serious injuries.

WARNING

Only use the correct, original charger to charge the battery. The use of other battery chargers can cause explosions, serious burns and fires. Further consequences can include malfunctions and a limited battery life. You can find a list of permitted chargers in 12.3 Charger Page EN-74.

Only charge the correct, original battery with the charger. The use of other batteries can cause explosions, serious burns and fires. Further consequences can include malfunctions and a limited battery life. You can find a list of approved batteries in 10.2 Technical details Page EN-59.
WARNING

Check the charger, cable and plug before each use. Do not use the charger if you detect signs of damage. Do not open the charger yourself, and only have it repaired by qualified experts using original spare parts. This poses a risk of fire and explosion. Damaged chargers, cables and plugs also increase the risk of electric shock.

The charger is only intended to be used indoors. Keep the charger away from rain and moisture. Do not use it on a damp surface. If water gets into the charger there is a risk of electric shock. If water has penetrated the casing, unplug the device immediately and have it checked out by your dealer. Condensation might form on the charger when the temperature suddenly changes from cold to warm. When this happens, wait about an hour. This is the time a charger needs to reach the temperature of the warm surroundings. Prevent this happening by storing the charger where it is used.

The charger and battery may not be covered during the charging process. Do not use the charger and battery on materials which can catch fire easily (such as paper and textiles) or within a combustible environment. This also applies when the battery is charged when fitted to the pedelec. In this case, the pedelec must be positioned such that a potential fire cannot spread quickly (exercise caution with carpeted floors). Do not expose the battery and pedelec to direct sunshine above 40 degrees. The charger heat generated during the charge process represents a risk of fire. When the charger gets hotter than 85 °C, or there is smoke or an unusual smell, immediately unplug the mains connector of the charger from the socket and disconnect the battery from the charger. An overheated battery is damaged and may not be used again. Always stay with the charger when it is in use.

WARNING

Keep battery chargers away from sparks and fires. It can explode causing severe burns and fires. Further consequences can include malfunctions and a reduced service life. Ensure there is adequate ventilation for charging.

IMPORTANT

The mains voltage must match the supply voltage of the battery charger, otherwise there is a risk of damage to the device. The supply voltage for the charger is specified on the label on the back of the device.

Do not charge batteries for a long period if they are already fully charged or are not being used. Electrical storms, voltage fluctuations and short circuits can damage the battery.

Keep the battery charger clean. If the contacts are dirty, the dirt can burn during charging, leaving burn marks. The charger may need to be replaced in such cases → 11.4.1 Cleaning Page EN-68.
### 11.2 Technical details

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Battery voltage</strong></td>
<td>36 V</td>
</tr>
<tr>
<td><strong>AC input voltage</strong></td>
<td>230 - 240 V</td>
</tr>
<tr>
<td><strong>Frequency</strong></td>
<td>50 - 60 Hz</td>
</tr>
<tr>
<td><strong>Max. DC output voltage</strong></td>
<td>42 V</td>
</tr>
<tr>
<td><strong>Max. charge current</strong></td>
<td>4 A</td>
</tr>
<tr>
<td>**Dimensions (L</td>
<td>W</td>
</tr>
<tr>
<td><strong>Permitted ambient temperature range during charging</strong></td>
<td>0 to +40 °C</td>
</tr>
<tr>
<td><strong>Permitted ambient temperature range during operation</strong></td>
<td>-5 to +40 °C</td>
</tr>
<tr>
<td><strong>Storage temperature</strong></td>
<td>-10 to +50 °C</td>
</tr>
<tr>
<td><strong>Recommended storage temperature</strong></td>
<td>18 to 23 °C</td>
</tr>
<tr>
<td><strong>Weight</strong></td>
<td>753 g</td>
</tr>
</tbody>
</table>

**Protection class**

The charger is only intended to be used indoors. Keep the charger away from rain and moisture. Water penetrating into the charger poses a risk of electric shock.

**Description of charging indicator**

- Charger connected to power supply | green LED flashes
- Battery being charged | green LED flashes
- Fully charged | green LED continually ON
- Charging fault | red LED flashes

The charging display symbols can vary. If you are not sure what the symbols mean, contact your cycle dealer.
11.3   Functions

11.3.1   Charging a battery

**DANGER**

Read and follow the information on the charger specification plate, otherwise there is a risk of misuse resulting in serious injuries.

