

# Electric Bicycle MANUAL



Your new bicycle was partially assembled in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride OR in the shipping carton in the partially disassembled form. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling. For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. If you have questions about your ability to properly assemble this unit, please consult a qualified bicycle service specialist before riding. If you need replacement parts or have questions pertaining to assembly of your bicycle, please contact us on the official website

[www.jansno.com](http://www.jansno.com)



After-sales videos



Jansno Support

Scan with your camera or browser



Jansno Support

Scan with WhatsApp



**FULLY CHARGE BATTERIES BEFORE FIRST USE**—Batteries should be fully charged immediately when they are received and immediately after each use for the recommended charge times (see below).

- Li-Ion (Lithium Ion) batteries 4-6 hours.
- For your personal and property safety, if no one is vigilant, please don't charge the battery indoors.

We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assembly, repair, or maintain your bicycle.

Additional warning/cautions are in the assembly section of this manual.

With proper care and maintenance Electric Bicycle will provide ease of use and be fun to ride. Below are points that will help you to maximize the enjoyment you get from your new hybrid electric bicycle.

### **FACTORS TO MAXIMIZE THE RANGE OF YOUR ELECTRIC BICYCLE**

- **Rider input** - the more the rider pedals the further the distance traveled. Continuous riding, as opposed to frequent stopping and starting, will yield the greatest range possible
- **Elevation Gain** - the flatter the road the further the distance traveled
- **Weather** - cold weather can adversely affect the battery capacity
- **Wind** - traveling with a tailwind will increase distance traveled, traveling into a headwind will decrease distance traveled
- **Terrain** - the smoother the terrain (roadways vs. fireroads, etc.) the further the distance traveled
- **Ride R WeiGht** - the lighter the rider, resulting in less drain on the batteries, the further distance traveled
- **Bicycle Maintenance** - a properly maintained bicycle will yield the greatest range possible
- **Tire Pressure** - properly inflated tires have less rolling resistance and will be easier to pedal
- **Batteries** - properly charged and maintained batteries will yield the greatest range possible. Batteries stored in cold areas (below 50 degrees Fahrenheit /10 degrees Celsius) will show reduced range. Batteries that have not been kept in optimum condition will show reduced range and run time.

# HELMETS SAVE LIVES!!!

ALWAYS WEAR A PROPERLY FITTED HELMET  
WHEN YOU RIDE YOUR BICYCLE.

DO NOT RIDE AT NIGHT.

CPSC RECORDS SHOW THAT ABOUT 35% OF  
BICYCLE RELATED DEATHS OCCUR AFTER DARK.

AVOID RIDING IN WET CONDITIONS.

CPSC RECORDS SHOW THAT ABOUT 65% OF  
INJURIES HAPPEN TO CHILDREN UNDER 15 YEARS  
OF AGE, RIDE ONLY WITH ADULT SUPERVISION.

FOR YOUR SAFETY, WHEN RIDING, PLEASE WEAR  
A HELMET AND PROTECTIVE GEAR, AND PLEASE  
OBEY LOCAL LAWS AND REGULATIONS.



**CORRECT** FITTING. MAKE SURE  
YOUR HELMET COVERS YOUR  
FOREHEAD.



**INCORRECT** FITTING. FOREHEAD  
IS EXPOSED AND VULNERABLE  
TO SERIOUS INJURY.

**Please Retain your Sales Receipt  
as Proof of Purchase.  
Attach receipt here.**

**Notes:** \_\_\_\_\_

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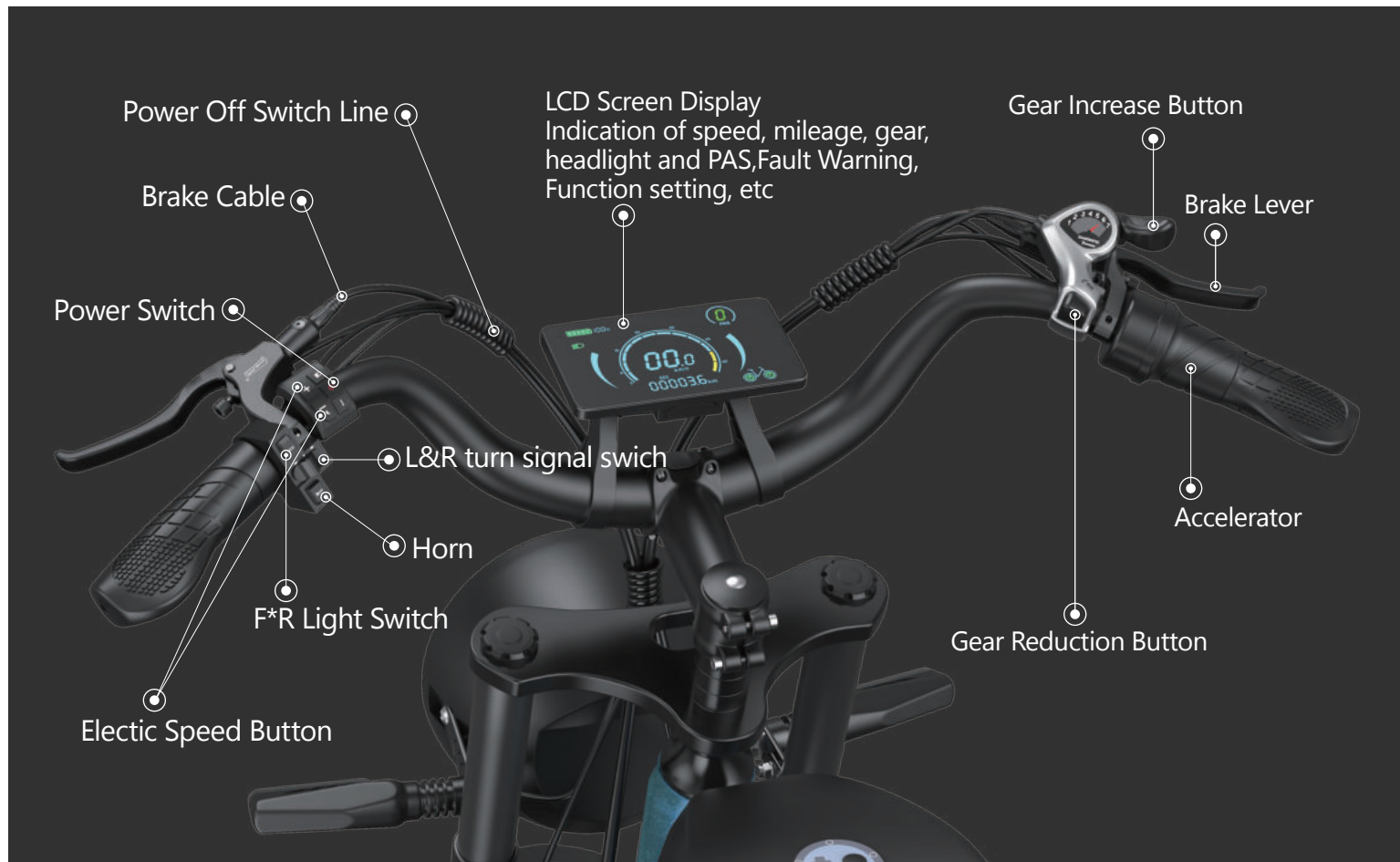
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# PREFACE

