



RM1 OWNER'S HANDBOOK

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INTRODUCTION

Published: April 2024 - US Version 1 (Based on UK version 6).
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Foreword

Congratulations on the purchase of your Maeving RM1. You now have the freedom to go wherever you want, when you want, with zero emissions and maximum joy.

For the best experience, we recommend that you take the time to read this handbook in its entirety before your first ride. It will provide you with a better understanding of your motorcycle's functionality, operation, maintenance, and safety requirements. Please make sure you fully understand the relevant warnings and familiarize yourself with the controls to get the safest and best performance from your motorcycle. It is important that you read and understand the Maeving warranty. For further information, see Warranty on page 103.

In the interest of development, Maeving reserves the right to change specification, design or equipment at any time.

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The information contained within this handbook is correct at the time of writing. It is designed to apply to all Maeving RM1 motorcycle variants, therefore, the descriptions and images may vary slightly to the model you have purchased. Future updates and amendments to the handbook can be accessed via the website: us.maeving.com or via the Maeving Support Team.

Charge on.

Contacts

For queries, to arrange a service or repair, or to register a change of ownership, please contact us via the details below:

Telephone: +1 (213) 528 4584.

Opening hours: Monday - Friday | 9am to 5pm (PST).

For general enquiries, please email the Maeving Support Team at: support@maeving.com.

For servicing and repairs, please email the Maeving Workshop at: workshop@maeving.com.

Please have the following information available when contacting us:

- Registered owner's name and address (if you have not yet gone through the proper transfer of ownership process, please provide the details of the original owner). For further information, see Change of ownership on page 108.
- Registered owner's telephone number.
- Vehicle Identification Number (VIN), found on the chassis.
- Original date of purchase (if known).
- Motor serial number.
- Battery serial number (if the query is relating to the battery).

Data protection statement

Maeving Limited respects the privacy of each customer.
For further information, please visit: us.maeving.com.

General safety

Before riding your motorcycle, read, observe and follow the warnings and information.



WARNING: When riding your motorcycle, always wear the correct safety gear, even for short trips: an approved helmet, eye protection, riding boots, gloves and protective clothing. Taking these precautions helps to reduce the risk of injury or death in the event of an accident.



WARNING: Make sure your motorcycle is maintained in good mechanical condition by following the maintenance schedule and making any recommended adjustments contained in this handbook. Be sure to check your motorcycle before going for a ride. Failure to maintain the motorcycle in good operating condition could result in an accident, causing injury or death. For further information, see Daily safety checks on page 51 and Maintenance and adjustment on page 63.



WARNING: Modifications to the motorcycle may render the vehicle unsafe, void the warranty, cause injury to yourself and other road users and violate governmental safety regulations. Therefore, Maeving cannot be held liable for any death or sustained injury resulting from non-approved modifications.



WARNING: For your safety, do not use unauthorized electronic devices as they could cause the motorcycle to operate abnormally and could cause wire damage, battery discharge or fire, potentially resulting in injury or death.



WARNING: Some medications may cause drowsiness or other side effects that may impair the rider's ability to control the motorcycle or affect their judgment, increasing the risk of

injury or death. Always check that your medication is safe to use when riding.



WARNING: It is not recommended to overload your motorcycle with large, bulky or heavy items, as this additional load may affect the handling of your motorcycle and the effectiveness of the safety systems. Any damage, injury sustained or death resulting from overloading the motorcycle with large, bulky or heavy items may invalidate the warranty.



WARNING: Sometimes, motorists or pedestrians do not see motorcyclists approaching, and electric motorcycles are virtually silent when in use. Wearing bright or reflective clothing and maintaining a good road position while riding can make you more visible to other road users and provide you with extra room to take evasive action in the case of an emergency. Failure to ride without taking these precautions may result in an accident, causing injury or death.



WARNING: Remember to signal when changing lanes or turning, and use the horn to alert other road users of your presence where appropriate. Failure to do so may result in an accident, causing injury or death.



WARNING: Never ride a motorcycle under the influence of drugs or alcohol, as this is illegal and will impair your riding ability. Doing so may result in an accident, causing injury or death.



WARNING: Operating a motorcycle on public roads without a license is illegal and could lead to prosecution. The formal training for correct riding techniques, included in the licensing process, is essential for avoiding loss of motorcycle control and accidents, causing injury or death.



WARNING: Always take care when removing or refitting the batteries, paying particular attention to your standing position before lifting. If not correctly positioned, you could sustain a back injury.



NOTICE: This motorcycle should not be modified or installed with non-Maeving approved accessories. Maeving cannot be held liable for any damage or performance problems resulting from any modification(s) or the installation of non-approved accessories.



NOTICE: This motorcycle is not for use on rough terrain or off-road. Failure to comply with the proper use of your motorcycle could cause damage that may void the warranty cover.

CALIFORNIA PROPOSITION 65

California State law requires the product to carry the following warning statements:



WARNING: Certain motorcycles contain or release chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. Moreover, certain fluids used in these vehicles and certain products deriving from the wear or usage of their components contain or release chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

Warning required by California relative to lithium-ion:



WARNING: Lithium-ion batteries and products that contain lithium-ion batteries can expose you to chemicals, including cobalt lithium nickel oxide, and nickel, which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information, see www.dtsc.ca.gov.

Reporting safety defects

For USA Customers

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Maeving. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Maeving.

To contact NHTSA:

- Call the Auto Safety Hotline toll-free at 1-888-327-4236.
- Write to:
NHTSA, U.S. Department of Transportation,
1200 New Jersey Avenue, SE West Building,
Washington, D.C. 20590.

You can also obtain other information about motor vehicle safety from the Hotline.

Lemon Law - Right to repair or refund

Lemon Law protection arises under state law, with every U.S. state and the District of Columbia having its own state law. Lemon Law terms vary from state to state, and the terms for the state by which the customer resides are applicable should a fault or defect occur.

Should your motorcycle fail to meet applicable quality and performance standards while under warranty and Maeving or its approved dealerships cannot rectify the fault or defect within a reasonable number of attempts, or if the motorcycle remains inoperable for a specific number of days, you are entitled to request for Maeving to replace or repurchase the motorcycle in accordance with the Lemon Law applicable in your home state.

Where permitted by state law, Maeving requires the customer to give due notification of any problems or service issues encountered. The customer must allow Maeving the opportunity to make the necessary repairs before exercising their rights in accordance with the applicable Lemon Law.

Your Maeving RM1

There are two versions of the Maeving RM1 available:

- **L1e-B** - The L1 variant has two driving modes available and is speed-limited. (Not currently available in the US).
- **L3e-A1** - The L3 variant has three driving modes available.

Due to current legislation standards, Maeving cannot derestrict or restrict a registered motorcycle between the two power categories.

Variant	Driving Mode	Maximum Speed	
		Mph	Km/h
L1	1	28	45
	2	20	32
L3	1	45	70
	2	28	45
	3	20	32

Symbols used in this handbook

Please familiarize yourself with the symbols contained within this handbook. The symbols are provided for your safety and to avoid harm when using your motorcycle or when connecting and/or disconnecting parts.

The symbols in this handbook are associated with differing levels of warning information to protect your safety and the safety of others and to prevent damage to your motorcycle. You must always strictly observe the information given. Failure to observe and follow the safety warnings and instructions can lead to serious injury or death and could void the warranty.

Throughout this handbook, the symbols and the words **DANGER**, **WARNING**, **CAUTION**, and **NOTICE** alert you to the potential hazards.



DANGER: Danger indicates a hazardous situation that, if not avoided, will result in serious injury or death. It indicates a procedure that must be followed precisely, or supplies you with information that should be given serious consideration, in order to avoid serious injury or death.



WARNING: A warning is to protect your personal safety. It indicates a procedure that must be followed precisely, or supplies you with information that should be given serious consideration, in order to avoid the possibility of personal injury or death.



CAUTION: A caution is to protect your personal safety. It indicates a procedure that must be followed precisely, or supplies you with information that should be given serious consideration, in order to avoid the possibility of minor or moderate injury.



NOTICE: A notice is to protect the safety and condition of your motorcycle. It indicates a procedure that must be followed precisely, or supplies you with information that should be given serious consideration, in order to avoid the possibility of damaging your motorcycle.



Note: A note gives general advice. It supplies additional information, allowing you to experience the full benefits of your motorcycle.

Labels on the motorcycle

For your own safety and for the safety of others, please pay attention to the various labels on the motorcycle. It is impossible to warn you about every hazard associated with operating and maintaining a motorcycle; therefore, use your best judgment or contact the Maeving Support Team for advice. For further information, see Contacts on page 6.

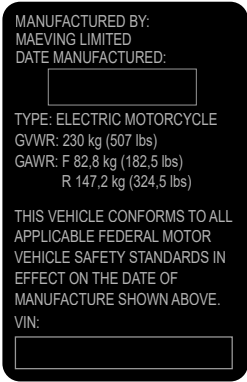
Do not remove or tamper with any warning labels fitted to any parts of the motorcycle. The warning labels are fitted for your safety and to prevent harm.

Safety information found on vehicle labels and in this handbook describe these hazards and what to do to avoid or reduce the risks.

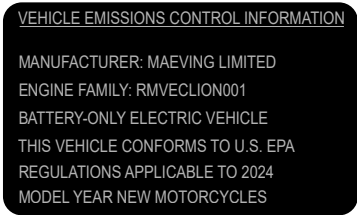
Tire pressure label: The label is located on the left-hand side of the swinging arm. It identifies the recommended tire size and inflation pressures.

TIRE INFORMATION			
TIRE	SIZE		COLD TIRE PRESSURE
FRONT	3.25-19 (54P)	2.15 x 19	32 PSI / LPC - 220 KPA
REAR	3.25-19 (54P)	2.15 x 19	32 PSI / LPC - 220 KPA

NHTSA compliance label: The label is located on the steering head on the motorcycle frame. It identifies the vehicle type, Vehicle Identification Number (VIN), weight and the manufacture date.



Vehicle emissions-control information label: The label is located on the tube below the steering head on the motorcycle frame. It identifies the vehicle type and engine family and states emissions conformity to the applicable model year.





This symbol is located on various parts of the motorcycle to inform you and others that exposure to voltages can result in shock and/or burns and can even be fatal.



All Maeving motorcycles meet all vehicle recycling requirements and End of Life Vehicle (ELV), Extended Producer Responsibilities (EPR) and Waste Electrical and Electronic Equipment (WEEE) recycling legislation. Maeving will take back all batteries and dispose of them in an environmentally responsible manner. For further information, please visit: us.maeving.com or contact support@maeving.com.

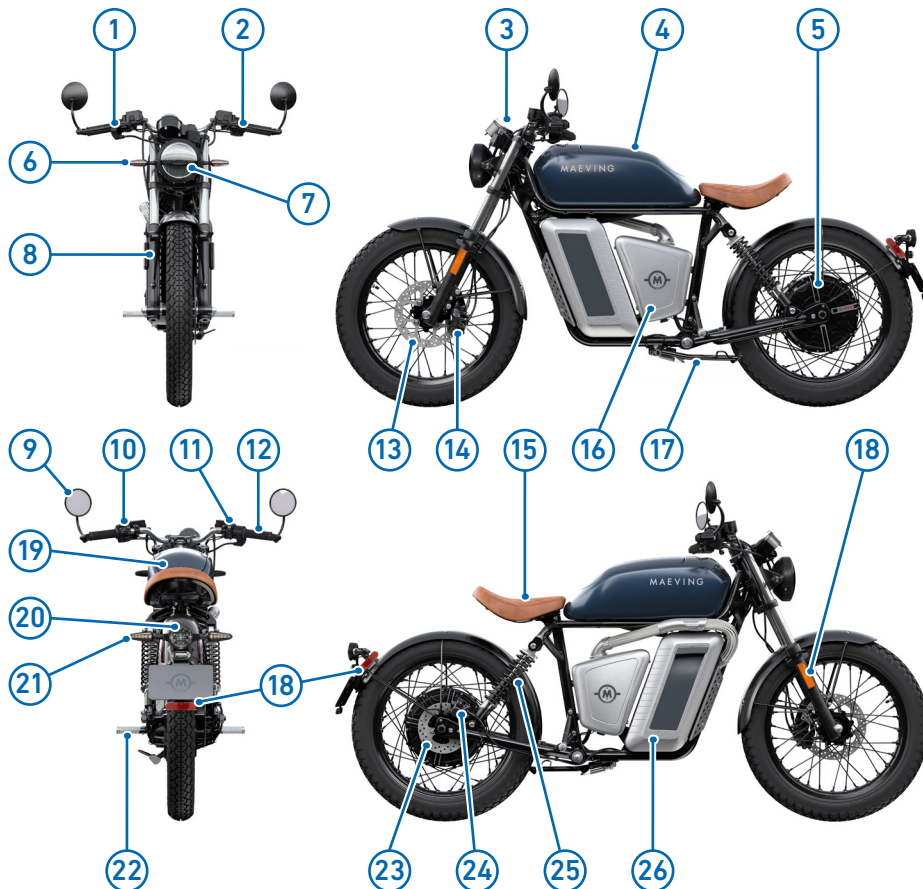
The electrical components used on the motorcycle should only be serviced by the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



WARNING: Insulated electrical cables and wiring should never be cut, tampered with, or modified in any way. Do not ride the motorcycle if the insulated cables appear damaged in any way, as it could result in personal injury or death.

Parts identification

1. Front brake lever and reservoir.
2. Linked brake lever and reservoir.
3. Instrument panel.
4. Secondary battery storage compartment.
5. Rear wheel motor.
6. Front turn signal indicator.
7. Front headlamp.
8. Front fork.
9. Mirror.
10. Left-hand handlebar controls.
11. Right-hand handlebar controls.
12. Throttle control.
13. Front brake disc.
14. Front brake caliper.
15. Seat.
16. 12-volt battery access panel.
17. Side stand.
18. Reflector.
19. USB-C socket (in the storage compartment).
20. Rear lamp.
21. Rear turn signal indicator.
22. Foot peg.
23. Rear brake disc.
24. Rear brake caliper.
25. Rear shock absorber.
26. Primary battery compartment.



Owner information

When you take ownership of your RM1, please enter your details in the following boxes:

Name:
License plate:
Delivery date:

Name:
License plate:
Delivery date:

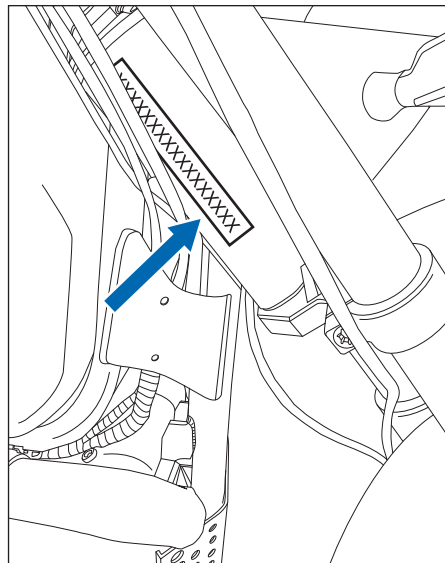
Name:
License plate:
Delivery date:

Serial number locations

Please locate and enter the serial numbers for your motorcycle.

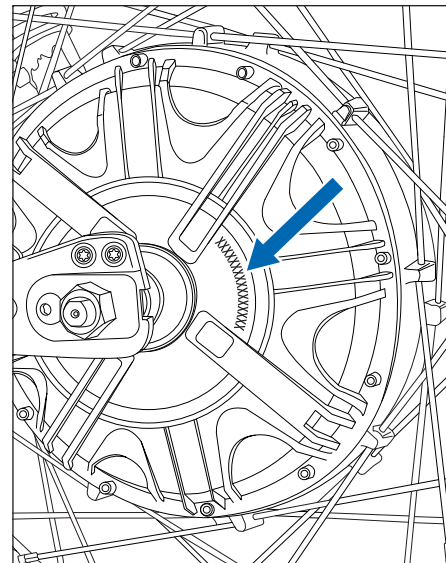
VIN

The Vehicle Identification Number (VIN) is stamped onto the steering head of the motorcycle frame, behind the headlamp area.

[illegible]

Electric motor serial number

The electric motor serial number is stamped onto the left-hand side of the rear wheel, near the rear axle.

[illegible]

Battery serial number

The battery serial number for each battery is printed on the sticker on the battery.

Primary battery

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

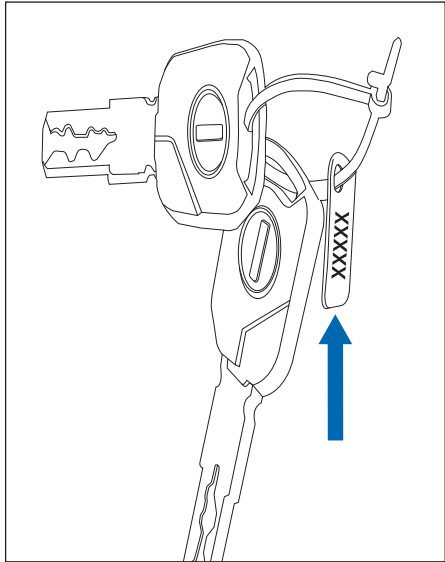
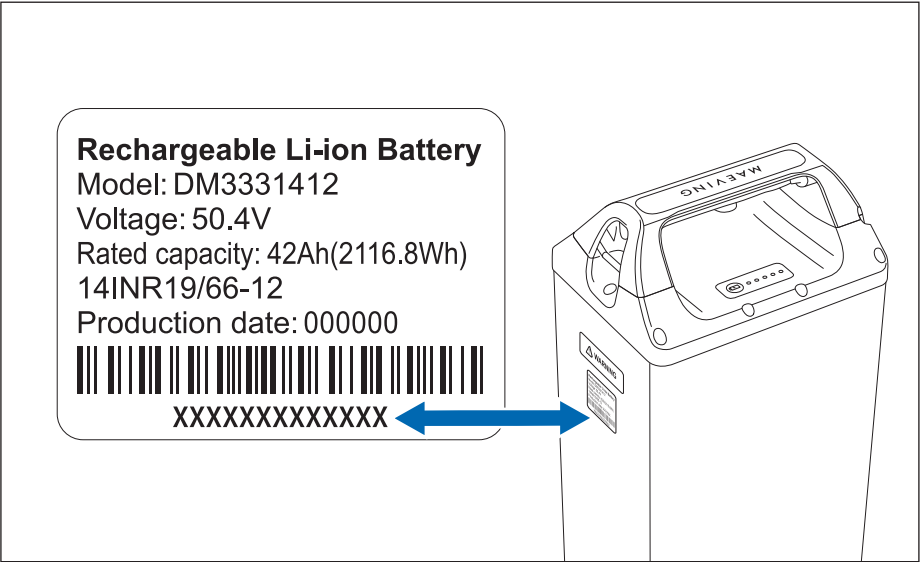
Secondary battery

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Key serial number

The key serial number is stamped onto the tag attached to the master key (red).

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QUICK START GUIDE

Before every trip, please check the following to make sure that your motorcycle is ready to ride:

For further information, see Daily safety checks on page 51.

Turning the motorcycle on

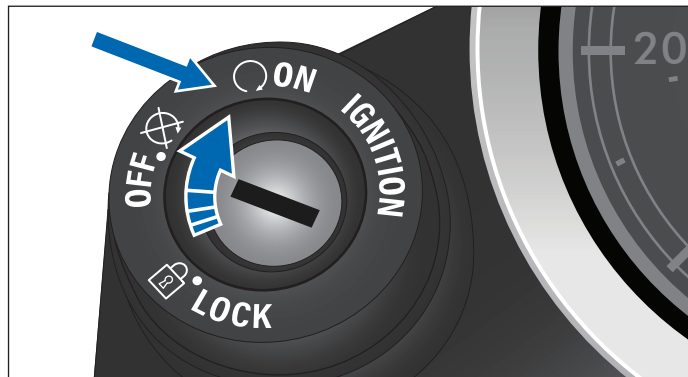


Note: Do not store a spare, or the master key (red), on the motorcycle, as this will compromise the security of your motorcycle.

The motorcycle must only be ridden using an ignition key (black) and never using the master key (red). For further information, see Ignition key on page 29.



Note: The master key (red) can only be used to pair new keys to your motorcycle and cannot be used to ride the motorcycle.



For further information, see Adding new or replacement keys on page 29.

Once the pre-ride checks have been completed satisfactorily and you are ready to set off, insert the key into the ignition barrel and turn the key clockwise to the **ON** position.

For further information, see Ignition switch on page 28.

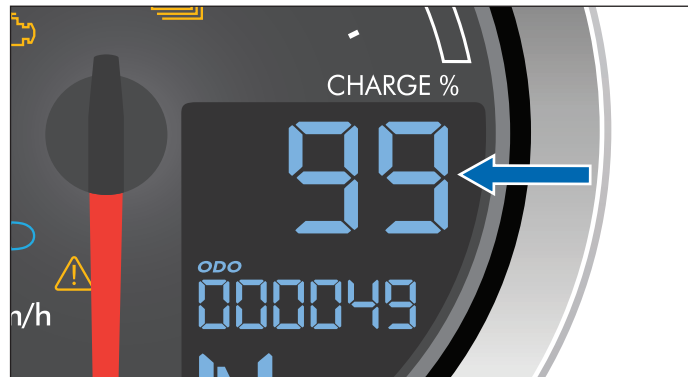
Confirm the battery has sufficient charge

Using the instrument panel, make sure that the charge indicator is showing sufficient charge for your trip.

For further information, see Checking the battery is charged on page 34.



Note: Before the first ride on your motorcycle, make sure the battery is fully charged.



Removing and installing the primary battery



WARNING: Before attempting to remove or install a battery, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply increases the risk of injury, death, or damage to the motorcycle or property.

If the battery needs to be charged before your trip, it must be removed from the motorcycle.

Removing the primary battery

1. Turn the ignition key to the **OFF** position. The instrument panel displays **OPEN** and a 5 second countdown begins.