Damaged batteries must not be charged.

The battery can remain on the pedelec during the charging process. It can also be removed and charged elsewhere.

6. Remove the power cable from the socket after completing the charging process.

7. Remove the charging cable from the battery charging socket.

8. Fold down the protective battery cap.

### 11.3.1.1   Battery display during charging

<table>
<thead>
<tr>
<th>Display</th>
<th>Description</th>
<th>Battery charge level</th>
</tr>
</thead>
<tbody>
<tr>
<td>⚪️</td>
<td>5 LEDs light up and no LED flashes</td>
<td>100 – 97%</td>
</tr>
<tr>
<td>⚪️⭐️⭐️⭐️⭐️⭐️</td>
<td>4 LEDs light up and the 5th LED flashes</td>
<td>80 – 96%</td>
</tr>
<tr>
<td>⚪️⭐️⭐️⭐️⭐️⭐️</td>
<td>3 LEDs light up and the 4th LED flashes</td>
<td>60 – 79%</td>
</tr>
<tr>
<td>⚪️⭐️⭐️⭐️⭐️⭐️</td>
<td>2 LEDs light up and the 3rd LED flashes</td>
<td>40 – 59%</td>
</tr>
<tr>
<td>⚪️⭐️⭐️⭐️⭐️⭐️</td>
<td>1 LED lights up and the 2nd LED flashes</td>
<td>20 – 39%</td>
</tr>
<tr>
<td>⚪️⭐️⭐️⭐️⭐️⭐️</td>
<td>1 LED flashes</td>
<td>0 – 19%</td>
</tr>
</tbody>
</table>

The battery now stays on the charger, the charger regularly checks whether the battery is still fully charged. The charger LED starts to flash again. After checking and ascertaining that the battery is full, the charger switches back to “light continually”.

1. Connect the power cable to the battery charger.

2. Fold up the protective cap on the battery.

3. Connect the charging cable to the battery charging socket (it clicks into place).

4. Insert the mains plug into a power socket. The red LED lights red briefly, then the green LED flashes at a constant speed.

5. The charger switches off once the battery is fully charged. The green LED on the charger is continually on. All five LEDs on the battery light continually. No LED flashes.
11.4 Tips

11.4.1 Cleaning

DANGER

Always unplug the charger from the mains before cleaning and especially before wiping it, otherwise you could get an electric shock if you touch the contacts.

IMPORTANT

Do not immerse the charger in water. Damage may still result even though the components are sealed.

Do not use any cleaners which contain alcohol or solvent, or which scour. No coarse sponges or brushes may be used either. They leave scratches and cause the surface to become matt. Clean the charger with a soft damp cloth.

1. Remove the charging cable from the battery charging socket.
2. Unplug the charger from the mains socket.
3. Clean the casing with a slightly damp, soft cloth.
4. If the contacts are dirty, clean them with a soft dry cloth.

11.4.2 Storage

1. Store the battery charger in a dry, not excessively warm room. The charger should not be exposed to direct sunshine. The recommended storage temperature range is 18 to 23 °C.
## 12. Fault

