



PARIS 48V

USER MANUAL

SAFETY

When operating the Paris 48V please make sure you adhere to the following:

- Always wear a helmet when riding the Paris 48V.
- Always check your mirrors and blind spots when operating the vehicle.
- Turn on headlights when in need of additional visibility.
- Make sure that your battery power is sufficient before you go out to ride.
- Obey all laws of the road.
- Periodically charge the unit when not in use for long periods of time
- If you bring your charger avoid shaking / rattling charger while riding.
- **Do not over charge the battery by leaving the charger in the charging port. Once the battery is fully charged remove the charger immediately.**
- **Do not try to operate the unit while charging.**
- **Do not let anyone under the age of 16 years old operate this vehicle.**
- **Do not make sharp / abrupt turns at high speeds to avoid tipping.**
- **Do not operate under the influence of any use of drugs or alcohol**
- **Do not completely submerge the unit in water**
- **Do not operate in harsh weather conditions.**

**For any questions or concerns please call
1-800-649-9320 or visit www.daymak.com**



ABOUT DAYMAK

Daymak is one of Canada’s largest Alternative Vehicle providers. We design, engineer, manufacture, import and repair everything from recreational dirt bikes, go-karts and electric golf cars to alternative transportation solutions such as e-bikes and electric scooters.

Our electric bicycles represent an energy-efficient and eco-friendly alternative for people who need to get around the city. They greatly increase the practicality of bicycle transportation in urban centres. Costing only a few cents to charge, an e-bike can make city life more convenient and much less expensive.

While there are many new Green technologies that are still in their infancy, electric bicycles have been developing over the last 40 years or more. E-bike technology has been dramatically refined since the introduction of the first custom-conversion bicycles. Today, electric bicycles are a supremely reliable and affordable means of transportation.

Daymak is constantly developing new eco-friendly alternative transportation strategies, led by its own Research and Development department in Toronto, Canada. We are always improving our products. Our innovative in-house engineering and quality testing provide customers with many new kinds of reliable, eco-friendly vehicles, designed to help change the lives of our customers and the world.

Daymak warranties, services, and stocks parts for everything it sells. We support our products. Please feel free to visit our website. You’ll find the latest in cool transportation solutions, support for the products you’ve purchased and contact information.



INTRODUCTION

E-BIKES

Using an electric bicycle is a great way to ride around town conveniently and economically. E- Bikes represent a natural progression in the development of urban transportation. Using only small amounts of electricity, e-bikes have the potential to radically reduce the amount of pollution in our cities. They are also very quiet, so they do not add to the high levels of noise pollution which we often take for granted. They are easy, and usually free to park. They are unobtrusive and highly practical additions to the urban landscape.

E-bikes are also inexpensive. They (currently) require no registration, no insurance, no licence and do not incur parking charges. Compared to internal combustion engines, the engines in electric vehicles have fewer moving parts and require far less maintenance. Your Daymak e-bike is the result of Daymak’s years of experience, the highly trained technical skills of our staff, and careful ongoing design work by our engineers. We hope you enjoy using this product and welcome any feedback that you may have.

NEW LAWS

Most provinces in Canada, most states in the U.S.A, the United Kingdom and many European countries have new laws that permit cyclists to use electric motors to assist the regular operation of bicycles. Please check with your provincial or state government to learn about your local laws.

LIABILITY

Daymak does not assume any liability for damages, loss of profits, or claims from third parties due to improper use of this product. Daymak does not assume any liability for damages due to problems with the product resulting from service by a third party that is not certified by Daymak.

The information in this guide may be subject to change without notice. For the latest information available, please contact your local Daymak dealer or visit our website. We have taken all possible measures to ensure the accuracy and completeness of the information in this guide. However, if you do find anything missing, incomplete or wrong, do not hesitate to contact us.



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PART DIAGRAMS

DIAGRAM 1: PARIS 48V

This diagram illustrates the various parts of your bicycle. Please note that many of these parts are not user-serviceable and should be repaired only by trained professionals. This is especially true of the electrical systems and the mechanical components.



- | | | |
|-------------|-------------------|----------------|
| 1. Brakes | 6. Battery Handle | 11. Pedals |
| 2. Throttle | 7. Rack | 12. Fender |
| 3. Display | 8. Motor | 13. Shocks |
| 4. Seat | 9. Tire | 14. Headlights |
| 5. Battery | 10. Kick Stand | 15. Basket |



RIDING INSTRUCTIONS

This guide assumes that you already know how to ride a standard bicycle. Before you try to ride an electric bicycle, you should be very familiar with controlling and balancing a normal bicycle.

Caution

If you do not have cycling experience, an e-bike is too dangerous to ride. Do not begin learning to ride a bicycle using an e-bike.