|               |                                          |           |
|---------------|------------------------------------------|-----------|
| <b>PART 1</b> | <b>Precautions for bicycles .....</b>    | <b>3</b>  |
| <b>PART 2</b> | <b>Before You Ride .....</b>             | <b>7</b>  |
| <b>PART 3</b> | <b>Assembly .....</b>                    | <b>15</b> |
| <b>PART 4</b> | <b>Detailed Maintenance .....</b>        | <b>28</b> |
| <b>PART 5</b> | <b>Monitor Error Codes Solution.....</b> | <b>31</b> |



**ALL-TERRAIN** **ELECTRIC**  
**BIKE** —



# **BEFORE YOU RIDE**

## **ABOUT THIS MANUAL**

It is important for you to understand your new bicycle. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle.

It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles, and other cyclists.

## **GENERAL WARNING**

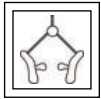
Bicycling can be a hazardous activity even under the best of circumstances. Proper maintenance of your bicycle is your responsibility as it helps reduce the risk of injury. This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle. Many of the warnings and cautions say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not repeat the warning of possible injury or death where ever the risk of falling is mentioned.

## **A SPECIAL NOTE FOR PARENTS**

It is a tragic fact that most bicycle accidents involve children. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the bicycle which your child is riding is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle, and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an ANSI, ASTM, SNELL approved bicycle helmet when riding.

# SAFETY CHECKLIST

Before every ride, it is important to carry out the following safety checks:



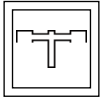
## 1. Brakes

- Ensure front and rear brakes work properly.
- Ensure brake shoe pads are not over worn and are correctly positioned in relation to the rims.
- Ensure brake control cables are lubricated, correctly adjusted and display no obvious wear.
- Ensure brake control levers are lubricated and tightly secured to the handlebar.



## 2. Wheels and tires

- Ensure tires are inflated to within the recommended limit as displayed on the tire sidewall.
- Ensure tires have tread and have no bulges or excessive wear.
- Ensure rims run true and have no obvious wobbles or kinks.
- Ensure all wheel spokes are tight and not broken.
- Ensure all wheel spokes are tight and not broken.
- Check that axle nuts are tight. If your bicycle is fitted with quick release axles, make sure locking levers are correctly tensioned and in the closed position.



## 3. Steering

- Ensure handlebar and stem are correctly adjusted and tightened, and allow proper steering.
- Ensure that the handlebars are set correctly in relation to the forks and the direction of travel.
- Check that the headset locking mechanism is properly adjusted and tightened.
- If bicycle is fitted with handlebar end extensions, ensure they are properly positioned and tightened.



## 4. Chain

- Ensure chain is oiled, clean and runs smoothly.
- Extra care is required in wet or dusty conditions.



## 5. Bearings

- Ensure all bearings are lubricated, run freely and display no excess movement, grinding or rattling.
- Check headset, wheel bearings, pedal bearings and bottom bracket bearings.



## 6. Cranks and Pedals

- Ensure pedals are securely tightened to the cranks.
- Ensure cranks are securely tightened to the axle and are not bent.



## 7. Derailleurs

- Check that front and rear mechanisms are adjusted and function properly.
- Ensure shift and brake levers are attached to the handlebar, shift and brake.
- Ensure derailleurs, shift levers and shift and brake cables are properly lubricated.



## 8. Frame and Fork

- Check that the frame and fork are not bent or broken.
- either If are bent or broken, they should be replaced.



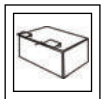
## 9. Accessories

- Ensure that all reflectors are properly fitted and not obscured.
- Ensure all other fittings on the bike are properly and securely fastened, and functioning.
- Ensure the rider is wearing a helmet.



