



AMO R
AMO RR
AMO SV
AMO XT PINION
AMO RR PINION



MANUAL FOR USE AND MAINTENANCE

(Translation of Original Instructions)

This manual is an integral part of the vehicle and must accompany it even in the event of sale.

The Manufacturer reserves the right to make changes to its models, notwithstanding the essential characteristics described and shown here.

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0.1 INTRODUCTION

Dear **Customer**,

thank you for purchasing our product.

Our electric bicycle is a combination of innovation, design and comfort and has been designed and manufactured exclusively in Italy.

The innovative concept of assisted pedalling will revolutionize your cycling habits and open up new horizons; assisted pedalling offers a more comfortable ride without detracting anything from the healthy pleasure of cycling.

This bicycle has been manufactured using the highest quality materials in conformity with all the applicable standards and regulations.

Before using your new bicycle, we strongly recommend that you read and familiarize with the information and instructions contained in this user and maintenance handbook (hereafter referred to as "Manual").

NOTE: *Keep this handbook for future consultation.*

0.2 MEANING OF "EPAC" - Electrical Power Assisted Cycle

NOTE: *Only for the member countries of the European Community.*

The acronym **EPAC** derives from the initials of **Electrical Power Assisted Cycle** which is the description of what is commonly called Electric Bicycle with Assisted Pedalling.

In order to be assigned the EPAC classification, an electric bicycle must satisfy the requirements set out in the European Standard EN 15194-2008 and the Machinery Directive 2006/42/EC.

In short, in order to be approved for EPAC classification, an electric bicycle must comply with the following requirements:

- *Auxiliary electric motor having a maximum continuous rated power of 0,25kW.*
- *Propulsive power cut-off when the cyclist stops pedalling.*
- *Progressive reduction of the electric motor assistance as speed increases and complete cut-off once the maximum speed of 25km/h is exceeded.*



Respecting the Directives and maintaining the essential requirements allow to use Your bicycle in compliance with the regulations in force in the country of use.

Interventions that change the mode of operation of Your EPAC bicycle are indictable and punishable as provided for by Law.

If necessary, before using Your EPAC bicycle on the road, have all the optional devices prescribed by the traffic code installed by a qualified operator.

In some countries it may be necessary to ensure that the bicycle specifications comply with the locally applicable standards. Check all these requirements before using the bicycle.

0.3 DESCRIPTION OF SYMBOLS

This manual contains a series of symbols that are intended to draw your attention to particularly important information and instructions. Their meaning is explained below:

HAZARD

This symbol indicates a potential falling hazard and the consequent risk of personal injury and damage (to both yourself and third parties).

ATTENTION

This symbol indicates that an improper behaviour may result in damage to property or the environment.

NOTE: *This symbol indicates important information designed to help you get the best out of Your bicycle.*



Respect the prescribed tightening torque:

In the presence of this symbol it is necessary to respect the correct tightening torque to ensure safety during use of the bicycle. This is

only possible by using a torque wrench. If you do not possess such a tool, we recommend to have this operation carried out by qualified personnel. The components installed with the incorrect torque may break or detach causing serious falls.

0.4 NOTES FOR PARENTS AND LEGAL GUARDIANS

Parents and legal guardians are responsible for the actions and safety of the children under their care, as well as the safe condition of the bicycle and its suitability for the size of the cyclist.

This bicycle is NOT suitable to be used by children, however, if you decide that the child is capable of using it, you must ensure that he/she is fully aware of how to use the EPAC bicycle safely and responsibly.

The best way to verify this is to allow him/her to ride it in the environment the bicycle was designed to be used in.

0.5 COMPONENTS INSTALLED ON THE BICYCLE

On the bicycle are mounted parts which are not produced by the manufacturer, inside the manual you will find the instructions for these parts, which the user needs for correct operation of the bicycle.

For further information, please refer to manufacturer's manuals of the parts available on the respective internet websites.

0.6 DISPOSAL

The bicycle and its components such as motor, control display, battery, speed sensor, accessories and packaging must be disposed of while respecting the environment. **It is prohibited** to dispose of the electric bicycle and its components in domestic waste.

Directive 2012/19/EU

The mark that appears on the product and associated documentation indicates that it must not be disposed of together with normal household waste at the end of its working life.

In order to avoid health or environmental damages resulting from incorrect disposal of waste materials, you are requested to separate this product from other types of waste and recycle it responsibly in order to favour the sustainable reuse of recyclable materials.

Private users are invited to contact the vendor from whom they purchased the product or the relevant local authority for all the information necessary about recycling this type of product. Commercial users are invited to contact their supplier and check the terms and conditions stipulated in the sales contract.

AMO R - AMO RR - AMO SV - AMO XT PINION - AMO RR PINION

This product must not be disposed of together with other commercial waste.

ATTENTION

Preserve packaging of the battery supplied with the bicycle. In case of shipping of the battery pack, use the original packaging as the battery pack is considered a “Dangerous Good”.

1.1 INFORMATION ON SAFETY

- This user and maintenance manual contains all the information necessary to familiarize with your EPAC Bicycle, understand the main components and the associated technology, and learn how to use it correctly and safely
- understanding and respecting the warnings can prevent the risk of injury or damage to the user, third parties, animals or property and ensure that the bicycle is used in complete respect of the environment
- preserve this manual carefully for future consultations; if ownership of the EPAC bicycle is transferred to other persons, this user and maintenance handbook must also be handed over

- documentation (User and maintenance manual, EC Declaration of Conformity, Warranty, etc.) is an integral part of the bicycle, and must be preserved for the duration of its working life.

In case of sale or transfer of the bicycle, hand over this documentation to the new user

- in case of loss or damaging of this manual, ask for a new copy to the Manufacturer or Authorized Retailer.
- use the bicycle only after having received and read the whole documentation carefully
- the manufacturer reserves the right to make at any moment and without prior notice the necessary changes, due to technical and commercial needs, without obligation of retroactive communication.

ATTENTION

Like all mechanical components, the EPAC is subject to high wear and stress. Different materials and components can react to wear and stress fatigue in different ways. If the fatigue limit of a component is exceeded, the latter may break causing injuries to the cyclist. All

the forms of cracks, scratches or colour variations in highly strained areas indicate that the end of life of the component has been reached and that the latter should be replaced.

ATTENTION

In case of components built in composite material with carbon fibres, the damages caused by impacts can be invisible to the user. It is necessary to regularly inspect the fork or other components made of carbon fibre to check for the presence of possible cracks, protuberances or dents. Using a component with cracks may lead to the complete failure of the bicycle, with the risk of serious injury or death.

1.1.a Correct use

- The bicycle, subject of this manual, is suitable for use on public, dirt or gravelled roads in good conditions and cycling routes
- the use of the bicycle for purposes different from the intended one may lead to dangerous riding situations, falls and accidents. Short circuits may also occur inside the battery pack with possible consequent fire
- ALWAYS use the bicycle as described in this user manual and in the possible integrative documentation.

1.1.b Non-compliant use

ATTENTION

Installation of any type of child seat for transport of children is absolutely prohibited.

- Do not add accessories not approved by the manufacturer
- do not carry other people besides the rider
- never add equipment to the bicycle by yourselves, nor try to modify it; rely on the Manufacturer or on an Authorized Retailer
- possible errors committed during works not

carried out in a workmanlike manner may cause damages to the bicycle and compromise its operation and safety.

This may result in dangerous riding situations, falls and accidents

- the user can only carry out the operations described in this manual
- the bicycle cannot be used off-road or for jumps of any type
- it is absolutely prohibited to attach the bicycle to a trailer or carriage of any type or shape.

1.1.c Legal Regulations

- This manual provides indications and instructions on the use of the bicycle that add to, but do not replace, the locally applicable generic and/or specific STANDARDS, REGULATIONS, PROVISIONS or LAWS
- each road user must follow the traffic regulations in force in the Country of use of the bicycle.

It is possible to circulate with the EPAC on roads and public streets only with the addition of the equipment prescribed by the law of the Country of use of the bicycle.

1.1.d Residual hazards

- Fire hazard

Strong impacts due to improper use, storage in overheated environments (e.g. inside a motor vehicle exposed to strong sunlight), or falls may result in short circuits inside the battery pack, causing it to catch fire.

ATTENTION

Motor vehicle cabins may overheat if exposed to strong sunlight. High temperatures may result in short-circuits inside the battery pack, causing it to catch fire. Also, it is extremely important to deflate the bicycle tyres when transporting it inside a motor vehicle. Ensure you park in a shaded area and that the ambient temperature remains below 45°C.

- Use the bicycle only for the purposes it has been designed for
- always store the bicycle in an environment where the temperature remains between 0°C and +45 °C
- keep the bicycle away from heat sources

such as heaters, radiators, stoves, etc.

- in the presence of smoke or flames emanating from the battery pack, stop the bicycle immediately and put the fire out using an extinguisher, if available.

If there is the risk that fire spreads to surrounding objects, promptly contact the Fire Service.

- **Electrical hazards**

The use of non-compliant, damaged or faulty battery chargers and electrical cables may generate potentially lethal electric shocks.

- Always use the battery charger supplied with the bicycle
- do not disassemble the battery pack or the battery charger
- keep the bicycle and battery charger out of the reach of children and animals
- ensure that the battery charger does not come into contact with water or other liquids
- do not leave the battery pack or battery charger where they may be exposed to direct sunlight or heat sources (e.g. heaters, stoves, etc.)
- never use the battery charger or the batteries if they are damaged in any way
- never use the battery charger if insulation on the cables or any of the plug connections are damaged.

In that case, grasp the plug only in correspondence of an insulated part.

- **Generic hazards**

- Do not move your hands, feet or other parts of your body near the moving parts of the bicycle (wheels, belts, pulleys). Danger of injury
- in the event of rain, snow or slippery road conditions, reduce your speed and increase your distance from other vehicles
- it is recommended to avoid water puddles whose level may enter in contact with the electronic parts of the bicycle
- do not leave the bicycle in a car, under the sun.