IMPORTANT NOTES

- **Ebikes are Fast!** E-bikes are capable of traveling at higher speeds than many bicycle riders are accustomed to. Use caution at all times, especially when travelling in mixed traffic. Always take into account driving and traveling conditions.
- **Obey the Law.** Be sure to follow all provincial and city traffic laws. This includes obeying stop signs, checking carefully when turning, and riding defensively. An e-bike is a motorized vehicle, even though it is classed as a bicycle. You must follow the law.
- **Stay Sober.** Never ride your bicycle while intoxicated. An e-bike is capable of traveling faster than a normal bicycle, and you should always be in control of it.
- **Share the Road.** Be careful in mixed traffic. Let vehicles that are faster than you
- **Overtake you and give ample room for vehicles travelling slower.**



ITEMS TO CARRY WITH THE ELECTRIC BIKE

It is a good idea to carry the following items with you at all times when you ride your e-bike.

- The charger, to charge the bike in case the battery power runs out.
- 30 Amp Fuse, spares for the batteries, in case the fuses blow (if applicable).
- A lock, to secure your e-bike when you park it.
- A helmet, as required by safety laws.

INSPECTING YOUR ELECTRIC BIKE

Always inspect your e-bike before you ride it, to make sure its safety features are operating properly. Many accidents can be avoided with routine inspections. Once you are comfortable with your e-bike, you will be able to detect small changes in the way it feels. If anything changes between uses, make sure to have it properly examined. Also, be sure to listen for changes in the sounds your e-bike makes over time. Any mechanical or power issues may have effects on the sounds the bicycle makes.

HOLDING THE HANDLEBARS

As with a normal bicycle, place your fingers over the brake levers, using the palms of your hand and your thumbs to wrap around and under the handlegrips. Doing this allows you to activate the brakes easily, by squeezing your hand, in case you have to stop quickly. This is the safe way to control your electric bicycle.

TURNING YOUR E-BIKE ON AND OFF

To turn on your e-bike, insert the key into the “ignition”, located on the battery, and turn the key to the right. Once in the on position, press and hold the power button to turn it on. When your e-bike is activated, the LED display will light up, showing you how much power your e-bike has. To turn off the e-bike, press and hold the power button or simply turn the key to the left, and remove the key.



Warning

When you activate the e-bike, the electrical system becomes live. Do not try to affect changes to the E-Bike (such as removing the battery or repairing electrical components) while the E-Bike is activated. Turn the E-Bike off and remove the key before you attempt to access any of the electrical components. Also, the battery carries a significant electric charge and can injure people if not treated properly and with respect.

ACCELERATING AND DECELERATING

The throttle is found on the right-side hand grip on the handlebars. Turn rotate the grip counterclockwise (towards you) to accelerate. To decelerate, release the grip (turn it away from you). Don't over-rotate the accelerator, as this could damage the battery and electrical components.

Warning

Do not activate the accelerator until you are seated on the bicycle and are ready to accelerate. The e-bike can easily escape from your control, possibly injuring you or others, and the e-bike may be damaged by being dropped.

STOPPING

Your e-bike has two sets of brakes, at the front and at the rear. The levers attached to the handlebars, on the left and right, activate the brakes. Pull the levers toward you to activate the brakes.

You can use both brakes to come to a stop more quickly, or you can use one of the brakes to come to a gentle stop, depending on your riding needs at the moment. When the brakes are activated, the power to the engine is automatically turned off, until you release the brakes. This allows you to stop safely.

SAFETY TIPS

- When you are traveling in wet weather, water may cause your brakes to function less efficiently because it reduces friction between the brake pads and the wheels.
- Take care to slow down and give yourself more room to stop or slow if necessary.
- It is a good idea to have your brakes and brake pads checked regularly. The brake pads will eventually wear down through friction, and after significant use will have to be replaced.
- Engage the rear brakes first before the front brakes to avoid flipping the unit.



LIGHTS

The headlight is a useful feature when you are riding at night or in dark areas. They radically improve your safety in mixed traffic. The lights on your e-bike consume some electricity. Keeping them on may reduce the maximum distance you can travel on one charge by about 5 %.

PEDALING

This e-bike is designed to be a motor-assisted bicycle. You can use the motor by itself, but ideally, you can work with the motor by pedaling. This increases the distance you can travel on your e-bike, because it assists the motor and reduces the amount of electricity you draw from the battery.

RIDING IN WET WEATHER

Your e-bike is designed to function in wet conditions, such as when it is raining. However, because the motor is on the rear wheel, it is easy to slip when moving at high speeds. If it is very wet, be sure to avoid high speeds. When you are traveling in wet weather, water may cause your brakes to function less effectively because it reduces friction between the brake pads and the wheels. Take care to slow down and give yourself more room to stop or slow if necessary.

THE MOTOR AND WATER

Your e-bike is not designed to be immersed in water. Always ensure that the water level does not go above the middle of the tire, to prevent water from getting inside the motor. Water in the motor can cause short-circuits and may damage the electrical systems in your e-bike.

