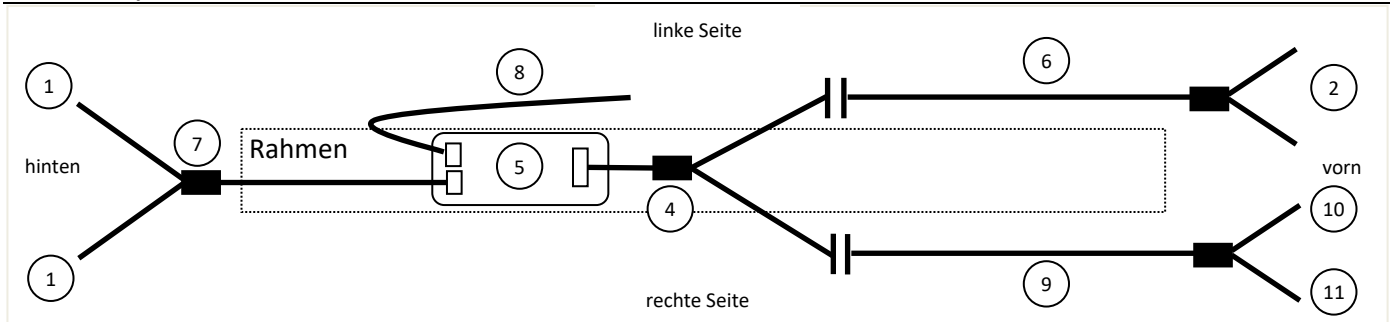


velorian BLINKERSET Urban Arrow Family



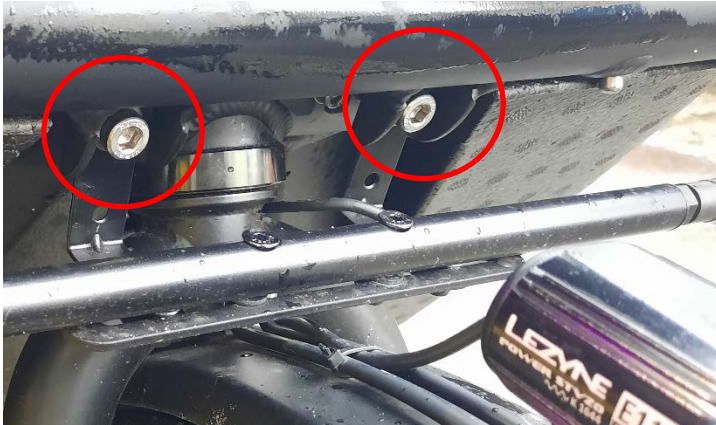
Installation

Schematic representation



1. mini LED indicators with rubber caps on bracket GBHV3
2. short LED running light indicators with rubber caps on universal bracket long
3. Daytona Double Push Button
4. splitter with 1 x 3-pin connection to the indicators and 1 x 3-pin connection with white marking to the switch
5. Blinkerbox
6. splitter with 2 x 2-pin connection to the indicators
7. rear splitter with 2 x 2-pin connection to the indicators
8. 2-core power supply cable
9. splitter connection to switch and status LED
10. toggle switch
11. Status LED

Turn signal mounting front



To mount the front indicators, the prepared indicator bracket is screwed to the front of the Cargobox using the existing screws behind the headlight.

See Fig. 1

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

The connection cable is routed from the front to the rear along the cable duct on the left-hand side below the Cargobox and connected to the unmarked cable on the front splitter of the indicator box.

Fig. 1

Switch assembly

The indicator switch is mounted on the handlebar on the left-hand side as shown in Fig. 2. The status LED is mounted on the right-hand side of the handlebar.

On the cable splitter, the 3-pin plug is connected to the switch and the 2-pin plug to the status LED.

The cable splitter to the switch and status LED can be routed through the steering column from top to bottom to the 3-pin connector on the front splitter of the indicator box (white marking).



Fig. 2

Blinkerbox



Fig. 3

The intended mounting location for the indicator box is on the frame above the engine. It should first be provisionally attached there. The side with the opening for the sounder and the two cables to the power connection and the rear light should face the rear.

The rear cable splitter of the indicator box is routed to the centre of the luggage carrier and underneath it to the rear light.

The left pedals and the left engine cover must now be removed.

The front cable splitter of the indicator box is also routed under the engine cover to the lower cable duct in the frame and through this to the front.

The cable splitters already laid from the indicators and the switch can now be connected to the cable from the indicator box. The connection with the white marking is the one for the switch and status LED.

Connection of the power supply and first 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 connection of the headlight on the engine. The white wire is connected to the positive terminal and the brown wire to the negative terminal. If necessary, the existing light connection cable must be split.

Swapping the connection cables of the indicator box will not destroy it, it will only cause the indicators not to work. 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 requirement of the law, according to which one indicator should indicate the failure of the other indicator on the same side by flashing faster.

Mounting the rear turn signals



Fig. 4 Mounting without luggage rack

The indicator brackets for the rear indicators should be fitted first. This is done with or without the carrier on the rear light bracket.

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. 5 Mounting with luggage rack

Mounting finish

To complete the assembly, the position of the switches and turn signals should be checked and all screw connections should be tightened.

Likewise, the course of the cables should be checked so that no cable can be crushed when folding the wheel or by movements of the swingarms.

Now all cables should be fixed in their final position with the supplied cable ties.

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

Wir, die velorian GmbH,
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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

EN 15194 11:2018

ISO 11451-1; 2015
ISO 11451-2; 2015

Berlin, 01.08.2022

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

Eckehard Bahr
velorian GmbH
Business Director/CEO