2. During the countdown period, press the battery storage compartment unlock button, located on the left-hand side handlebar switch, once (one long press) to unlock the battery storage compartment.
3. Pull the handle outward to open the compartment.



4. Using the carry handle, carefully remove the battery from the battery storage compartment.

Installing the primary battery

1. Open the primary battery storage compartment, and carefully lift the battery and lower it into position.



Note: Make sure the ignition key is in the **OFF** position before installing the primary or secondary battery.

For further information, see Removing and installing the primary battery on page 36.

2. Make sure the battery terminals locate into the connector within the primary battery storage compartment and close the battery storage compartment.

Also, make sure that the battery's LED charge indicator is facing the front wheel of the motorcycle.

A secondary battery can be inserted into the storage compartment, traditionally the fuel tank.

For further information, see Removing and installing the secondary battery on page 39.

Charging the battery



WARNING: Only use the official charger supplied by Maeving to charge your battery. Using an incorrect charger may damage the battery and may result in a fire, potentially causing injury or death.



WARNING: Always check the charger cable for damage and an accumulation of dirt or dust before plugging it in. Never use a damaged charger cable. Doing so may cause injury, death, or damage to the motorcycle due to the potential for electric shock or fire.



WARNING: Never use an extension lead or multi-plug adapter to extend the reach of the battery charger. If using the motorcycle abroad, never use a plug adapter with the charger. Always fully unwind the charger cable to reduce the chance of it overheating. Doing any of the above could cause injury or death.

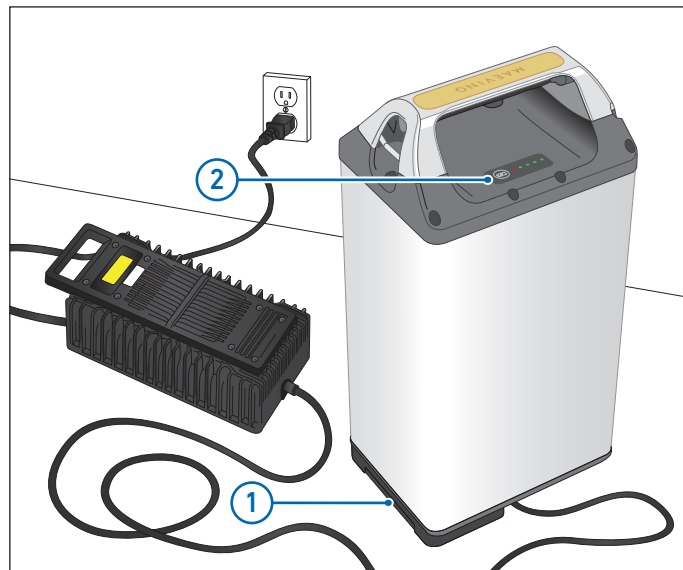


DANGER: Do not expose the battery charger to rain or water, and never immerse the charger or cables in water. Doing so will result in serious injury or death.

To charge the battery, place the battery on the charging base **(1)**, making sure the terminals are connected securely to the battery, and turn the power supply on.

The battery has an LED charge indicator **(2)**. The charge indicator displays the battery's current State of Charge (SoC).

For further information, see Charging the battery on page 41.



Checking the brakes

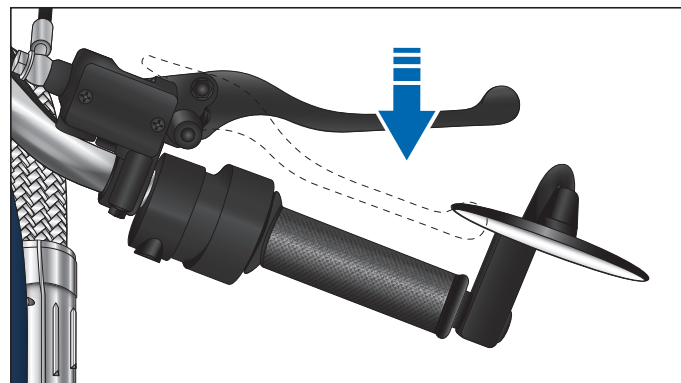
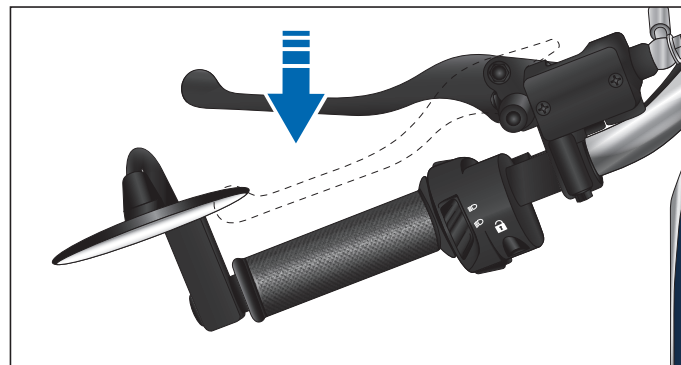
Make sure the brakes are functioning correctly. To do this, squeeze each brake lever independently to apply the front and rear brakes. The levers should be firm and you will be unable to roll the motorcycle forward or backward with the brakes applied.

WARNING: If the brake levers feel spongy or soft, or there is excessive brake lever travel, there may be air in the braking system, or the braking system may be defective. Under these conditions, it is dangerous to operate your motorcycle, and the motorcycle should be inspected by the Maeving Workshop Team or a Maeving Workshop Partner to rectify the problem before riding your motorcycle again. Riding with defective brakes may lead to loss of control, potentially causing damage to the motorcycle, injury or death.

WARNING: Riding your motorcycle with defective brakes is dangerous and may lead to loss of control and an accident, potentially causing damage to the motorcycle, injury or death.

WARNING: When inspecting the braking system, check for brake fluid leakage at hose joints and around caliper seals. Brake fluid leakage at these points could lead to loss of control and an accident, causing damage to the motorcycle, injury or death.

WARNING: Inspect the brake hoses for damage and check for any deterioration of the hoses. Damage or deterioration of the hoses may cause dangerous riding conditions that could lead to loss of control, potentially causing damage to the motorcycle or injury or death.



For further information, see Braking on page 57.

Checking throttle operation

With the ignition key in the **OFF** position, open the throttle and release it to confirm that it is operating smoothly and that it returns to its resting position correctly.

For further information, see Throttle control on page 64.

WARNING: Always make sure that the ignition key is in the **OFF** position and the motorcycle is stationary before checking the throttle. Failure to adhere to these instructions could cause the motorcycle to move unintentionally, potentially causing damage to the motorcycle or property or injury.

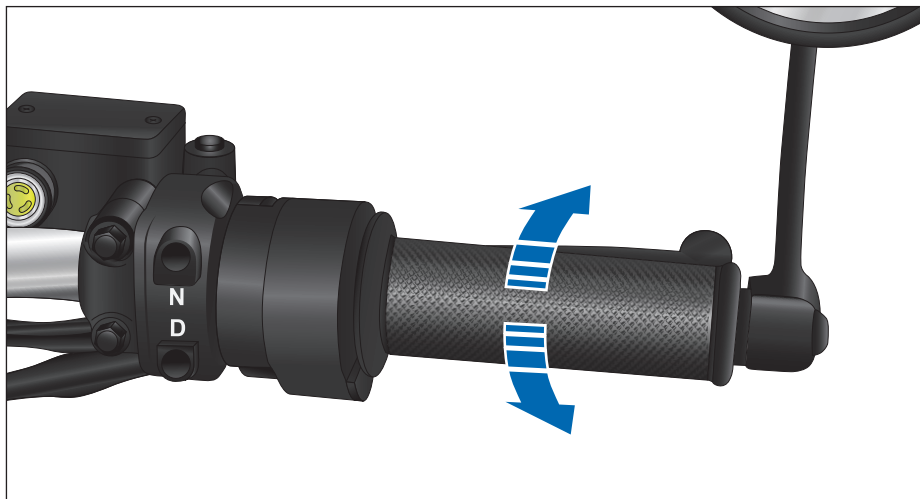
WARNING: Smooth throttle function is essential for your safety and the safety of the motorcycle. Check daily that the throttle control is operating correctly. If the throttle is not operating correctly, it could lead to an accident, causing injury or death. For further information, see Daily safety checks on page 51.



WARNING: Make sure you know how the throttle feels during normal operation. If you detect any changes to how the throttle feels or notice that the throttle is slower or sticking at any point, contact the Maeving Workshop Team. It is dangerous to ride a motorcycle with a defective throttle. Doing so could result in an accident, causing injury or death. For further information, see Contacts on page 6.



WARNING: Changes in throttle action may be due to wear, dust or dirt and could lead to a sticking throttle. A sticking throttle control could lead to loss of control of the motorcycle and an accident, causing injury or death.



Releasing the side stand

A safety cut-out sensor on the side stand prohibits drive from being engaged while the side stand is in the down position. The side stand must be in the up position before selecting 1, 2, or 3, using the driving mode button (D), and riding off.

For further information, see Side stand on page 48.



CAUTION: Sit astride the motorcycle and take the motorcycle's weight before releasing the side stand to avoid the motorcycle from becoming unbalanced. An unstable motorcycle may result in damage or personal injury.



WARNING: Never ride with the side stand in the down position, as this could cause an accident, potentially causing injury or death.



NOTICE: Do not remain seated on the motorcycle for any length of time before releasing the side stand. Doing so could cause damage to the side stand.



Choosing a driving mode



WARNING: The motorcycle has a side stand safety cut-out feature that prevents a driving mode from being selected whilst the side stand is in the down position. The safety cut-out prevents moving off accidentally with the side stand in the down position, as it could result in an accident, causing injury or death.

With the side stand in the up position, apply one of the brakes and press the driving mode button (**D**) once to select driving mode 1.

Repeated presses of the mode button will select driving mode 2 and then driving mode 3.

The instrument panel displays the current driving mode selection.



Note: Driving modes may be altered, at any time, by pressing the driving mode (**D**) button. However, the new driving mode will not engage until the throttle has been fully closed.



Note: The L3 version of the RM1 has three driving modes. Driving mode 1 gives the best performance but consumes battery power more quickly, and driving mode 3 is the most economical.



Note: The L1 version of the RM1 (not currently available in the US) has two driving modes. Driving mode 1 gives the best performance but consumes battery power more quickly, and driving mode 2 is the most economical.

After selecting a driving mode, release the brake and gradually turn the throttle towards you to apply power and accelerate the motorcycle forward. Twisting the throttle away from you reduces or

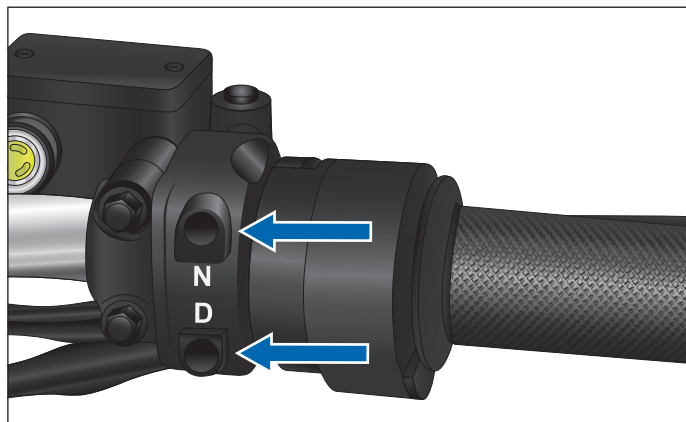
eliminates (fully closed throttle) power. There are no gears to worry about; just open the throttle and ride.

After your trip, stop the motorcycle, and with the brake applied, press the Neutral (**N**) button. This will select neutral and prevent the motorcycle from moving forward if the throttle is turned.



Note: If the motorcycle is stationary for 5 minutes and the throttle or brakes are not operated in this time, neutral will be automatically selected.

For further information, see Driving mode button on page 55.



GENERAL INFORMATION



WARNING: Be sure to check your motorcycle before going for a ride. It is vital that you keep your motorcycle in a safe operating condition. Failure to perform these checks may result in motorcycle damage or an accident, potentially causing injury or death. For further information, see Daily safety checks on page 51.



WARNING: Make sure your motorcycle is maintained in good mechanical condition by following the maintenance schedule and making any recommended adjustments contained in this handbook. Failure to correctly maintain your motorcycle could result in an accident, causing injury or death. For further information, see Daily safety checks on page 51 and Maintenance and adjustment on page 63.



WARNING: Never ride your motorcycle with a defective or damaged part/component. It is vital your motorcycle is repaired by the Maeving Workshop Team or a Maeving Workshop Partner as soon as a defect has been detected. Riding your motorcycle with a defect may lead to an accident, potentially causing injury or death.



NOTICE: Take care not to cause any damage when cleaning and maintaining your motorcycle. Never use non-approved products, such as household cleaners or high-pressure washers. For more information, see Cleaning on page 91.



Note: Make sure that the battery is fully charged before your trip. For further information, see Charging the battery on page 41.

Vehicle range is defined as the distance that your motorcycle will travel on a single full charge of the battery. This range may vary due to many factors, including the speed at which the motorcycle is ridden, how hard you accelerate, the type of trip undertaken (stopping and starting), the ambient temperature, use on inclines, and the general service condition of your motorcycle.

As a direct reflection of your riding habits, it is advised to ride your motorcycle conservatively, especially for first-time use. You may expect a better range when ridden conservatively.

An electric vehicle's energy consumption is averaged out over shorter distances and it is designed to be recharged daily. Therefore, your motorcycle may yield different ranges from one charge to the next.

The range may be increased by following the guidance notes below:

- **Type of commute:** use on flat smooth roads, riding slower and making fewer stops.
- **Style of riding:** maintaining a consistent speed and a streamlined riding position to reduce drag and reduce the weight of any cargo.
- **Weather conditions:** use during warmer, drier weather, riding against less wind and on dry roads.
- **Service condition:** taking care of your motorcycle, making sure the tires are inflated to the correct pressure.

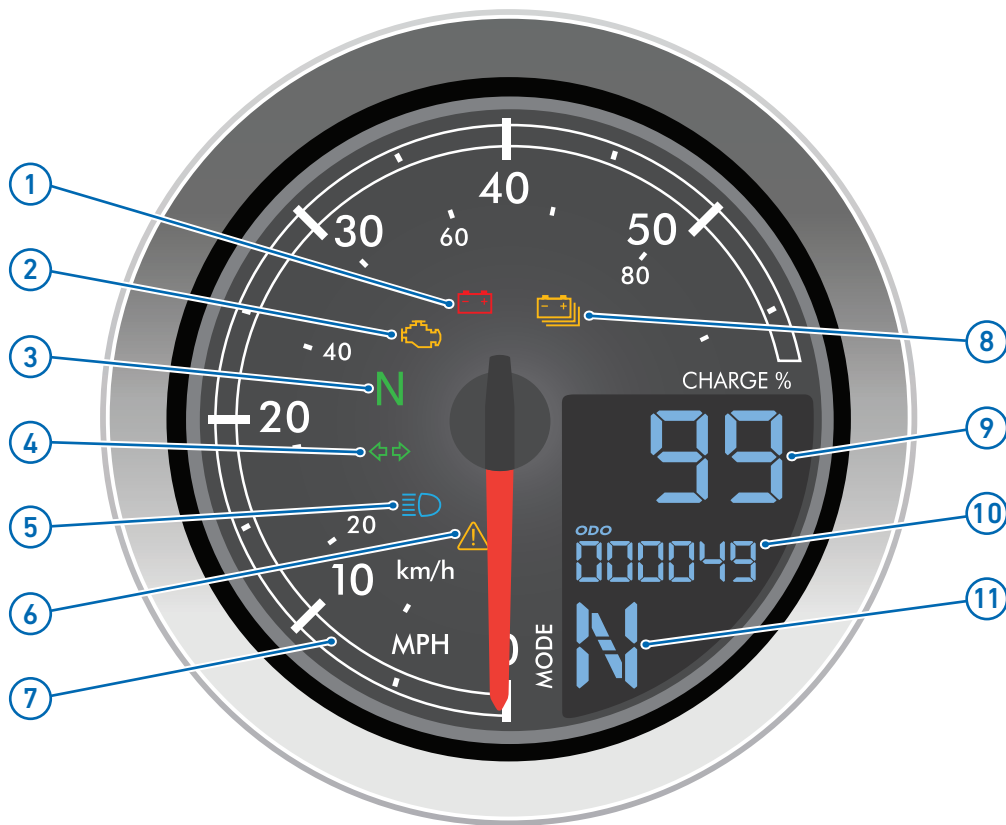
Using the driving modes 1, 2 or 3 will also affect the overall range that your motorcycle can travel.








Note: The motorcycle is not designed for commercial use. Incorrect use will invalidate the warranty. For further information, see Maeving warranty terms and conditions on page 103.

Instrument panel layout




1. 12-volt battery indicator.
2. Malfunction indicator.
3. Neutral indicator.
4. Turn signal indicator.
5. Headlamp high beam indicator.
6. General warning indicator.
7. Speedometer.
8. Traction battery indicator.
9. Battery charge percentage.
10. Odometer, trip and time.
11. Driving mode indicator.



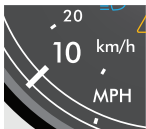


Warning lamps

	Traction battery indicator	The amber traction battery indicator lamp illuminates if the battery's State of Charge (SoC) falls below 20%.
	Malfunction indicator	The amber malfunction indicator lamp illuminates if there is a potential problem with the motor or its control system. Please stop riding the motorcycle as soon as it is safe to do so. Once your motorcycle is safely stored, please contact the Maeving Support Team. For further information, see Contacts on page 6.
	12-volt battery indicator	The red 12-volt battery indicator lamp illuminates if there is a potential problem with the 12-volt system. The 12-volt battery is charged automatically by the main traction battery whilst riding. If the indicator light remains illuminated before starting your trip or illuminates whilst riding, please stop riding the motorcycle as soon as it is safe to do so. Once your motorcycle is safely stored, please contact the Maeving Support Team. For further information, see Contacts on page 6.
	General warning indicator	<p>The amber general warning indicator lamp illuminates if a fault is identified in one of the control systems (immobilizer, battery control unit, instruments or motor controller). The warning indicator is normally accompanied by an error code, which is displayed on the instrument panel. For further information, see Error codes on page 30. Please stop riding the motorcycle as soon as it is safe to do so. Once your motorcycle is safely stored, please contact the Maeving Support Team. For further information, see Contacts on page 6.</p> <p> Note: It is normal for the general warning lamp to turn on and be accompanied by Error Code '001' if the ignition switch is turned on without the primary battery installed.</p>


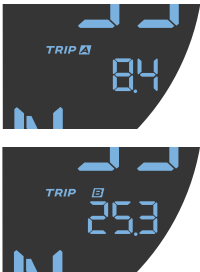

Information lamps

	Neutral indicator	The green neutral indicator lamp identifies that the motorcycle is in neutral driving mode, therefore, the motorcycle will not move forward if the throttle is applied.
	Headlamp high beam indicator	The blue high beam indicator lamp identifies that high beam has been selected. The indicator lamp remains illuminated until the high beam is deselected.
	Turn signal indicators	The green turn signal indicator lamp identifies activation of the indicators in conjunction with operation of the turn signal indicator switch. The turn signal indicator arrow flashes until the maneuver is canceled.

Instrument panel display

	Speedometer	The speedometer displays the motorcycle's current speed. The dial displays speed in miles per hour (mph) and kilometers per hour (km/h).
	Traction battery charge percentage	The display identifies the current percentage of available traction battery charge as a digital percentage.
	Driving mode indicator	The driving mode indicator lamp displays the currently selected driving mode. For further information, see Engaging drive and neutral on page 55.

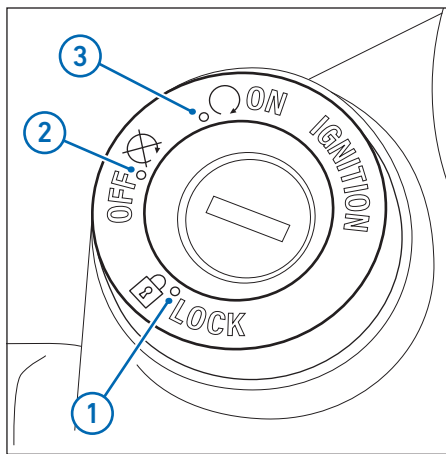
Instrument panel display *Continued*

	Odometer	<p>The odometer displays the total distance that the motorcycle has traveled in miles or kilometers.</p>
	Trip computer	<p>The trip computer records the total distance covered for a particular trip. There are two separate trip meters: A and B.</p> <p>Using the i button (left-hand handlebar control), scroll to the trip setting and select either trip A or trip B.</p> <p>Trip meter A automatically resets each time the ignition is turned OFF and ON.</p> <p>Trip meter B continually records the distance traveled, until it is reset by the user. When in Trip B, press and hold the i button for 2 seconds to reset.</p>
	Clock	<p>The time can be displayed on the instrument panel display.</p> <p>Using the i button (left-hand handlebar control), scroll to the time setting.</p> <p>Clock adjustment</p> <p>With the clock feature displayed, use the i button to adjust the time.</p> <p>A long press of the i button starts the adjustment process, allowing you to select between 12h and 24h. A further long press of the i button allows you to scroll to the time digits. With the time digits selected, give the i button short presses to adjust the time. To exit the time adjustment process, press and hold the i button until the time displays with no flashing elements.</p>

Ignition switch

The ignition switch has three positions, activated by inserting the ignition key.

1. LOCK.
2. OFF.
3. ON.



Always remove the ignition key when the motorcycle is parked to reduce the chance of theft. The ignition key can be removed from the ignition barrel when the key is set to either **LOCK** or **OFF**.

OFF position

The **OFF** position is used to turn the motorcycle off, disabling the electrical system. The handlebars do not lock into position and the motorcycle can be moved freely.