RIDING IN COLD WEATHER

Your e-bike is designed to operate year-round. However, in very cold conditions or when there is a lot of snow or slush on the ground, it is possible for the motor in the e-bike to get wet or for the brakes to function less effectively, just as it can happen in wet weather. Below 10 degrees Celsius, the battery will not work as well as it would in warmer temperatures. While Lithium-Ion batteries perform better than Lead-Acid batteries in temperature extremes, both will experience reduced performance in cold temperatures.

Also, riding the e-bike in cold temperatures may require you to replace the battery sooner



MAXIMUM LOAD

Do not exceed the maximum load capabilities of your e-bike. You can find the exact loading capacity listed in the technical specifications in this guide.

If you exceed the maximum load, the performance of the bike will suffer.

Exceeding the maximum load of your e-bike could cause damage to the shocks, to the mechanism and, ultimately, even to the frame. It could also cause your motor to work too aggressively, and may cause it to burn out.

LONG-TERM STORAGE OF YOUR E-BIKE

If you are storing your bike for a long period, take out the battery. This is a safer way to store the electric bicycle, as it prevents accidental activation of the e-bike and makes it impossible to activate it the bike even with the key.

Please see the section titled “The Battery” for instructions on battery maintenance while your e-bike is being stored.

ASSEMBLING THE PARIS 48V

You can see an assembly video by going to the link here:

<https://www.daymak.com/assembly/paris-48v/> or you can simply scan this QR code to pull it up on your phone



THE BATTERY

This section details what you need to know about the battery that powers your e-bike. Always remember to treat your e-bike's electrical systems with respect.

BATTERY POWER

The dashboard has a battery charge indicator. When the e-bike is activated, the gauge will jump and indicate the currently available battery power. If the power has dropped significantly, you should charge your e-bike.

DISTANCE AND POWER

Your battery has the capacity to carry you anywhere from 35+km (20+ miles) before it must be recharged. The ability of your battery to power your bicycle depends on many variables. These variables include the weight of the rider, the prevailing wind resistance, the rider's driving habits, the presence of steep hills and inclines, and other issues such as proper air pressure in the tires.

SAVING POWER

If you are traveling long distances, you can save a lot of electricity by using better driving habits:

- **Coasting:** When going downhill or over long, flat road surfaces, try using your e-bike's momentum and allow it to coast, without drawing power from the motor.
- **Stopping and Starting:** Try to avoid stop and go movements. The motor draws more power when starting from a full stop.
- **Weight:** Remove unnecessary weight from the bike. This reduces the amount of power the motor must draw.
- **Air Pressure:** Make sure your tires have the proper air pressure. Proper pressure reduces drag on the tires and radically increases the efficiency of any vehicle.
- **Head and Tail Lights:** Turn off the lights to conserve power, if it is safe to do so. The lights will reduce the distance you can travel by about 5%.
- **Peddaling:** When accelerating from a full stop, you might want to try pedaling to help acceleration.



CHARGING YOUR E-BIKE

Charging your e-bike is a simple process. You require the following:

- The charger that came with your e-bike.
- A 110V household electrical outlet.

Charger Warning

Only use the chargers that were supplied with your e-bike. Using chargers that do not have specifications identical to those which came with the e-bike could irreparably damage your e-bike's battery and electrical systems, and may cause injury.

To charge your e-bike, follow these steps:

1. Turn off the e-bike.
2. Plug the male end of the charger cable into the charging slot on the e-bike.
3. Plug the male end of the charger power cable into your wall socket. This should be a 110V household electricity supply. You can also use a portable generator, if necessary, but make sure it provides 110V current.
4. Allow the e-bike's battery to charge for the appropriate amount of time .
5. Disconnect the charger when the LED light on the charger is green. The batteries have been fully charged.

If your charger's LED status light does not change from red to green over an extended period of time, for perhaps more than 6 hours, and the battery is very hot, the battery or charger may need replacing. Stop charging and bring both to your Daymak dealer immediately. Do not charge the battery.



UNDERSTANDING YOUR VOLTAGE

Electric scooters primary power is displayed on your unit as a voltage. This number in short shows how powerful your unit is, and as it dips down when the unit will no longer be able to perform. Depending on your unit’s voltage and battery type (Lithium vs Lead Acid) will effect the range of voltage between what is fully charged and when it exceeds the low voltage threshold.

LOW VOLTAGE THRESHOLD

Your unit will try to protect the battery by preventing the motor from drawing power below the Low Voltage Threshold. By doing this it will significantly increase the life expectancy of your unit. If you find that your motor starts cutting off at a certain speed or not engaging at all it may be because your voltage is dropping past the threshold point and needs to be charged. To see what your voltage threshold you can check on it via the bluetooth APP (if applicable) and you can check it out using this chart.