ATTENTION

After along descent, the brake discs may be very hot.

- **Do not touch the brake discs immediately after a descent. Let them cool down at least 5 minutes before touching them.**

To check temperature, it is enough to touch the brake discs for a brief instant with an unprotected finger. If they are very hot, wait a few minutes and repeat the test until when the discs have cooled down.

1.1.e At first use

HAZARD

Before using the bicycle, carefully read this use and maintenance manual so as to familiarize with the parts of the bicycle.

- Use the bicycle only in a seating position suitable for you
- adjust position and height of the saddle (see paragraph "Saddle adjustment")
- completely recharge the battery pack (see paragraph "Recharging the battery pack").

1.1.f Before every use

ATTENTION

An unsafe bicycle may lead to dangerous riding situations, falls and accidents.

- Before using your bicycle:
 - check that the bicycle works correctly and safely; take into consideration the possibility that, while it was unattended, the bicycle may have fallen on the ground or tampered with by strangers
 - carry out a visual check of the bicycle components (in particular the chassis and the forks); if defects are detected, immediately refer to the Manufacturer or Authorized Retailer.

Only carry out the operations described in this manual by yourselves. For all the operations not described here, please refer to the Manufacturer or to Authorized Retailer.

Use the bicycle only after restoring its optimal conditions.

- If one or more defects are detected during the inspections, immediately refer to the Manufacturer or your Authorized Retailer. Repair by yourselves the negligible defects if in this manual are described the respec-

tive operations to be carried out

- immediately refer to the Manufacturer or Authorized Retailer if the operations for repair of the damages are not described, as it means that they cannot be carried out autonomously, or in the event that the performed operations has not produced the desired outcome
- return to use the bicycle only when the latter is safe again

HAZARD

Danger of injury to fingers and arms, danger of accident.

The bicycle may start inadvertently due to the control operations.

Before every check, make sure the electric motor of the bicycle is deactivated. Visually check that all the fixing screw are tightened correctly.

HAZARD

Visually check on every part of the bicycle that there are no incisions, breakages, deep cracks and other mechanical damages. If from the inspection emerges the presence of defects, please refer to the Manufacturer or Authorized Retailer.

***NOTE:** Any tampering or damaging following a fall won't be considered as defects of the bicycle.*

- Even if not mandatory by law, it is advised to always wear an approved helmet.

1.2 CARE OF THE BATTERY PACK

ATTENTION

An improper use of the lithium batteries may cause fires, explosions or chemical hazard.

- Only recharge lithium ions batteries with the supplied battery charger.

Do not recharge lead, NiCd-NiMh batteries or accumulators

- do not charge the battery pack if it is hot. The battery pack must be at ambient temperature before charge
- immediately interrupt the recharge process if the battery pack overheats; minimum heating is normal
- do not put the battery pack in contact with water or other liquids. If that happens, do not use it and have it checked by the Manufacturer or Authorized Retailer
- do not park the bicycle exposed to direct sunlight: the battery pack may heat and make the protection intervene.

1.3 WHICH OPERATIONS CAN BE CARRIED OUT AUTONOMOUSLY BY THE USER ON THE BICYCLE

! HAZARD !

The errors committed on the occasion of works not carried out in a workmanlike manner on the bicycle may cause damages to the latter, compromise its safety of operation and void warranty.

AMO R - AMO RR - AMO SV - AMO XT PINION - AMO RR PINION

ty. This may lead to dangerous riding situations, falls and accidents.

- The operator must only carry out the operations described in this manual and for which he has the appropriate tools available
- changing the characteristics of the single components of the bicycle is not permitted.

1.4 SAFETY PROVISIONS DURING USE

- The bicycle can be used in the traditional manner or with the help of assisted pedalling.

NOTE: *Before using assisted pedalling, it is advised to familiarize with the use of the bicycle.*

- Use the bicycle only if you are able to firmly control direction and braking at high speed
- wear the helmet while using the bicycle
- drive carefully and prudently
- pedal in such a way as to always be ready to brake
- do not drive under the effect of alcohol or drugs
- drive in such a way as to always have full control of the bicycle and not to find

yourself in difficulty in case of sudden dangerous situations

- on wet surfaces, efficiency of the brakes may reduce and braking distance increases
- during the use of a bicycle it is opportune to only wear suitable clothing that do not limit riding and do not block the rider's line of sight
- exclusively wear cycling tights. Loose clothing may get caught in the bicycle and cause serious falls
- in the dark and poor visibility conditions, wear clothing with reflective strips and turn the lights on (if applicable)
- some clothing products and/or the use of a backpack may limit the movements of the rider
- it is advised not to wear high-heeled shoes.
- drive with prudence, respect the maintenance intervals and immediately refer to the Manufacturer or Authorized Retailer in case of defects
- safety of the rider depends, among the other things, on speed and riding conditions. The more riding is fast and rapid and the conditions adverse, the higher the risk. Please note that the roads may be damaged and present obstacles, edges, kerbs, undulations and similar. In these zones, proceed with particular slowness and care

- the moving wheel groups may cause injuries to hands and other parts of the body.
Keep hands and other parts of the body far from the moving wheel groups.
Make sure that hands and other parts of the body of other persons (children or adults) cannot enter in contact with the moving wheel groups
- while riding, in particular in long trips and in case of frequent breakages, the brake discs may overheat in such a way as to cause burns when in contact with the skin. Do not touch the brake discs immediately after stopping, let them cool down for at least 5 minutes before touching them. Do not cool them by pouring water or other liquids; the discs may get damaged.

ATTENTION

The load worsens the performances of the bicycle during operation and increases the braking distance.

- If the bicycle is overloaded, some of its parts may even break or get damaged. This may result in dangerous riding situations, falls and accidents.
Do not exceed the maximum permitted load (130 kg) (cyclist + load).

1.5 PRECAUTIONS FOR MOUNTING OF ACCESSORIES OR COMPONENTS FOR MODIFICATIONS

HAZARD

The addition of accessories and components not approved for your bicycle may cause damages to the latter and compromise safety of its operation. This may dare result in dangerous riding situations, falls and accidents.

The use of non-original parts is considered tampering with the bicycle which creates a risk for the rider and immediately voids the warranty.

- Do not add accessories or equipment to the bicycle autonomously and do not try to modify it.
For modifications, always choose accessories and components together with the Manufacturer or Authorized Retailer. As

regards the accessories and additional weight they imply, also always consider the maximum permitted weight of your bicycle.

1.6 WHO CAN DRIVE THIS EPAC BICYCLE

The rider of the bicycle:

- must be at least 15 years old.
- must be able to drive a bicycle, namely he must possess base knowledge on the use of a bicycle and be equipped with the necessary sense of balance to drive and control the bicycle itself
- from a stationary position, he must be able to hop on and off safely. This applies in particular to ergonomic saddles if the rider, from a seated position, is not able to touch the ground with his feet
- he must possess a physical size suitable for the bicycle and the maximum permitted load must not be exceeded
- he must be physically and mentally able to circulate in road traffic, especially if the rider desires to drive the bicycle on public roads and streets
- he must possess the necessary endurance to firmly control the bicycle for at least two hours as the latter allows to reach high speeds for long periods of time.

! HAZARD !

The bicycle does not allow to compensate for disability or lack of physical fitness.

1.7 WARRANTY CONDITIONS

By buying the assisted pedalling bicycle, the user obtains a high-quality product designed, assembled and built in Italy.

1.7.a Pre-requisites for the request for warranty

The manufacturer guarantees the assisted pedalling bicycle against manufacturing defects or components failure for the following periods of time (starting from the date of purchase).

Legal warranty of 2 years on:

- malfunctioning and/or breakage of the bicycle components (handlebars, brake levers, pedals, suspension, drivetrain, etc.)
- electric motor
- display
- battery

Commercial warranty of 3 years (only valid for the first owner) on:

- Chassis
- Fork

- Wheels
- CNC components

The components of the bicycle subject to wear are excluded from warranty.

During the period of warranty, faulty components shall be replaced or repaired free of charge.

The operations under warranty must be carried out by the Manufacturer or Authorized Retailer after receiving the approval of the manufacturer.

The legal warranty and the respective conditions can be transferred to possible subsequent buyers of the bicycle, notwithstanding the duration of the warranty itself, starting from the date of purchase.

The period of warranty starts from the date of purchase and must be documented by specific invoice or till receipt.

The warranty does not cover possible malfunctions of the components caused by normal use of the bicycle and wear (e.g.: tyres, inner tube, belt, brake discs, etc.).

The owner of the bicycle is in charge of maintaining and using it with care and ensuring that all the advised maintenance interventions are carried out.

To request assistance, please visit an authorized retailer or write at:
emv.aftersales@mvagusta.com

1.7.b Exclusion from warranty

The warranty is not applied if the bicycle is used:

- for racing or sports competitions
- for commercial purposes (e.g.: rental).

The warranty is voided if the bicycle is used in a non-compliant manner or for a purpose different from the one it has been designed for (see paragraphs "Correct use" and "Non-compliant use"); in particular, the warranty voids due to:

- insufficient or incorrect maintenance;
- repairs not carried out by the Manufacturer or Authorized Retailer
- absent or incorrect repair of worn or damaged components
- malfunctions and/or breakage caused by excessive or incorrect use.

The warranty is only valid if original components are used, including those that have been replaced.

Parts subject to wear, as well as the operations carried out by the retailers, are generally excluded from the requests for warranty.

- The manufacturer reserves the right to deliver and/or install components different from the damaged ones but with the same qualitative and functional characteristics of the replaced ones under warranty
- the use of the services under warranty does not involve its extension beyond the set duration (see paragraph "Pre-requisites for the request for warranty").

1.8 IDENTIFICATION OF THE BICYCLE

Identification of the bicycle and of its main components (motor and battery), occurs through a QR Code located on the lower side of the chassis.