CAUTION: Always turn the ignition switch to **OFF** when not riding the motorcycle. It is easy to forget that the motorcycle is active, as it is virtually silent. Getting on and off the motorcycle with the ignition on may lead to an accident, potentially causing injury.

ON position

The **ON** position activates the motorcycle and enables the following:

- Instrument panel display turns on.
- Front and rear lamps turn on.

With the motorcycle on the side stand, insert the ignition key and turn it clockwise to the **ON** position to turn the motorcycle on.



Note: The driving mode cannot be selected with the side stand down.



NOTICE: Do not leave the ignition switch in the **ON** position for extended periods of time, or unless

you are intending to ride the motorcycle. This may cause damage to electrical components and will discharge the 12-volt battery and/or the primary and secondary batteries.

Steering lock

The steering lock secures the motorcycle steering in a locked position.

Engaging the steering lock

1. Turn the handlebars fully to the left.
2. With the ignition key in the **OFF** position, turn the ignition counter-clockwise to the **LOCK** position whilst fractionally moving the handlebars to engage the steering lock.
3. Remove the ignition key from the ignition barrel and confirm the steering lock has engaged.

Disengaging the steering lock

1. Insert the ignition key into the ignition barrel.
2. Turn the ignition key to the **OFF** position.
3. The steering lock disengages and the handlebars move freely from left to right.

Ignition key

Your motorcycle comes with one ignition key (black) and a master key (red), and they are both supplied together with a small tag containing a unique key serial number.

Make sure to keep the serial number tag and master key (red) in a safe place, away from your motorcycle. Make a note of your key's serial number in the space provided in this handbook. For further information, see Serial number locations on page 14.



Note: Do not store the serial number tag or a spare or master key (red) on the motorcycle, as this will compromise the security of your motorcycle.



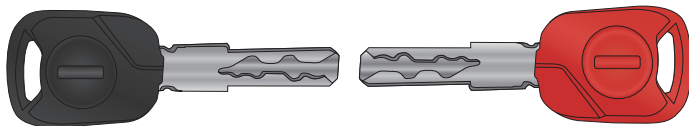
Note: The master key (red) can only be used to pair new keys to your motorcycle and cannot be used to ride the motorcycle. For further information, see Adding new or replacement keys on page 29.

Both keys have a transponder chip fitted inside the key head, which deactivates the immobilizer fitted to your motorcycle.



Note: Do not have more than one key near the ignition switch at any one time, as this can interfere with the immobilizer and prevent the motorcycle from starting.

You can order new ignition keys directly from Maeving. Please contact the Maeving Support Team. For further information, see Contacts on page 6.



Adding new or replacement keys

It is possible to code new keys or to re-code a current key to your motorcycle. The immobilizer system will allow a maximum of 5 keys to be registered at one time. The master key (red) must be used first to open up the immobilizer system, before each black key can be coded. The master key (red) must then be reinserted to close the immobilizer system.



Note: This coding process will remove any keys from the system that are not presented during the key learning procedure. Please ensure you only start this process when you have all the keys (new or old) that you want registered with the immobilizer system.

Please complete the following steps:

1. Insert the master key (red) into the ignition and turn to the **ON** position. Once the instrument panel is illuminated and the amber general warning indicator illuminates, turn the key to the **OFF** position and remove the master key (red). The headlamp and instrument panel remain switched on.
2. Insert the first ignition key (black) into the ignition and turn to the **ON** position. After a 3 second delay, turn the key to the **OFF** position and remove the ignition key (black). The headlamp and instrument panel remain switched on.
3. Repeat step **2** for all black keys available.
4. Insert the master key (red) into the ignition and turn to the **ON** position. After a 3 second delay, turn the key to the **OFF** position and remove the master key (red). The headlamp and instrument panel now turn off.

Immobilizer

The ignition switch barrel houses an antenna for the immobilizer. The immobilizer is activated when the ignition switch is turned to the **OFF** position and the key is removed from the ignition switch.

The immobilizer is deactivated when the ignition key is inserted into the ignition switch and the key is turned to the **ON** position.



Note: Do not store a spare or master key (red) on the motorcycle, as this will compromise the security of your motorcycle.



NOTICE: The transponder chips in the ignition keys are an important part of the immobilizer system. Do not rough handle, doing so may cause the immobilizer system to malfunction.

Vehicle telematics

Various models of the Maeving RM1 are fitted with a telematics device. For more information about your specific motorcycle, please contact the Maeving Support Team for assistance. For further information, see Contacts on page 6.

Error codes

The error codes listed below are used by Maeving to identify potential concerns with your motorcycle. If the amber warning indicator and an error code are displayed on the instrument panel, please contact the Maeving Support Team for assistance. For further information, see Contacts on page 6.

Error Code	Description
Err000	Red master key is fitted into ignition switch.
Err001	Motor controller general fault. This is a general error code that can occur in several situations (e.g., No Removable Batteries detected, Motor stall event, Motor winding temperature alert).
Err012	Immobilizer - no valid key detected.
Err020	Primary battery communication lost.
Err021	Primary battery fault.
Err022	Primary battery initialization fault.
Err040	Secondary battery communication lost.
Err041	Secondary battery fault.
Err042	Secondary battery initialization fault.

RIGHT-HAND HANDLEBAR CONTROLS

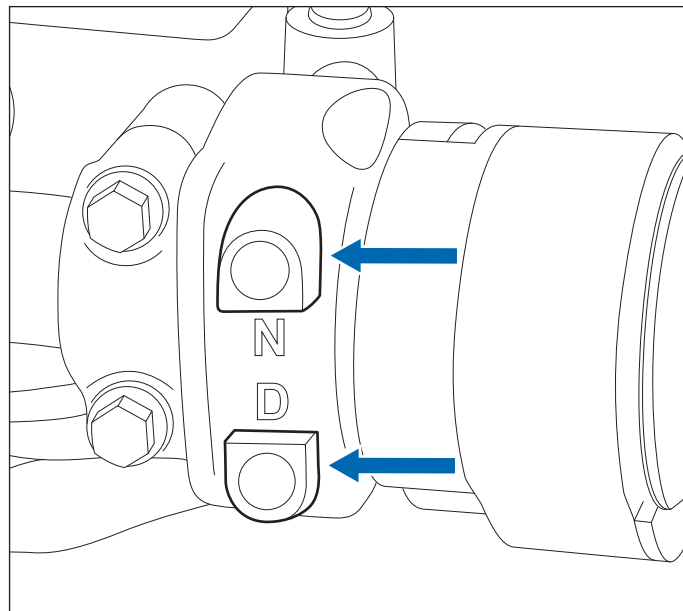
Drive mode buttons

The right-hand handlebar switch is used to select a drive mode. Press the driving mode button (**D**) to select the required driving mode. To select neutral, press the Neutral (**N**) button.



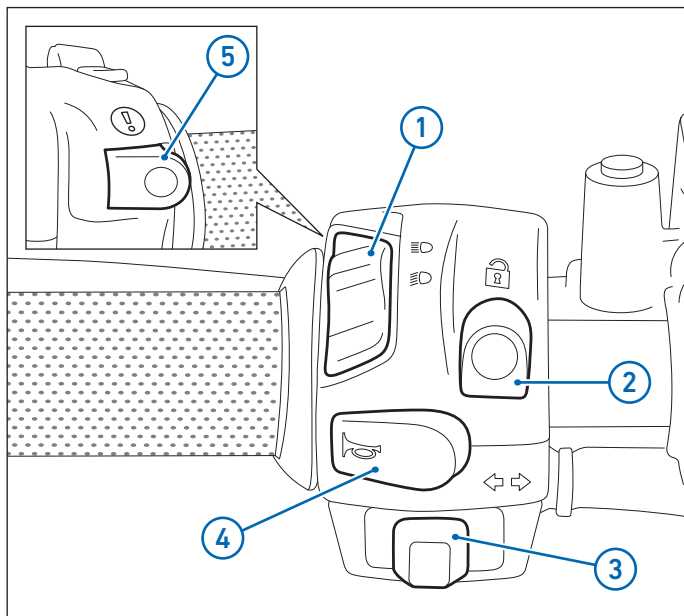
WARNING: If the side stand is in the down position, the driving modes cannot be selected. This is to prevent moving off accidentally with the side stand in the down position, which could result in an accident, causing injury or death.

For further information, see Engaging drive and neutral on page 55.



LEFT-HAND HANDLEBAR CONTROLS

1. High/low beam switch.
2. Battery storage compartment unlock button.
3. Turn signal indicator switch.
4. Horn button.
5. Information button.



Headlamp low beam switch

The low beam lamps automatically come on when the ignition is switched to the **ON** position. During daylight hours, the low beam headlamp improves the motorcycle's visibility to other road users.

The high beam headlamp should be used when the road conditions permit.

Turn signal indicator switch

When the turn signal indicator switch is pushed to the left or right and released, the corresponding turn signal indicator flashes. To turn the indicator off, press the switch in the central position and release.

Horn button

The horn sounds when the horn button is pressed with the ignition switch in the **ON** position.

Information button

With the motorcycle in neutral and the ignition switched on, press the information **i** button once to select the trip meter **A** setting. Press the **i** button a second time to select trip **B** and a third time to select the clock. A fourth press reverts back to the odometer setting.

Battery compartment unlock button

The battery compartment unlock button opens the primary and secondary battery storage compartments. For further information, see Accessing the primary battery on page 36.

BATTERY

Battery handling safety

Make sure to read and comply with the following information before attempting to remove or install a battery on the motorcycle. Associated hazards with lithium-ion batteries include fire or explosion and risk to personal safety. Failure to comply with the following warnings increases the risk of damage to your motorcycle or property and/or injury or death.



WARNING: Lithium-ion batteries contain flammable electrolytes that are highly flammable. Lithium-ion batteries can overheat for several reasons, including short circuits, overcharging or overheating. If a battery overheats, it could cause a fire or explosion, which may lead to damage to your motorcycle or property and/or injury or death. In the case of a battery fault, please contact the Maeving Support Team. For further information, see Contacts on page 6.



WARNING: The battery is not a serviceable component. Attempting to dismantle the battery can lead to leakage, explosion or fire, potentially causing injury or death. In the case of a battery fault, please contact the Maeving Support Team. For further information, see Contacts on page 6.



WARNING: If a small-scale fire occurs, use a fire extinguisher for electrical fires. If it is not possible to extinguish the fire in the early stage, make sure to maintain a safe distance from the motorcycle and call the emergency services. Advise that an electric vehicle is involved.



CAUTION: Make sure to have a firm grip of the battery handle before attempting to remove or refit the battery to the motorcycle. Failure to do so may result in personal injury.



CAUTION: Always take care when removing or refitting the batteries, paying particular attention to your standing position before lifting. If not correctly positioned, you could sustain an injury.



NOTICE: Make sure to have a firm grip of the battery handle before attempting to remove or refit the battery to the motorcycle. Failure to do so may cause damage to the battery and/or motorcycle.

Single and twin battery usage

WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33. Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.

The motorcycle can be ridden with either one or two batteries. Riding with two batteries will increase the range of the motorcycle. When using a single battery, it **must** be installed in the primary battery compartment.

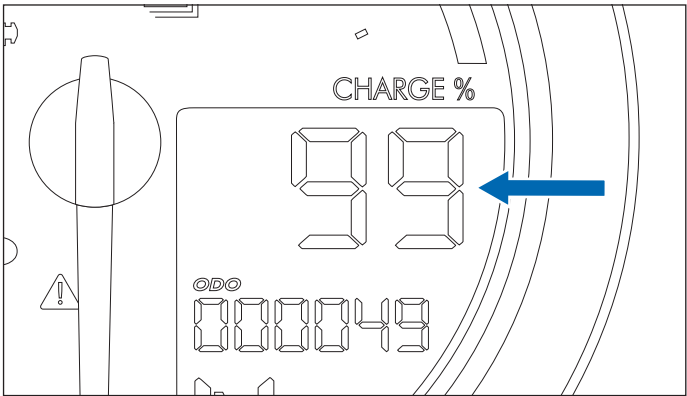
Note: The motorcycle will not allow drive mode to be selected if the only battery is installed in the storage compartment.

When using two batteries, the batteries must be within 2% State of Charge (SoC) with each other before they will both be used simultaneously. If one of the batteries is at a higher SoC than the other, the motor controller will use the battery with the most charge first, until the batteries are equally balanced. The system will then automatically switch to using both batteries together in parallel.

Checking the battery is charged

With the motorcycle resting on the side stand, insert the ignition key into the ignition barrel and turn the ignition key to the **ON** position. The instrument panel displays various information. The charge percentage is displayed on the right-hand side of the instrument panel display, just above the odometer.

Note: When two batteries are installed, the charge percentage displayed on the instruments is the average value of the two batteries, e.g., if the primary battery is at 100% State of Charge (SoC) and the secondary battery is at 50%, the value displayed will be 75%.



The battery's SoC can also be checked when the battery is not installed in the motorcycle by pressing the small button on the top of the battery. The SoC is displayed on the LED gauge, as shown below:

SoC %	0-20	21-40	41-60	61-80	81-100
LED	●	●	●	●	●

Caring for your battery

Please observe the following instructions precisely to avoid the risk of voiding the Battery Warranty.

The battery should only be used in an ambient temperature of +14°F to +113°F (-10 °C to +45 °C).

To get the best possible lifespan from your battery, try to keep the State of Charge (SoC) between 20% and 80%.

Maeving recommends you charge your battery when it reaches 30% and that you store it indoors overnight. For further information, see Charging the battery on page 41.

If you are not planning to use your motorcycle for some time, see Storage on page 93.



WARNING: Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply increases the risk of injury, death, or damage to the motorcycle or property.



WARNING: Never use a damaged battery. Using damaged batteries is dangerous and could lead to damage to the motorcycle, damage to property, injury or death. In the case of a battery fault, contact the Maeving Support Team. For further information, see Contacts on page 6.



WARNING: Only use the official charger supplied by Maeving to charge your battery. Using an incorrect charger may damage the battery and may result in a fire, potentially causing injury or death.



WARNING: Never expose the batteries to elevated temperatures above the recommended. Doing so could cause overheating, resulting in a fire or explosion, potentially leading to damage, injury or death.



DANGER: Do not expose the batteries to water or liquids. Water and lithium cause a chemical reaction that could cause a battery to ignite. Exposing the batteries to water or liquids may result in injury or death.

Removing and installing the primary battery

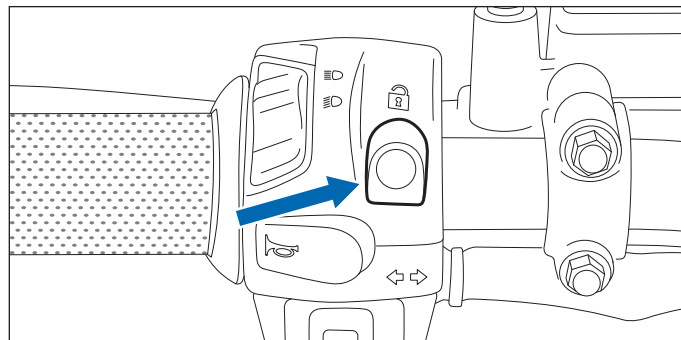


WARNING: Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply increases the risk of injury, death, or damage to the motorcycle or property.

Accessing the primary battery

1. Make sure the motorcycle is resting on the side stand.
2. Turn the ignition key to the **ON** position and then turn to the **OFF** position.
3. The instrument panel displays **OPEN** and a 5 second countdown begins.
4. During this period, press the battery storage compartment unlock button once (one long press) to open the primary battery storage compartment.



Removing the primary battery



CAUTION: Always take care when removing the primary battery from the motorcycle, paying particular attention to your standing position before lifting the battery. If not correctly positioned, you could sustain an injury.

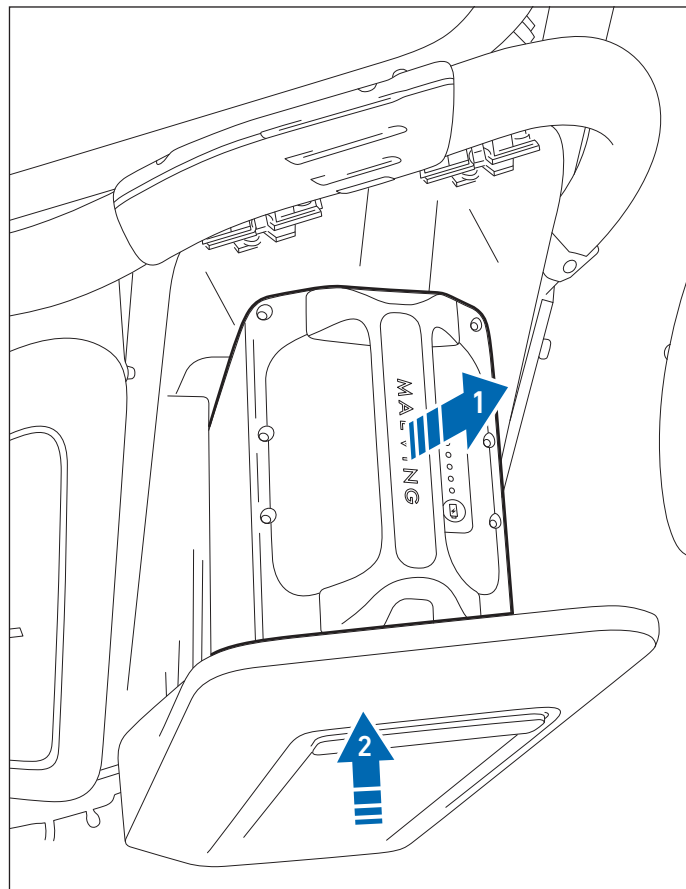


CAUTION: Make sure to have a firm grip of the battery handle before attempting to remove the battery. Failure to do so may result in personal injury.



NOTICE: Make sure to have a firm grip of the battery handle before removing the battery. Failure to do so may result in damage to the battery and/or motorcycle.

1. Open the primary battery storage compartment. For further information, see Accessing the primary battery on page 36.
2. Using the carry handle, carefully remove the battery (1).
3. Close the primary battery storage compartment (2).



Installing the primary battery



CAUTION: Always take care when refitting the primary battery, paying particular attention to your standing position before lifting the battery. If not correctly positioned, you could sustain an injury.



CAUTION: Make sure to have a firm grip of the battery handle before attempting to refit the battery. Failure to do so may result in personal injury.



NOTICE: Make sure to have a firm grip of the battery handle before attempting to refit the battery. Failure to do so may result in damage to the battery and/or motorcycle.

1. Open the primary battery storage compartment. For further information, see Accessing the primary battery on page 36.



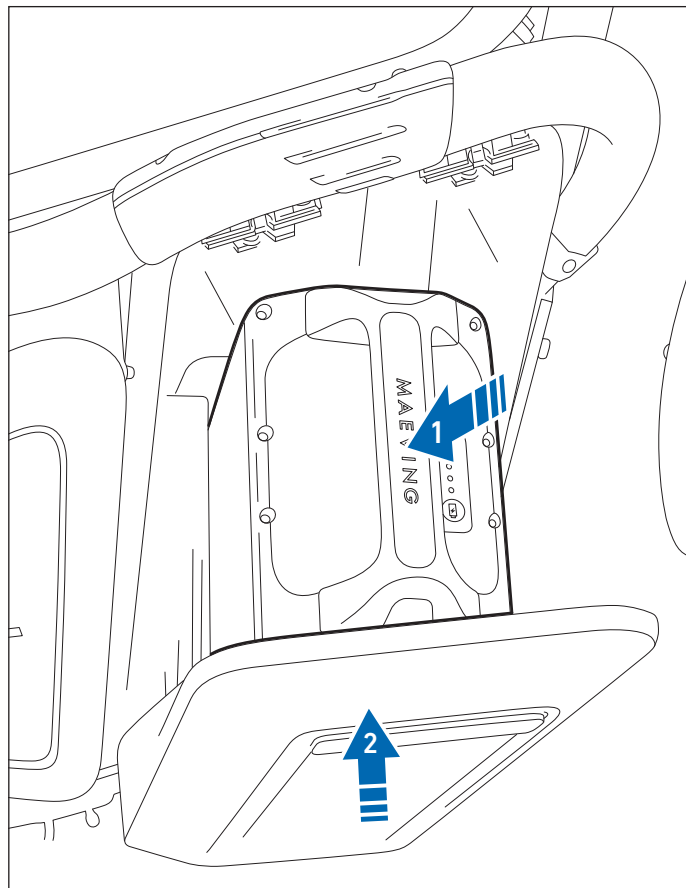
Note: Make sure the ignition key is in the **OFF** position before installing the primary or secondary battery.

2. Carefully lift the primary battery and align it with the primary battery storage compartment before inserting.



Note: The LED indicator on the primary battery must be facing the front wheel, as shown.

3. Carefully lower the battery and fully push into position (1), making sure that the battery fully engages with the connector.
4. Close the primary battery storage compartment (2).



Removing and installing the secondary battery



WARNING: Before handling the secondary battery, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply increases the risk of injury, death, or damage to the motorcycle or property.

Accessing the secondary battery

1. Make sure the motorcycle is resting on the side stand.
2. Turn the ignition key to the **ON** position and then turn to the **OFF** position.
3. The instrument panel displays **OPEN** and a 5 second countdown begins.
4. During this period, press the battery storage compartment unlock button to open the secondary battery storage compartment.

Removing the secondary battery



CAUTION: Always take care when removing the secondary battery from the motorcycle, paying particular attention to your standing position before lifting the battery. If not correctly positioned, you could sustain an injury.

