gearsensor.com

gearsensor.com quick assembly guide

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Gearsensor.com certifications:

Gearsensor.com is RoHS Compliant, based on information provided by our suppliers, this product does NOT contain the substances restricted by the RoHS legislation at levels over the maximum concentration values.

Gearsensor.com is fully CE certified, it also includes EMC certification.

RoHS COMPLIANT

CE

gearsensor.com assembling to the e-bike

First step – choosing position

Gearsensor.com position on shifting cable is chosen by the customer, mainly with respect to the gearsensor.com cable length related to drive unit connector position.
For choosing the ideal position we recommend to follow these main instructions:

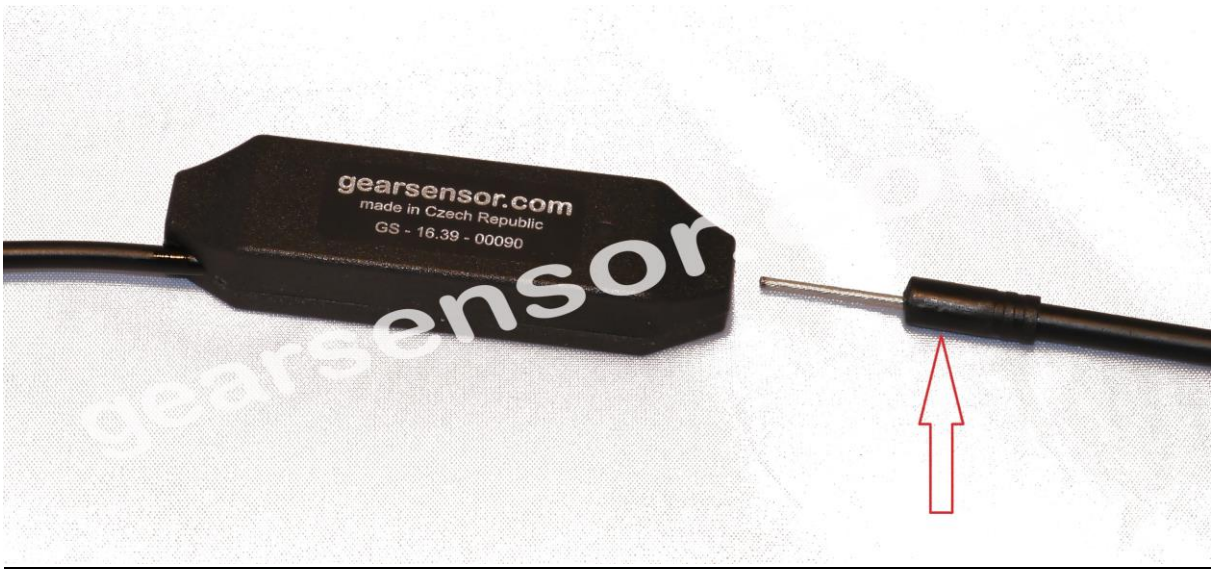
- place **gearsensor.com** to the straight or minimum bended part of the shifting cable
- do not place **gearsensor.com** to the place which is directly splashed by water and mud (for example from the wheels/tires)
- when preparing the cable routing, avoid places which could cause damage of **gearsensor.com** electric cable.

Second step - outer cable cutting

Cut 50mm of the outer casing, and place cap ends on the both ends of cut outer casing.

Third step – inner cable routing via housing

Start pushing the inner cable into the plastic housing from any of **gearsensor.com** sides to fit cable direction to the controller input. When pushing inner cable into the housing, keep inner cable as much as possible parallel with both axis of the housing.



Now that you have the shifting cable inside of the housing and you have to push harder until the shifting cable goes out of the housing on the other side of **gearsensor.com**. When pushing inner cable into the housing, keep inner cable as much as possible parallel with both axis of the housing.

In below picture the inner cable is correctly fixed into the housing. Then adjust shifting system properly, and connect gearsensor.com to drive unit input.

How do you know that **gearsensor.com** is working properly?

If the **gearsensor.com** is connected correctly, after turning on the control unit on your e-bike, the **gearsensor.com** LED indicator will flash three times. Also, when the shifting process is activated, then LED indicator blink once.

Notice just for GS-I, means for e-bikes equipped by internal gear hub:

Pedaling is accompanied with torque on the cranks. When rider activates shifting, internal gear hub doesn´t change gear until torque on cranks is reduced to some required level which allows to internal gear hub system change the gear. This is typical situation when rider changes the gear (motor is cutted off because of gearsensor.com function) but rider still continue with pedaling with higher torque than marginal allowed value of IGH system. In this situation the shifter has already released the inner cable, but the internal gear hub mechanism could not tighten on the shifting cable, because the torque on cranks is over the limit. This situation causes temporary release of the shifting cable. Solution is that during gear shifting rider has to apply standard pedaling style. Means rider´s legs has to reduce force when changing gear, same as on standard bike without central drive system. There is nothing joined with gearsensor.com products proper functionality, therefore warranty will not be covered.