VOLTAGE CHART

VOLTAGE	LEAD ACID		LITHIUM ION	
	FULL CHARGE	LOW VOLTAGE	FULL CHARGE	LOW VOLTAGE
24V	27V	21V	29.4V 7S	20V 7S
36V	40V	32V	42V 10S	28V 10S
48V	53V	42V	54.6V / 58.8V 20S 21S	37V / 40V 20S 21S
60V	67V	53V	67.2 / 71.4V 16S 17S	45V / 48V 16S 21S

LITHIUM FULL/LOW VOLTAGE READING

Depending on the way your lithium battery’s was made will impact what the low voltage and full charge reading should be. Underneath each reading on the above chart shows a number and an “S” this represents how many series are in your battery pack. To know the exact series of your battery contact your local Daymak dealer.



CHARGING THE PARIS 48V

First take the charger that came with your Paris 48V and plug it into the the wall. Once you have done that locate the charging port of the Paris 48V located on the right side of the battery.

1) This is your charge port, plug your charger into here and the other end into a 110V outlet. Please note your battery does not need to be in the bike for it to charge.



When the bike is charging the charger will glow red. When the unit is fully charged the charger will glow green and then your bike is ready to go.

Warning

Do not leave the Paris 48V charging for long periods of time after it is fully charged. Once the bike is charged unplug it ASAP.



BATTERY CARE

Follow these suggestions to maintain your battery’s optimal performance. If you do not follow these suggestions, your battery may lose its ability to maintain a charge and might have to be replaced sooner than would otherwise be necessary.

- Charge it: Charge your battery immediately after riding it.
- Full charge: Do not allow the battery to run down completely and lie in storage without a charge. This significantly reduces the battery’s lifespan and may cause damage.
- Keep it charged: When being stored, charge the battery occasionally to make sure its power supply does not run down. Charging it once every 21 days should be sufficient.
- Storage conditions: Store the battery on a flat, cool, dry surface. Do not allow the battery temperature to drop below 10 degrees Celsius for extended periods of time.

Warning

COLD WEATHER AND YOUR BATTERY

Below 10 degrees Celsius, the battery will not work as well as it would in warmer temperatures. While Lithium-Ion batteries perform better than Lead-Acid batteries in temperature extremes, both will experience reduced performance in cold temperatures.

Also, repeatedly riding the e-bike in cold temperatures may cause your battery to have to be replaced sooner.

REPLACEMENT AND DISPOSAL

After approximately 300 charges, a lead-acid battery will need to be replaced. A lithium-ion battery will last approximately 1000 charges. When the battery has to be replaced, you will notice that your battery cannot carry as much of a charge as it could initially.

Contact your local Daymak dealer to purchase a new battery.

When replacing your battery, dispose of it at a proper municipal battery recycling facility. If none is available, please contact your local Daymak dealer.



OPERATION

BATTERY

The battery will have a key hole where you must put your key inside to begin operation. The key can be turned to 3 positions

1. Unlocked - To set it to this position you must PUSH IN and turn counterclockwise from the 1 position. This unlocks the battery so it can now be removed from the frame. (When putting it back in you must push in again and turn clockwise to lock it) The key can be removed from the battery in this position.

2. Off - When set to this position the unit will not turn on. The battery will still be locked into the frame, and the key can be removed from the battery.

3. On - Set it to this position so that you can turn on the bike or check the battery meter on the battery. The key cannot be removed from this position.



On the opposite side of the battery you will find a fuse. If you have an issue where the battery is not working. Please replace the fuse seen here.



SEAT

The Paris 48V comes with a quick release latch that allows you to easily adjust the height of the seat.

To adjust it take the lever (1) at pry it away from the seat post. This will loosen the seat and allow you to move it up or down until it is at the desired height.

Once it has been adjusted. Clamp the lever back down to secure it.

The Paris 48V also comes with a seat raise feature that makes it so you can remove the battery while keeping the seat post in the frame.

The lever shown on the right (1) needs to be pressed in and the seat is then to be folded up.



OPERATION

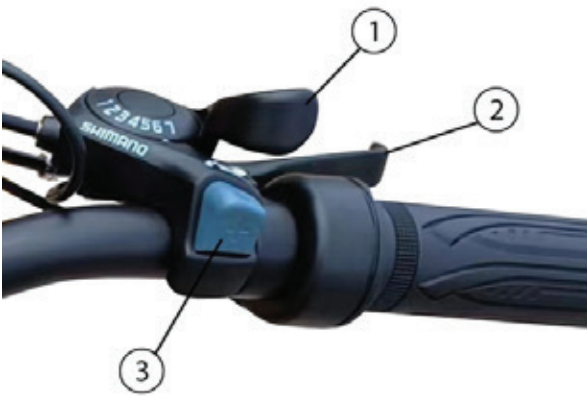
RIGHT HANDLE BAR

On the right handlebar you will find the Shimano shifters and brake lever.