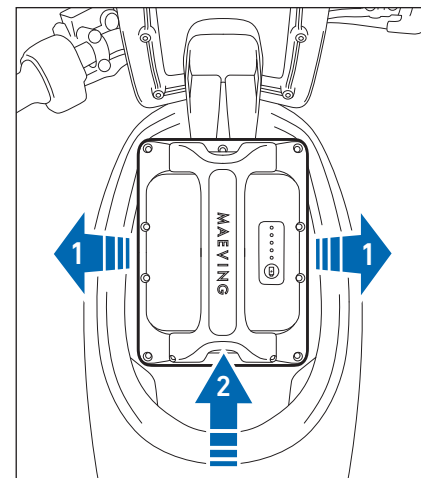
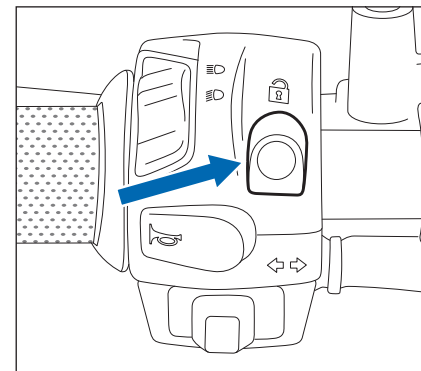


CAUTION: Make sure to have a firm grip of the battery handle before attempting to remove the battery. Failure to do so may result in personal injury.



NOTICE: Make sure to have a firm grip of the battery handle before attempting to remove the battery. Failure to do so may result in damage to the battery and/or motorcycle.

1. Open the secondary battery storage compartment.
2. Using the carry handle, carefully pull the battery backwards (1) and then lift up the battery (2) to remove it.
3. Close the secondary battery storage compartment.



Installing the secondary battery



CAUTION: Always take care when refitting the secondary battery, paying particular attention to your standing position before lifting the battery. If not correctly positioned, you could sustain an injury.



CAUTION: Make sure to have a firm grip of the battery handle before attempting to refit the battery. Failure to do so may result in personal injury.



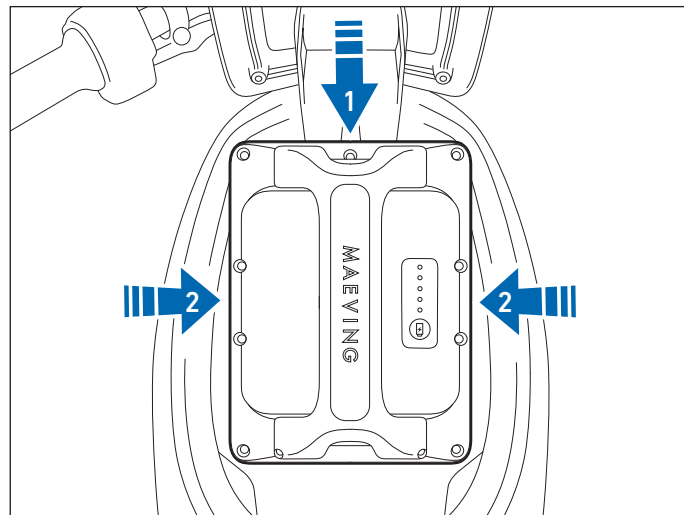
NOTICE: Make sure to have a firm grip of the battery handle before attempting to refit the battery. Failure to do so may result in damage to the battery and/or motorcycle.

1. Open the storage compartment. For further information, see Storage compartment on page 49.
2. Turn the ignition key to the **OFF** position.
3. Carefully lift the secondary battery and align it with the secondary battery storage compartment before inserting.



Note: The LED indicator on the secondary battery must be located to the right, as shown.

4. Carefully lower the battery (**1**) and push forward into position (**2**), making sure that the battery fully engages with the connector.



Charging the battery



WARNING: Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply increases the risk of injury, death, or damage to the motorcycle or property.



WARNING: Only use the official charger supplied by Maeving to charge your battery. Using an incorrect charger may damage the battery and may result in a fire, potentially causing injury or death.



WARNING: Always check the charger cable and the plug for damage and an accumulation of dirt or dust before plugging it in. Never use a damaged charger cable. Doing so may cause injury, death or damage to the motorcycle due to the potential for electric shock or fire.



WARNING: Never use an extension lead or multi-plug adapter to extend the reach of the battery charger. If using the motorcycle abroad, never use a plug adapter with the charger. Always fully unwind the charger cable to reduce the chance of it overheating. Doing any of the above could cause injury or death.



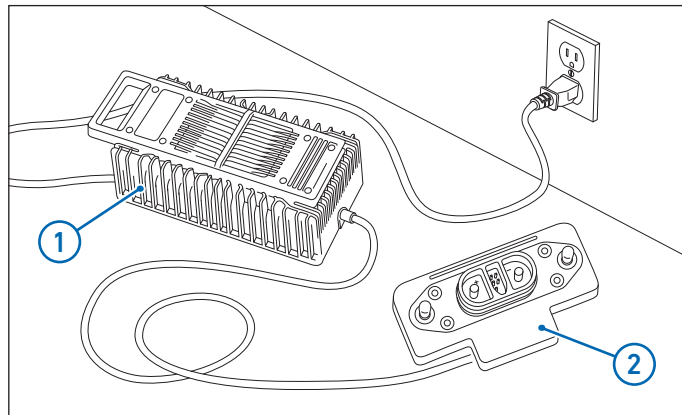
DANGER: Do not expose the battery charger to rain or water, and never immerse the charger or cables in water. Doing so will result in serious injury or death.

Your motorcycle is supplied with a battery charger (1) and a charging base unit (2).

Find a suitable location to charge your battery. This should be:

- Out of direct sunlight;
- Not exposed to water;
- On a firm and level surface; and
- In an ambient temperature of +50 °F to +95 °F (+10 °C to +35 °C).

Plug the charging base into the battery first, then plug the battery charger into the mains. Make sure that the charging base unit sits flat and the electrical cables are fully extended and free of knots.



Leave the battery on the charging base until it is either fully charged or has sufficient charge for your next trip.

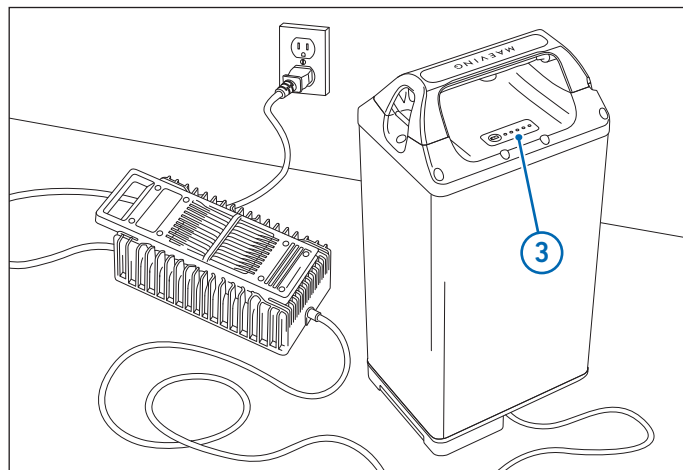
The battery's LED display **(3)** confirms the current State of Charge (SoC) and each LED will flash until the next charge increment has been achieved.

The definition of the **battery charger** LED state is as follows:

- Green (flashing) - The battery is charging.
- Once charging is complete, the LED gauge will switch off.

Once the battery has sufficient charge, turn the battery charger **OFF** at the wall.

For further information, see Checking the battery is charged on page 34.



Note: The battery and charging base both have to be positioned correctly for charging to commence.



Note: Additional battery chargers and charging base units can be purchased on the Maeving website. A charging base dock is available. The charging base locates into the dock, making charging your battery easier. For further information, please visit us.maeving.com.

The charging process will not start unless the temperature of the battery is in the correct range. If the battery is too cold or too warm (e.g., removed from the motorcycle after a trip and immediately connected to the charger), then the charger will wait for the battery temperature to become acceptable before starting the charging process automatically.

If you have a Maeving battery charging dock, you should refer to the additional instructions relating to charging your battery with this item. For further information, see Using a Maeving battery charging dock on page 43.

Using a Maeving battery charging dock



WARNING: Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply increases the risk of injury, death, or damage to the motorcycle or property.



DANGER: Do not expose the battery charger to rain or water, and never immerse the charger or cables in water. Doing so will result in serious injury or death.



WARNING: Never use a damaged battery. Using damaged batteries is dangerous and could lead to damage to the motorcycle, damage to property, serious injury and/or death. In the case of a battery fault, please contact the Maeving Support Team.

For further information, see Contacts on page 6.



WARNING: Only use the official charger supplied by Maeving to charge your battery. Using an incorrect charger may damage the battery and may result in a fire, potentially causing injury or death.

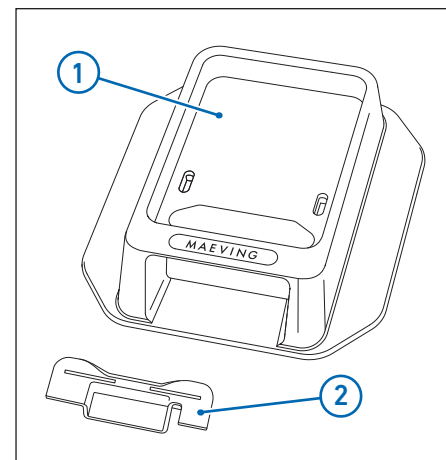


WARNING: Always check the charger cable and the plug for damage and an accumulation of dirt or dust before plugging it in. Never use a damaged charger cable. Doing so may cause injury or damage to the motorcycle due to the potential for electric shock or fire.

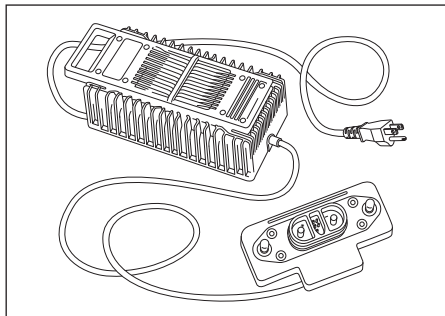


WARNING: Never use an extension lead or multi-plug adapter to extend the reach of the battery charger. If using the motorcycle abroad, never use a plug adapter with the charger. Always fully unwind the charger cable to reduce the chance of it overheating. Doing any of the above could cause injury or death.

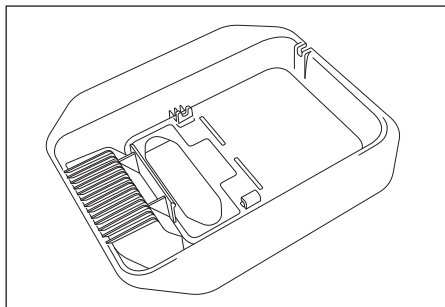
1. Place the charging dock (1) and securing lock (2) on a suitable work surface.



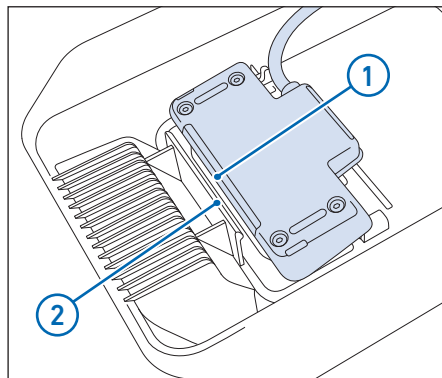
2. Take the Maeving battery charger and place it on the work surface.
The charging dock is designed to hold the battery connector unit of the Maeving battery charger securely and safely.



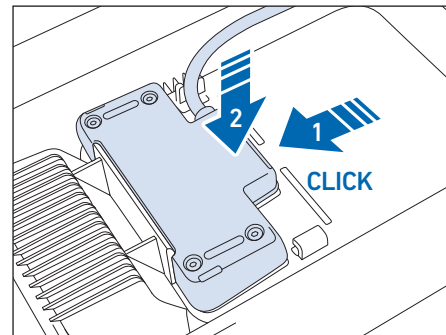
3. Turn the charging dock over.



4. Align the long edge of the battery connector unit (1) with the front securing ledge (2).
Make sure the front securing ledge locates into the recess on the charging base unit.

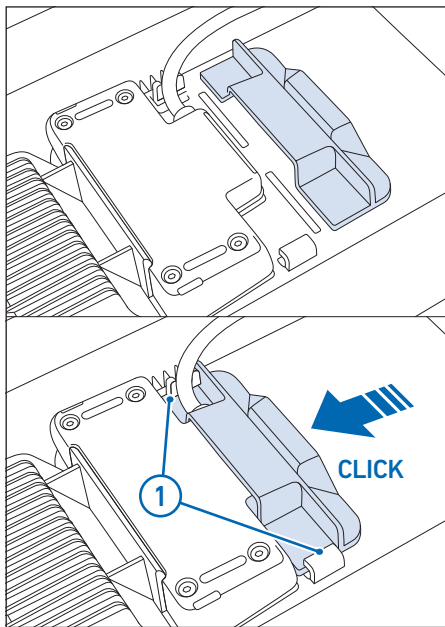


5. With the charging base unit aligned to the front securing ledge, push the battery connector unit forward (1) and down (2) into the charging dock.
You should hear the rear securing ledge click.
The click means the battery connector unit fits correctly with the charging dock. Repeat steps 4 and 5 if you do not hear a click.

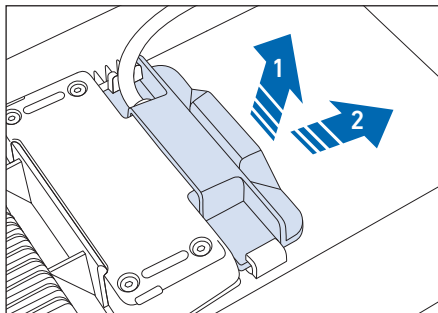


6. We are now going to fit the securing lock.
The retaining lock locates into two securing brackets on the charging dock and locks the battery connector unit into position by clicking into a recess in the charging dock.

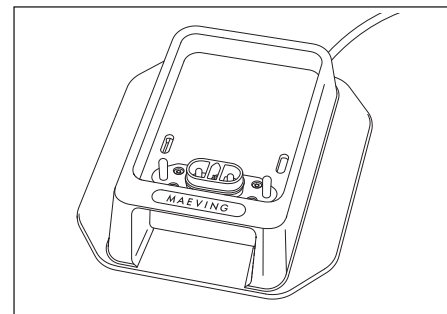
7. Slide the securing lock towards the battery connector unit, making sure the securing lock locates under the securing brackets **(1)** on the charging dock. You should hear the securing lock click. If you do not hear a click, try again.



Once locked in position, you can remove the securing lock by lifting the rear side of the lock upwards **(1)**, which disengages the lock from the recess and slides the lock away **(2)** from the battery connector unit.



8. Turn the charging dock over and check the battery connector unit is sitting flush and central in the charging dock.



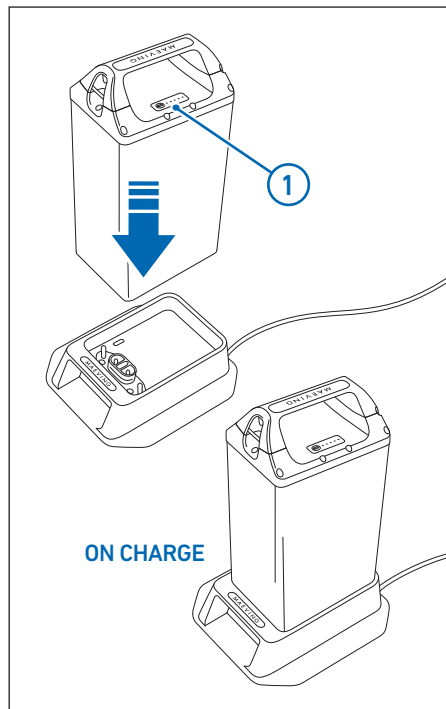
9. Find a suitable location on the floor to charge your battery.

This should be:

- Out of direct sunlight.
- Not exposed to water.
- On a firm and level surface.
- Ideally in a stable ambient temperature of +50 °F to +95 °F (+10 °C to +35 °C).

10. Plug the battery charger in and turn it **ON** at the wall.

Now place your battery on the charging dock, with the LED charge indicator (1) located to the right, as shown.



11. Leave the battery on the charging dock until it is either fully charged or has sufficient charge for your next trip. Once the battery is fully charged the battery charger will stop charging.

The battery's LED display confirms the current State of Charge (SoC), and each LED flashes until the next charge increment has been achieved.

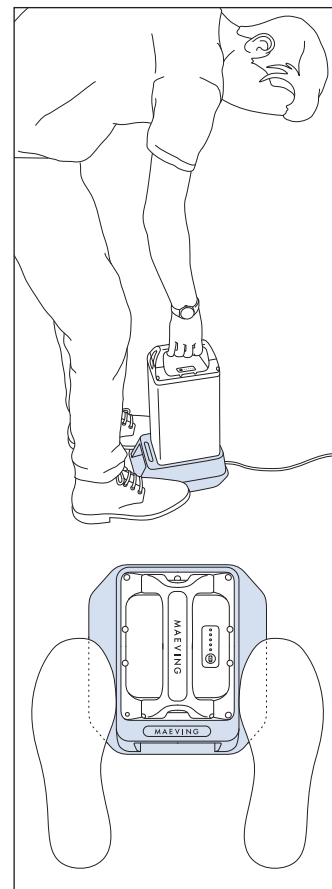
The definition of the LED state is as follows:

- Green (flashing) - The battery is charging.
- Once charging is complete, the LED gauge will switch off.

12. The SoC can be checked when the battery is not installed in the motorcycle by pressing the small button on the top of the battery.

The LED gauge displays the SoC. For further information, see Checking the battery is charged on page 34.

13. Once the battery has sufficient charge, turn the battery charger **OFF** at the wall.
14. Place your feet either side of the charging dock and lift the battery off of the charging dock using the carry handle.



Opening the battery storage compartments if the 12-volt battery is flat



WARNING: Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

During normal operation, the 12-volt battery will remain charged via the primary battery. If the primary battery has no charge (flat) or has been removed and the 12-volt battery has insufficient charge or no charge (flat), it is not possible to open the battery storage compartments.

If the 12-volt battery has no charge (flat), the instrument panel will not illuminate and it will not be possible to open the primary and secondary battery storage compartments using the battery storage compartment unlock button.

To open the battery storage compartments, the 12-volt battery must be charged using the charging lead. For further information, see 12-volt battery charging on page 87.

When the 12-volt battery has sufficient charge, it is possible to open the battery storage compartment and install or recharge the primary battery. When the primary battery has sufficient charge, it will charge the 12-volt battery even when the motorcycle is switched off.



Note: The 12-volt battery indicator lamp illuminates if there is a potential problem with the 12-volt system.

SIDE STAND

The motorcycle is equipped with a side stand for parking.

When parking the motorcycle using the side stand, always turn the handlebars fully to the left to provide maximum stability for the motorcycle.



WARNING: Always make sure that the side stand is fully up before riding the motorcycle. If not fully up, the side stand could make contact with the road surface and result in loss of control and an accident, causing injury or death.



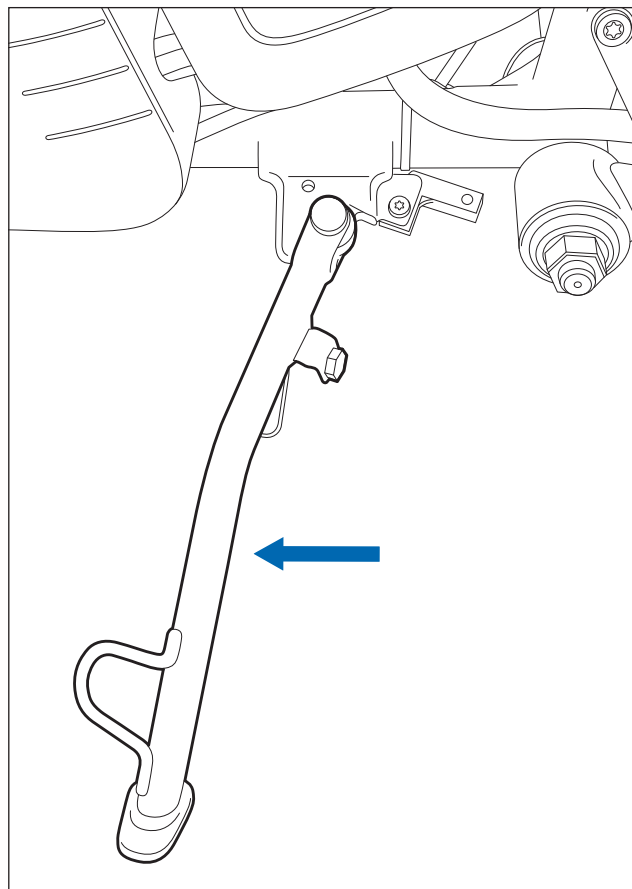
WARNING: The motorcycle has a side stand safety cut-out feature that prevents a driving mode from being selected whilst the side stand is in the down position. Never ride with the side stand in the down (parked) position, as this could result in an accident, causing injury or death.



NOTICE: Always park on firm, level ground with the side stand in the down position to prevent the motorcycle from falling and causing damage to the motorcycle.



NOTICE: When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the side stand and potentially causing damage to the motorcycle.



STORAGE COMPARTMENT

The storage compartment takes the place of what would traditionally be the fuel tank. The storage compartment is locked for security, keeping all your possessions safe.

The storage compartment can be accessed any time when the motorcycle is stationary. With the ignition switched to the **ON** position and the drive mode set to neutral, press the battery storage compartment unlock button once (short press).



WARNING: Make sure the storage compartment lid is closed properly and the USB C socket's waterproof cap is fitted correctly to prevent moisture/water from entering the socket. Moisture/water in the USB socket could lead to an electrical problem, resulting in damage to the motorcycle, damage to property, injury or death.