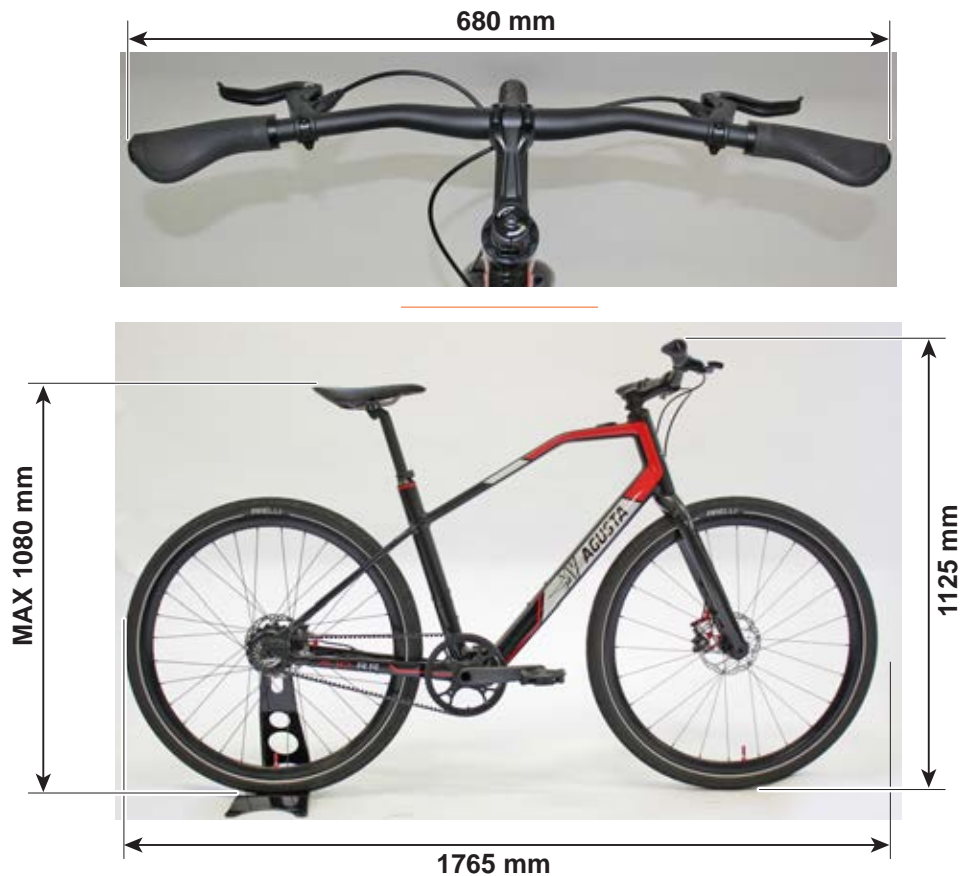
To display the data, chassis the QR Code using your smartphone camera and follow the indications appearing on the display.

An additional label is located on the lower part of the central steering column, indicating:

- acronym of the European Standard on maximum speed of assisted pedalling (25Km/h) and maximum power of the motor (0,25 Kw)
- crossed-out wheeled bin symbol that indicates the obligation to dispose of the bicycle as separate waste
- EC mark



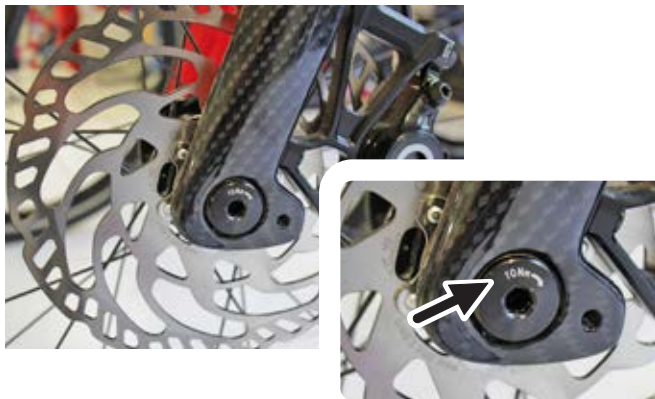
2.1 OVERALL DIMENSIONS



2.2 TIGHTENING TORQUES

Normally, next to the screws to be tightened is stamped the tightening torque which must be used.

NOTE: if no other specific information has been supplied by the Manufacturer, please refer to the following tightening torques.



Threaded connection	Threading	Tightening torque (Nm)
Pedals	9/16"	34Nm
Handlebars connection screws	M5	6Nm
Saddle connection	M8	18Nm
Front wheel pin	M12 x 1,5	10Nm
Rear wheel pin	M12 x 1,25	23Nm

2.3 TECHNICAL DATA


⚠ ATTENTION ⚠

The manufacturer reserves the right to make changes to the components, without prior notice, based on technical needs and availability of the component on the market.

A-weighted sound pressure level to the ears of the rider and lower than 70dB (A).

Component	AMO R	AMO RR	AMO SV	AMO XT PINION	AMO RR PINION
Motor	Mahle ebikemotion Technologies X series - Model X35 M1 +				
Battery	Mahle ebikemotion integrated 36V - 245Wh - Panasonic 18650GA				
Chassis	Aluminium - Size: S - M - L - XL				
Front pulley	Gates Carbon Drive - 55T			Gates Carbon Drive - 46	Gates Carbon Drive - 46T
Pedal cranks	Miranda - 170mm			Pinion - 170mm	
Rear pulley	Gates Carbon Drive - 20T			Gates Carbon Drive - 30	Gates Carbon Drive - 30T
Belt	Gates Carbon Drive - 122T				
Front brake	Sram Level	Magura MT4	Magura MT4	Sram Level	Magura MT4
Rear brake	Sram Level	Magura MT4	Magura MT4	Sram Level	Magura MT4
Front disc	Sram 160 mm	Magura MDR-C 160mm	Magura MDR-C 160mm	Sram 160 mm	Magura MDR-C 160mm
Rear disc	Sram 160 mm	Magura MDR-C 160mm	Magura MDR-C 160mm	Sram 160 mm	Magura MDR-C 160mm
Front tires	Pirelli Cycl-e DT Sport 700x42C				
Rear tires	Pirelli Cycl-e DT Sport 700x42C				
Wheels and spokes	Carbon Wheels - Spokes Sapim Inox				
Handlebars	Aluminium and coned - D. 31,8mm - 22,2mm - L. 680mm				
Saddle support tube	Aluminium - D. 27,2mm				
Use	Urban / Extraurban on paved, gravelled roads and cycle lanes				
Front inner tube	700x35/43 - 48mm				
Rear inner tube	700x35/43 - 48mm				
Gearbox	---			Pinion C1.6 (6 gears)	Pinion C1.9 ^{XR} (9 gears)

2.4 IDENTIFICATION OF THE BICYCLE COMPONENTS

1. Front wheel
2. Front disc brake
3. Front brake calliper
4. Front fork
5. Handlebars
6. Front brake lever
7. Rear brake lever
8. Left handle
9. Right handle
10. Handlebars connection
11. **ON/OFF**  key
12. Seatpost collar
13. Seatpost tube
14. Saddle
15. Battery integrated in the chassis
16. Outlet for recharge of battery
17. Chassis
18. Electric motor
19. Motor pulley
20. Left pedal
21. Right pedal
22. Front pulley
23. Transmission belt
24. Rear wheel
25. Rear disc brake
26. Rear brake calliper
27. Speed change (Mod. Pinion)
28. Speed change control knob (Mod. Pinion)

continued
v





- 29. Front light (Mod. AMO XT PINION)
- 30. Rear light (Mod. AMO XT PINION)
- 31. Front mudguard (Mod. AMO XT PINION)
- 32. Rear mudguard (Mod. AMO XT PINION)
- 33. Front baggage holder (Mod. AMO XT PINION)
- 34. Basket (Mod. AMO XT PINION)



2.4.a Content of the supplied kit

NOTE: for assembly of the components, please refer to the standards in force in the country of use.

1. Bell
2. Reflectors kit in compliance with the standards in force in the European countries
3. Protection device of the ring gear and belt drive
4. Use and maintenance manuals (bicycle and main components)
5. Battery charger and charging socket

2.5 REMOVAL FROM PACKAGING

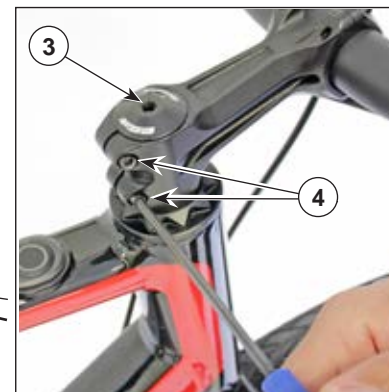
- The bicycle is shipped packaged and protected to preserve its mechanical and aesthetic integrity. Carefully remove the packaging and preserve it. In case of shipment of the bicycle, use the original packaging.

! HAZARD !

The elements of the packaging (plastic bags, expanded polystyrene, straps, etc.) must not be left within the reach of children, as they are potential source of danger.