- 1. Shift Down - Press this to shift the manual gears down 1
- 2. Brakes - Press this to engage the front brakes (press this on the left side to engage the rear brakes)
- 3. Shift Up - Press this to shift the manual gears up 1

Note: Do not shift the gears while you are not pedaling.

Note: Always brake with your rear brakes first.



THROTTLE

The Paris comes with a twist throttle on the right handlebar as seen on the left. To engage the motor without pedalling simply rotate this towards you.



TIRES

On each tire you will find a valve with a cap as seen here. Unscrew the cap and fill the tires with a pump between 45 and 60 PSI



SHOCKS

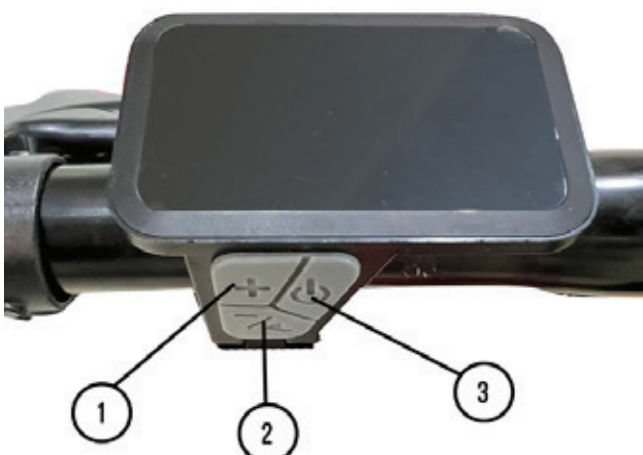
The shocks on the ebike are adjustable, meaning you can lock or unlock the shocks to allow them to go up and down, or be locked in place. To make it so the shocks function, set the blue knob facing forward.

To lock out the shocks rotate it clockwise facing to the right.



DISPLAY

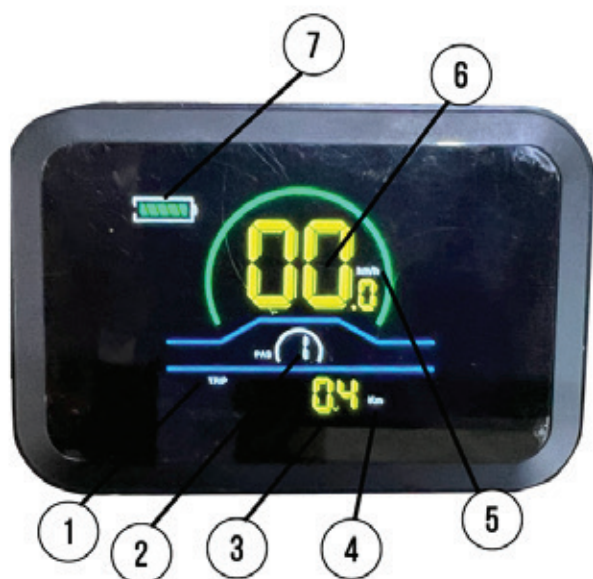
Below you will find the display of the Paris These are what each function does or displays.



1) **Plus (+)** - Press this to increase the level of pedal assist, or to increase a setting value in the advanced menu (see next page). **Press and hold** this button to turn on the headlights.

2) **Minus (-)** - Press this button to decrease the level of pedal assist, or decrease a setting value in the advanced menu (see next page). Press and hold this button to turn on walk mode (the bike will move engage automatically at 4 km/h)

3) **Power button** - Press and hold this button to turn on and off the unit. Press it quickly to switch the display from Odometer / Trip Meter / Maximum Speed / Average Speed. Press this to switch from settings in the advanced menu (see next page)



1) **Trip / ODO / MAXS / AVG** - Indicates the current trip mileage, total mileage, maximum speed travelled, and average speed respectively.

2) **Pedal Assist** - Shows the level of pedal assist. 0 is no assist, 1 is the least amount of assist (use to get the longest range) and 5 is the most amount of pedal assist (use to get there the fastest with the least effort.)