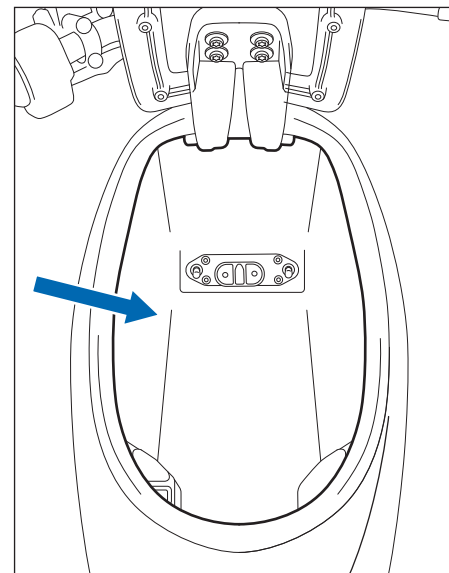
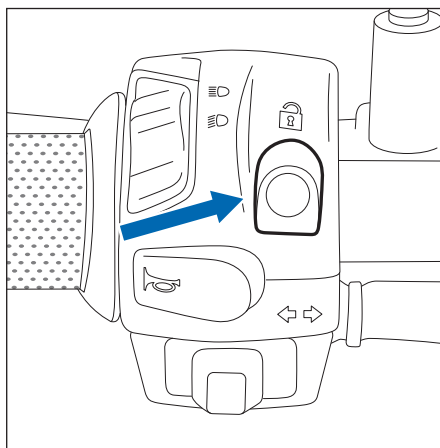


NOTICE: Make sure any electronic devices and cables are safely secured inside the storage compartment. Make sure there is sufficient space surrounding the device. Make sure the storage compartment lid can be closed

without trapping the USB cable or causing damage to the device or the motorcycle.



Note: If the motorcycle has a secondary battery installed in the storage compartment, see Removing and installing the secondary battery on page 39.



ELECTRICAL ACCESSORY SOCKET - USB C

The USB C socket is located inside the storage compartment and is fitted with a protective waterproof cap.

The connector provides a 5 volt, 2 amp, power supply, which is suitable for charging electronic devices such as mobile phones and cameras.

To access the USB C socket, open the storage compartment. For further information, see Storage compartment on page 49.

To use the USB C socket, remove the protective cap and connect your device using a suitable USB cable. Stow the device and cable in the space available inside the storage compartment.



WARNING: Make sure that the USB C socket's waterproof cap is fitted correctly to prevent moisture/water from entering the socket. Moisture/water in the USB socket could lead to an electrical problem, resulting in electrical damage. This could lead to damage to the motorcycle, damage to property, injury and/or death.

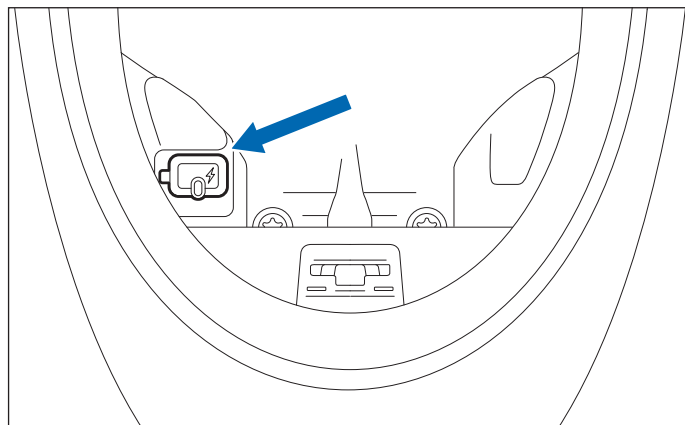


NOTICE: Make sure that any electronic devices and cables are safely secured inside the storage compartment. Make sure that there is sufficient space surrounding any electrical device. Make sure that the storage compartment lid can be closed without trapping the USB cable or causing damage to the electronic device or the motorcycle.



Note: Do not leave the ignition switch in the **ON** position for extended periods of time, as this will result in battery discharge.

When your electronic device is fully charged, open the secondary battery storage compartment and disconnect the electronic device and USB cable. Refit the waterproof cap and close the secondary battery storage compartment lid.



SAFE OPERATION

Daily safety checks



WARNING: Failure to perform these checks before you ride may result in serious motorcycle damage or an accident, potentially causing serious injury or death and may void the warranty.



WARNING: Never ride your motorcycle with a defective or damaged part/component. It is vital your motorcycle is repaired by the Maeving Workshop Team or a Maeving Workshop Partner as soon as a defect has been detected. Riding your motorcycle with a defect may lead to an accident, potentially causing injury or death.

Check the following items each day before you ride. The time required to perform these checks is minimal and will help to maintain a safe and reliable ride.

If you find any irregularities during these checks, refer to Maintenance and adjustment or contact the Maeving Workshop Team to return your motorcycle to a safe operating condition. For further information, see Contacts on page 6.

Battery

Make sure that the battery is fully charged before your trip. For further information, see Charging the battery on page 41.



Note: When two batteries are installed, the charge percentage displayed on the instruments is the average value of the two batteries, e.g., if the primary battery is at 100% State of

Charge (SoC) and the secondary battery is at 50%, the value displayed will be 75%.

Nuts, bolts and fasteners

Visually check that steering and suspension components, axles and controls are properly tightened or fastened. Inspect all areas for loose and/or damaged fixings.



WARNING: Failure to tighten or fasten the steering and suspension components, axles and controls correctly may lead to loss of control, causing injury or death. For the correct torques, refer to Specifications on page 94.

Steering action

Check for a smooth (but not loose) action from lock to lock; no binding of any of the control cables or hoses. For further information, see Steering and wheel bearings on page 71.



WARNING: Riding your motorcycle with defective steering headstock bearings or an incorrectly adjusted headstock is dangerous and may lead to loss of control, potentially causing injury or death.



WARNING: Damage, deterioration or binding of the hoses may cause dangerous riding conditions that could lead to loss of control, potentially causing injury or death.

Wheels and tires



WARNING: Never install a tire to your motorcycle that is not the specified size and is not suitable for a spoked wheel and an inner tube, as this may lead to a loss of control and/or an accident, potentially causing injury or death.

To check spoke tension, lightly tap each spoke with a suitable tool, e.g., a small spanner, and listen closely to the sound that each spoke produces.

Each spoke should produce the same pitch sound. If three or more spokes are found to be making a lower or higher pitch, the spokes should be adjusted to prevent wheel rim misalignment.

Check both tires for condition and tread depth, paying particular attention to any possible damage, i.e., cuts, splits, or objects in the tire tread that could penetrate the tire body and cause a puncture. When the tires are cold, check the pressures are correct and as specified. For further information, see Tires on page 76.



WARNING: If the tire or inner tube sustains a puncture, the tire and inner tube must be replaced; a repaired tire or inner tube can lead to instability and result in loss of control, potentially causing injury or death.



WARNING: Riding the motorcycle with excessively worn tires is hazardous and will affect the handling, stability and road grip. Riding with excessively worn tires may lead to loss of control and an accident, causing injury or death.



WARNING: Never ride your motorcycle with very low pressures, as this could seriously affect the handling and stability of your motorcycle when in use and result in loss of control, potentially causing damage to the motorcycle, serious injury or death.

Brakes

Pull the brake levers individually and check for the correct resistance. Investigate whether lever travel is excessive before meeting resistance or whether either brake lever feels spongy in operation. For further information, see Braking system on page 65.



WARNING: If the brake levers feel spongy or soft, or there is excessive brake lever travel, there may be air in the braking system, or the braking system may be defective. Under these conditions, it is dangerous to operate your motorcycle, and the motorcycle should be inspected by the Maeving Workshop Team or a Maeving Workshop Partner to rectify the problem before riding your motorcycle again. Riding with defective brakes may lead to loss of control, potentially causing injury or death.

Brake pads

Confirm the brake pads have more than 0.06 inches (1.5mm) of friction material remaining. For further information, see Brake pad and brake disc wear inspection on page 67.



WARNING: Brake pad wear beyond the recommended friction limit will result in contact of the metal support with the brake disc, resulting in damage/wear to the brake disc and compromising braking efficiency and the safety of the rider. Riding with worn brake pads/discs may lead to loss of control and an accident, causing injury or death.



Note: Do not ride the motorcycle with defective or worn brake pads/discs, as doing so may lead to costly repairs and/or void the warranty.

Brake fluid levels

Check for signs of brake fluid leakage and confirm the brake fluid levels are between the maximum and minimum marks on both reservoirs. For further information, see Brake fluid level inspection and adjustment on page 69.



WARNING: Never mix different brands, types or grades of brake fluid. Doing so may affect braking efficiency and lead to an accident, causing injury or death.



WARNING: Never overfill the brake master cylinder reservoir with brake fluid. Doing so may cause dangerous riding conditions that could lead to loss of control and an accident, causing damage to the motorcycle, injury or death.



WARNING: Riding with depleted brake fluid levels or with a brake fluid leak is very dangerous and may cause a reduction in brake performance or failure of the brakes. Depleted brake fluid levels or a leak in the braking system may lead to loss of control and an accident, causing injury or death.



NOTICE: When topping up the brake fluid, make sure you do not spill or splash any brake fluid onto painted surfaces of your motorcycle, as it can damage paintwork and other surfaces.

Front forks

Check for smooth action and no leaks from the seals. For further information, see Front fork inspection on page 74.



WARNING: If damage, compromised smooth operation or leaks from the seals are found, contact the Maeving Workshop Team or a Maeving Workshop Partner. Riding with any of these conditions can adversely affect stability and handling, which may result in an accident, causing injury or death. For further information, see Contacts on page 6.

Rear shock absorbers

Check for smooth action and no leaks from the seals. For further information, see Rear shock absorber inspection on page 74.



WARNING: If damage, compromised smooth operation or leaks from the seals are found, contact the Maeving Workshop Team or a Maeving Workshop Partner. Riding with any of these conditions can adversely affect stability and handling, which may result in an accident, causing injury or death. For further information, see Contacts on page 6.

Throttle

Make sure that the throttle grip returns smoothly to the return position without sticking. For further information, see Throttle control on page 64.



WARNING: Changes in throttle action may be due to wear, dust or dirt and could lead to a sticking throttle. A sticking throttle control may lead to loss of control and an accident, causing injury or death.

Electrical equipment

Check for correct functionality of the headlamp, tail lamp, brake lamp and turn signal indicators. Make sure the horn is operating. For further information, see Left-hand handlebar controls on page 32.



WARNING: Riding with a defective headlamp, tail lamp, brake lamp or turn signal indicator compromises the safety of the rider and other road users.



WARNING: Make sure the headlamp beam is adjusted sufficiently to illuminate the road surface ahead without dazzling other road users. If the headlamp is incorrectly adjusted, it will impair visibility and may lead to an accident, causing injury or death.



WARNING: Make sure the horn is operating correctly. A defective horn may fail to alert other road users of potential dangers that may lead to an accident, causing injury or death.

Side stand

The side stand returns to the fully up position by spring tension. For further information, see Side stand on page 48.



WARNING: Do not ride the motorcycle if the side stand is not returning to the fully up position by spring tension. An incorrectly operating side stand could make contact with the road surface and lead to an accident, causing injury or death.

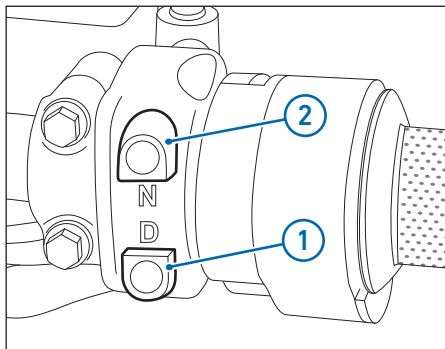
HOW TO RIDE THE MOTORCYCLE

To start the motorcycle, see Ignition switch on page 28.

With the ignition switch in the **ON** position, allow the speedometer needle to complete a full sweep. The motorcycle will be in neutral until a driving mode is selected.

N is displayed on the instrument panel when the motorcycle is in neutral (no driving mode selected).

Engaging drive and neutral



Driving mode button



WARNING: If the side stand is in the down position, the driving modes cannot be selected. This is to prevent moving off accidentally with the side stand in the down position, which could result in an accident, causing injury or death.

To engage a driving mode, with the ignition switch in the **ON** position, apply either of the brakes and press the driving mode (**D**) button (**1**).

The currently selected driving mode is displayed on the instrument panel.

Three different driving modes are available for selection:

- One press selects driving mode 1.
- Two presses selects driving mode 2.
- Three presses selects driving mode 3.



Note: The L1 variant of the Maeving RM1 (not currently available in the US) has two driving modes and the L3 variant has three driving modes.



Note: Using the three different power modes will have an effect on battery power consumption, range, and the performance of your motorcycle.

Driving modes may be altered, at any time, by pressing the driving mode (**D**) button. However, the new driving mode will not engage until the throttle has been fully closed.



Note: Once the battery charge has depleted down to 40% charge, power (not speed) in your selected driving mode starts to reduce.



Note: The driving mode must be reselected at the start of each trip, as the motorcycle resets to driving mode 1 each time the ignition is switched to the **OFF** position.

The driving modes conveniently provide differing performance and speed characteristics for your motorcycle.

Neutral button

Stop the motorcycle, apply either of the brakes and press the Neutral (**N**) button (**2**). This will select neutral and prevent the motorcycle from moving forward if the throttle is turned.



Note: If the motorcycle is stationary for 5 minutes and the throttle or brakes are not operated in this time, neutral will be automatically selected.

Safety cut-out



Note: The motorcycle is equipped with a safety cut-out switch, which prevents a driving mode from being selected whilst the side stand is in the down (parked) position.



Note: The side stand must be in the up position in order to engage a driving mode.



WARNING: Never ride with the side stand in the down position, as this could lead to an accident, resulting in injury or death.

Moving off

1. Whilst sitting astride the motorcycle, apply the brakes to prevent the motorcycle from rolling forward or backward.
2. Turn the ignition to the **ON** position and make sure that the side stand is in the fully up position.



CAUTION: Make sure to take the motorcycle's weight before releasing the side stand to avoid the motorcycle from becoming unbalanced. An unstable motorcycle

may result in damage to the motorcycle or injury.



WARNING: Do not ride the motorcycle if the side stand is not returning to the fully up position by spring tension. Always make sure the side stand is fully up before moving off. An incorrectly operating side stand could make contact with the road surface and lead to an accident, causing injury or death.

3. Select the driving mode.



WARNING: The motorcycle has a side stand safety cut-out feature that prevents a driving mode from being selected while the side stand is in the down position. The safety cut-out feature prevents moving off accidentally with the side stand in the down position, which could lead to an accident, causing injury or death.

4. Slowly release the brakes and gradually open the throttle to move forward, making sure you make smooth, gradual increases in throttle opening and closing to provide a safe ride and prevent loss of control.

Braking

The rear and front brake levers are located on the handlebars, on the left-hand and right-hand side, respectively (as viewed by the rider).

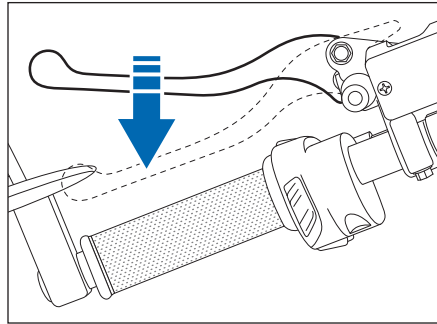
The braking system on the motorcycle uses a linked front and rear hydraulic system. This linked system allows you to apply the front or rear brakes independently; however, when the rear brake is applied, a percentage of the braking force is also transferred to the front caliper to distribute the braking force evenly.

If the brakes are applied when riding, the motor controller will start to reduce the power to the motor and the power is not returned until the brake is released and the throttle is reapplied.

When pulling away on a hill, apply the brakes to prevent the motorcycle from rolling backwards and apply the throttle to ride away.

When braking, always observe the following:

- Close the throttle completely before applying the brakes.
- When stopping, always apply both brakes at the same time; normally the front brake should be applied a little more than the rear.



- Never lock the wheels.

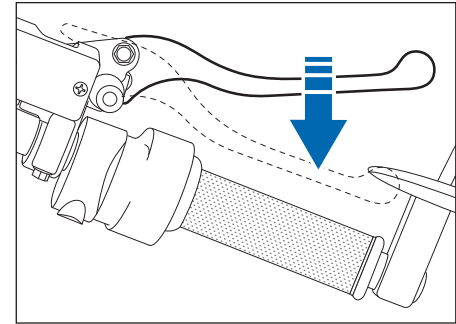


WARNING: Locking the wheels may cause loss of control of the motorcycle and result in an accident, causing injury or death.

- For emergency braking, concentrate on applying the front and rear brakes as hard as possible without locking the wheels and skidding.



WARNING: Moving strongly recommends that all riders take a riding instruction course that includes advice on safe braking operation, as incorrect brake technique could result in loss of control and an accident, causing injury or death.



- When possible, reduce speed before entering a turn.



WARNING: Closing the throttle or braking mid-turn may cause wheel slip. Wheel slip may cause loss of control of the motorcycle and result in an accident, causing injury or death.

- When riding in wet conditions or on loose surfaces, the ability to stop or maneuver will be reduced. Remember to always plan ahead.



WARNING: When riding in these conditions, make sure that your actions are as smooth as possible to avoid an accident that may cause injury or death.

Parking your motorcycle



WARNING: Do not park your motorcycle on soft or steep inclined surfaces, as doing so may cause it to fall over and result in damage to property, damage to the motorcycle, or personal injury.

To park the motorcycle:

1. Select neutral and turn the ignition switch to the **OFF** position.
2. Lock the steering to prevent theft.



NOTICE: Do not store the key on the motorcycle, as this will compromise the security.

3. Always park on firm, level surfaces to prevent the motorcycle from falling, particularly when parking off road.



NOTICE: Always park with the side stand in the down position to prevent the motorcycle from falling and causing damage to the motorcycle.

4. When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the side stand.

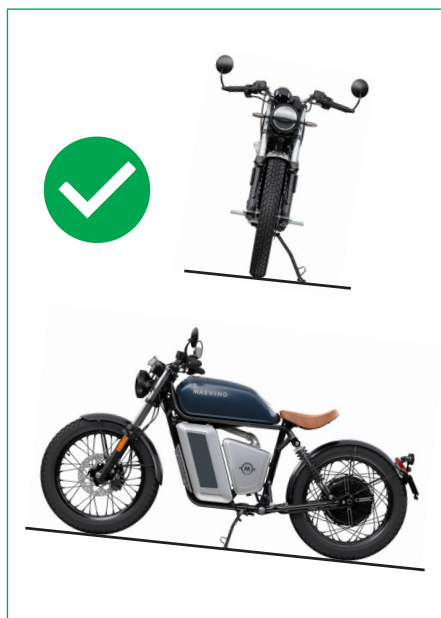


NOTICE: If the motorcycle rolls off the side stand or is parked facing downhill, damage may occur.



WARNING: If the motorcycle is parked facing downhill and the motorcycle rolls off the side stand, it may result in damage to the motorcycle, damage to property, injury or death.

5. Never park facing downhill.



ACCESSORIES AND LOADING

Accessories and loading additional weight can affect the motorcycle's handling characteristics. This may cause changes in stability and braking performance. Additional weight carried on the motorcycle may require reduced speeds to maintain stability. For more information on the permitted weights for the motorcycle, see Specifications on page 94.

The following information is a guide to the potential hazards of adding accessories and additional weight to the motorcycle.



WARNING: Do NOT install or attach accessories or carry excessive luggage that may impair your ability to control the motorcycle. Doing so will affect the handling capabilities and may lead to an accident, causing injury or death.



WARNING: Make sure that you have not impaired any of the lamps or fitted anything that affects the ground clearance, suspension travel or any aspect of the motorcycle's operation. Doing so will affect the handling and performance capabilities of the motorcycle, which may lead to an accident, causing injury or death.

Factors that can affect the stability of your motorcycle include:

- Incorrectly balanced loads on both sides of the motorcycle.
- Loads that are not securely attached to the motorcycle and that may move.
- Overloaded suspension.
- Incorrect tire pressures.
- Wind and turbulence from moving vehicles.

- Poor weather and road conditions.
- Attaching weight to the handlebars that will affect the steering and or suspension. This may lead to loss of control and/or an accident.



Note: Only Maeving-approved parts and accessories are recommended to be fitted to the motorcycle. Fitting non Maeving-approved parts may void your warranty.



Note: Any damage or performance-related issues that are a direct cause of overloading the motorcycle will not be covered in the warranty. Maeving does not accept any liability for any deaths or injuries sustained due to the overloading of the motorcycle.



WARNING: It is extremely dangerous to fit any parts that require dismantling of the motorcycle, or any addition to the electrical systems. Any such modification could cause a safety hazard.

Maeving does not accept any liability whatsoever for any defects caused by the fitting of non Maeving-approved parts or accessories, or conversions by non-approved technicians.

Maeving pannier

A pannier and fitting kit are available to purchase from Maeving.

Pannier fitting kit

Tools required:

- T30 Torx™
- 10 mm hexagonal spanner

Parts supplied:

1.	Pannier rail lower securing bracket (motorcycles delivered before 10/08/2023 only)	1 off
2.	Bolt 10 mm, M6 x 10 mm (motorcycles delivered before 10/08/2023 only)	2 off
3.	Pannier rail upper securing bracket	1 off
4.	Bolt 10 mm, M6 x 10 mm	2 off
5.	Washer M6	2 off
6.	Bolt T30, M6 x 12 mm	2 off
7.	Bolt T30, M6 x 10 mm	1 off
8.	Pannier rail	1 off
9.	Pannier (not shown)	1 off



WARNING: The maximum safe carrying capacity for the pannier is 6.5 lbs (3 kg). Never overload the pannier, as this could cause the motorcycle to become unstable, which could lead to loss of control and an accident.



NOTICE: The maximum safe carrying capacity for the pannier is 6.5 lbs (3 kg). Never overload the pannier, as this could cause damage to the motorcycle and accessories.