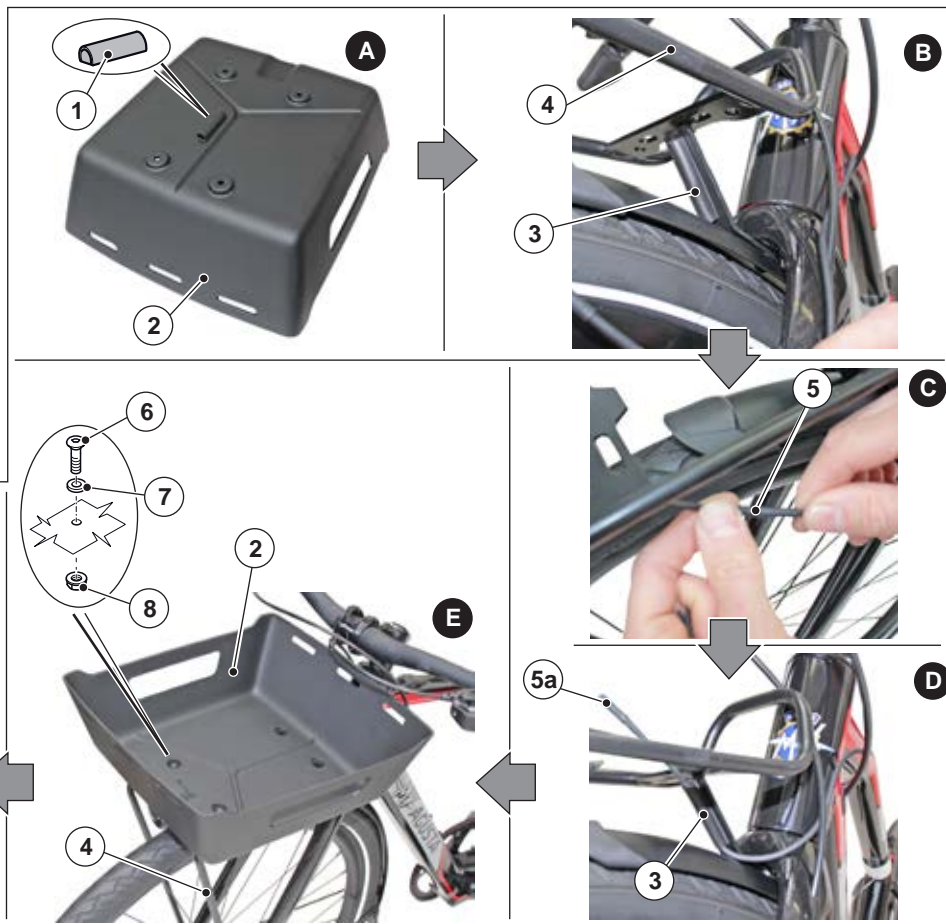
2.5.a Assembly of parts

- Open the packaging and remove the bicycle as indicated in the instructions printed on the packaging itself.
- rotate the handlebars (1) and centre them with the front wheel (2).
- tighten the central screw (3) with a torque of 5 Nm.
- tighten the two side screws (4) with a torque of 6 Nm.



2.5.b Basket assembly (AMO XT PINION)

- Assemble the front light cable adhesive support (1) on the basket (2) as in the figure.
- Assemble the front light cable adhesive support (3) on the baggage holder (4) as in the figure.
- Make sure that the E-Bike is off, and then disconnect the front light power supply cable (5).
- Introduce the cable (5a) into the support (3).
- Assemble the basket (2) on the baggage holder (4) using the screws (6), the washers (7) and the nut (8).
- Introduce the cable (5a) into the support (1) and connect it to the front light cable (5b).



2.6 ADJUSTMENTS

⚠ ATTENTION ⚠

Before carrying out any operation, make sure the bicycle is switched off.

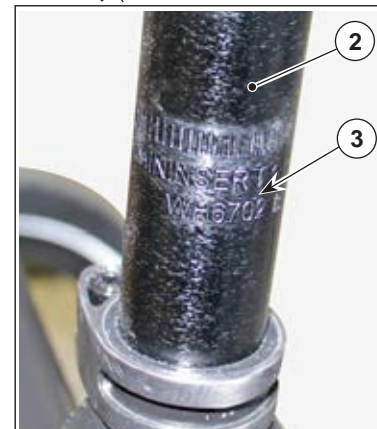
2.6.a Saddle height adjustment

- Loosen the screw (1)
- adjust height of the saddle by means of the seatpost tube (2).

⚠ HAZARD ⚠

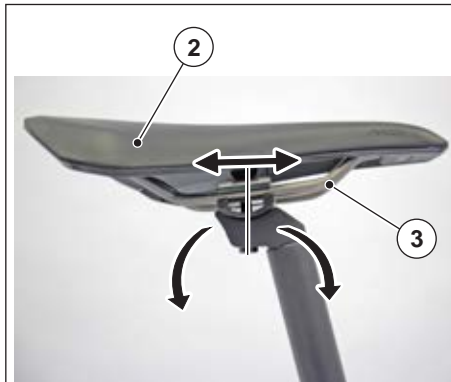
Do not extract the seatpost tube (2) beyond the mark (3) “MIN INSERTION” printed on the tube itself.

- Align the top (4) of the saddle towards the front part of the bicycle in such a way as to make it parallel to the chassis
- tighten the screw (1) at the correct tightening torque of 6-7 Nm.



2.6.b Saddle inclination adjustment

- Loosen the screw (1).
- adjust inclination and distance of the saddle (2) using the millimetre scale (3) as reference and by leaning a spirit level (4) on the saddle in such a way that it is slightly inclined downwards or, at the most, parallel to the ground.
- once the adjustment is complete, tighten the locking screws (1) with a torque of 18 Nm.

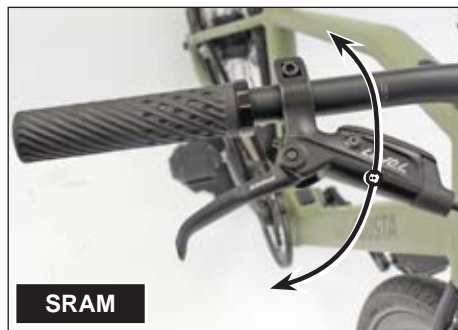
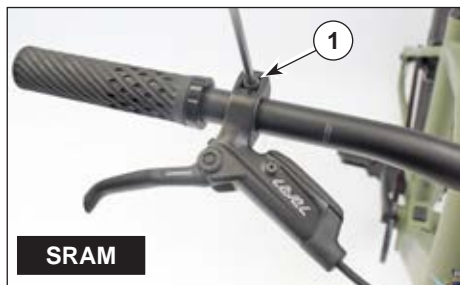
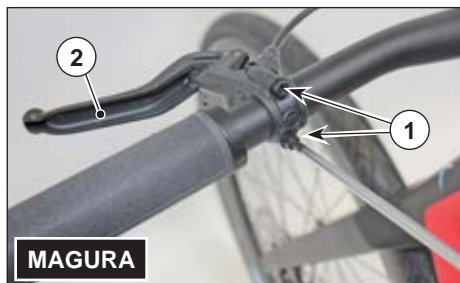


2.6.c Brakes levers adjustments

NOTE: The operations described below are valid for both brake levers.

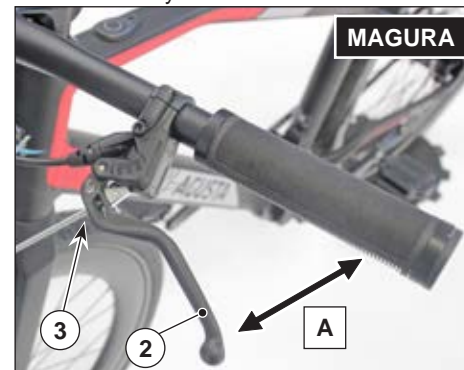
Lever inclination adjustment

- Loosen the two blocking screws (or one screw) (1) of the lever (2).
- Adjust inclination of the lever (2) as desired.
- Tighten the two (or one) blocking screws (1) of the lever (2).



Lever distance adjustment

- Adjust the distance "A" between the lever (2) and the handlebars by working on the screw (3); undo the screw to move the lever closer to the handlebars, tighten it to move it away.



2.7 OPTIONAL ACCESSORIES

- The optional accessories are available at the Authorized Retailer or on the website www.mvagusta.com
- contact the Manufacturer or Authorized Retailer in case of any doubt or clarification.

2.8 DESCRIPTION OF THE BICYCLE

2.8.a Brakes

- The bicycle is equipped of two independent disc brakes (1)
- the left lever activates the brake of the front wheel, while the right lever activates the brake of the rear wheel
- drive with the utmost care as long as the braking system is not run-in
- make your brakes undergo running-in; the general rule is the following: approximately 30 short braking until stop starting from medium speed
- once the braking system has been run-in, a very high braking force will be available.

! HAZARD !

A too strong activation of the brake levers may cause the block of the wheels with the consequent risk of fall.



2.8.b Belt transmission

- Transmission of motion is carried out through a toothed belt (1), by the pulley (2) mounted on the pedals and the pulley (3) mounted directly on the motor.
- This type of transmission allows to have a smooth movement free from noise.



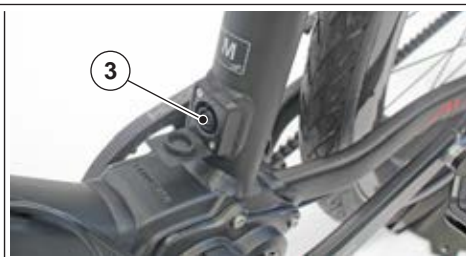
2.8.c Motor and electric devices

- The electric traction system is composed of a battery pack (1), integrated in the chassis and of an electric motor (2) directly on the hub of the rear wheel
- a specific socket (3) is present to recharge the battery pack
- on the central pillar of the chassis is located a button command (4) for switching on and off of the bicycle, the change of pedalling assistance and indication of the battery status.



2.8.d Motor and electric devices (PINION)

- The electric traction system is composed of a battery pack (1), integrated in the chassis and of an electric motor (2) directly on the hub of the rear wheel
- a specific socket (3) is present to recharge the battery pack
- on the central pillar of the chassis is located a button command (4) for switching on and off of the bicycle, the change of pedalling assistance and indication of the battery status.



3.1 BEFORE EVERY USE OF THE BICYCLE

⚠ ATTENTION ⚠

An UNSAFE bicycle may lead to dangerous riding situations, falls and accidents.

Before every check, make sure the electric motor of the bicycle is not active (button (1) off).