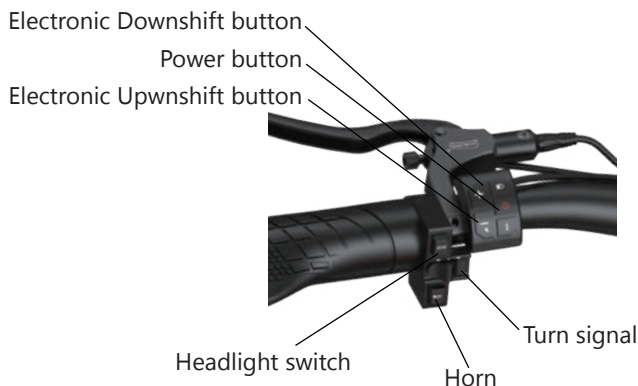
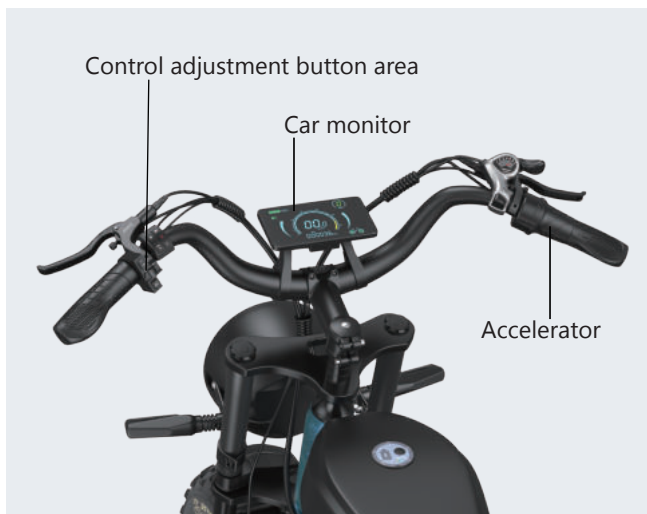
## 10. Motor Drive Assembly and Throttle

- Ensure all motor drive components are correctly mounted and functioning properly.



## 11. Battery Pack

- Ensure the batteries are in good operation condition and kept fully charged.



## TAG(Twist and Go)

Before you begin riding, First, use NFC to unlock the monitor or enter a password to unlock the monitor. then start riding as you would ride any regular, non motor assisted bicycle. After you have begun to ride, slowly twist the throttle (on equipped models) towards you. The more you twist the t hrottle, the more motor power will be applied to the wheels. You may feel the pedals get a "lighter" feel than when riding without the motor assisting you. 13-30mph (20-48km/h) Varies according to load changes.

New upgrade adds NFC function, the default unlock password of the instrument is: 0000

How to reset the power-on password:

1. Press and hold + and - to enter the setting mode, press the middle button to adjust to 22.
2. Press + to adjust to 0 to cancel the password.
3. If you want to set your favorite password, adjust to 22 according to step 1, then press + to adjust to 1, you will see a flashing number, then press + to adjust to your favorite password, press the middle button again to confirm, then press + again to adjust to your favorite password, and so on (a total of 4 digits are set)
4. Finally, press and hold + and - to exit the setting mode

## Battery Care and Information

Proper maintenance of batteries will maximize their lifespan and capacity. JANSNO X70Pro warrants your new batteries from the date of purchase only if properly cared for-refer to the limited warranty for details.

Ruli use Li-Ion (Lithium Ion) batteries in all of our electric bicycles and scooters.

These are both very user-friendly types of batteries when cared for properly.

### Care

Even with proper care, rechargeable batteries do not last forever. Every time the battery is discharged and subsequently recharged, its relative capacity decreases by a small percentage. You can maximize the life of your battery by following the instructions in this guide.

- Batteries should be fully charged immediately when they are received for the full recommended charge times.

**Li-Ion recommended charge time:** 4-6 hours For a complete, 100% charge, leave the battery on the charger for one full hour after the charger indicator light turns green.

- Never charge batteries for longer than 24 hours.
- Li-Ion batteries do not have a "memory." Partial discharge/charge cycles will not harm the battery's capacity or performance.
- The rated output capacity of a battery is measured at 77°F(25°C). Any variation in this temperature will alter the performance of the battery, and shorten its expected life. High temperatures especially reduce overall battery life & run time.
- Be friendly to the environment! Be sure to recycle your old batteries at a local battery-recycling center. Do not throw them in the garbage!

- Do not charge the battery indoors!



Thank you to provide us with valuable suggestions. When maintaining and repairing your vehicle, give us your valuable suggestion card together with the after-sale card. We will listen to your suggestions actively and modify our deficiencies in time.

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## **Battery Safety: Storage & Charging**

### **Storage Guidelines**

Temperature Control: Store batteries in cool, dry environments (10–25°C / 50–77°F). Avoid garages/basements in extreme climates.

Charge Level: Maintain 40–60% charge for long-term storage (>1 month). Check every 2 months; recharge to 50% if below 30%.

Location: Keep away from direct sunlight, heaters, or flammable materials. Never store in living spaces or escape routes.

### **Safe Charging Practices**

Avoid Overnight Charging: Unplug immediately after full charge. Use timers/smart plugs to prevent overcharging.

Environment: Charge on non-flammable surfaces (e.g., concrete), in ventilated areas. Never cover batteries during charging.

Charger Use: Only use the manufacturer-provided charger. Mismatched chargers risk overheating or fire.

### **Emergency Response to Battery Abnormalities**

 Stop using immediately if any of these occur:

Overheating (Battery feels hot):

- ▶ Disconnect from the bike/charger.
- ▶ Move outdoors to a concrete/metal surface away from flammables. ▶ Allow natural cooling—do NOT use water/ice.

#### Leaking or Strange Odors:

- ▶ Evacuate the area—inhaled fumes are toxic.
- ▶ Ventilate the space; wear a mask if handling.
- ▶ Place the battery in a fireproof container (e.g., metal bucket with sand).

#### Swelling/Deformation:

- ▶ Do not puncture, compress, or charge.
- ▶ Isolate the battery outdoors; contact professional disposal services.

#### Smoke or Fire:

- ▶ Call emergency services immediately.
- ▶ Use Class D fire extinguishers (for metal fires) or smother with sand—never use water .

#### Critical Reminders ▲

Never repair damaged batteries yourself .