### 12.1 Drive unit, display and easy-reach control

<table>
<thead>
<tr>
<th>Description</th>
<th>Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Display does not light up and is not functioning, no motor assist.</td>
<td>a) Battery is in Sleep mode.</td>
<td>a) Wake battery from Sleep mode ⇒ 10.3.1.3 Sleep mode Page EN-60. If the battery does not respond, briefly connect it to the battery charger ⇒ 11.3.1 Charging a battery Page EN-67.</td>
</tr>
<tr>
<td></td>
<td>b) Battery flat or defective</td>
<td>b) Insert a new or fully charged battery ⇒ 11.3.1 Charging a battery Page EN-67.</td>
</tr>
<tr>
<td></td>
<td>c) The pedelec is OFF.</td>
<td>c) Switch on the pedelec ⇒ 6.3.1 Switching on the pedelec Page EN-35.</td>
</tr>
<tr>
<td></td>
<td>d) Ambient temperature too high/low.</td>
<td>d) The permitted ambient temperature range during operation of the battery is in range -10 to +40 °C.</td>
</tr>
<tr>
<td>There is no speed display.</td>
<td>a) The spoke magnet has slipped.</td>
<td>a) Check whether the spoke magnet has slipped. It should be as close as possible to the speed sensor on the chain stay (max. 10 mm). Align the magnet with the marker point on the speed sensor.</td>
</tr>
<tr>
<td></td>
<td>b) The speed sensor is faulty.</td>
<td>b) Contact your cycle dealer to have the speed sensor replaced.</td>
</tr>
<tr>
<td></td>
<td>c) Spoke magnet missing.</td>
<td>c) Contact your cycle dealer. They can fit a new spoke magnet to your pedelec.</td>
</tr>
<tr>
<td></td>
<td>d) Speeds below 10 km/h are not always displayed due to the inertia of the system.</td>
<td>d) Check whether a speed is displayed when riding at a higher speed. If that is the case, the display is not faulty.</td>
</tr>
<tr>
<td>Description</td>
<td>Cause</td>
<td>Remedy</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Speed display incorrect</td>
<td>a) Incorrect unit set.</td>
<td>a) Check the mph and km/h settings ⇒ 6.4.2.5 Unit Page EN-41.</td>
</tr>
<tr>
<td></td>
<td>b) Wheel circumference setting incorrect.</td>
<td>b) Set the correct wheel circumference ⇒ 6.4.2.7 Wheel circumference Page EN-42.</td>
</tr>
<tr>
<td>Some of the display is missing.</td>
<td>The display is faulty.</td>
<td>Enable the test display ⇒ 6.4.2.14 Version Page EN-45. The display may have to be replaced.</td>
</tr>
<tr>
<td>Display lighting not working.</td>
<td>The display is faulty.</td>
<td>Please contact your cycle dealer. The display may have to be replaced.</td>
</tr>
<tr>
<td>The display is misted up.</td>
<td>Moisture has got in.</td>
<td>Dry out the pedelec complete with display at room temperature (19 - 21°C). If the display is still misted up, contact your cycle dealer. The display may have to be replaced.</td>
</tr>
<tr>
<td>Smartphone cannot connect to Integrale 0.5.</td>
<td>a) The requirements for connecting your smartphone to the Impulse Evo / Impulse Evo Next Smart display are not satisfied.</td>
<td>a) Check the technical requirements of your smartphone ⇒ 7.1 Technical requirements Page EN-49.</td>
</tr>
<tr>
<td></td>
<td>b) The pedelec software is not up to date.</td>
<td>b) Contact your cycle dealer for a software update.</td>
</tr>
<tr>
<td></td>
<td>c) The distance from the smartphone to the display is too long.</td>
<td>c) Shorten the distance from the smartphone to the display (to a maximum of 3 metres).</td>
</tr>
<tr>
<td></td>