AMO R - AMO RR - AMO SV - AMO XT PINION - AMO RR PINION

- Before every trip, check that the bicycle is able to work safely.
- Before every use of the bicycle, check the following parts:
 - wheels spokes
 - wear and concentricity of the rims
 - possible damages and foreign bodies on the tires
 - wear conditions of the steering column and seatpost
 - functionality and wear status of the pulleys and of the toothed belt
 - connection of the handlebars and of the saddle
 - the nuts or the fixing screws of the wheel hubs must be tightened correctly
 - tires pressure
 - efficiency of the front and rear brakes
 - charge status of the assisted pedalling battery
 - Correct light operation (AMO XT)
- If during the inspections one or more defects are detected, immediately refer to the Manufacturer or Authorized Retailer.

⚠ HAZARD ⚠

Danger of injury to fingers and arms; danger of accident.

⚠ ATTENTION ⚠

Visually check that all the fixing screws are tightened correctly.

Visually check on every part of the bicycle that there are no incisions, breakages, deep cracks and other mechanical damages.

If from the inspection emerges the presence of defects, please refer to the Manufacturer or Authorized Retailer.

3.2 CHECK OF WHEELS AND TIRES

3.2.a Wheels fixing check

- By working on one wheel first and then on the other one, vigorously shake the wheel group transversely with respect to the direction of travel; the locking mechanism of the wheel group must not move.

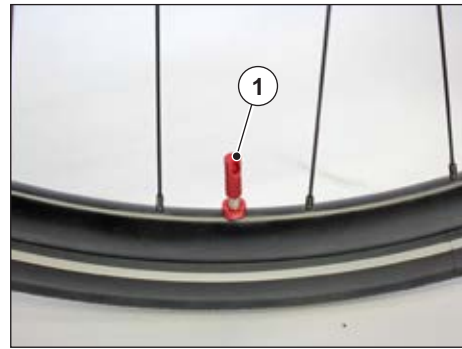
Squeaks or creaks must not be heard.

3.2.b Tires check

- Check for the absence of external damages, foreign bodies and wear on the tires; the whole surface of the tire must show its original profile.
 - the tire weave located under the rubber layer must not be visible
 - cracks or dents must not be present
 - remove possible foreign bodies (thorns, pebbles, glass fragments or similar) with your hands or using a small screwdriver with care.
 - check if air leaks after this operation.
- In case of leakage of air it is necessary to replace the inner tube.

3.2.c Tires valve check

- Due to stresses and an insufficient pressure of the tires, the tire and inner tube may move on the rim, originating an oblique position of the valves (1). In this case, the base of the valve may tear up during travel, causing a sudden loss of pressure of the tire
- if necessary:
 - deflate the tire
 - loosen the valve nut (if applicable) and try to correct the position of the valve
 - screw the valve nut (if applicable)
 - inflate the tire.



3.2.d Tires pressure check

Due to an insufficient pressure of the tires:

- the tire could detach from the rim during curves;
- the tire could easily get a puncture.

NOTE: the higher the body weight and load are, the higher the tire pressure must be. The reference pressure values are indicated in the paragraph "Technical data". Consider that the shown values are purely indicative. In case of doubts, please refer to the Manufacturer or Authorized Retailer.

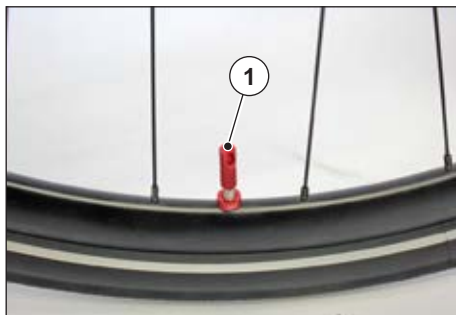


ATTENTION



Always respect the minimum and maximum pressure indicated on the tire.

- Unscrew the safety cap (1)
- check pressure using a manometer or with a pump equipped with a manometer
- if necessary, inflate the tire or deflate it (by pressing the internal valve)
- tighten the safety cap (1).



3.2.e Wheels check

- Check that the spokes (1) are tense and not loose by tapping them with a screwdriver, if loose spokes are detected it is necessary to refer to an assistance centre
- lift the front wheel and make it turn with one hand.

The rim and the tire must turn in a perfectly circular manner. Eccentricity or twisting are not allowed

- work in the same manner for control of the rear wheel
- check that on the wheel groups there are no foreign bodies (e.g.: wigs, fabric residues, etc.), remove them if necessary
- check that the wheel groups have not been damaged by foreign bodies
- if rim reflectors have been mounted, check that they are fixed firmly; remove them if loose.



3.3 SADDLE AND SEAT-POST CHECK

! HAZARD !

If the seatpost (1) is not inserted deeply enough, it may detach from the chassis during travel and lead to dangerous riding situations, falls and accidents.

- Make sure the seatpost (1) is inserted at the right depth (see paragraph "Saddle adjustments")
- by pressing with your hands, try to rotate the saddle (2) and the tube inside the chassis. They must not move.
If they move, correctly secure them by working on the saddle screw (3) and on the seatpost screw (4).



3.4 HANDLEBARS CHECK

! HAZARD !

If the handlebars and its connection are not mounted correctly or are damaged, they may lead to dangerous riding situations, falls and accidents.

- If defects are detected on these parts or in case of doubts, do not use the bicycle and refer to the Manufacturer or Authorized Retailer
- carry out a visual check of the handlebars and of its connection



- lock the front wheel between your legs, grasp the handlebars (1) by their two ends and try to turn the handlebars in both direction with your hands.
Attempt to rotate the handlebars inside the connection using your hands.
No parts must move or change position.
No squeaking or creaking must be heard.
If they move, fix them correctly
- always on the handlebars, check fixing of the brake levers (2) and of the handles.
Try to move the levers with your hand (on a t a time).
No parts must move or change position.
No squeaking or creaking must be heard.
If they move, fix them correctly
- keep the front brake pulled and move the bicycle back and forth with short and sudden movements; The steering group must not show any clearance.
No squeaking or creaking must be heard
- in case of defects, please refer to the Manufacturer or Authorized Retailer.

3.5 BRAKES CHECK

! HAZARD !

Danger of serious falls. Non-functional brakes always lead to dangerous riding situations, falls and accidents.

A malfunction of the brakes can represent a danger of death.

- Check Your braking system with particular care
- if defects are detected or in case of doubts, do not use the bicycle and refer to the Manufacturer or Authorized Retailer
- from a stationary position, pull both brake levers until they stop. The minimum distance between the lever (1) of the brake and the handle (2) of the handlebars must be at least 20 mm. Try to move the bicycle back/forth; both wheels must remain blocked
 - dirty brake discs (3) must be cleaned immediately.

! HAZARD !

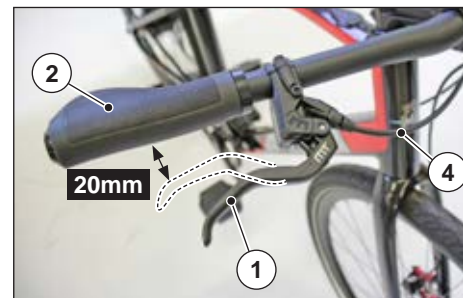
The presence of oil and/or grease on the brake discs can reduce the braking action and lead to dangerous riding situations, falls and accidents.

- Visually check the braking system starting from the lever (1), followed by the pipes and brakes. The pipes (4) must not show breakage or bends.

! ATTENTION !

Check that there is no oil leakage from the pipes.

- Check that the brake disc is not damaged. It must be free from notches, breakage, deep scratches and other mechanical damages
- lift the front wheel first, then lift the rear one and make them turn with your hand. Rotation of the brake disc must be smooth.



3.6 BELT CHECK AND PEDAL CRANKS FIXING

- Make sure there are no foreign bodies and remove them if necessary
- check that the belt (1) is not damaged. The belt must not present fraying in any point
- check fixing of the ring gear (2) to the right crank (3), checking that there is no clearance.



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3.7 ELECTRIC MOTOR CHECK

! HAZARD !

A defective or damaged electric motor may lead to a short circuit, with consequent fire hazard.

- Visually check that all electric cables are intact and installed correctly
- switch on the bicycle through the button (1) only after completing all the other checks
- in case of malfunctioning, pay attention to the error messages.



3.8 BATTERY CHARGE STATUS CHECK

To check the charge status, see paragraph "ON/OFF button - Battery status - Assisted pedalling commands".

3.9 VARIOUS ACCESSORIES CHECK

- The bicycle may be equipped with other accessories (e.g.: baggage holder, bags, bottle holder, etc.)
- it is necessary to always check that these accessories are stable and mounted correctly:
 - **no parts must move or change position**
 - no squeaking or creaking must be heard
 - fix them correctly if they move.

3.10 OTHER CHECKS

- Possible damaged components of the bicycle (and of the mounted accessories) may present sharp edges which may cause wounds
- check for the presence of possible damages on all components
- have the damaged parts repaired or replaced immediately by the Manufacturer or Authorized Retailer.

4.1 ON/OFF BUTTON, BATTERY STATUS, ASSISTED PEDALLING COMMANDS

The button is not equipped with its own battery and uses the electric power coming from the bicycle battery, make sure the battery is charged.

The button is composed of the central command part (1) and of a ring (2) which changes colour in function of the battery status and of the level of assistance to pedalling.



4.1.a Switching on / Off of the bicycle

Switching on

Press the button (1) to switch on the bicycle electric system, the ring (2) lights up indicating the battery status:

- **Ring colour "WHITE"** = Battery charge higher than 75%
- **ring colour "GREEN"** = Battery charge between 45% and 50%
- **ring colour "ORANGE"** = Battery charge between 50% and 25%
- **ring colour "RED"** = Battery charge lower than 25%
- **ring colour "RED FLASHING SLOWLY"** = Battery charge lower than 15%
- **ring colour "RED FLASHING QUICKLY"** = Battery charge lower than 10%

Switching off

With the system on, press the button (1) for a few seconds and the system will switch off. The led of the ring (2) switches off indicating that the electric system of the bicycle is switched off.