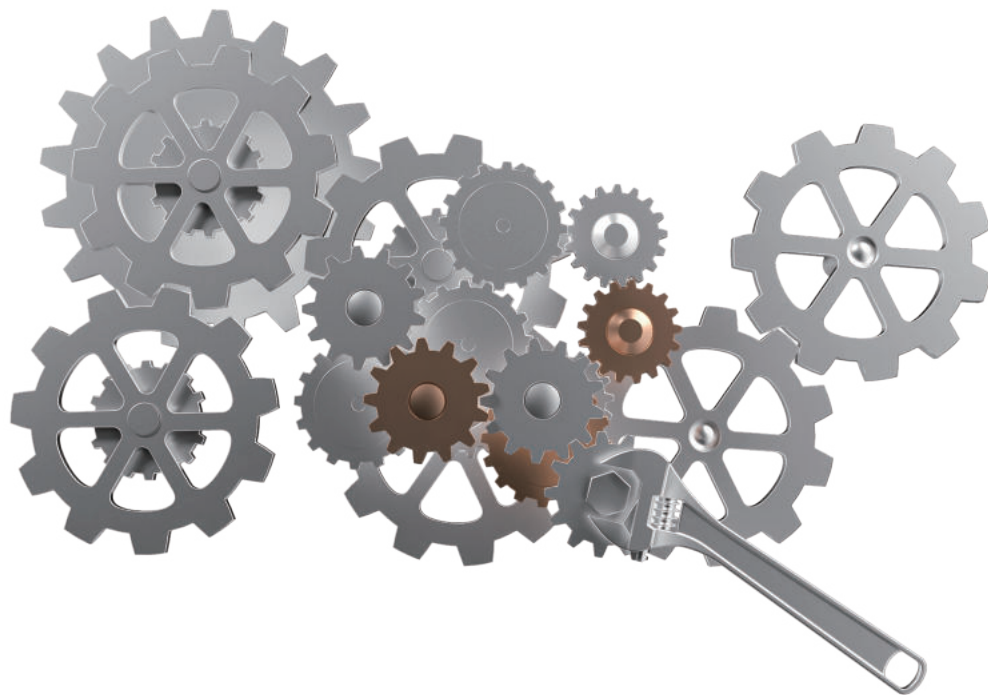
Replace immediately if abnormalities persist after cooling .

Dispose expired/damaged batteries via certified recycling centers .

#### • Key Warning:

Ignoring these protocols may cause fire, explosion, or toxic exposure. Prioritize safety over convenience.





# **BIKE ASSEMBLY MANUAL**

# Bicycle Assembly

## Assembly Guides

Individual assembly guides for each bicycle model can be found packaged with your bicycle.

## Getting Started

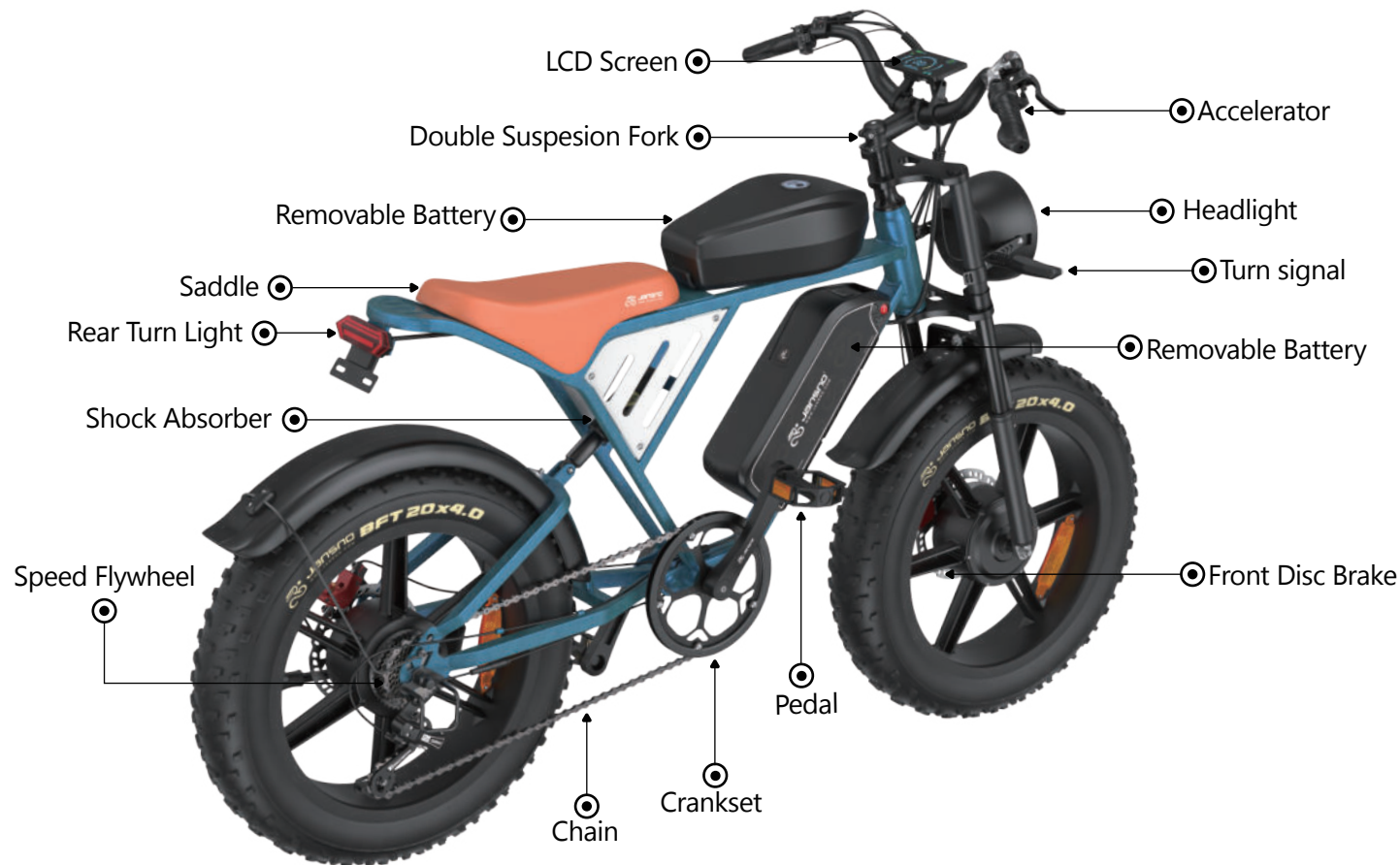
Open the carton from the top and remove the bicycle. Remove the straps and protective wrapping from the bicycle. Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation. **Do not discard packing materials until assembly is complete to insure that no required parts are accidentally discarded.**

Note: Your bicycle may be equipped with different style components than the ones illustrated.



