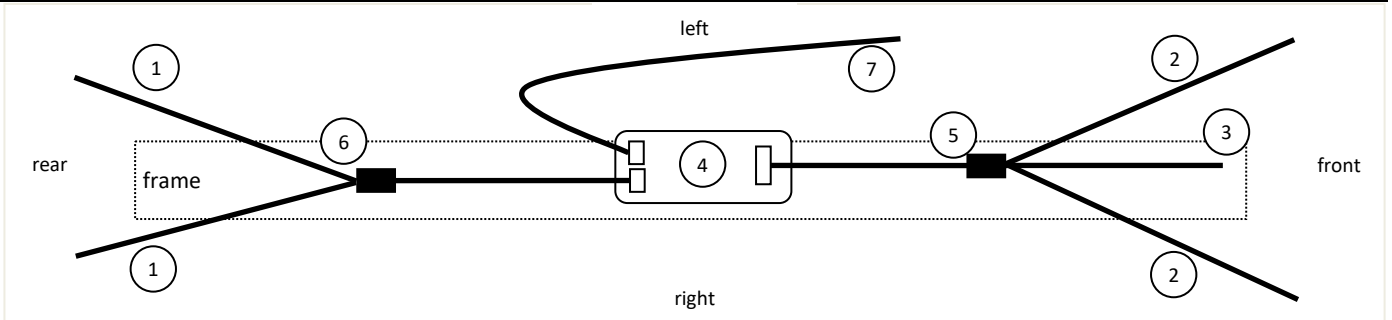


# velorian BLINKERSET ICE Adventure



## Installation

### Schematic representation



- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1. LED mini turn signal with 2 rubber caps on bracket 2 x BHW 1</li> <li>2. LED mini turn signal with 2 rubber caps on bracket 2 x BHW 1</li> <li>3. daytona double pushbutton</li> <li>4. Blinkerbox</li> </ul> | <ul style="list-style-type: none"> <li>5. splitter with 2 x 2-pole connection to the turn signals and 1 x 3-pole connection to the switch</li> <li>6. rear splitter with 2 x 2-pole connection to the turn signals</li> <li>7. Pre-assembled two-part 2-core power supply cable.</li> </ul> |
|---|---|

### Turn signal mounting front

To mount the turn signals, the mudguards are removed and the mounting brackets for the turn signals are attached to the upper mounting screws. For mounting, the (smaller) M6 hole of the angle is intended.

The angles are thereby aligned inwards. See Fig. 1

The turn signals can now be inserted through the M8 hole of the bracket and reattached with the nut previously unscrewed from the turn signal. Finally, the rubber cap is pushed over the cable and the nut.



Fig. 1

### Switch assembly



Fig. 2

The dual switch is mounted above the handle on the left side as shown in Fig. 2. The cable on the switch can then be routed up into the handlebar and through to the 3-pin connector on the splitter.

Only in this position the right button triggers a flashing on the right side in the direction of travel.

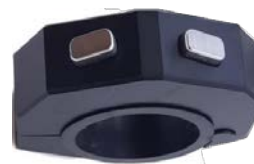


Fig. 3

If the switch must be mounted rotated by 180°, the connections of the left and right turn signals must be changed accordingly.

## Blinkerbox

The intended mounting location for the turn signal box is between the frame hinge and the rear swing arm. There it should first be attached provisionally.

The front cable splitter is placed at the height of the handlebar center on the left side of the frame.

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

The turn signals and the switch can now be connected. The cable with the red marking is for connecting the right turn signal in the direction of travel in each case, as long as the double pushbutton is mounted in the manner described.



Fig. 4

## Connection of the power supply and first function test



Since the front turn signals and switches are connected to the turn signal box, a first function test can be carried out. To do this, connect the 2-core connection cable of the turn signal box directly to the connection of the headlight to the engine.

The red wire is connected to the positive pole, the black wire to the negative pole.

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

If the connection cables of the turn signal box are reversed, it will **not** destroy it, it will only cause the turn signals not to work.

Fig. 5

battery.

The turn signals will flash very quickly at this time due to the lack of rear turn signals. This is in accordance with the requirement that one turn signal should indicate the failure of the other turn signal on the same side by flashing faster.

Alternatively, the test can be performed using e.g. a 9 volt block

## Mounting the rear turn signals

First, the turn signal brackets for the rear turn signals should be mounted. The picture shows an example of mounting on the luggage rack. The brackets are aligned outwards here.

Now the cables can be led from the turn signal box to the mounting position of the rear turn signals and connected to the turn signals there. The cable with the red marking is for the connection of the right turn signal in the direction of travel.

When the function is tested again, the turn signals should now flash in the normal rhythm.



Fig. 6

## Mounting termination

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 the 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,  
We, velorian GmbH,

velorian GmbH  
Storkower Str. 115a  
10407 Berlin  
Germany

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  
Geschäftsführung