4.1.b Switching lights on/off (AMO XT)

- To switch the lights on when the E-Bike is on, press the button (1) briefly and while the LED (2) flashes, press the button (1) again for longer.
- Repeat the same operation described above to switch the lights off.



4.1.c Assistance to pedalling

- Switch on the bicycle as indicated in the respective paragraph
- press the button (1), the ring (2) switches from battery charge status to pedalling assistance status and starts to flash; to switch from one assistance status to the other, press the button (1) while the ring is flashing:
- **ring flashing in "WHITE"** = No pedalling assistance
- **ring flashing in "GREEN"** = Medium pedalling assistance
- **ring flashing in "ORANGE"** = High pedalling assistance
- **ring flashing in "RED"** = Maximum pedalling assistance.

Once the type of assistance has been chosen, wait a few seconds, the ring (2) switches from pedalling assistance status to the charge level of the battery.

4.1.d Error messages

When the ring lights up steadily in "PINK" during use, it means that the system entered "PROTECTION" mode; please travel to the Manufacturer or Authorized Retailer as soon as possible to analyse the problem.

When the ring lights up flashing in "PINK" during use, it means that there is a system error; please travel to the Manufacturer or Authorized Retailer as soon as possible to analyse the problem. In case of serious problems, the electric system may stop providing assistance.



4.1.e Bluetooth® pairing and notifications

When the bicycle is switched on, the system will connect automatically to your mobile phone with Bluetooth® active. Confirmation of the connection is indicated by lighting up for a brief time of the ring (2) in "BLUE".

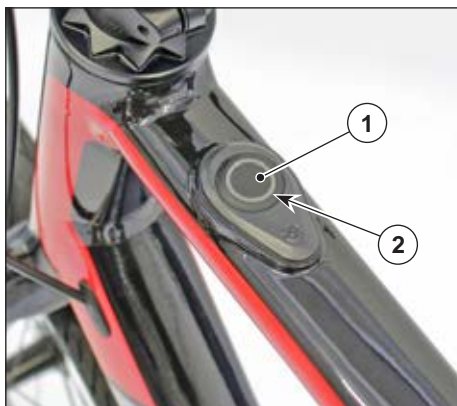
Whenever you receive a call, message etc... on the connected mobile phone, the ring (2) lights up in "LIGHT BLUE" for a short period of time.

NOTE: For Bluetooth® connection between the mobile phone and the software of the bicycle, download the specific App.

5.1 USE OF THE BICYCLE

- Activate the assisted pedalling system by pressing the switching on button (1).
The bicycle is ready for use
 - check the charge status of the battery pack, the ring (2) coloured in "WHITE" indicates maximum battery charge, while when coloured in flashing "RED" it indicates that the battery is out of charge, therefore it is necessary to charge it
 - get on the bicycle and seat on the saddle.
Firmly hold the handle of the handlebars.
 - start pedalling, the pedalling assistance system switches on
 - work on the button (1) to increase or decrease the assistance level.
- At the end of each use, press the button (1) to switch off the assistance system.

NOTE: after a certain period of inactivity, the assisted pedalling system switches off automatically.



5.1.a Operating temperatures

- This bicycle has been designed to work under all environmental conditions, but extreme cold or heat may affect its functions
- during use, the power components will increase their temperature and for this reason we advise operation with environmental temperatures included between 0° C and 45° C.

5.2 USE OF THE BRAKES

To activate a brake, pull the respective lever in the direction of the handlebars

- RT lever = rear brake;
- LT lever = front brake.

! HAZARD !

Danger of falls and accidents.

- A too strong activation of the brake may cause the block of the wheels and lead to slipping or overturning
- it is necessary to familiarize with the activation of the brakes. Start by pedalling slowly and activating the brake levers with moderation
- carry out these braking exercises on flat stretches
- dose the brakes and activate the two levers simultaneously
- pay attention while activating the lever of the front brake; the presence of sand, gravel, etc. may make the wheel slip, causing a fall.

NOTE: avoid long trips as long as the braking system is not run-in. Once the braking system has been run-in, a very high braking force will be available.

NOTE: 65% (approximately) of the total braking force is obtained from the front brake. The maximum braking performance is obtained by activating the two levers simultaneously.

5.3 USING THE GEARS (PINION)

! ATTENTION !

Shift gear only after having relieved pressure on the pedals, to put less strain on the gearbox and have smoother gear shift.

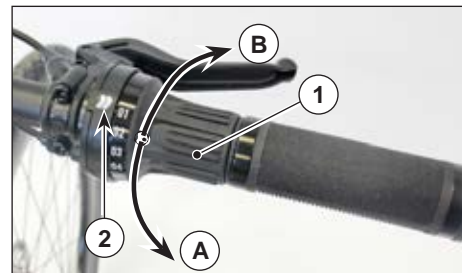
If the pressure on the pedals is excessive, the gear is not shifted, relieve the pressure on the pedals to shift gear.

NOTE: The gearbox must be run-in for the first 1000 km and the passage from one gear to another may not be smooth. Successively the gearbox will operate with smooth and regular gear shifts.

Rotate the knob (1) to shift gear:

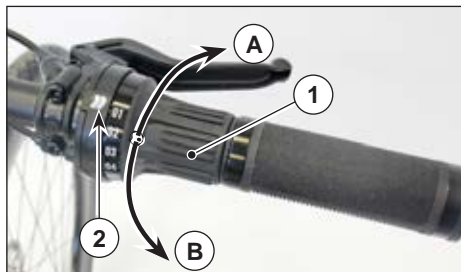
- rotating it towards "A" the gear is higher; pedalling resistance decreases and speed is lower, but climbs can be faced more easily.
- Rotating the knob (1) towards "B", pedalling resistance increases and a higher speed is obtained, it is used on flat routes.
- The gear in use is indicated by the arrow (2).

NOTE: the gears can be shifted when the bike is running and when at a standstill and also by pedalling backwards.



- By rotating the knob (1) multiple gear shifts can be made passing from gear "1" to gear "4" directly both upshifting and downshifting, to prevent too much strain on the gearbox, relieve pressure on the pedals.
- When shifting gears, a brief jolt on the crank may be felt. This is caused by the introduction delay of the pawl into the next notch. This phenomenon cannot be eliminated, but does not cause damage to the gearbox.

NOTE: Additional information regarding the gearbox can be found in the gearbox user manual supplied with the bike.



5.4 USING THE BAGGAGE HOLDER (AMO XT)

⚠ ATTENTION ⚠

Place objects with a maximum weight of 5 kg on the baggage holder.

⚠ HAZARD ⚠

Do not carry bulky objects that protrude from the container's shape (1).

Place the objects to be transported inside the container (1), secured appropriately so that they cannot accidentally escape.

When the baggage holder has been loaded, check that there are no hanging objects that can interfere with rotation of the wheel.

⚠ HAZARD ⚠

Hanging objects such as the strap of a handbag etc. could interfere with rotation of the wheel and cause a fall.



5.5 WHAT TO DO AFTER A POSSIBLE FALL

- After a ruinous fall or an accident, immediately refer to the Manufacturer or Authorized Retailer to have the bicycle checked before reuse
- reuse the bicycle only after it has been opportunely examined and possibly repaired by the Manufacturer or Authorized Retailer
- after a fall, at the most, all the parts of the bicycle (e.g.: handlebars, handlebars connection, cranks, pedals, etc.) which collided with a hard flooring must be checked and replaced if necessary.

HAZARD

Possibly damaged and not replaced components may lead to dangerous riding situations, falls and accidents.

ATTENTION

Due to the fall, short circuits may occur inside the battery pack and the latter may ignite.

- After a fall or accident, leave the bicycle outdoors for one

hour, at a comfortable distance from possible flammable materials

- briefly and carefully touch the battery pack with a finger. If you feel an unusual development of heat, leave the bicycle in its current position
- do not continue to use it for any reason. As soon as the battery pack cools down, carry the bicycle to the Manufacturer or Authorized Retailer for the necessary verifications.

HAZARD

In the presence of flames or rise of smoke from the battery pack, immediately stop the bicycle.

ATTENTION

Put out the fire using a fire extinguisher, if available. If a fire extinguisher is not available, wait for the fire to be extinguished and that all the parts of the bicycle

cooled down. Then, promptly carry the bicycle to the Manufacturer or Authorized Retailer.

HAZARD

If there is the risk that fire spreads to surrounding objects, promptly contact the Fire Service.

- Reuse the bicycle only after a verification and possible repair carried out by the Manufacturer or Authorized Retailer.

5.6 HOW TO TRANSPORT THE BICYCLE

- Transport of the bicycle must be carried out exclusively inside the boot of the automobile or inside vehicles or on opportunely approved specific bicycle carriers.

NOTE: if necessary, remove the front wheel as indicated in the step “Front wheel disassembly”.



Before carrying out transport of the bicycle, always make sure that the assisted pedalling system is switched off.

During transport, no other object can be placed on this bicycle.

5.7 RECHARGING THE BATTERY PACK

5.7.a Verification of the battery pack

- The battery pack is supplied partially charged
- recharge the battery as indicated in the paragraph “Recharging the battery pack”

NOTE: before using the bicycle, charge the battery pack completely.

- To check the charge status of the batteries, work as indicated in the paragraph “ON/OFF button - Battery status - Assisted pedalling commands”.

5.7.b Recharging the battery pack



ATTENTION



Only use the battery charger (1) provided with the bicycle.

NOTE: the battery pack can be charged at any moment without compromising its duration, however, for increased duration over time of the battery itself, it is a good rule not to charge it too often nor to leave it out of charge for more than two months.



ATTENTION



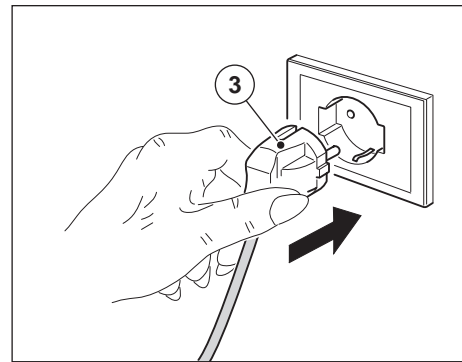
Make sure that mains voltage corresponds to what is indicated on the label of the battery charger.