3) **Odometer Meter** - Shows the value of the setting above

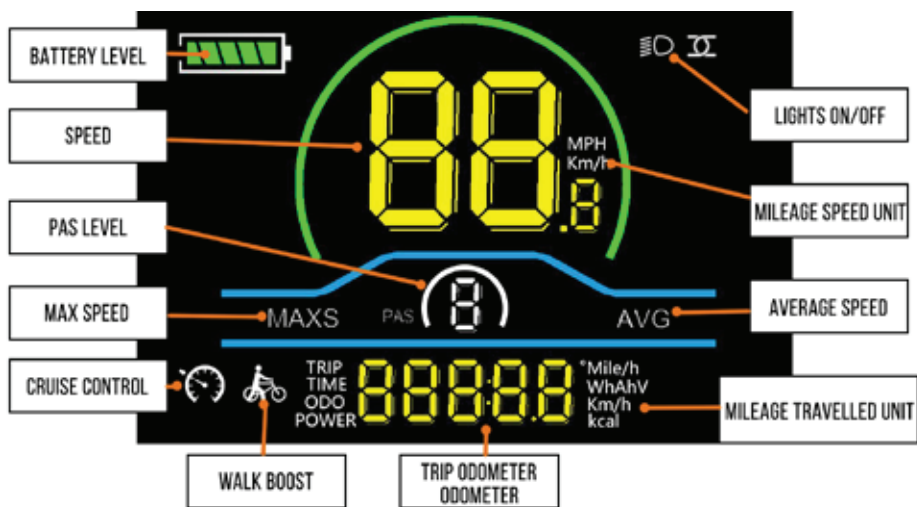
4) **KM / Miles** - Shows whether the value is in kilometers or miles

5) **KMH / MPH** - Shows what value the speed is in.

6) **Speedometer** - Shows the current speed

7) **Battery Meter** - Shows how much power it has left. 5 Bars is fully charged and 1 bar means it is about to run out of power.





DISPLAY ADVANCED

To access the advanced settings of your display press and hold the **(+)** and **(-)** buttons. To exit this menu press and hold the **Power Button** buttons again. Press the + or - on any flashing setting. To change the setting on any P Menu quick press the power button on any then press the plus or minus button to change it.



- P01:** Back light Display Brightness - level 1 is the darkest and level 3 is the brightest.
- P02:** Mileage unit - Switch between KM and miles.
- P03:** Voltage - Set the voltage of the bike [this should be set to the number specified in the specification section].
- P04:** Sleep time - this specifies how long before the bike automatically turns off [0 will not turn off, 1 - 60 how long before it will turn off in minutes].



P05: Pedal Assist Setting - Specifies how many levels of Pedal Assist there is :

1 - 3 Levels / 1 - 5 Levels / 0 - 7 Levels / 1 - 7 Levels / 0 - 9 Levels / 1 - 9 Levels

P06: Wheel Diameter - This is to set the wheel diameter of the bike to ensure correct speed and distance travelled accuracy.

P07: Magnetic Steel Velocity - (Not applicable with this unit)

P08: Speed Limit: Sets the maximum speed the unit can travel. (This must be set to your municipal laws)

P09: Throttle on Zero: This determines if the throttle will work on 0 Pedal Assist Setting.

0 = Throttle works on No PAS / 1 = Throttle only works on Level 1 PAS and above.

P10: Power Modes: This determines if the Throttle works, Pedal Assist Works, or Both.

0 = Pedal Assist only Works / 1 = Throttle Only works / 2 = Pedal Assist and Throttle Works

P11: Pedal Assist Sensitivity: Determines how much pedaling has to be done before the PAS kicks in. 1 = Least Sensitive / 24 = Most Sensitive

P12: Pedal Assist Starting Strength: Determines how much power is given initially from the start of pedalling. 1 = Least Power / 5 = Most Power

P13: Magnetic Plate Setting - Choose between 5, 8, 12 magnets. Do not tamper with unless familiar with these units.

P14: Controller Current - This sets the amount of power going into the controller. The Default is 12A. Modifying this higher than the default may ruin the controller and should not be tampered with. Any damage done in this manner will not be covered under warranty.

P15: Low Voltage Threshold: This sets the voltage where the motor will automatically cut off. (See Low Voltage chart)

P16: Not Applicable

P17: Cruise Control: Not Applicable with this unit.

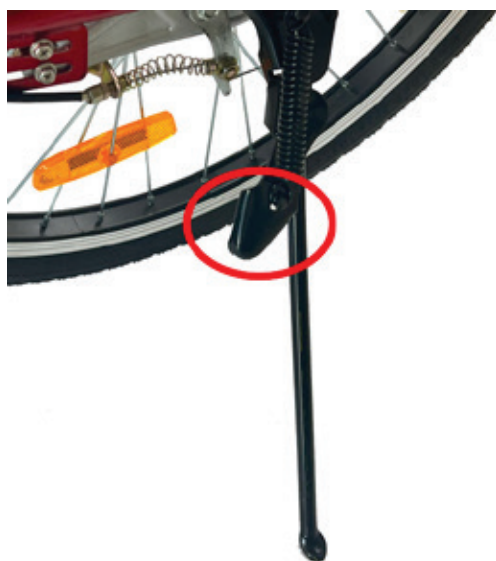
P18: Walk mode: This turns on an off Walk Mode

0 = Walk Mode is Disabled / 1 = Walk Mode is Enabled



KICKSTAND

The Paris comes with a kickstand that allows you to prop up the bike when not in use. With the kickstand down, to put up the kickstand push with your foot at the highlighted position (see below) and push backwards until it locks in place up. Do the inverse of this to put the kickstand down.



