

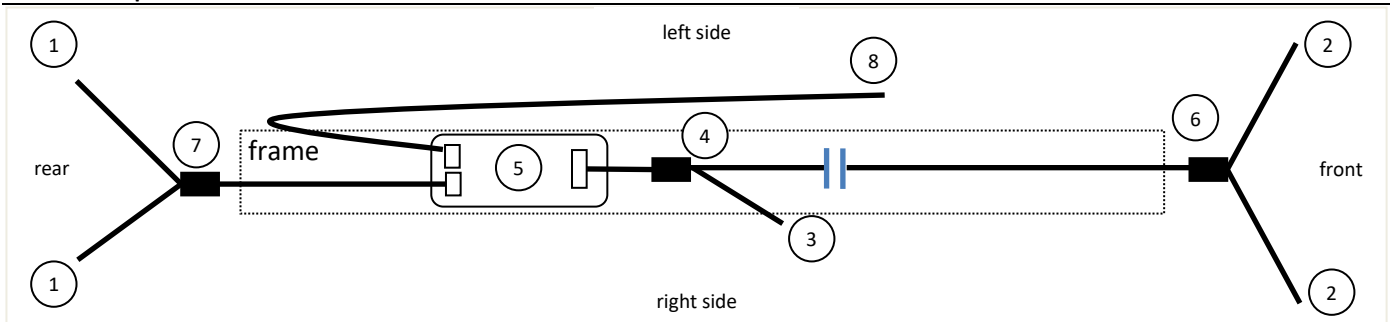
velorian BLINKERSET

Hase Kettwiesel / Lepus



Installation

Schematic representation



- | | |
|---|--|
| 1. short LED running light indicators with rubber caps on universal bracket long | 5. Blinkerbox |
| 2. Mini mini turn signal with rubber caps on bracket GBHV3 | 6. Splitter with 2 x 2-pin connection to the indicators and 1 x 3-pin connection to the switch |
| 3. daytona double pushbutton | 7. Rear splitter with 2 x 2-pin connection to the indicators |
| 4. splitter with 1 x 3-pin connection to the indicators and 1 x 3-pin connection with white marking to the switch | 8. 2-core power supply cable |

Front indicator mounting



To mount the front indicators on the suspension fork, they are screwed into the GBHV3 and attached to the suspension fork using the mounting bracket. The mounting bracket is attached to the GBHV3 with 2 screws and screwed together with the headlight on the other side.

See fig. 1

To mount the front indicators on the rigid fork, they are screwed into the BHW3 and screwed in the centre behind and together with the headlight.

fig. 1

The connection cable is routed from the front to the rear through the front bar and can then be connected to the indicators.

The cable with the red marking is for connecting the right-hand indicator in the direction of travel as long as the double push-button is fitted as described below.

Switch mounting

The double button is mounted above the handlebar on the left-hand side as shown in fig. 2. The cable on the switch can then be routed upwards into the handlebars and through to the 3-pin plug on the splitter (white marking).



fig. 2

Only in this position (the outer sides of the push-buttons point downwards) does the right push-button trigger a flashing on the right-hand side in the direction of travel.



fig. 3

If the switch has to be mounted rotated by 180°, the left and right indicator connections must be swapped accordingly.

Blinkerbox



The intended mounting location for the indicator box is on the rear swing arm. It should first be provisionally attached there.

The front cable splitter is positioned at the height of the handlebar centre on the left-hand side of the frame.

From there, the cables with the round plugs are laid to the intended positions of the indicators on the mudguards.

The indicators and the switch can now be connected.

The cable with the red marking is for connecting the right-hand indicator in the direction of travel as long as the double pushbutton is mounted as described.

Connecting the power supply and initial function test

Once the front indicators and switches are connected to the indicator box, an initial function test can be carried out.

To do this, the 2-core connection cable of the indicator box is connected directly to the headlight connection on the engine. The white wire is connected to the positive terminal and the brown wire to the negative terminal.

The power supply cable can be routed through the front bar for this purpose.

If the connection cables of the indicator box are swapped, this will **not** destroy the box, it will only result in the indicators not working.

Alternatively, the test can be carried out using a 9 volt block battery, for example.

The indicators will flash very quickly at this point, which is due to the absence of the rear indicators. This corresponds to the general rule that one indicator should indicate the failure of the other indicator on the same side by flashing faster.



fig. 6

Fitting the rear indicators



The indicator brackets for the rear indicators should be fitted first. The picture shows an example of mounting on the seat.