ATTENTION



Connect the charge connector (2) to the socket located on the battery BEFORE connecting the plug (3) to the power socket.



- Lift or lower the protection cap (4) and connect the charge connector (2) to the socket (5) envisioned.

NOTE: insert the connector (2) in the socket (5) making the two arrows located on the socket and on the connector match, then turn the ring in the direction of the arrow.

- Connect the power cord plug (3) to the power socket
- recharge begins
- the Red led lights up on the battery charger, indicating that recharge phase has begun; when the led turns green, the battery is charged.

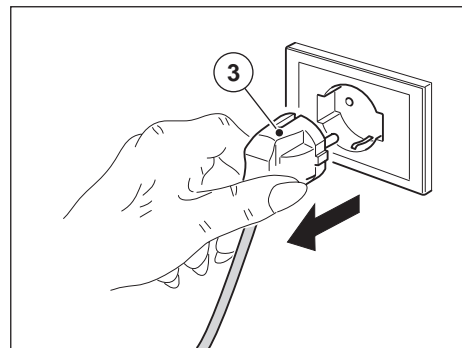
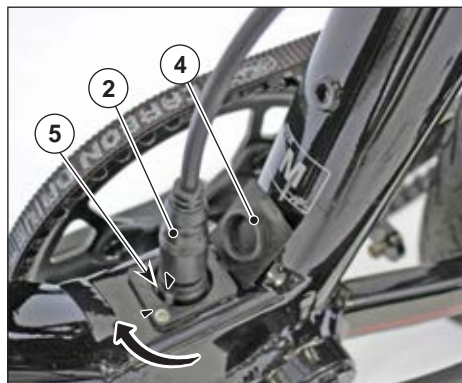
⚠ ATTENTION ⚠

Disconnect the plug (3) from the power socket BEFORE disconnecting the charge connector (2) from the envisaged socket.

- Disconnect the plug (3) of the power cord from the power socket
- disconnect the charge connector (2) from the socket of the battery pack
- close the safety cap (4) of the battery pack charge socket.

NOTE: at the end of each use, charge the battery pack completely. A battery entirely out of charge may damage the battery pack.

NOTE: during recharge phase of the battery, the led (5) flashes indicating the charge status of the battery. At the end of recharge of the battery, after disconnecting the battery charger, the bicycle remains switched on.



5.8 NOTES ON THE BATTERY AUTONOMY

Autonomy may vary a lot (from 20 to 75 km) depending on the operating conditions and age of the battery (averagely, a reduction of autonomy by approximately 40% occurs after 3-4 years).

The main factors which affect autonomy of the battery are:

NOTE: to ensure increased duration of the battery, at the end of each use of the bicycle always press the switching off button located on the handlebars.

Factors	Relevance	Consequences on Autonomy
Weight of the cyclist and of the load	1	Decreases as the weight of the cyclist and of possible accessory loads increases.
Tires pressure	1	Decreases as the tires pressure decreases.
Ascent	3	Decreases as incline increases.
External temperature	1	Decreases by approximately 15% if temperature is lower than 0°C.
Wind	2	Highly decreases with adverse at speed higher than 15kmh, variations almost null at low speed.
Assistance setting	2	Decreases as the required support increases (setting "1 " high autonomy, setting "3" low autonomy).
Restart from stationary position	2	Decreases as the frequency of the "stop&go" increases, since absorption during acceleration is very high.

Relevance: 1 - Low relevance
2 - High relevance
3 - Extremely high relevance

6.1 CHECKS, CLEANING AND CARE

⚠ ATTENTION ⚠

Insufficient cleaning and care may lead to dangerous riding situations, falls and accidents. A thorough care preserves the bicycle over time. Breakage or damages caused by negligence or incorrect maintenance may void the warranty.

Carry out the operations described below in order to protect safety and operativeness of the bicycle and of its components.

6.1.a Maintenance of the battery pack

NOTE: At the end of every use, check that the status of the battery is not lower than 25% (ring in red colour) and proceed with its recharge if necessary. A battery entirely out of charge may damage the battery pack.

- The battery pack must not be immersed in water (or in other liquids) or cleaned using a jet of water. If the battery pack does not work anymore, contact the Manufacturer or Authorized Retailer
- store the battery pack on clean surfaces only. In particular, avoid any incrustation on the recharge socket(1) and on the contacts
- duration of the battery pack is higher if the latter is preserved well and especially if it is stored under the correct environmental conditions:
 - Temperature $10 \div 40^{\circ} \text{C}$
 - Humidity $0 \div 80 \%$
 - Level of charge 70 %



6.1.b Checks after every use of the bicycle

Check the following parts:

- the first step is to carry out a general cleaning of the bicycle (especially if used on particularly dirty and/or muddy surfaces)
- wheels spokes
- wear and concentricity of the rims
- possible damages and foreign bodies on the tires
- operability and wear status of the hydraulic brakes (check for possible leakage)
- verification of the wear status of the belt



ATTENTION



The missed or wrong execution of the inspections and the lack of repair of the damages following falls or accidents may lead to dangerous riding situations, falls and accidents.

6.2 PERIODIC MAINTENANCE PROGRAM

After the first month of operation or after travelling from 300 to 500 Km

Check the wear status of the following parts:

- toothed belt
- pulleys
- rims
- brake discs
- check correct tightening of all the screws.

Every 500 Km (PINION)

- Check the status of the gearbox sheaths and cables.
- Clean and grease the gearbox pulley.

After six months or after travelling 3.000 Km

In addition to the points listed above, check the following parts:

- hub
- steering group
- pedals
- tubes

Every 10,000 Km or every year (PINION)

- Replace gearbox oil.

NOTE: for additional information regarding the “PINION” gearbox, refer to the relative manual supplied with the bike.

6.3 CLEANING OF THE BICYCLE

Proceed as follows:

- Remove coarse dirt such as soil, mud, pebbles, sand, grass, etc. with a delicate jet of water
- spray a suitable detergent on the bicycle
- accurately rinse every part of the bicycle with a sponge or soft cloth
- dry the bicycle using a soft cloth.

ATTENTION

Do not direct any jet of water towards the ON/OFF button and the electric components.

Do not use pipelines with high-pressure water or air to clean the vehicle.

- Manually clean the rims and the brake discs with a clean, dry and lint-free cotton cloth, using a suitable degreaser (contact the Manufacturer or Authorized Retailer)
- manually clean residual dirt with a clean and lint-free cotton cloth, using a suitable detergent

- if desired, it is possible to apply spray wax or a similar protective product to the whole bicycle. Once the action time prescribed by the product has passed, polish the bicycle with a clean and lint-free cotton cloth.

HAZARD

The presence of spray wax or other protective products on the brake discs considerably reduces braking efficiency. Clean the brake discs using a suitable degreaser (contact the Manufacturer or Authorized Retailer).

The following components must not be treated with wax and/or protective products:

- brake pad
- brake disc
- handles, brakes levers
- saddle
- tires

6.4 STORING THE BICYCLE

HAZARD

The bicycle leant on a wall or on a fence may overturn even due to minimum force. This will result in injuries to people and animals and damages to objects. Store the bicycle only in a place where it is not an obstacle for anyone. Keep children and animals at a distance from the parked bicycle. Do not store the bicycle next to easily damageable objects, such as automobiles and similar.

How to store the bicycle correctly:

- place the bicycle on a flat and stable surface
- position the bicycle with the rear wheel or saddle leant on a stable object
- turn the handlebars to the same side of the bicycle
- make sure the bicycle is stationary and stable. If there is the risk that the bicycle falls, position it in another manner and/or place.

6.5 DISASSEMBLY / ASSEMBLY OF THE FRONT WHEEL

NOTE: the operation must be carried out by two persons, one who holds the bicycle and one who removes the wheel. Alternatively, hook the bicycle to a specific support.

Disassembly

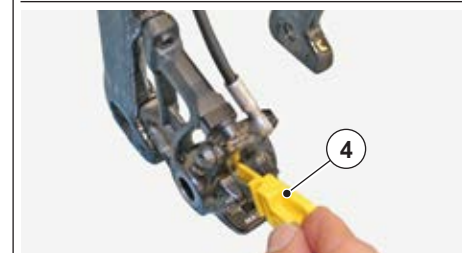
- Unscrew the pin (1) and remove it from the wheel
- extract the wheel (2) from the fork (3)
- insert the stop (4), supplied with the bicycle, between the pads of the calliper.

⚠ ATTENTION ⚠

Do not pull the front brake lever without the presence of the disc: the pistons may come out from their seat, causing oil to leak. If you have available the stop to be inserted between the front brake pads, mount it on the brake calliper.

Assembly

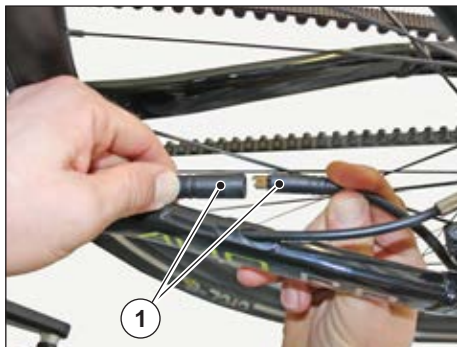
- If inserted, remove the stop (4) from the brake calliper.
- Insert the wheel between the fork stems, paying attention to correctly insert the brake disc in the calliper.
- Insert the wheel pin (1) in the left stem and in the wheel hub by slightly raising the wheel, then screw the pin on the right stem of the fork with a torque of 10Nm.
- Pull the front brake lever to set up the pads.



6.6 DISASSEMBLY / ASSEMBLY OF THE REAR WHEEL

Disassembly

- Disconnect the motor feeding connector (1)
- unscrew the wheel fixing nuts (2) on both sides
- extract the wheel (3) from the fork (4) by removing the belt (5) from the pulley (6)
- insert the stop, supplied with the bicycle, between the pads of the calliper.