TECHNICAL DATA

This section provides you with the technical specifications for your e-bike.

THE MOTOR AND WHEEL ASSEMBLY

The Paris 48V has a 500 Watt magnetic DC brushless motor on the rear wheel hub. This type of motor has excellent low-end torque and high efficiency when working within its range. Note that while the motor is very quiet, it does produce some noise. Also attached to the rear hub is the speed reduction gear and the speed free clutch.

THE FREEWHEEL

The wheels have freewheels, so the e-bike's drive train is not fixedly geared. This means that when coasting or traveling downhill, you can turn off the engine and your e-bike will continue to move without slowing. This feature will allow you to achieve faster speeds when coasting, moving downhill or moving with the wind. It will also allow you to conserve electrical power, because you will be able to let the motor rest while moving.

THE CONTROLLER

Daymak pioneered the development of intelligent component control in e-bikes. The Daymak Drive technology developed by Daymak is the brain of your e-bike. It allows your e-bike to achieve faster acceleration, to climb steeper hills, and to save energy.

The electronic controller is located under the seat assembly. This controller efficiently regulates the speed and electronic functions of the bicycle. It allows for stepless speed adjustment, shuts off the motor when the brakes are activated, has low voltage protection and has fuses to prevent excess current from damaging the e-bike's systems.



THE BRAKES

The brakes on your e-bike are disc brakes . They generally provide for very fine stopping and control. This is a highly tested and well-designed technology, but even so, the brakes will require servicing from time to time, and may have to be adjusted for tension.

When the brakes are activated, tension increases and the clamps engage. This is a very effective and reliable way to stop a vehicle.

THE CHAIN AND PEDALS

The pedals are connected to the rear wheel. Along with the chain, they provide a human-powered “drive train”. This is an important part of your e-bike. The pedals are not removable and should not be removed.

VEHICLE IDENTIFICATION NUMBER (VIN)

Your unit comes with a Vehicle Identification Number. You should write this down and keep it somewhere safe in case of theft of your unit. This is also required for registering your warranty on the warranty section of Daymak.com. To find the VIN on your Paris 48V look on the pedal axle of the left pedal .



MAINTENANCE AND TROUBLESHOOTING

This section outlines problems you may have and solutions you may be able to use.

Many of the parts in this product are not user-serviceable and should be repaired by trained professionals. This is especially true of the electrical systems and the mechanical components. Alteration of these components voids the warranty.

TIRE PRESSURE

Maintain the air pressure in your tires at the appropriate level. If the air pressure is too low, your e-bike's performance will suffer and it will become damaged more easily.

Cold weather and lower temperatures will cause the air pressure in your tires to drop, and warmer weather will cause it to increase, even if there are no leaks in the tire tube. To replace the air in your tires, follow this procedure:

1. Identify the required pressure by examining the text along the side of the tire rim. This text should indicate the recommended pressure for your tire.
2. Locate the air valve on the inner surface of the tire rim.
3. Remove the valve cap and place in a secure location.
4. Place the nozzle end of an air pump (hand-power or mechanical) over the valve.
5. Pump up the air in the tire, being careful not to let the pressure go above the level prescribed on the side of the tire wall.
6. Remove the pump nozzle from the air valve without allowing much air to escape from the tire.
7. Replace the valve cap on the air valve.

Maintaining the proper air pressure will allow you to travel much further on a single charge, because the motor will not have to work as hard to move the e-bike.



REPLACING FLAT TIRES

Replacing flat tire tubes is a more complicated and labour-intensive process with e-bikes than it is with regular bicycles. It requires proper tools, more skill and more patience. The front wheel is easier to service when changing a flat tire than the rear wheel, as the rear wheel is connected to the hub motor and other mechanical parts.

Unless you are very familiar with the mechanical components of the rear motor, attempting to change a flat rear tire may cause serious problems. Please contact your Daymak dealer for specific instructions on how to remove your wheel and tires safely, and how to replace the tubes. It may be easier – and safer - to have the tubes replaced by your Daymak dealer.

THE MOTOR

Do not service the motor yourself. Bring the e-bike to your Daymak dealer for service. The motor in your e-bike is a highly complex and fine-tuned mechanism. Repairing it requires significant expertise. **We suggest maintenance every 100 running hours or so.**

THE CHAIN

Ensure that the chain on your e-bike is well-oiled and lubricated. It is an important part of your e-bike. As with any bicycle, it needs to be maintained if it is to function.

BRINGING IN YOUR E-BIKE FOR SERVICE

Do not attempt to service the electronic or mechanical parts of your e-bike unless you are absolutely sure of what you are doing and have a solid understanding of electrical and mechanical equipment. If your e-bike is not performing properly, disconnect the circuit breaker and bring the e-bike to your local Daymak dealer. **Do not store the e-bike without disconnecting the circuit breaker.**

Liability

Daymak will not be held responsible for damage or injuries resulting from errors resulting from improperly serviced parts.