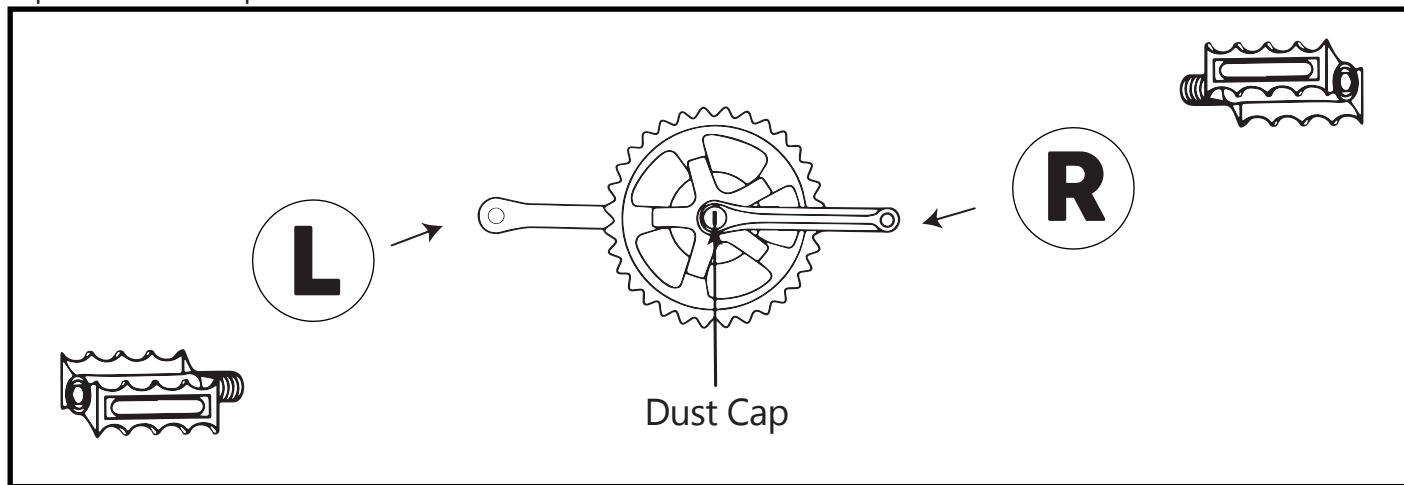
**LG 37Ah dual battery has high capacity and long battery life. The top battery is used first and then automatically switches to the second battery.**





## Pedals & Crank Set

Look for the letters "R" for right, and "L" for left, stamped on each pedal spindle. Start threading each pedal by hand to avoid stripping the threads. Tighten with a 15mm narrow open ended wrench. Note that the right hand pedal attaches to the chainwheel side crank arm with a right-hand (clockwise) thread. The left pedal attaches to the other crank arm and has a left-hand (counter-clockwise) thread. It is very important that you check the crank set for correct adjustment and tightness before riding your bicycle. New cranks may become loose with initial use. Once the pedals have been installed, remove the dust caps from the center of each crank arm. Tighten the spindle nuts securely (approx. 350 in.lbs.) with a 14mm socket wrench or an 8mm Allen wrench, depending on style, then replace the dust caps.



**Attachment of an incorrect pedal into a crank arm can strip pedal threads and cause irreparable damage. Before your first ride, please check to insure your pedals are attached correctly.**



## Front Wheel-Bolt-on installation

1. Make sure the brakes are loose enough to allow the wheel to pass through the brake pads easily.
2. Place wheel into fork dropouts.
3. Install retaining washers with raised lip pointed towards the fork, and insert into the small hole of the fork blade.  
**NOTE:** Some bikes may have step retaining washers in place of the retaining washer (shown in dotted box). If so, install the step retaining washer, raised portion sliding in to the fork dropouts.
4. Install axle nut and tighten. Make sure the wheel is centered between the fork blades.
5. Spin the wheel to make sure that it is centered and the clears brake shoes. Tighten the brakes if necessary.



**It is very important to check the front wheel connection to the bicycle. Failure to properly tighten may cause the front wheel to dislodge.**

## Rear Wheel-Bolt-on installation

1. If the bicycle has rim brakes, make sure the brakes are loose enough to allow the wheel to pass through the brake pads easily. For disc brakes, no adjustment is required.
2. Place the wheel into frame dropouts.
3. Slide a washer onto each side of the axle.
4. Install axle nuts and tighten. Make sure the wheel is centered in the frame. This may be easiest with the bike turned upside-down.
5. Spin the wheel to make sure that it is centered and clears the brake shoes. Tighten the brakes if necessary.