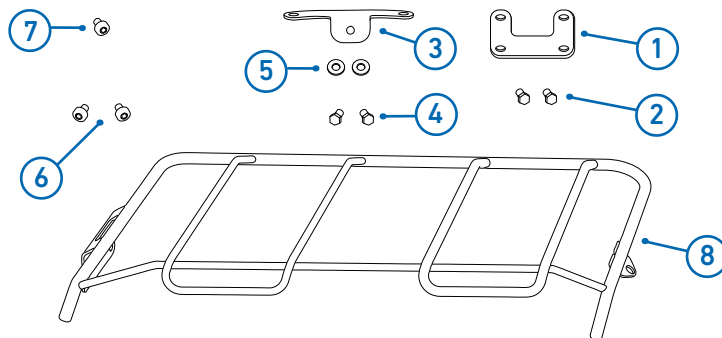
Note: Support the motorcycle with the side stand or use suitable paddock stand(s) to improve access to the bottom of the frame when fitting the pannier lower bracket.



Note: Make sure the motorcycle is in a clean and well-lit environment and lay out all the required parts needed to fit the accessory kit to your motorcycle before commencing the installation of the accessory kit.



Note: Read all of the information in this fitting instruction and fully understand the installation process before attempting to fit the accessory kit.



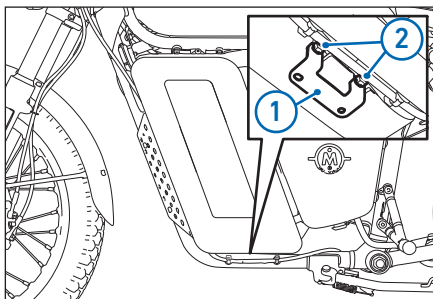
Pannier rail installation

Motorcycles delivered before 10/08/2023 only.



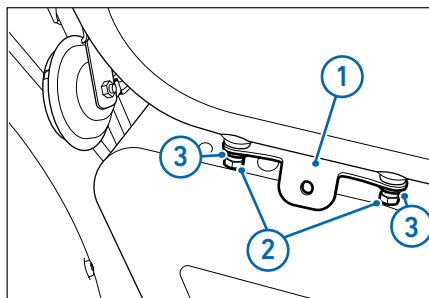
Note: If the pannier rail is fully installed on the motorcycle, we would recommend it is not removed, unless necessary. If the pannier rail needs to be removed, reverse the pannier rail installation steps.

1. Align the pannier rail lower securing bracket **(1)** to the left-hand side of the motorcycle and loosely install the bolts **(2)** M6 x 10 mm (10 mm hexagonal). Tighten the front bolt and then the rear bolt to **6 ft. lbs (8 Nm)**.

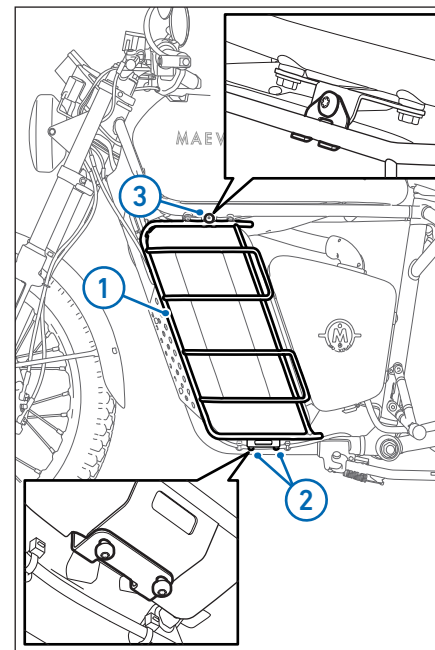


All motorcycles

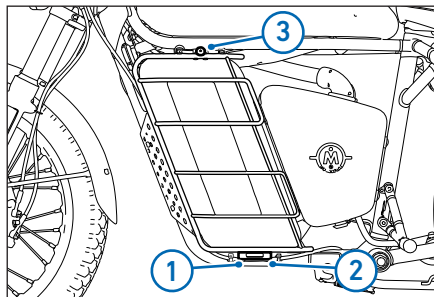
2. Align the pannier rail upper securing bracket **(1)** to the left-hand side of the motorcycle and loosely install the bolts **(2)** M6 x 10 mm (10 mm hexagonal) and washers **(3)** M6. Tighten the front bolt and then the rear bolt to **6 ft. lbs (8 Nm)**.



3. Align the pannier rail **(1)** to the upper and lower securing brackets and loosely install the lower bolts **(2)** M6 x 12 mm (T30 Torx™) and the upper bolt **(3)** M6 x 10 mm (T30 Torx™).



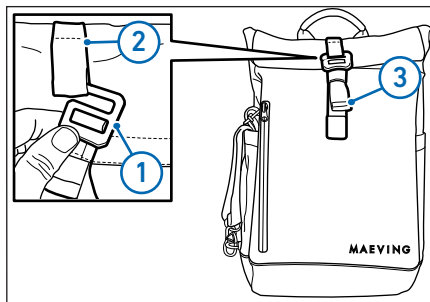
4. Tighten in the sequence shown to **6 ft. lbs (8 Nm)**.



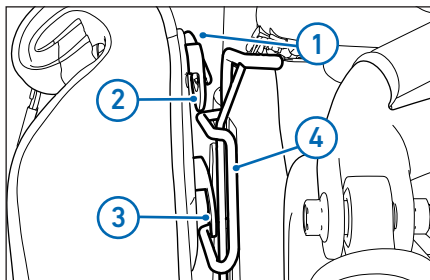
Pannier loading and installation

With the pannier rail fitted to the motorcycle, the pannier attaches to the motorcycle using the top two bars of the pannier rail.

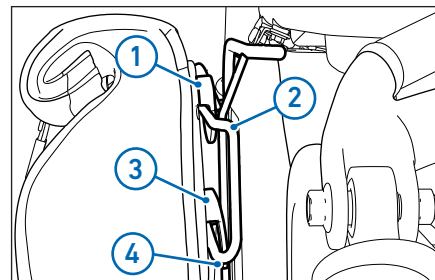
1. Place your items inside the pannier and fold the top of the pannier closed.
2. Slide the G-clip (1) into the loop section (2) of the pannier. Pull the strap (3) to fully secure the pannier closed.



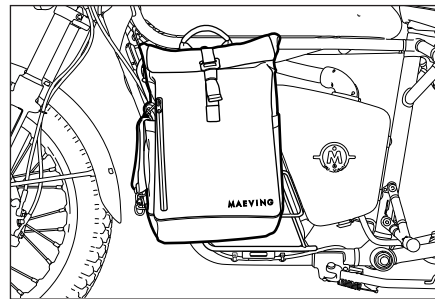
3. Press down on the locking clasp (1) on the pannier. Align the locking clasp (2) to the second bar and the securing hook (3) to the third bar on the pannier rail (4).



4. Lower the pannier to the pannier rail. Make sure the locking clasp (1) locks securely to the second bar (2) and the securing hook (3) remains engaged with the third bar (4).



5. The pannier is now attached to the pannier rail and motorcycle.



Note: Before riding the motorcycle, always give the pannier a pull and push to make sure it is securely attached to the pannier rail. If the pannier is not attached correctly, repeat steps 3 and 4.

MAINTENANCE AND ADJUSTMENT

Maeving cannot accept any responsibility for damage or injury resulting from incorrect or improper adjustments carried out by non Maeving-approved technicians or owners.

Always have any scheduled maintenance carried out by the Maeving Workshop Team or a Maeving Workshop Partner.

It is important to maintain your motorcycle in a safe, reliable condition at all times. You should carry out the daily checks as outlined and follow the scheduled maintenance and adjustments as specified.



WARNING: Failure to perform the daily safety checks before you ride may result in serious motorcycle damage or an accident, potentially causing injury or death and may void the warranty.



WARNING: Failure to maintain the motorcycle in a safe, reliable condition or any improper adjustments may result in an accident, causing injury or death.



WARNING: Failure to comply with the scheduled service and maintenance requirements as set out in the Owner's Handbook may cause damage, malfunctions or performance problems. Such problems may lead to an accident, causing injury or death.

Scheduled maintenance should only be carried out at intervals of mileage or months, depending on the use of the motorcycle.

The initial scheduled service interval to be carried out by the Maeving Workshop Team or a Maeving Workshop Partner is 600 miles or three months (whichever occurs first).

Thereafter, scheduled service intervals of 3000 miles or annually should be undertaken by the Maeving Workshop Team or a Maeving Workshop Partner.



WARNING: Failure to comply with the scheduled service and maintenance requirements may cause damage, malfunctions or performance problems. Such problems may lead to an accident, causing injury or death, and may void the warranty.

Scheduled maintenance

Any scheduled maintenance should be undertaken by the Maeving Workshop Team or a Maeving Workshop Partner.

Throttle control

Smooth throttle function is essential for yours and the motorcycle's safety. Make sure that the throttle control is operating normally. This should be carried out during the daily checks. For further information, see Daily safety checks on page 51.

Open the throttle and release it to verify that the throttle is operating smoothly and returning to its resting position correctly. Make sure you know how the throttle feels during normal operation. If you detect any changes to how the throttle feels or notice that the throttle is slower or sticking at any point, contact the Maeving Workshop Team. For further information, see Contacts on page 6.



WARNING: Changes in throttle action may be due to wear, dust or dirt and could lead to a sticking throttle. A sticking throttle control could lead to loss of control and an accident, causing injury or death.



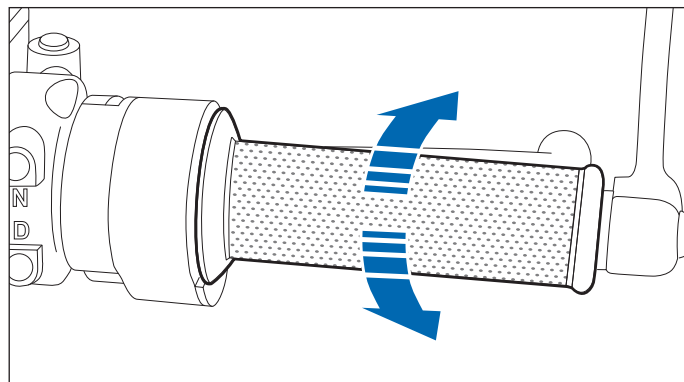
WARNING: Always make sure that the ignition key is in the **OFF** position and the motorcycle is stationary before checking the throttle. Failure to adhere to these instructions could cause the motorcycle to move unintentionally, potentially causing damage to the motorcycle or property or personal injury.



WARNING: Failure to perform the daily safety checks before you ride may result in serious motorcycle damage or an accident, potentially causing serious injury or death and may void the warranty.



WARNING: It is dangerous to ride a motorcycle with a defective throttle. Doing so may lead to an accident, causing injury or death.



Braking system

Operate the front and rear brakes, paying particular attention to the amount of travel in each brake lever before the brake being operated becomes fully applied. The brake levers must have sufficient reserve travel to allow each brake to be fully applied without the brake lever coming into contact with the handlebar.

Make sure both brake fluid reservoirs contain sufficient brake fluid above the lower limit line. For further information, see Brake fluid level inspection and adjustment on page 69.



WARNING: It is dangerous to ride your motorcycle with defective brakes. Doing so may lead to an accident, causing injury or death.



WARNING: If the brake levers feel spongy or soft, or there is excessive brake lever travel, there may be air in the braking system, or the braking system may be defective. Under these conditions, it is dangerous to operate your motorcycle, and the motorcycle should be inspected by the Maeving Workshop Team or a Maeving Workshop Partner to rectify the problem before riding your motorcycle again. Riding with defective brakes may lead to loss of control, potentially causing injury or death.



WARNING: Inspect the braking system daily, checking for brake fluid leakage at hose joints and around caliper seals. Brake fluid leakage at these points could lead to loss of control and an accident, causing injury or death. For further information, see Daily safety checks on page 51.



WARNING: Inspect the brake hoses for damage and check for any deterioration of the hoses daily. Damage or deterioration of the hoses may cause dangerous riding conditions that could lead to loss of control, potentially causing injury or death. For further information, see Daily safety checks on page 51.

Make sure the brake discs and pads are in a serviceable condition. For further information, see Brake pad and brake disc wear inspection on page 67.



WARNING: Riding with depleted brake fluid levels is very dangerous and may cause a reduction in brake performance or failure of the brakes. Depleted brake fluid levels may lead to loss of control and an accident, causing injury or death.



WARNING: Never mix different brands, types or grades of brake fluid. Doing so may affect braking efficiency and lead to an accident, causing injury or death.



WARNING: Never overfill the brake master cylinder reservoir with brake fluid. Doing so may cause dangerous driving conditions that could lead to loss of control and an accident, causing injury or death.



NOTICE: When topping up the brake fluid, make sure you do not spill or splash any brake fluid onto painted surfaces of the motorcycle, as it can damage paintwork and other surfaces.

MAINTENANCE AND ADJUSTMENT

Make sure all hydraulic brake hoses and pipes are in good condition: free of cracks, chafing, corrosion or damage.

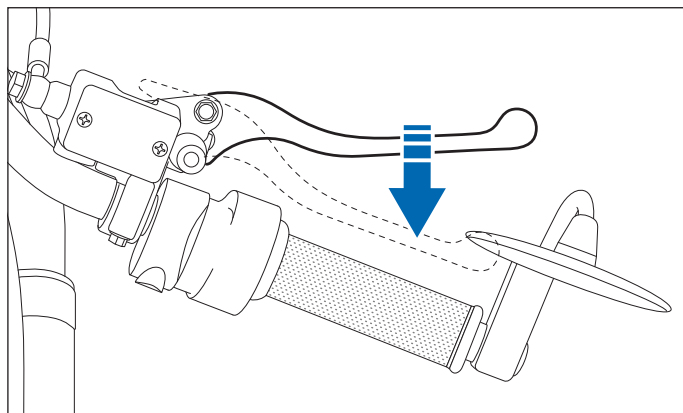
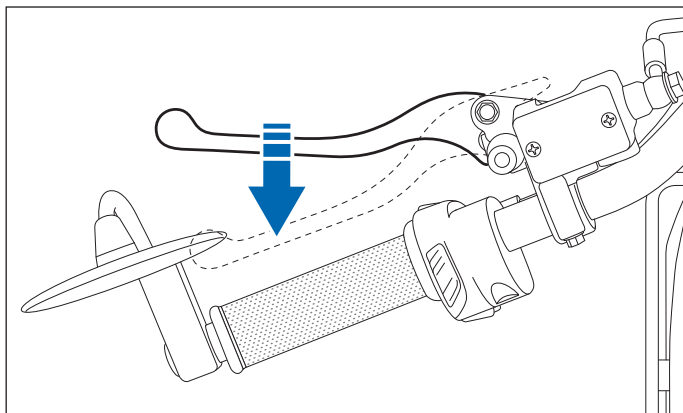
Make sure the brake discs and pads are in a serviceable condition. For further information, see Brake pad and brake disc wear inspection on page 67.



Note: Do not ride the motorcycle with defective or worn brake pads/discs, as doing so may lead to costly repairs and/or void the warranty.



WARNING: Brake pad wear beyond the recommended friction limit will result in contact of the metal support with the brake disc, resulting in damage/wear to the brake disc and compromising braking efficiency and the safety of the rider. Riding with worn brake pads/discs may lead to loss of control and an accident, causing injury or death.



Brake pad and brake disc wear inspection

Inspect the brake pads and discs in accordance with the maintenance schedule.

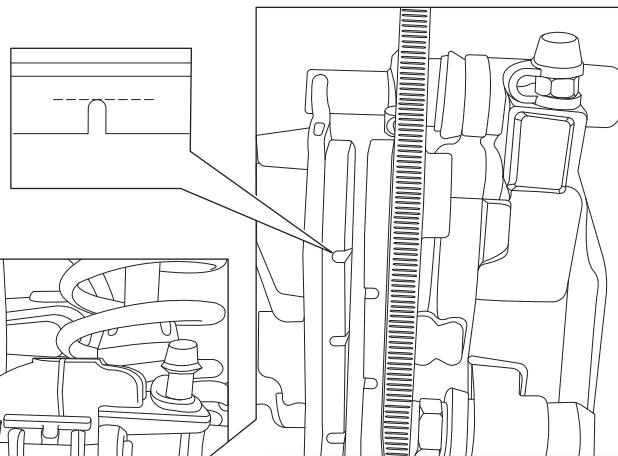
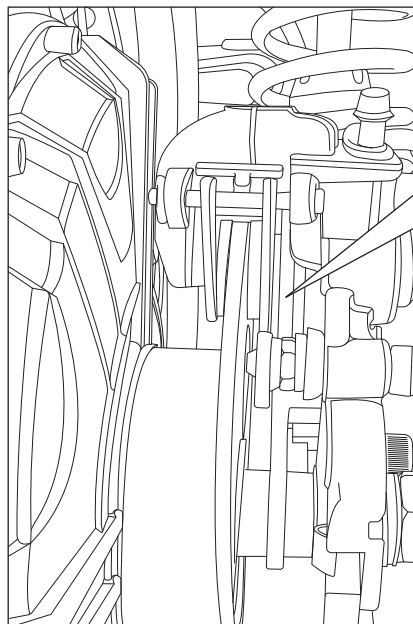
If the brake pads are worn to or below the minimum service thickness of 0.06 inches (1.5mm) of friction material, the brake pads should be replaced.

If the brake discs are worn to or below the minimum service thickness of 0.14 inches (3.5mm), the brake discs should be replaced.

If the brake pads and/or brake discs need to be replaced, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



WARNING: Brake pad wear beyond the recommended friction limit will result in contact of the metal support with the brake disc, resulting in damage/wear to the brake disc and compromising braking efficiency and the safety of the rider. Riding with worn brake pads/discs may lead to loss of control and an accident, causing injury or death.



WARNING: The front and rear calipers both contain two brake pads and must always be replaced as a pair. Never replace individual brake pads, as this will compromise braking efficiency and may lead to an accident, causing injury or death.



NOTE: Do not ride the motorcycle with defective or worn brake pads/discs, as doing so may lead to costly repairs and/or void the warranty.

Bedding in new brake pads and brake discs

New brake discs and brake pads require a 'bedding in' period to optimize braking performance and longevity of the brake discs and brake pads. During this period, carefully operate the front and rear brakes for a recommended period of 50 miles.

Try to avoid harsh braking during this period and make sure you ride with caution and allow for greater braking distances.



WARNING: The front and rear calipers both contain two brake pads and must always be replaced as a pair. Never replace individual brake pads, as this will compromise braking efficiency and may lead to an accident, causing injury or death.

Brake pad wear compensation



WARNING: If the brake levers feel spongy or soft, or there is excessive brake lever travel, there may be air in the braking system, or the braking system may be defective. Under these conditions, it is dangerous to operate your motorcycle, and the motorcycle should be inspected by the Maeving Workshop Team or a Maeving Workshop Partner to rectify the problem before riding your motorcycle again.



WARNING: Inspect the brake pads daily, checking the level of friction material meets the recommended requirements. Brake pad wear beyond the recommended limit could lead to loss of control and an accident, causing injury or death. For further information, see Daily safety checks on page 51 and Brake pad and brake disc wear inspection on page 67.



WARNING: Riding your motorcycle with defective brakes is dangerous and may lead to loss of control and an accident, causing injury or death.

Wear to the brake pads and brake discs is automatically compensated for by the brake caliper and has no effect on braking performance or lever travel. There is nothing that requires adjustment on the braking system.

Brake fluid

Brake fluid is hygroscopic, which means the brake fluid will absorb moisture from the air over a period of time. This absorbed moisture can reduce the boiling point of the brake fluid, which can cause a reduction in braking efficiency.



WARNING: Riding your motorcycle with compromised braking efficiency may lead to loss of control and an accident, causing injury or death.

Make sure that the brake fluid is replaced in accordance to Maeving's scheduled maintenance requirements by the Maeving Workshop Team or a Maeving Workshop Partner.



WARNING: Failure to comply with the scheduled service and maintenance requirements as set out in the Owner's Handbook may cause damage, malfunctions or performance problems. Such problems may lead to an accident, causing injury or death.

Do not mix different brands, types or grades of brake fluid.



WARNING: Mixing different brands, types or grades of brake fluid will affect braking efficiency and may lead to loss of control and an accident, causing injury or death.

When inspecting the braking system, check for brake fluid leakage at hose joints and around caliper seals.

WARNING: Inspect the braking system daily, checking for brake fluid leakage at hose joints and around caliper seals. Brake fluid leakage at these points could lead to loss of control and an accident, causing injury or death. For further information, see Daily safety checks on page 51.

Inspect the brake hoses for damage and check for any deterioration of the hoses.

WARNING: Inspect the brake hoses for damage and check for any deterioration of the hoses daily. Damage or deterioration of the hoses may cause dangerous riding conditions that could lead to loss of control, potentially causing injury or death. For further information, see Daily safety checks on page 51.

Never overfill the brake master cylinder reservoir with brake fluid.

NOTICE: Make sure you do not spill or splash brake fluid onto painted surfaces of your motorcycle, as it

can damage paintwork and other surfaces.

WARNING: Riding with depleted brake fluid levels is very dangerous and may cause a reduction in brake performance or failure of the brakes. Depleted brake fluid levels may lead to loss of control and an accident, causing injury or death.

Should you find any cause for concern, please contact the Maeving Workshop Team to return your motorcycle to a safe operating condition. For further information, see Contacts on page 6.

Brake fluid level inspection and adjustment

WARNING: Riding with depleted brake fluid levels is very dangerous and may cause a reduction in brake performance or failure of the brakes, resulting in an accident and potentially causing damage to the motorcycle, injury or death.

Regularly inspect the brake fluid level in both brake master cylinder reservoirs.

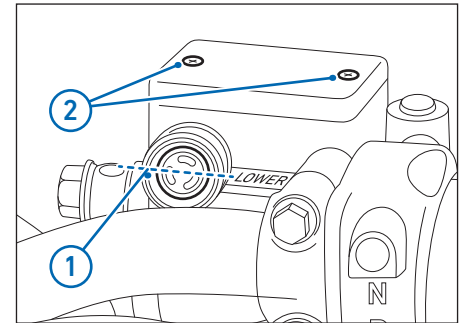
Check the brake fluid levels in both brake master cylinder reservoir windows (1). Top

up the brake fluid levels as necessary and replace the brake fluid in accordance with the scheduled maintenance requirements.