<td>d) The Bluetooth module of the display is faulty.</td>
<td>d) Contact your cycle dealer.</td>
</tr>
<tr>
<td></td>
<td>e) The Impulse E-Bike navigation app is not up to date.</td>
<td>e) Download the latest version of the Impulse E-Bike navigation app ⇒ 7.3 Installation Page EN-51.</td>
</tr>
<tr>
<td></td>
<td>f) The smartphone has “crashed”.</td>
<td>f) Switch off the smartphone (remove and reinsert its battery if necessary) and restart it.</td>
</tr>
<tr>
<td></td>
<td>g) The Bluetooth function on your smartphone is disabled.</td>
<td>g) Enable the Bluetooth function on your smartphone.</td>
</tr>
<tr>
<td>Motor assist level is too weak.</td>
<td>a) Climb assist is set too low.</td>
<td>a) Change the value ⇒ 6.4.2.10 Climb assist Page EN-44.</td>
</tr>
<tr>
<td></td>
<td>b) Battery is flat.</td>
<td>b) Install new/charged battery ⇒ 11.3.1 Charging a battery Page EN-67.</td>
</tr>
<tr>
<td></td>
<td>c) Unsuitable ride profile.</td>
<td>c) Change the ride profile ⇒ 6.4.2.11 Ride profile Page EN-44.</td>
</tr>
<tr>
<td>Description</td>
<td>Cause</td>
<td>Remedy</td>
</tr>
<tr>
<td>------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Motor idles.</td>
<td>a) Gear changing is not properly set.</td>
<td>a) Check the gears. Contact your cycle dealer.</td>
</tr>
<tr>
<td></td>
<td>b) Chain/belt has come off.</td>
<td>b) Lift the chain/belt on to the sprocket and adjust the tension. Contact your cycle dealer ⇒ 3.11.1 Checking for chain wear Page EN-19.</td>
</tr>
<tr>
<td>Power assist sporadically cuts out.</td>
<td>a) The spoke magnet has slipped.</td>
<td>a) Check whether the spoke magnet has slipped. It should be as close as possible to the speed sensor on the chain stay (max. 10 mm). Align the magnet with the marker point on the speed sensor.</td>
</tr>
<tr>
<td></td>
<td>b) Climb assist is set too high.</td>
<td>b) Change the value ⇒ 6.4.2.10 Climb assist Page EN-44.</td>
</tr>
</tbody>
</table>
| Motor noise                  | a) There are various reasons for motor noise – it is not always due to a mechanical fault. For example, the following factors can negatively affect noise:  
» Excessively high cadence with a low load.  
» Very high assist level (e.g. riding uphill).  
» Derailleur gear (as opposed to a gear hub). |
|                              | b) Chain/belt tension too high.                                       | b) Reduce chain/belt tension. Contact your cycle dealer ⇒ 3.11.1 Checking for chain wear Page EN-19. |
|                              | c) Dirty chain/belt.                                                 | c) Clean chain/belt ⇒ 3.11.2 Chain cleaning and maintenance Page EN-20. |
|                              | d) Defective pedals.                                                 | d) Replace pedals ⇒ 3.1 Attaching the pedals Page EN-14.               |
| Buttons on easy-reach control not functioning | Easy-reach control is defective.                                    | Please contact your cycle dealer. The easy-reach control may have to be replaced. |
| The system freezes in a mode. |                                                                    |                                                                        |
| Shift sensor not working.    | Shift sensor defective.                                              | Please contact your cycle dealer. The shift sensor may have to be replaced. |
Push assist is too weak.