EBIKE MAINTENANCE

CLEANING

Cleaning is extremely important. This will ensure your e-bike will serve you for a long time. In the long run, it will save you money and a lot of time waiting for the bike to be repaired. You should clean your ebike weekly.

Do not use aggressive power jets or water sprays when washing the ebike and keep water off the battery as much as you can. Clean gently but thoroughly and make sure that all the outer casing of the electric parts are dry and clean.

Remove any dirt, debris, sand, mud, grit, grime that that sets in or on the bike and dry it off.

Cleaning is a good opportunity to look closely for a worn, loose, cracked, rust, teared or damaged parts. Buckled paint can also be a hint for some parts that need closer inspection.

LUBRICATING

It is also recommended to lubricate the chain, levers, derailleur, cables, etc. A clean, lubricated e-bike tends to be faster, smoother and quieter. It's like having a little extra push for free.

Apply the lubricant to the different parts and let it sit a few minutes and then wipe off the excess lubricant with a rag. After a while, clean the different parts with a degreaser to remove any excess dirt that has been collected.

WEATHER

Don't leave the bike out in the rain or snow.

Store it somewhere dry and out of direct sunlight. Overheating the batteries, for example, can cause problems.

Do not open up casings, chargers, etc as you are unlikely to be able to reseal them effectively afterward, making them more susceptible to water damage and other extreme weather conditions.

Batteries should be removed from the ebike if not used and charged once a month regardless of usage.



SCHEDULE

The frequency of maintenance depends on how much you ride and under which conditions. Recreational riders needs far less maintenance then off-road riders. The harder you ride, the more you have to take care of your bike if you want it to last. There are various time intervals for proper maintenance. Quick maintenance should be done before & after every ride.

Time after Purchase	Action Suggested
Everytime before you ride (The 60 Second Check)	Check tire pressure, check brakes that they work, check lights, check bolts (make sure everything is tight), check battery gauge. Do not ride the unit unless everything is functional and proper
30 Days (every month)	Completely clean the unit, including the dust on the motor and under the seat. Check for any abnormal wear and tear or alignment problems.
90 Days (every 3 months)	Inspect frame and fork for paint crack or bulgest that may indicate frame or part damage; pay particular attention to all frame joints. Check wear and tear on tires. Check range of battery.
180 Days	Inspect all components on the unit. Check that connections are nice and tight. Look inside where your controller is and clean in detail. Check that all plugs are clean. Go over every bolt and nut in your unit.
360 Day (every 12 months)	Bring the unit for a complete tune-up. Varying on the unit the shop should complete a battery discharge, tires should be changed depending on wear and tear. All connections should be checked for rust and loosness. All components should be checked including charged, ignition, and gauges.



SPECIFICATIONS

Name	Paris 48V
Motor	500W
Voltage	48V
Amp Hour	10.4AH
Watt Hours	499WH
Battery Life	1000 cycles
Battery	Lithium Ion
Removable Battery	Yes
Charger	54V 2.0A 110V
Charge Time	4 - 6 Hours
Lights	LED
Max Load	275 lbs.
Assembled Weight	57 lbs
Assembled Length	70"
Assembled Width	24"
Assembled Height	43"
Seat Height	35"
Seat Width	8"
Seat Length	9"
Boxed Weight	75 lbs.
Boxed Length	72
Boxed Width	10
Box Height	39
Range	Up to 40 km / 25 miles
Speed	32 km/h / 20 mph
Climbing Incline	20 degrees
Front Wheel	26 x 1.75
Rear Wheel	26 x 1.75
Gauges	Battery Level
Ground Clearance	7"
Wheel Base	45"
Battery Weight	5 lbs.
Rear Brakes	Disc Brakes



Name	Paris 48V
Front Brakes	Disc Brakes
Ignition	Key Ignition
Front Shocks	4" of Travel
Rear Shocks	N/A
Controller	Standard
Pedal Assist	0 - 5 Levels
Speed Levels	7 Speed Shimano
Throttle	Full Twist
Cruise Control	No
Display	LED
Frame Size	18" ST 22"TT 5"HT
Rear / Basket Storage	Basket and Rear Rack
Under Seat Storage	No
Rear / Basket Storage Volume	1170 cubic inches
Under Seat / Glove Storage	N/A
MP3	No
Occupancy	1
Alarm	No
Steering Lock	No
Center Kickstand	No
Foldable	No
Folded Dimension	N/A
Model	300-PA500-500-48



DECLARATION OF CONFORMITY

WARNING

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

NOTE

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/ TV technician for help.

FOR MORE INFORMATION PLEASE CONTACT

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THANK YOU FOR CHOOSING DAYMAK