Only use brake fluid recommended by Maeving. For further information, see Specifications on page 94.

WARNING: Never mix different brands, types or grades of brake fluid. Doing so may affect braking efficiency and result in an accident, causing injury or death.

Make sure your motorcycle is placed on a flat, firm and level surface with the motorcycle horizontal to get the correct reading for the brake fluid level.





Note: The brake fluid level must remain above the minimum (lower-level) indicator (1) on both brake master cylinder reservoirs.

To adjust the brake fluid level:

1. Place a protective cloth around the area to prevent brake fluid from making contact with any painted surface.



NOTICE: When topping up the brake fluid, make sure you do not spill or splash any onto the painted surfaces of your motorcycle, as it can damage paintwork and other surfaces.

2. Thoroughly clean around the top of the reservoir cover on the brake master cylinder.
3. Remove the screws (2) securing the cover and remove the cover and diaphragm seal.
4. Top up the brake fluid to the maximum level line (3).



WARNING: Never overfill the reservoir on the brake master cylinder. Doing so may cause dangerous riding conditions that could result in loss of control and an accident, causing injury or death.



Note: Only use the recommended brake fluid from a new and sealed container.

5. Refit the diaphragm seal and the cover to the brake master cylinder reservoir.

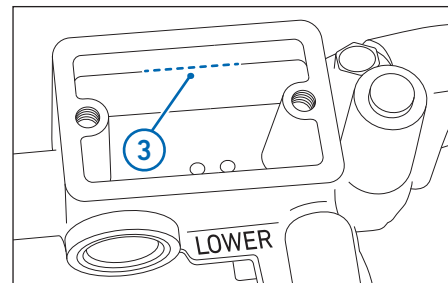


Note: Make sure the diaphragm seal is positioned correctly between the master cylinder body and the cover before refitting.

6. Refit the screws to the cover.
7. Tighten the screws to **1.5-2.2 ft. lbs (2-3 Nm)**.
8. Thoroughly clean around the reservoir's cover.
9. Remove the protective cloth.



WARNING: If there has been an excessive drop in the brake fluid level and the brake pads are within their serviceable limits, you may have a brake fluid leak. Riding with a brake fluid leak is very dangerous and may cause a reduction in brake performance or failure of the brakes, resulting in an accident and potentially causing injury or death. Check the hoses, hose joints and around the caliper seals, and consult the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



Brake lamp switches



WARNING: It is illegal and dangerous to ride your motorcycle with a defective brake lamp. Riding with a defective brake lamp could cause an accident and injury to the rider or other road users.

The brake lamp is independently activated by the front or rear brakes when the ignition is in the **ON** position.

Before you ride your motorcycle, apply the front brake and the rear brake separately and make sure you physically see the brake lamp illuminate.

If the brake lamp does not illuminate during your checks, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.

Steering and wheel bearings

It is important that you regularly check the condition of your steering headstock bearings and wheel bearings to make sure your motorcycle is in a safe and rideable condition.

WARNING: Riding your motorcycle with defective wheel bearings, steering headstock bearings, or an incorrectly adjusted headstock is dangerous and may result in an accident, causing injury or death.

Should you find any cause for concern when completing the following inspections, please contact the Maeving Workshop Team or

a Maeving Workshop Partner. For further information, see Contacts on page 6.

Steering inspection

To inspect the steering:

1. Sit astride the motorcycle and lift the side stand.
2. Turn the handlebars from fully to the left to fully right.

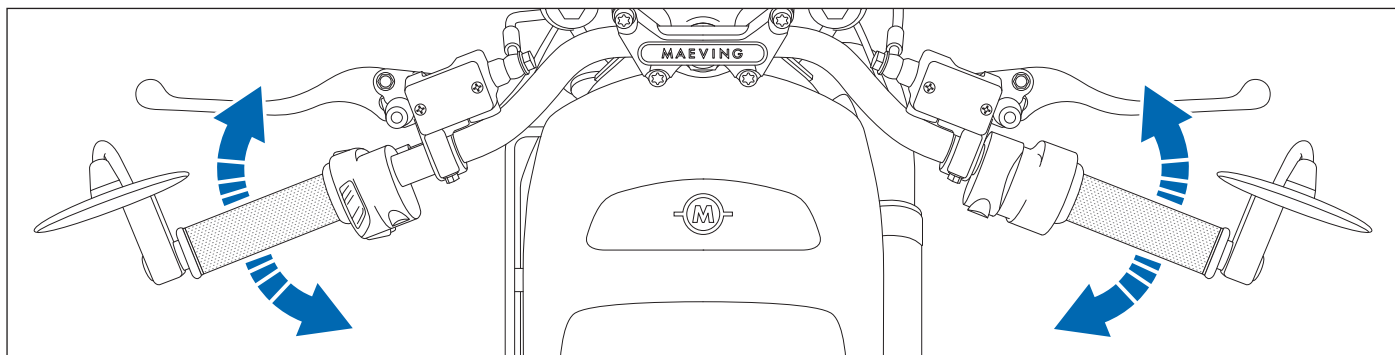
CAUTION: Make sure you take the motorcycle's weight before releasing the side stand to avoid the motorcycle from becoming unbalanced. An unstable motorcycle may result in damage to the motorcycle or personal injury.

3. The steering action should be smooth from lock to lock, with no noticeable tight or stiff points during the travel from left to right.

WARNING: Riding your motorcycle with defective steering is dangerous and could result in an accident, causing injury or death.

4. Check that there is no binding of any brake hoses or wiring harnesses that may interfere with the steering action.

WARNING: Damage, deterioration or binding of the brake hoses may cause dangerous riding conditions that could result in an accident, causing injury or death.



Inspecting the steering headstock bearings for free play



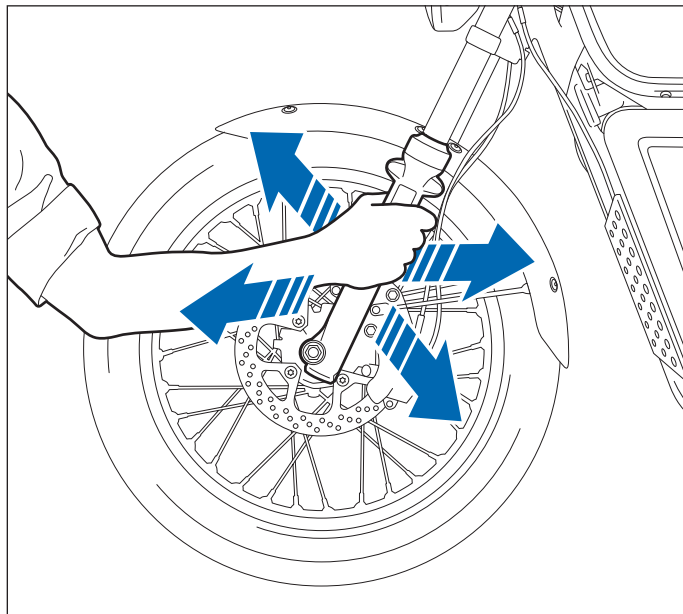
WARNING: Riding your motorcycle with defective steering headstock bearings or an incorrectly adjusted headstock is dangerous and may lead to loss of control and an accident, causing injury or death.

Inspecting the headstock bearings for free play:

1. With the motorcycle on a firm, level surface, stand next to the motorcycle and, holding the handlebars, push the motorcycle forward and apply the front brake.
2. Repeat the process; roll the motorcycle backward and re-apply the front brake.
3. If free play is present, you should feel a slight knock from the headstock or movement from the top yoke (where the handlebars are connected).
4. If you detect free play, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



Note: The headstock bearings are also inspected, lubricated and adjusted in accordance with the maintenance schedule.



Wheel bearings inspection



WARNING: Riding your motorcycle with worn or defective wheel bearings is dangerous and may impede the handling and stability of your motorcycle, potentially leading to loss of control and an accident, causing injury or death.



CAUTION: Make sure your motorcycle is supported and stable, on a firm, level surface, to prevent the risk of injury from the motorcycle falling during the inspection.

To visually inspect the front and rear wheel bearings:

1. While standing beside your motorcycle, grip the front wheel, near the top, and rock the wheel from side to side.
2. Turn the wheel 90° and rock the wheel from side to side.
3. If you detect free play, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



Note: The wheel bearings should be smooth in operation and allow the wheels to turn freely without excessive noise or play.

Suspension



WARNING: Riding a motorcycle with defective or damaged suspension components is dangerous and may lead to loss of control and an accident, causing injury or death.



CAUTION: Never attempt to dismantle suspension units, as they may contain oil under pressure and compressed springs that may cause injury.



WARNING: Maintain the correct suspension balance between the front and rear of the motorcycle, as any significant imbalance can affect the handling characteristics of the motorcycle, which could lead to loss of control and an accident, causing injury or death.

Should you find any cause for concern when completing the following inspections, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.

Front suspension

The motorcycle is fitted with non-adjustable front forks, which are pre-set at the factory for normal road riding conditions. This provides a comfortable ride with good handling characteristics for general road riding conditions.

Front fork inspection

Carefully inspect each fork leg for signs of damage and wear. This may be in the form of scratches or pitting to the fork leg surface. Check there are no oil leakages from the fork oil seals. If any damage is found, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.

To check the forks operate smoothly:

1. Make sure that the motorcycle is positioned on a level, firm surface.
2. Whilst holding onto the handlebars, apply the front brake and pump the front forks up and down several times.
3. Fork travel should be smooth, without sticking in any position, and automatically returning to their normal height.



WARNING: If fork travel is not smooth, it can adversely affect the stability and handling of the motorcycle and may result in an accident, causing injury or death.

4. Check the fork chrome for signs of rust and pitting.
5. Finally, inspect the fork leg for any signs of oil leakage around the fork seals.



WARNING: An oil leak from a fork leg seal can adversely affect the stability and handling of the motorcycle and may result in an accident, causing injury or death.

Rear suspension

The motorcycle is fitted with twin rear suspension units with adjustable spring preload that are set at the factory for normal road riding conditions. This provides a comfortable ride with good handling characteristics for general road riding conditions.

Rear shock absorber inspection

Carefully inspect each rear shock absorber for signs of damage and wear. This may be in the form of scratches or pitting to the shock absorber piston rod surface. Check there are no oil leakages from the shock absorber oil seals. If any damage is found, please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



WARNING: An oil leak from a shock absorber seal can adversely affect the stability and handling of the motorcycle and may result in an accident, causing injury or death.

Spring preload adjustment

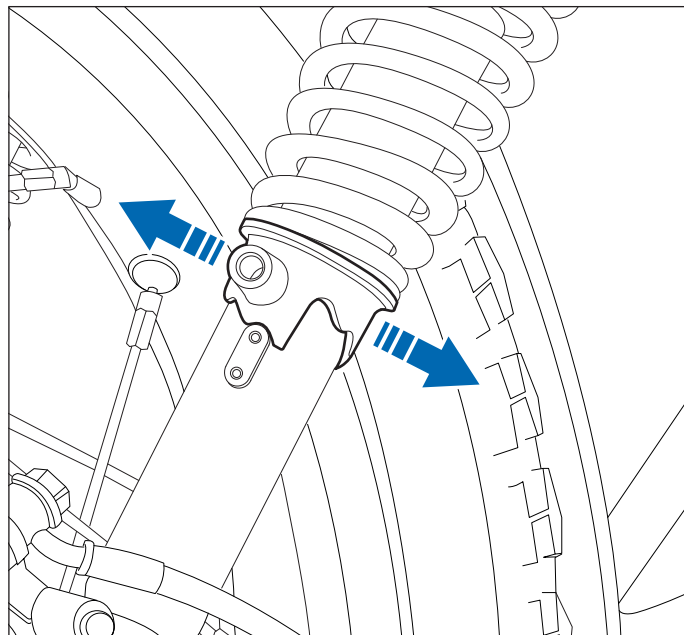
To maintain optimum ride characteristics, the rear suspension spring preload can be adjusted to accommodate a range of rider weights.

Turn the adjuster counter-clockwise to decrease and clockwise to increase spring preload.

Make sure that both rear suspension units are set to the same preload position in order to maintain the correct suspension balance.



WARNING: The rear spring preload must be set correctly for the load carried by the motorcycle. If set incorrectly, it can adversely affect the stability and handling of the motorcycle and may result in an accident, causing injury or death.



TIRES



WARNING: Never install a tire to your motorcycle that is not the specified size and is not suitable for a spoked wheel and an inner tube, as this may lead to a loss of control and/or an accident, causing injury or death.

The front and rear wheels on your motorcycle are spoked and must only have tires fitted suitable for spoked wheels. The tires must be suitable for inner tubes and marked TUBE TYPE on the tire wall. For further information, see Wheels and Tires on page 95.



WARNING: If the tire or inner tube sustains a puncture, the tire and inner tube must be replaced; a repaired tire or inner tube can lead to instability, loss of control and/or an accident, causing injury or death.

If tire damage is suspected after hitting an object on the road or striking a curb, inspect the tire and wheel for damage. Some defects may not be visible from the outside of the tire and you may need to request your motorcycle be inspected. Please contact the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



WARNING: The wheels and tires are balanced for stable handling and a safe ride. Do not remove or alter any wheel balance weights, as this may lead to loss of control and an accident, causing injury or death.

New tires and inner tubes may produce differing handling and stability characteristics to worn tires, therefore, a bedding-in period of approximately 100 miles is recommended.

After a period of 24 hours of fitting or bedding-in new tires, check the tire pressures, when the tires are cold, and adjust if necessary.

Tire inflation pressures



WARNING: Incorrect tire inflation will cause abnormal tire wear and instability of the motorcycle. This can cause an accident, causing injury or death to the rider and/or other road users.

An under-inflated tire can cause the tire to overheat and wear the outer edges of the tire tread. It can also cause the tire to slip on the wheel rim or, in some cases, for the tire to come off of the wheel completely.

An over-inflated tire can cause instability and increase tire wear in the center of the tire tread.

To provide maximum comfort, tire wear and stability, check the tire pressures when the tires are cold and adjust if necessary. For further information, see Wheels and Tires on page 95.

Tire wear

The tires are fitted with Tread Wear Indicators (TWIs) around the circumference of the tire. Check the tread wear on the tires before riding.



WARNING: Failure to check the tires for wear and damage before riding could result in an accident, causing injury or death.

As tires wear, they become more susceptible to a puncture.



WARNING: If the tire or the inner tube sustains a puncture, the tire and inner tube must be replaced. A repaired tire or inner tube can lead to instability and result in an accident, causing injury or death.

If a tire is approximately 90% worn, it is recommended that the tire is replaced before the minimum tread depth is reached.



WARNING: Riding the motorcycle with excessively worn tires is hazardous and will affect the handling, stability and road grip. This can lead to loss of control and an accident, causing injury or death.

Never let the tires wear to less than the recommended minimum tread depth of 0.04 in (1 mm).

Tire replacement

The specification of the tires fitted to your motorcycle has been established after rigorous testing by Maeving to provide maximum comfort, tire wear and stability.

It is vital that the same size and specification of tire is fitted to the motorcycle when having new tires fitted. For further information, see Specifications on page 94.



WARNING: Fitting non-approved tires to your motorcycle may lead to instability, resulting in an accident, potentially causing damage to the motorcycle, injury or death.



NOTICE: Fitting non-approved tires to your motorcycle may cause damage due to reduced clearance between the tire and surrounding components.

Rear wheel removal

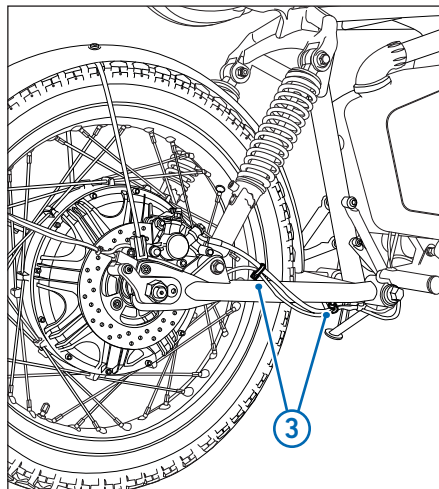
To remove the rear wheel:

1. Support the motorcycle on a suitable paddock stand(s).



Note: The motorcycle is shown as not supported on a paddock stand to improve clarity.

2. Remove the 12-volt battery. For further information, see 12-volt battery removal and installation on page 84.



3. Cut the 2 securing straps securing the rear lamp wiring harness to the rear brake caliper hose.



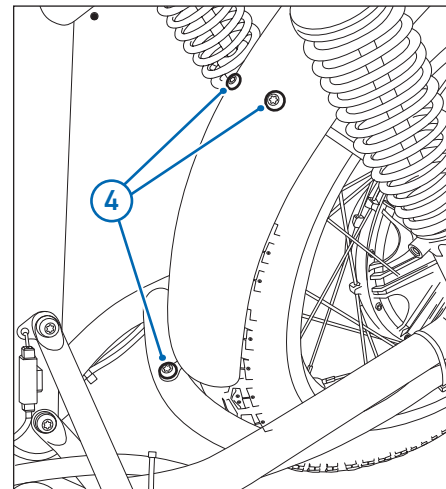
Note: Fit new securing straps when reattaching the rear lamp wiring harness to the motorcycle.

4. Remove the 3 bolts (T30 Torx™) securing the rear mudguard to the swinging arm and mudguard support.



Note: When refitting, tighten to:

- Upper bolts, **6 ft. lbs (8 Nm)**.
- Lower bolt, **7.5 ft. lbs (10 Nm)**.



5. Remove the 2 bolts (T30 Torx™) and washers securing the rear mudguard supports to the swinging arm and detach the rear mudguard and lamp assembly.



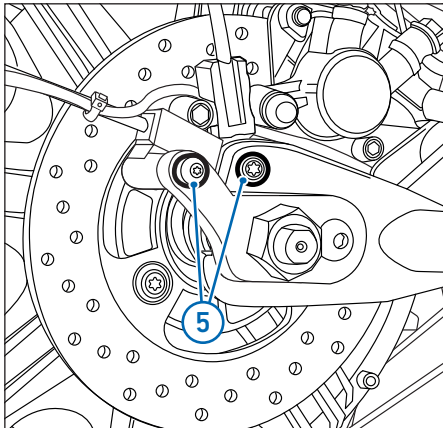
Note: Right-hand shown, left-hand similar.



Note: When refitting, tighten to **7.5 ft. lbs (10 Nm)**.



NOTICE: Make sure the rear mudguard and lamp assembly are not damaged when being repositioned.



6. Carefully displace the rear mudguard and lamp assembly from around the rear wheel and swinging arm and reposition to one side.
7. Secure the rear mudguard and lamp assembly to one side using string or a securing strap.



NOTICE: Make sure the rear wheel motor wiring harness is not trapped or damaged while the rear wheel and motor assembly is being removed.

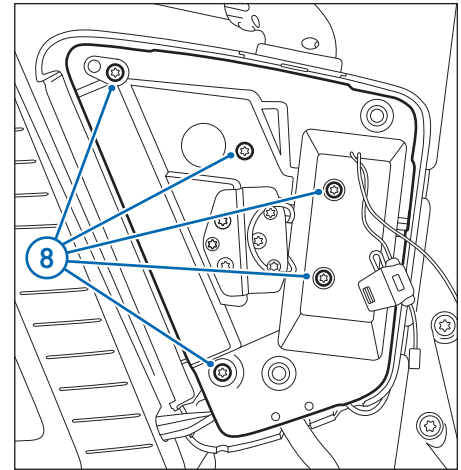
8. Remove the 5 bolts (T30 Torx™) securing the battery carrier insert to the electronics housing. Reposition the 12-volt battery wires and remove the insert.



Note: When refitting, tighten to **3 ft. lbs (4 Nm)**.



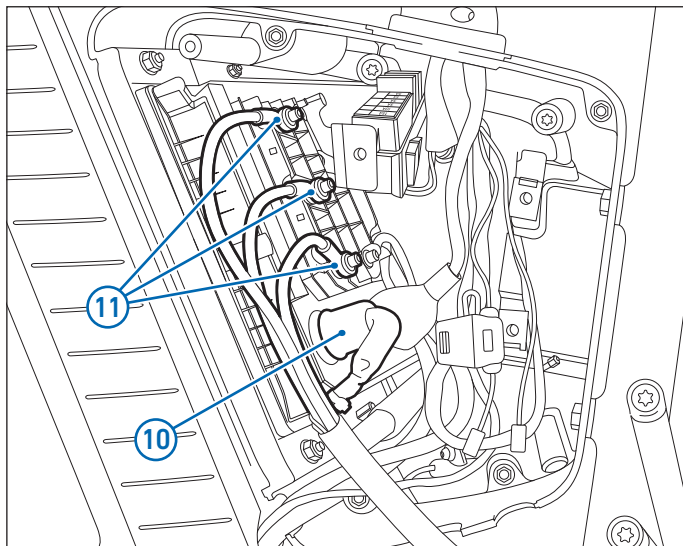
NOTICE: When disconnecting the following cables and connector, make sure all connections do not come into contact with other components or exposed/disconnected connectors. Insulate each exposed connection until it can be reconnected to the motorcycle.



9. Remove the electric motor control module cover.
10. Reposition the electrical connector's protective cover, release the electrical connector's securing device and disconnect the electrical connector. Cover the electrical connector with a suitable insulating cover.
11. Remove the 3 bolts (4 mm hexagonal) securing the 3 main power cables to the electric motor control module and disconnect the 3 main power cables.



Note: When refitting, tighten to **3 ft. lbs (4 Nm)**.