**Tighten both rear wheel axle nuts securely. Failure to do this may cause the rear wheel to dislodge from the frame dropouts resulting in serious damage or injury.**

**Periodically, disassemble the mechanism from the bicycle and inspect for any wear or damage and replace if necessary. When reinstalling, it is very important to ensure the connections are made properly.**

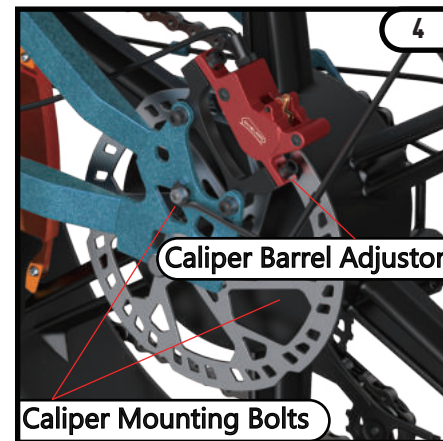
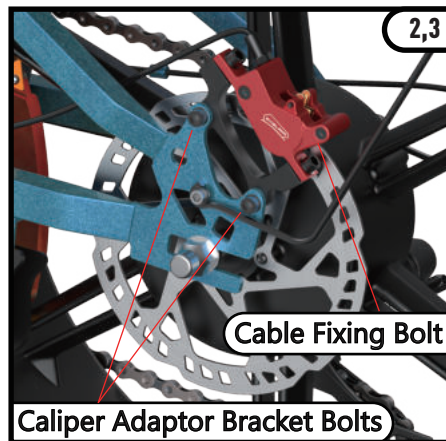
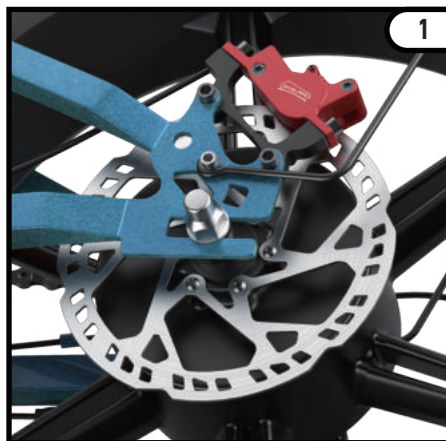
## **Rear Wheel-Bolt-on Removal**

1. If the bicycle has rim brakes, make sure the brakes are loose enough to allow the wheel to pass through the brake pads easily. For disc brakes, no adjustment is required.
2. Most bikes have a plug or quick-disconnect box located on the seat stay or chain stay. These allow the motor to be easily disconnected from the controller. Simply undo the single large plug or open the black plastic box and undo the five plugs inside.
3. With the bicycle in a stand or upside-down, loosen the axle nuts then remove the wheel from the bicycle.



## Disc Brakes - Tektro

1. Check the tightness of the six disc mounting bolts holding the brake rotor onto the wheel. If you need to remove these bolts, be sure to use a thread-locking compound when re-installing them.
2. Make sure the two bolts securing the caliper adaptor bracket to the fork are tight.
3. Thread the brake cable through the caliper as shown and secure it with the cable fixing bolt.
4. Loosen the two caliper mounting bolts enough to allow the brake caliper to float freely.



\*Align the headlight with the mounting bracket, ensuring the groove is at the top, then secure it in place. This orientation ensures optimal performance and safety.



5. Install the wheel, making sure the brake rotor fits into the slot in the caliper. Center the caliper around the brake rotor, then tighten the caliper mounting bolts.
6. Using the inner pad adjusting bolt, adjust the inside brake pad so it is as close as possible to the rotor without rubbing.
7. Using the caliper barrel adjuster, adjust the outside brake pad so it is as close as possible to the rotor without rubbing.



**Brake rotors get hot! Severe injury could result from contact with the hot rotor. Mind your legs, as well as your hands.**



**Disc brakes require breaking in. Ride and use the brakes gently for about 13 miles before using the brakes in downhill conditions, for sudden stops or any other serious braking. Please be aware that your brake system will change in performance throughout the wear in process. The disc brake should be cleaned before the first ride using rubbing alcohol. NEVER use oil or similar products to clean your disc brake system.**

**Avoid touching the rotor (disc) with your fingers at any time. naturally oily fingers can contaminate the rotor and/or the brak pads and diminish the brake's effectiveness.**



## DERAILLEUR SYSTEMS

The derailleur system includes the front and rear derailleurs, the shift levers, and the derailleur control cables, all of which must function correctly for smooth gear shifting to occur.

### Derailleur

Although the front and rear derailleurs are initially adjusted at the factory, you will need to inspect and readjust both before riding the bicycle.

#### Rear Derailleur

Begin by shifting the rear shifter to largest number indicated, loosen the cable from the rear derailleur cable anchor bolt, and place the chain on the smallest sprocket.

Adjust the High limit screw so the guide pulley and the smallest sprocket are lined up vertically. Re-tighten the cable, pull out any slack, and retighten the anchor bolt securely. Shift through the gears, making sure each gear achieved is done quietly and without hesitation. If necessary, use the barrel adjuster to fine tune the cable tension by turning it the direction you want the chain to go. For example, turning clockwise will loosen the cable tension and move the chain away from the wheel, while turning counter-clockwise will tighten cable tension and direct the chain towards the wheel.

## Final Check

- After all adjustments have been made, shift through every gear several times at varying speeds. This will ensure all your adjustments are correct and will allow you to pinpoint any trouble areas. If you encounter any problems, refer to the appropriate section and make any necessary adjustments.
- Check the tire pressure and inflate each tube to the recommended psi as stated on the sidewall of the tire.
- Check that the kickstand operates smoothly and the kickstand bolt is secured tightly.
- Finally, examine the bicycle. Make sure all accessories are attached and all quick releases, nuts and bolts have been tightened securely.
- Correct maintenance of your bicycle will ensure many years of happy riding. Service your bicycle regularly by referring to the relevant sections of this manual, OR take it to a professional bicycle shop.
- Remember: Always wear a helmet and obey all traffic laws.



**Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended pressure may blow the tire off the rim, which could cause damage to the bicycle and injury to the rider and bystanders.**

**Tighten both rear wheel axle nuts or the quick release mechanism securely. Failure to do this may cause the rear wheel to dislodge from the frame dropouts resulting in serious damage or injury.**

## Correct routine maintenance of your new bike will ensure smooth running Longer lasting components-Safer riding-Lower running costs

Every time you ride your bicycle, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. You should be able to accomplish most tasks. If you require assistance, we recommend you see a bicycle specialist.