The cables can now be routed from the indicator box to the mounting position of the rear indicators and connected to the indicators there.

The cable with the red marking is for connecting the right indicator in the direction of travel.

During a new function test, the indicators should now flash in the normal rhythm.

fig. 7

Assembly termination

To complete the installation, check the position of the switches and indicators and tighten all screw connections.

The routing of the cables should also be checked to ensure that no cable can be crushed when the wheel is folded or due to movements of the swing arms.

All cables should now be secured in their final position using the cable ties supplied.

Function and operating instructions

The function complies with the requirements of the StVZO (Germany) and UN ECE 50.

Operation with indicator switch (toggle switch)

When the toggle switch is mounted on an appropriately configured blinkerbox triggers flipping the toggle switch to the left the turn signals to flash on the left side. When the switch is returned to its original position the flashing stops.

Flipping the toggle switch to the right causes the indicators on the right to flash.

If the switch is not returned to the home position, **the flashing stops automatically after 4 minutes**. Returning the toggle switch to its original position and switching it on again will restart the flashing.

Triggering the hazard warning lights is not possible with the toggle switch.

Operation with buttons

When the push-buttons are mounted on an appropriately configured blinkerbox triggers a short press on the left push-button flashing of the turn signals on the left side. If the left button is pressed again, the left turn signals stop flashing. Pressing the button on the right side causes the indicators on the right side to flash. If the right button is pressed again, the flashing stops. Switching the flashing from e.g. left to right can be achieved by pressing the other button in each case.

If the indicators are not switched off manually, **the flashing stops automatically after 4 minutes**.

The hazard warning lights are triggered by switching on the other side. Pressing and holding one button and pressing the other button starts the warning flashing. It can be stopped again by pressing one of the buttons.

The warning flashing stops automatically after 30 minutes.

Warning function in case of failure of one of the turn signals (only with configuration for 4 turn signals)

If, for example, one of the rear turn signals fails:

- The front indicator flashes twice as fast. If the front indicator fails, the rear indicator flashes twice as fast.
- The separate status LED (if installed) flashes twice as fast.
- The sound generator in the flasher unit (if active) ticks twice as fast.

Configuration of the Blinkerbox

The indicator box can be configured for different operating modes. The push-buttons or a corresponding device and a connection to the power supply are necessary for configuration.

The configuration mode is set as follows: Keep one button permanently pressed and press the other button eight times in succession. Then release both buttons. A short tone sequence sounds. Now the indicator box is in configuration mode and the software version can be set. The following is an overview of which button presses determine which setting:

1st button press: number of installed turn signals left button = 2 turn signals right button = 4 turn signals
 2nd keystroke: button or switch operation left button = push button right button = switch
 3rd button press: indicator sound on or off left button = indicator sound off right button = sound on

This results in the following key combinations to select the software versions in configuration mode:

L designates the left button, R the right button:

2 indicators switch with sound	LRR	4 indicators switch with sound	RRR
2 indicators button with sound	LLR	4 indicators button with sound	RLR
2 indicators switch without sound	LRL	4 indicators switch without sound	RRL
2 indicators button without sound	LLL	4 indicators button without sound	RLL

After entering the key combination, the configuration is completed and another short tone sequence sounds. If no switch is pressed is made, the configuration mode is automatically exited after approx. 2 minutes. The configuration is retained even after disconnection from the power supply.

Subject to technical changes.

velorian

EU - Konformitätserklärung EU - Declaration of conformity



velorian e-bike blinkerbox alpha22

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erklären, dass vorstehend bezeichnete Geräte in Konzeption und Bauart sowie in der von uns in Verkehr gebrachten Ausführung den Anforderungen der zutreffenden, unten aufgeführten Richtlinien entsprechen.

hereby declare that the design and construction of the above-mentioned products and the version placed on the market by us comply with the requirements of the applicable directives listed below.

EN 55016-2-1; 2014-12
EN 55016-2-2; 2011-09

CISPR 12,
ISO 11451-1; 2015,
ISO 11451-2; 2015,
EN 15194

Berlin, 01.08.2022

A handwritten signature in black ink, appearing to read 'Eckehard Bahr', written over a horizontal line.

Eckehard Bahr
velorian GmbH
Geschäftsführung