<table>
<thead>
<tr>
<th>Description</th>
<th>Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a) Software is not up to date.</td>
<td>Please contact your cycle dealer. They can install the latest system software.</td>
</tr>
<tr>
<td></td>
<td>b) Shift cable incorrectly threaded.</td>
<td>Please contact your cycle dealer.</td>
</tr>
</tbody>
</table>

Do not switch the pedelec off whilst you are riding it. This can cut out the motor or mean you do not receive full assist.

12.2 Battery

<table>
<thead>
<tr>
<th>Display</th>
<th>Description</th>
<th>Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="5 LEDs flash quickly after the battery button is pressed." /></td>
<td>5 LEDs flash quickly after the battery button is pressed.</td>
<td>a) Battery is flat and is disabled.</td>
<td>a) If the battery is flat, it will work again briefly after a short recovery period, then switch off again. It must now be charged [11.3.1 Charging a battery Page EN-67].</td>
</tr>
<tr>
<td><img src="image" alt="The 1st LED flashes rapidly after pressing the battery button." /></td>
<td>The 1st LED flashes rapidly after pressing the battery button.</td>
<td>There is a charging fault.</td>
<td><img src="image" alt="Unplug the charger from the mains immediately." /> If the problem reoccurs, a new battery charger is required.</td>
</tr>
<tr>
<td><img src="image" alt="No LEDs light up after pressing the battery button." /></td>
<td>No LEDs light up after pressing the battery button.</td>
<td>The battery is faulty.</td>
<td>Please contact your cycle dealer. The battery must be replaced.</td>
</tr>
<tr>
<td>Display</td>
<td>Description</td>
<td>Cause</td>
<td>Remedy</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>-------</td>
<td>--------</td>
</tr>
</tbody>
</table>
| The range appears too short | a) The range depends on:  
  » Ride profile  
  » Assist mode  
  » Tyre pressure  
  » Riding style  
  » Physical condition  
  » Overall weight  
  » Outside temperatures  
  » Battery capacity  
  » The route selected  
  » Smartphone charging via display | b) A learning cycle has not been carried out. | a) The are many reasons why the range may seem low ⇒ 10.4.1 Range Page EN-62. | Perform a ‘learning cycle’: A new, fully charged battery should be run down once until the motor assist stops and without recharging in between. In that way the battery ‘learns’ its capacity, and the actual capacity will agree with the level indicated on the battery status display. As soon as the battery enters Sleep mode, press the battery button for one second. Then the learn cycle can be continued. Please perform a learn cycle every six months or 5,000 kilometres. If you do not repeat this from time to time, the actual capacity of the battery will increasingly diverge from the value on the battery status display. |
| Battery key lost | Order another key. We recommend making a note of the key number on the sales receipt/document. This number can be used to order a replacement key.  
  TRELOCK:  
  1. Go to website www.trelock.de  
  2. Select your language.  
  3. Select “Your service”, then “Trelock key service”.  
  4. Follow the instructions.  
  AXA:  
  1. Go to website www.keyservice.axasecurity.com and follow the instructions.  
  If you no longer have the key number, replacing the lock is the only option. Contact your cycle dealer for this. | | |
| The battery gets very hot when being charged. | a) High ambient temperatures  
  b) Damaged battery. | a) Stop charging immediately and let the battery cool down. Then resume charging in a cooler environment. If the problem persists, contact your cycle dealer (the battery may need replacing).  
  b) Damaged batteries must not be charged or used for any other purpose. Contact your cycle dealer. The battery may have to be replaced. | |
### 12.3 Charger

<table>
<thead>
<tr>
<th>Display</th>
<th>Description</th>
<th>Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>🍁</td>
<td>The red LED flashes continuously.</td>
<td>There is a charging fault.</td>
<td><strong>Unplug the charger from the mains immediately.</strong> If the problem reoccurs, a new battery charger is required.</td>
</tr>
</tbody>
</table>

### 12.4 Other

<table>
<thead>
<tr>
<th>Description</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foot pedal has come away from the drive unit.</td>
<td><strong>A hammer may never be used to fit the crank to the shaft.</strong> This can damage the pedal force sensor, resulting in malfunction of the drive. Have this work carried out by your cycle dealer.</td>
</tr>
</tbody>
</table>
13. Torque settings

**DANGER**

Only use appropriate tools to tighten screws and bolts. Observe the specified torque setting. The component manufacturer's torque settings take precedence (where available). Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged. Tighten all screws and bolts that are relevant for safety with a torque wrench. This indicates the corresponding torque in newton metres (Nm).

If no values are shown on the component or component manuals, use the torque settings from the following table.

<table>
<thead>
<tr>
<th>Screw fixing</th>
<th>Thread</th>
<th>Tightening torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedal crank screw</td>
<td>M8</td>
<td>35 – 40</td>
</tr>
<tr>
<td>Pedal</td>
<td>9/16</td>
<td>40</td>
</tr>
<tr>
<td>Front axle nut</td>
<td>allg.</td>
<td>25 – 30</td>
</tr>
<tr>
<td>Rear axle nut</td>
<td>allg.</td>
<td>35 – 40</td>
</tr>
<tr>
<td>Saddle clamp</td>
<td>M6</td>
<td>12</td>
</tr>
<tr>
<td>Sliding drop-outs</td>
<td>M10</td>
<td>16</td>
</tr>
<tr>
<td>Disc brake calliper, Shimano, IS and PM</td>
<td>M6</td>
<td>6 – 8</td>
</tr>
<tr>
<td>Gear lever clamp</td>
<td>M5</td>
<td>5</td>
</tr>
<tr>
<td>Motor housing</td>
<td>M5</td>
<td>5,9</td>
</tr>
<tr>
<td>Motor bolts</td>
<td>M8</td>
<td>25</td>
</tr>
</tbody>
</table>

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