### Schedule1-Lubrication

| Frequency               | Component                                                                               | Lubricant                                                                                                                                    | How to Lubricate                                                                                    |
|-------------------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| <b>Weekly</b>           | Chain<br>Derailleur Pulleys<br>Derailleurs<br>Brake Calipers<br>Brake Levers            | Chain Lube or Light Oil<br>Chain Lube or Light Oil<br>Oil<br>Oil<br>Oil                                                                      | Brush On or Squirt<br>Brush On or Squirt<br>Oil Can<br>3 drops from oil can<br>2 drops from oil can |
| <b>Monthly</b>          | Shift Levers                                                                            | Lithium Based Grease                                                                                                                         | Disassemble                                                                                         |
| <b>Every Six Months</b> | Freewheel<br>Brake Cables                                                               | Oil<br>Lithium Based Grease                                                                                                                  | 2 squirts from oil can<br>Disassemble                                                               |
| <b>Yearly</b>           | Bottom Bracket<br>Pedals<br>Derailleur Cables<br>Wheel Bearings<br>Headset<br>Seat Post | Lithium Based Grease<br>Lithium Based Grease<br>Lithium Based Grease<br>Lithium Based Grease<br>Lithium Based Grease<br>Lithium Based Grease | Disassemble<br>Disassemble<br>Disassemble<br>Disassemble<br>Disassemble<br>Disassemble              |

## DRIVETRAIN

The drivetrain of a bicycle refers to all parts that transmit power to the rear wheel including the pedals, chain, chainwheel, crank set and freewheel.



L=Left

Turn counter-clockwise to tighten.

R=Right

Turn clockwise to tighten.



## PEDALS

Pedals are available in a variety of shapes sizes and materials, and each are designed with a particular purpose in mind. Some pedals can be fitted with toe clips and straps. These help to keep the feet correctly positioned and allow the rider to exert pulling force, as well as downward pressure, on the pedals. Use of toe clips with straps requires practice to acquire the necessary skill to operate them safely.

### Inspection

Pedals should be inspected every month, taking note of the following areas:

- Check correct tightness into the crank arms. Allowed to become loose, they will not only be dangerous but will also cause irreparable damage to the cranks.
- Check that pedal bearings are properly adjusted. pedals up and down, and right to left, and also rotate them by hand. If you detect any looseness or roughness in the pedal bearings then adjustment, lubrication or replacement is required.
- Ensure that the front and rear pedal reflectors securely fitted.
- Also ensure that the toe clips, if fitted, are securely the pedals.



Never ride with loose pedals

| <b>Problem</b>                                    | <b>Possible Cause</b>                                                                                                                                                                                                                 | <b>Remedy</b>                                                                                                                                                                                                                               |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gear shifts not working properly                  | <ul style="list-style-type: none"> <li>- Derailleur cables sticking/stretched/damaged</li> <li>- Front or rear derailleur not adjusted properly</li> <li>- Indexed shifting not adjusted properly</li> </ul>                          | <ul style="list-style-type: none"> <li>- Lubricate/tighten/replace cables</li> <li>- Adjust derailleurs</li> <li>- Adjust indexing</li> </ul>                                                                                               |
| Slipping chain                                    | <ul style="list-style-type: none"> <li>- Excessively worn/chipped chainring or freewheel sprocket teeth</li> <li>- Chain worn/stretched</li> <li>- Stiff link in chain</li> <li>- Non-compatible chain/chainring/freewheel</li> </ul> | <ul style="list-style-type: none"> <li>- Replace chainring, sprockets and chain</li> <li>- Replace chain</li> <li>- Lubricate or replace link</li> <li>- Seek advice at a bicycle shop</li> </ul>                                           |
| Chain jumping off freewheel sprocket or chainring | <ul style="list-style-type: none"> <li>- Chainring out of true</li> <li>- Chainring loose</li> <li>- Chainring teeth bent or broken</li> <li>- Rear or front derailleur side-to-side travel out of adjustment</li> </ul>              | <ul style="list-style-type: none"> <li>- Re-true if possible, or replace</li> <li>- Tighten mounting bolts</li> <li>- Repair or replace chainring/set</li> <li>- Adjust derailleur travel</li> </ul>                                        |
| Constant clicking noises when pedaling            | <ul style="list-style-type: none"> <li>- Stiff chain link</li> <li>- Loose pedal axle/bearings</li> <li>- Loose bottom bracket axle/bearings</li> <li>- Bent bottom bracket or pedal axle</li> <li>- Loose crankset</li> </ul>        | <ul style="list-style-type: none"> <li>- Lubricate chain /Adjust chain link</li> <li>- Adjust bearings/axle nut</li> <li>- Adjust bottom bracket</li> <li>- Replace bottom bracket axle or pedals</li> <li>- Tighten crank bolts</li> </ul> |
| Grinding noise when pedaling                      | <ul style="list-style-type: none"> <li>- Pedal bearings too tight</li> <li>- Bottom bracket bearings too tight</li> <li>- Chain fouling derailleurs</li> <li>- Derailleur jockey wheels dirty/binding</li> </ul>                      | <ul style="list-style-type: none"> <li>- Adjust bearings</li> <li>- Adjust bearings</li> <li>- Adjust chain line</li> <li>- Clean and lubricate jockey wheels</li> </ul>                                                                    |