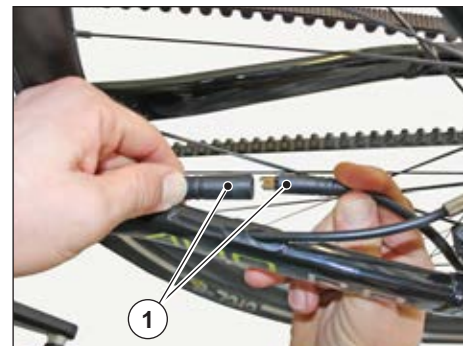
⚠ ATTENTION ⚠

Do not pull the lever of the rear brake without the presence of the disc: the pistons may come out from their respective seat causing oil to leak. If you have available the stop to be inserted between the rear brake pads, mount it on the brake calliper.



Assembly

- If inserted, remove the stop from the brake calliper
- insert the belt (5) on the motor pulley
- insert the wheel (3) in the rear fork, paying attention to correctly insert the brake disc in the calliper
- ensure that the spacer (8) is positioned on the left part of the fork
- tighten the nuts (2) with a torque of 23 Nm
- reconnect the connector (1).



6.7 BELT TENSIONING CHECK

- Measure the tensioning frequency of the belt (1) through the specific tool or specific App. The correct value is between 45 - 55 Hz.

Consult Gates Carbon Drive's user manual.

- if it is necessary to tension it, loosen the two screws (2) on both sides and work on the tensioning grub screw (3), on both sides, for tensioning; tension increases by rotating the grub screw clockwise, vice versa it decreases.

NOTE: the belt is warranted for a duration of 20.000 Km.

NOTE: check that tensioning of the grub screws (3) is even so as that the wheel is centred in the fork.



- Correct tensioning of the screws (2) is reached with a torque of 23 Nm.



6.8 BRAKES PADS WEAR CHECK

- If an inefficient braking is detected and a noise of scrap metal is heard when braking, it is necessary to have the wear status of the pads checked by the Manufacturer or Your Authorized Retailer.
Consult Magura's user manual.



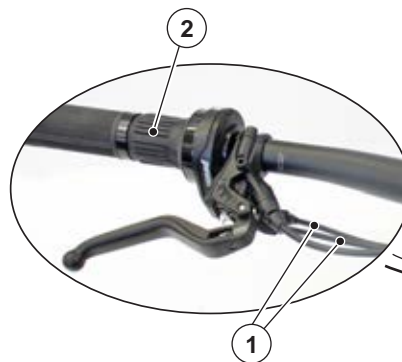
AMO R - AMO RR - AMO SV - AMO XT PINION - AMO RR PINION

6.9 DEFLATED TIRE

- If one tire is deflated and it deflates again after inflation, it may be punctured or damaged
- to replace the inner tube it is advised to refer to the Manufacturer, Authorized Retailer or to a tire dealer.

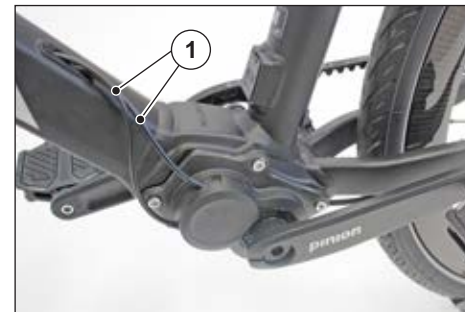
! HAZARD !

A wrong repair may result in conditions of danger during travel. Carry out this repair only if you are able to and if the necessary tools are available.



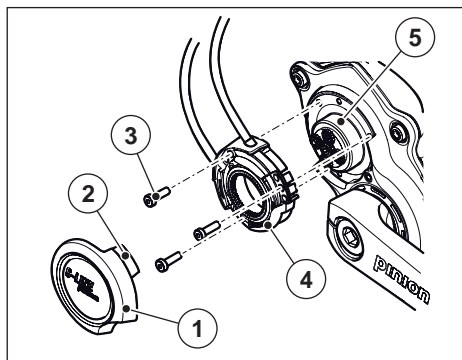
6.10 CHECKING GEARBOX SHEATHS AND CABLES (PINION)

- Check the status of the sheaths (1), checking that by turning the knob (2) it runs freely without forcing.
If this is not the case, contact your local dealer for the necessary checks.



6.11 CLEANING AND GREASING THE GEARBOX PULLEY (PINION)

- Remove the lid (1) using a flat-blade screwdriver as a lever in the area of the tabs (2).
- Mark the position of the screws (3) on the relative holes of the pulley (4).
- Loosen the screws (3) and remove the pulley (4).
- Clean the pulley (4) and seat (5) using an appropriate product in a way to remove any dirt and residues of grease, and then grease generously (type of water-resistant grease).
- Re-mount everything, proceeding in the opposite order to disassembly.

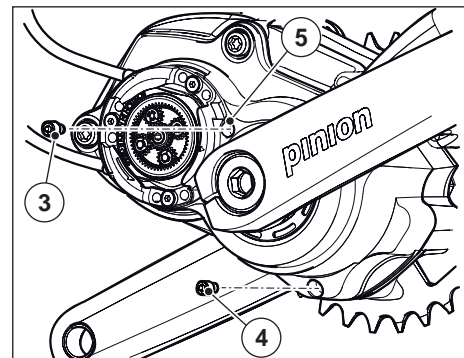
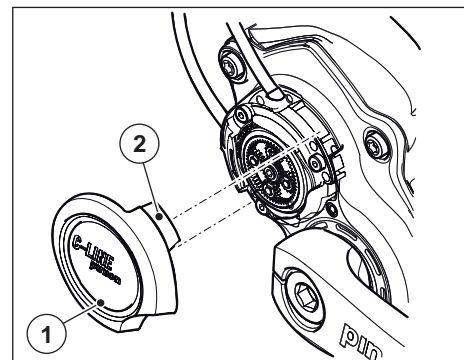


6.12 REPLACING GEARBOX OIL (PINION)

⚠ ATTENZIONE ⚠

Dispose of the oil used correctly and in compliance with the regulations in force - never throw oil away in the sewer system or on the land.

- Remove the lid (1) using a flat-blade screwdriver as a lever in the area of the tabs (2).
- Position the bike on a flat surface.
- Remove the oil loading cap (3).
- Position a basin under the oil drain cap (4) to collect the oil and then unscrew the cap (4) and allow all of the oil contained to flow out.
- Re-assemble the cap (4), tightening with a coupling torque of 3 Nm.
- Introduce the oil through the opening (5) using a syringe:
 - Quantity 60 ml
 - "Pinion" type oil
- Re-assemble the cap (3), tightening with a coupling torque of 3 Nm.
- Re-assemble the lid (1).



6.13 OTHER OPERATIONS

- For all maintenance operations not described in this section, please refer to the Manufacturer or Authorized Retailer.

6.14 WINTER STORAGE

- It is advised to store the bicycle in environments with an ambient temperature included between 10° C and 40° C. **A temperature too high or too low may damage the battery.**
- In case of long inactivity:
 - recharge the battery at least every 3 months with a charge between 40% and 60%;
 - check tires pressure (3 bar) and inflate them at least every 2 months.

7.1 TROUBLESHOOTING

- In case of problems during use of the bicycle, first check if the inconvenience is included among those described in the tables below.

This allows to find the correct solution without the need of visiting the Manufacturer

- if the problem is not among the described ones, or if it is present and still not solved after working as described in the tables, consult the Manufacturer before reusing the bicycle.

7.1.a Generic inconveniences

Problem	Possible cause	Possible solution
The assisted pedalling system cannot be started.	Malfunctioning of the battery pack despite being charged.	The battery pack may be defective; contact the Manufacturer or Authorized Retailer.
	Battery pack overheated.	Wait for the battery pack to cool down.
	Battery pack not connected correctly.	Contact the Manufacturer or Authorized Retailer
	Battery pack out of charge.	Charge the battery pack using the specific battery charger.
	Electrical contacts on the battery pack and/or of the connector damaged.	Check that all the contacts are clean. Clean them using an appropriate product if necessary.

7.1.b PINION system problems

Problem	Possible cause	Possible solution
On turning the knob, the gear does not shift	Too much force on the pedals	Relieve the force on the pedals
	Broken cables	Replace the cables
On shifting, the gear is not engaged correctly	Cables adjustment incorrect	Contact your local dealer to perform the adjustment



“MVride” App

The “MVride” smartphone app completes your driving experience by directly connecting the bicycle to your phone.



DECLARATION OF CONFORMITY

(Annex II A of directive 2006/42/EC)



The manufacturer

e-MV Agusta S.r.l.

Registered office: via Vittorio Veneto, 11 - 21100 VARESE
Executive offices: Via Caronaccio, 67 - 21040 Morazzone (Va)

Of the Machine:

Registered name

ASSISTED PEDALLING BICYCLE

Brand

MV AGUSTA

Model

**AMO R / AMO RR / AMO SV /
AMO XT PINION / AMO RR PINION**

Serial number

REFER TO THE QR CODE

Year of manufacture

2022

Declares, under his sole responsibility, that the abovementioned machine complies with the requirements of the following Directives and following amendments:

2006/42/CE	Machinery Directive	2011/65/EU	RoHS Directive
2014/30/UE	Electromagnetic Compatibility Directive	2014/53/EU	RED Directive

Applied standards

UNI EN 15194:2018

Also declares that the person authorized to write the technical file, established in the European Community, is:

Name and Surname

Ratmir Sardarov

Address

Registered office: via Vittorio Veneto, 11 - 21100 VARESE
Executive offices: Via Caronaccio, 67 - 21040 Morazzone (Va)
PEC : motorcompany @sicurezzapostale.it

Date

10/05/2022

Place

Morazzone (VA)

Signature

Ratmir Sardarov
(CEO)



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