| <b>Problem</b>                              | <b>Possible Cause</b>                                                                                                                                                                                                                                     | <b>Remedy</b>                                                                                                                                                                                                  |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Freewheel does not rotate                   | <ul style="list-style-type: none"> <li>- Freewheel internal pawl pins are jammed</li> </ul>                                                                                                                                                               | <ul style="list-style-type: none"> <li>- Lubricate. If problem persists, replace freewheel</li> </ul>                                                                                                          |
| Brakes not working effectively              | <ul style="list-style-type: none"> <li>- Brake blocks worn down</li> <li>- Brake blocks/rim greasy, wet or dirty</li> <li>- Brake cables are binding/stretched/damaged</li> <li>- Brake levers are binding</li> <li>- Brakes out of adjustment</li> </ul> | <ul style="list-style-type: none"> <li>- Replace brake blocks</li> <li>- Clean blocks and rim</li> <li>- Clean/adjust/replace cables</li> <li>- Adjust brake levers</li> <li>- Center brakes</li> </ul>        |
| When applying the brakes they squeal/squeak | <ul style="list-style-type: none"> <li>- Brake blocks worn down</li> <li>- Brake block toe-in incorrect</li> <li>- Brake blocks/rim dirty or wet</li> <li>- Brake arms loose</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>- Replace blocks</li> <li>- Correct block toe-in</li> <li>- Clean blocks and rim</li> <li>- Tighten mounting bolts</li> </ul>                                           |
| Knocking or shuddering when applying brakes | <ul style="list-style-type: none"> <li>- Bulge in the rim or rim out of true</li> <li>- Brake mounting bolts loose</li> <li>- Brakes out of adjustment</li> <li>- Fork loose in head tube</li> </ul>                                                      | <ul style="list-style-type: none"> <li>- True wheel or take to a bike shop for repair</li> <li>- Tighten bolts</li> <li>- Center brakes and/or adjust brake block toe-in</li> <li>- Tighten headset</li> </ul> |
| Wobbling wheel                              | <ul style="list-style-type: none"> <li>- Axle broken</li> <li>- Wheel out of true</li> <li>- Hub comes loose</li> <li>- Headset binding</li> <li>- Hub bearings collapsed</li> <li>- QR mechanism loose</li> </ul>                                        | <ul style="list-style-type: none"> <li>- Replace axle</li> <li>- True wheel</li> <li>- Adjust hub bearings</li> <li>- Adjust headset</li> <li>- Replace bearings</li> <li>- Adjust QR mechanism</li> </ul>     |

| <b>Problem</b>        | <b>Possible Cause</b>                                                                                                                                                                                                                                                    | <b>Remedy</b>                                                                                                                                                                                                                                   |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Steering not accurate | <ul style="list-style-type: none"> <li>- Wheels not aligned in frame</li> <li>- Headset loose or binding</li> <li>- Front forks or frame bent</li> </ul>                                                                                                                 | <ul style="list-style-type: none"> <li>- Align wheels correctly</li> <li>- Adjust/tighten headset</li> <li>- Take bike to a bike shop for possible frame realignment</li> </ul>                                                                 |
| Frequent punctures    | <ul style="list-style-type: none"> <li>- Inner tube old or faulty</li> <li>- Tire tread/casing worn</li> <li>- Tire unsuited to rim</li> <li>- Tire not checked after previous puncture</li> <li>- Tire pressure too low</li> <li>- Spoke protruding into rim</li> </ul> | <ul style="list-style-type: none"> <li>- Replace Inner tube</li> <li>- Replace tire</li> <li>- Replace with correct tire</li> <li>- Remove sharp object embedded in tire</li> <li>- Correct tire pressure</li> <li>- File down spoke</li> </ul> |

## Instrument ebike error status code meaning

| Status code | State meaning                     | Reason                                                                                                                                                                                                                                       |
|-------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>E00</b>  | Normal status                     | After the failure of the vehicle during this operation was repaired                                                                                                                                                                          |
| <b>E02</b>  | Brake failure                     | Try unplugging the left brake plug and see if E02 disappears, if you unplug the right brake plug, will it disappear? Finally confirm which brake lever is the problem and contact professional customer service for replacement: Brake lever |
| <b>E06</b>  | Battery undervoltage              | Battery drain                                                                                                                                                                                                                                |
| <b>E07</b>  | Motor failure                     | ① The motor wire plug is loose ;<br>② The motor is damaged.                                                                                                                                                                                  |
| <b>E08</b>  | Handlebar failure                 | ①The turning handle is back to the original position before starting up ;<br>②The plug is loose ;<br>③The turning handle is damaged.                                                                                                         |
| <b>E09</b>  | Controller failure                | Controller is damaged                                                                                                                                                                                                                        |
| <b>E10</b>  | Communication (reception) failure | ①Check the condition of the plug ;<br>②The controller is damaged ;<br>③The electric door lock of the meter is damaged ;<br>④Check whether all the components that use the 5V voltage are damaged.                                            |

|            |                              |                                                                                   |
|------------|------------------------------|-----------------------------------------------------------------------------------|
| <b>E11</b> | Communication (send) failure | ① Check the plug condition ;<br>② The meter is damaged.                           |
| <b>E30</b> | Communication fail           | The P20 setting item is set to 0 ( when this fault occurs in the No. 2 protocol ) |



Please don't change too many parameters to avoid setting errors and restoring the factory settings, normally you only need to adjust the following parameters after receiving the bike.

- **P01** is to set the brightness, you need to darker on the choice of 1 need to light on the choice of 3
- **P02** is to set 1 switch to MPH
- **P03** select 48V
- **P06** setting 20



Other settings don't need to be changed.  
If you have set up the wrong settings and need to reset, follow the instructions in P16 to reset the system.

# Installation procedures

- 1: First handlebar installation, try to pay attention to not tear off the waterproof wire connector.
- 2: Battery installation to be in place, press down hard, (battery key can be turned to lock the battery) and then open the battery in the upper right corner of the red switch.
- 3: Turn the power door key to the right until it can not be pulled out until the completion of these three steps after the headlights and turn signals can be used normally.
- 4: Long press the middle button on the instrument can be! After the above operation is invalid, then check whether the connector on the waterproof line of the handlebar is loose, and then no reaction to check whether the controller terminal is plugged in.

**Note:** For after-sales contact, please attach the order number and contact information together to facilitate after-sales processing. Thank you for your cooperation.



For European law, please put on a 250W motor sticker.



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After-sales videos



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