12. Cut the 2 retaining straps securing the rear wheel motor wiring harness to the swinging arm.



Note: Fit new retaining straps when reattaching the rear wheel motor wiring harness to the motorcycle.

13. Carefully reposition the rear wheel motor wiring harness away from the components in the electronics housing.



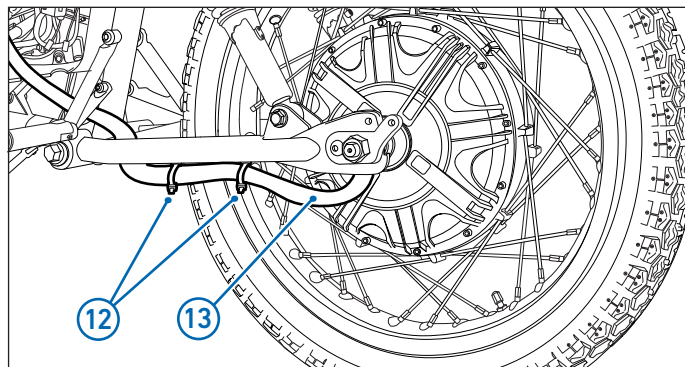
NOTICE: Make sure the rear wheel motor wiring harness is not trapped or damaged while the rear wheel and motor assembly is being removed.



NOTICE: Make sure the rear brake caliper and brake hose are not trapped or damaged while the rear wheel and motor assembly is being removed.



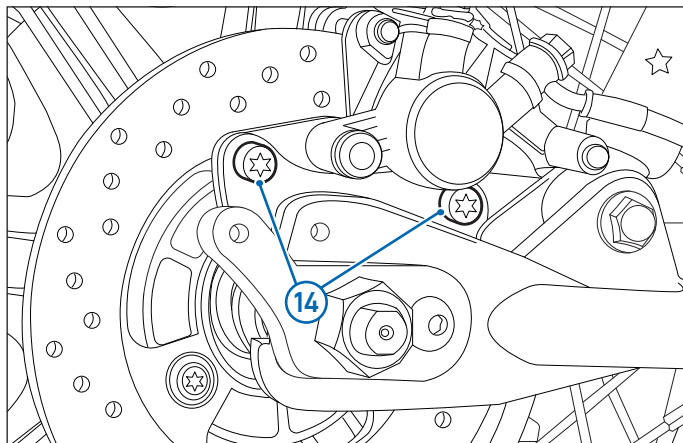
NOTICE: Do not let the rear brake caliper hang by its hose.



14. Remove the 2 bolts (T45 Torx™) securing the brake caliper and detach the rear brake caliper from the swinging arm.



Note: When refitting, tighten to **13.3 ft. lbs (18 Nm)**.



15. Secure the brake caliper to one side using string or a securing strap.

16. Undo, but do not remove, both axle nuts (27 mm hexagonal) on the rear wheel axle.



Note: Left-hand shown, right-hand similar.



Note: When refitting, tighten to **74 ft. lbs (100 Nm)**.

17. Remove both rear wheel securing plate bolts (T50 Torx™).



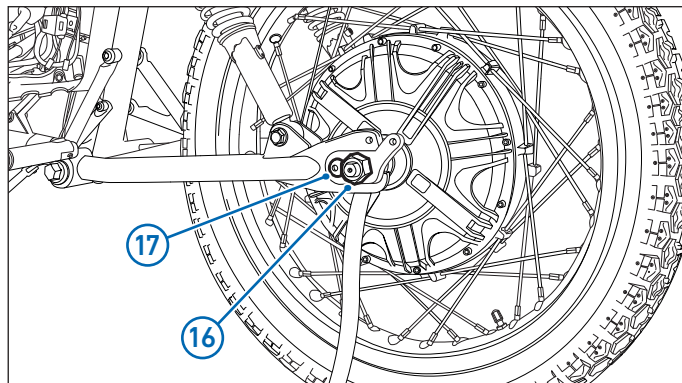
Note: Left-hand shown, right-hand similar.



Note: When refitting, tighten to **26 ft. lbs (35 Nm)**.



NOTICE: Make sure the rear wheel motor wiring harness is not trapped or damaged while the rear wheel and motor assembly is being removed.



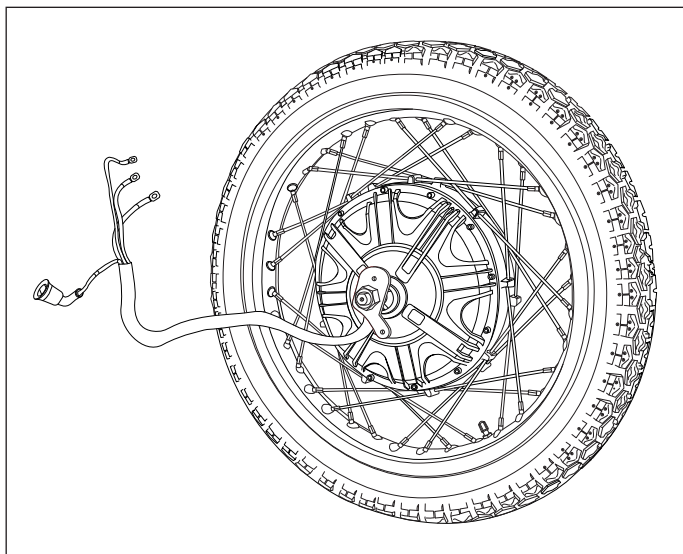
18. Carefully remove the rear wheel and motor assembly from the motorcycle.



Note: The installation procedure is the reverse of the removal procedure.



Note: Clean the mating faces of all components when installing the rear wheel and motor assembly.



12-VOLT BATTERY



WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.



WARNING: Batteries are dangerous when mishandled or not used correctly. Failure to adhere to the following information could result in damage to the motorcycle, damage to the battery, injury or death.

Only install a 12-volt battery of the same type and rating.

Make sure the ignition key is in the **OFF** position before the 12-volt battery is disconnected.

Always disconnect the negative terminal on the 12-volt battery first and reconnect the negative terminal last.

When removing and installing a 12-volt battery, make sure that the battery terminals do not come into contact with any metal objects or vehicle components.

12-volt battery access panel



WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.

Remove the primary and secondary batteries. For further information, see Removing the primary battery on page 37 and on page 39.

The 12-volt battery can be accessed by removing the battery access panel.

To remove the battery access panel:

1. Make sure the ignition key is in the **OFF** position.
2. Remove the 2 screws (T20 Torx™) securing the Maeving badge to the battery access panel and remove the badge.



Note: When refitting, tighten to **1.5 ft. lbs (2 Nm)**.

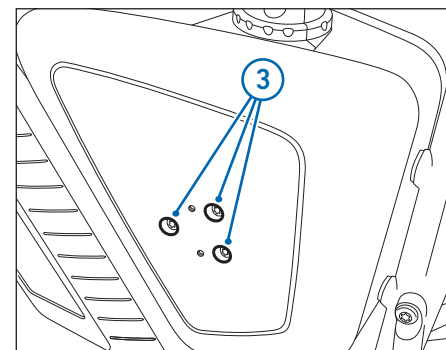
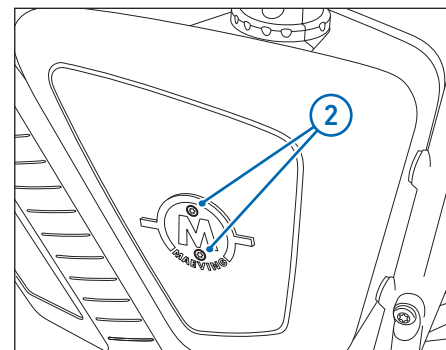
3. Remove the 3 bolts (T30 Torx™) securing the access panel to the electronics housing and remove the panel.



Note: When refitting, tighten to **6 ft. lbs (8 Nm)**.



Note: The installation procedure is the reverse of removal.



12-volt battery removal and installation



WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.



WARNING: The electric motorcycle components should only be serviced by qualified personnel. Specialist tools and personal protective equipment are required for working on any electric vehicle. Unqualified personnel can potentially cause serious personal injury or death.



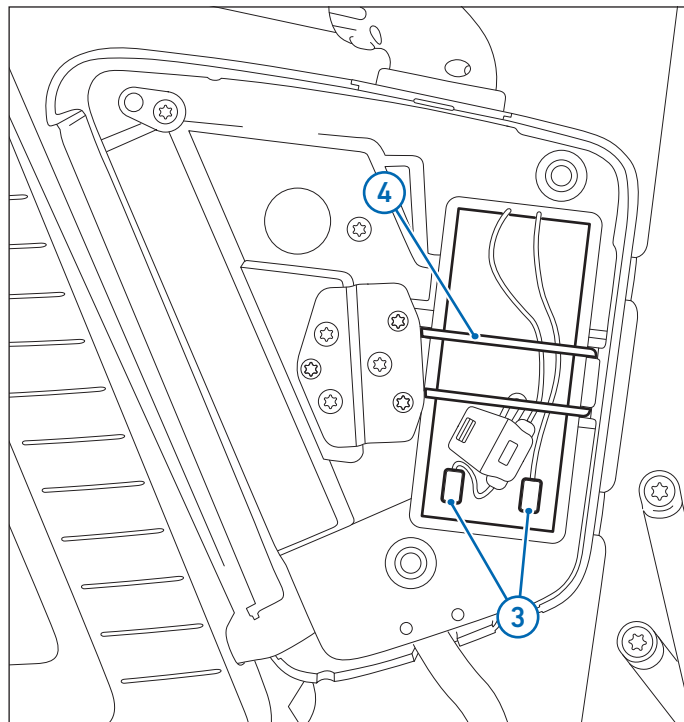
NOTICE: The batteries should be stored at moderate temperatures and in dry conditions. Failure to store the batteries in the correct conditions could cause damage to the batteries and cause them to lose their charge-holding ability.

To remove the 12-volt battery:

1. Make sure the ignition key is in the **OFF** position.
2. Remove the battery access panel. For further information, see 12-volt battery access panel on page 83.
3. Disconnect the negative (-) and positive (+) battery connectors.
4. Release the securing strap and remove the 12-volt battery.



Note: The installation procedure is the reverse of removal.



Battery disposal



WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.



WARNING: Never attempt to dismantle the battery, as doing so can lead to leakage, explosion or fire, potentially causing injury or death.



WARNING: Wear protective equipment when handling the batteries, including gloves and eyewear, as doing so will protect you from injury from any battery acid leaks.



CAUTION: The batteries can be heavy. Care must be taken when lifting the batteries so as not to cause any personal injury.

If the 12-volt battery, primary battery and/or secondary battery need to be replaced, the original battery must be recycled in the correct manner. This is to make sure that any hazardous or dangerous substances contained within the battery do not pollute the environment.



All Maeving motorcycles meet all vehicle recycling requirements and End of Life Vehicle (ELV), Extended Producer Responsibilities (EPR) and Waste Electrical and Electronic Equipment (WEEE) recycling legislation. Maeving will take back all batteries and dispose of them in an environmentally responsible manner. For further information, please visit: us.maeving.com or contact support@maeving.com.

Battery maintenance



WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.



WARNING: Never attempt to dismantle the battery, as doing so can lead to leakage, explosion or fire, potentially causing injury or death.



WARNING: Wear protective equipment when handling the batteries, including gloves and eyewear, as doing so will protect you from injury from any battery acid leaks.



CAUTION: The batteries can be heavy. Care must be taken when lifting the batteries so as not to cause any personal injury.



NOTICE: The batteries should be stored at moderate temperatures and in dry conditions. Failure to store the batteries in the correct conditions could cause damage to the batteries and cause them to lose their charge-holding ability.

Use a clean, dry cloth when cleaning the 12-volt battery. Make sure that the cable connections are securely fitted to each battery terminal and the terminals are clean.

The battery fitted to your motorcycle is a sealed-for-life type. The battery electrolyte levels cannot be adjusted, and the battery does not need any maintenance, except if the motorcycle is being stored and unused for prolonged periods.



All Maeving motorcycles meet all vehicle recycling requirements and End of Life Vehicle (ELV), Extended Producer Responsibilities (EPR) and Waste Electrical and Electronic Equipment (WEEE) recycling legislation. Maeving will take back all batteries and dispose of them in an environmentally responsible manner. For further information, please visit: us.maeving.com.

Battery discharge and storing the motorcycle

To maximize the 12-volt battery life, it is recommended to maintain the charge level in the battery.

When the motorcycle is being used daily, the 12-volt battery will maintain charge. If the primary battery is charged and installed in the primary battery housing, it will trickle charge the 12-volt battery. However, if the motorcycle is not used for a while and the primary battery is not installed, the 12-volt battery will slowly discharge. This is due to many factors, including high ambient temperatures and motorcycle systems that are still operational with the ignition key in the **OFF** or **LOCK** position.

If the motorcycle is being stored, it is recommended to connect a battery charger, conditioner or optimizer. For further information, see 12-volt battery charging on page 87.

12-volt battery charging



WARNING: Batteries are hazardous. Before handling the batteries, make sure you read and understand all of the warnings given in Battery handling safety on page 33.

Failure to comply with the warnings increases the risk of injury, death, or damage to the motorcycle or property.

To charge and maintain the 12-volt battery, keep the primary battery installed with charge. This will trickle charge the 12-volt battery even when the motorcycle is off. Please be aware, this charging process will discharge the primary battery, so it is important to check the State of Charge (SoC) of the primary battery every two months. Cold weather will also increase the discharge rate.



NOTICE: Maeving does not recommend using a battery quick charger on the motorcycle, as it could overcharge and permanently damage the 12-volt battery.

Always charge the motorcycle batteries in a well-ventilated area.



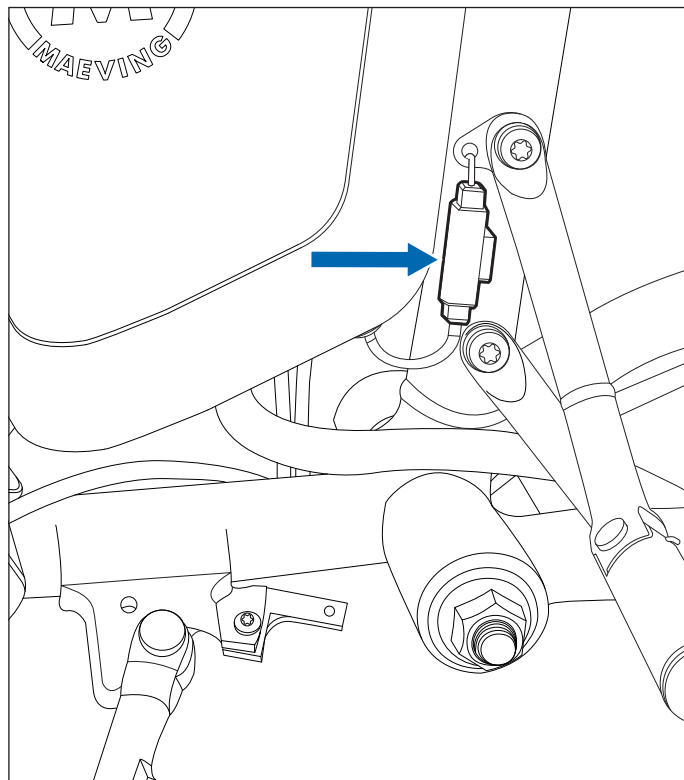
WARNING: Charging the batteries in an unventilated area could result in temperature changes within the batteries and a fire. If lithium-ion batteries catch fire, they release toxic fumes that may damage your health and may result in injury or death.

Once charging is complete, isolate the power supply to the charger before removing the battery.



WARNING: Once the battery has reached full charge, stop charging it. Overcharging could cause the battery to overheat, resulting in a fire or explosion and potentially leading to injury or death.

Connect a battery optimizer to the electrical connector and allow the 12-volt battery to charge fully. **The battery optimizer must charge at one ampere or less.**



FUSES

The fuse box is located inside the 12-volt battery access panel.



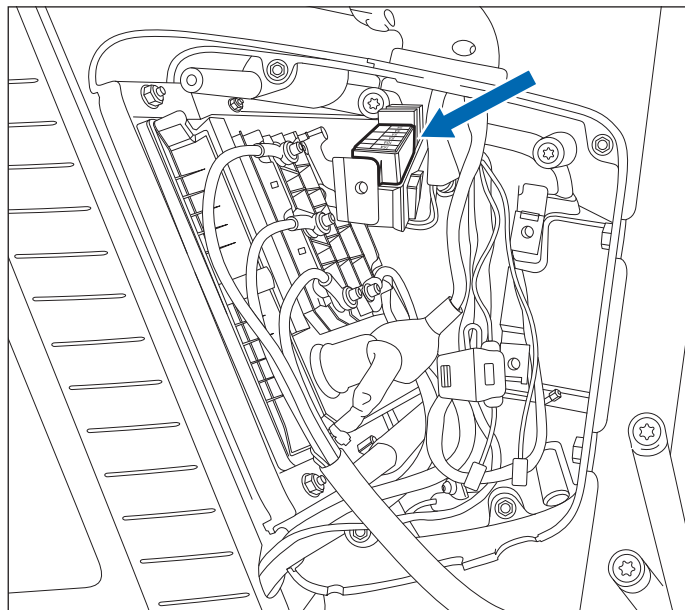
WARNING: Always replace blown fuses with a specified rated **new** fuse. Fuse ratings can also be found on top of the fuse box. Failure to observe this could damage the system or cause a fire, potentially resulting in injury or death. For further information, see Fuse identification on page 89.



WARNING: Never use a fuse of a higher rating than that specified. Doing so could lead to an electrical problem and result in damage, loss of control of the motorcycle and/or an accident. For further information, see Fuse identification on page 89.

There is a 15 amp main fuse connected to the 12-volt battery's positive terminal.

If electrical systems become inoperable, it is advised to check the fuse that protects that particular electrical circuit. Use the identification table to establish which fuse has blown. The fuse identification numbers correspond to those printed on the fuse box cover. For further information, see Fuse identification on page 89.



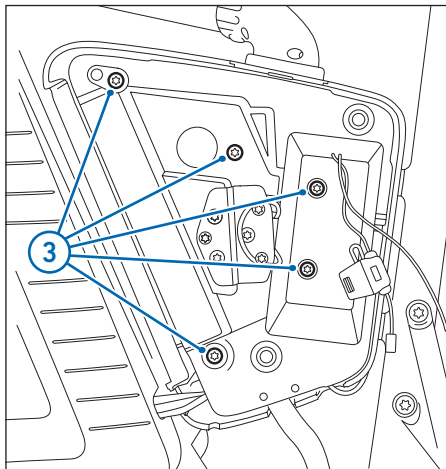
Accessing the fuse box



WARNING: The electric motorcycle components should only be serviced by qualified personnel. Specialist tools and personal protective equipment are required for working on any electric vehicle. Unqualified personnel can potentially cause serious personal injury or death.

To access the fuse box:

1. Make sure the ignition key is in the **OFF** position.



2. Remove the 12-volt battery. For further information, see 12-volt battery removal and installation on page 84.
3. Remove the 5 bolts (T30 Torx™) securing the battery carrier insert to the electronics housing, reposition the 12-volt battery wires and remove the insert. You are now able to access the fuse box.

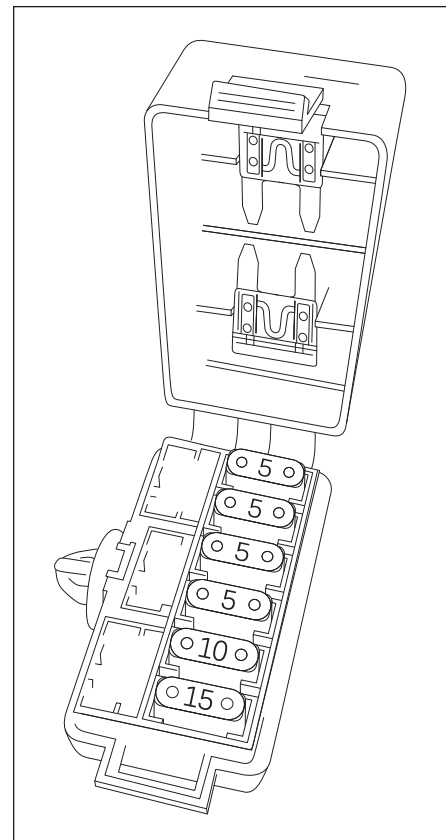


Note: When refitting, tighten to **3 ft. lbs (4 Nm)**.

Fuse identification

The motorcycle uses mini fuses.

Fuse No.	Value	Description
1	5A	Immobilizer and accessory GPS tracker
2	5A	Diagnostic tool connector
3	5A	USB-C charger
4	5A	Instruments
5	10A	Ignition power
6	15A	Storage tank and battery compartment actuators



Spare fuses (in fuse box lid): 5A and 15A.

FRONT HEADLAMP



WARNING: Make sure that you ride your motorcycle to suit current visibility and weather conditions. Failure to do so could result in loss of control and/or an accident.



WARNING: Make sure that the headlamp beam is adjusted sufficiently to illuminate the road surface ahead without dazzling other road users. If the headlamp is incorrectly adjusted, it will impair visibility and may cause an accident, resulting in injury or death.



WARNING: Never attempt to adjust the headlamp whilst riding the motorcycle. This may result in loss of control and an accident, causing injury or death.



WARNING: Never cover the headlamp lens, during operation, with items such as: luggage, clothing, adhesive tape or products intended to alter the headlamp beam, or non-genuine lens covers. Doing so will impair the headlamp beam and may result in loss of control and/or an accident, causing injury or death.



NOTICE: Never cover the headlamp lens with anything that may obstruct airflow to the lens, as this will prevent heat escaping from the headlamp, causing the headlamp to overheat and resulting in damage.

Damage caused to the headlamp lens by overheating is not considered a manufacturing fault and, therefore, will not be covered under the warranty.



Note: The motorcycle uses LED lighting for all of the lamp units fitted to the motorcycle, making all of the lamps maintenance-free.

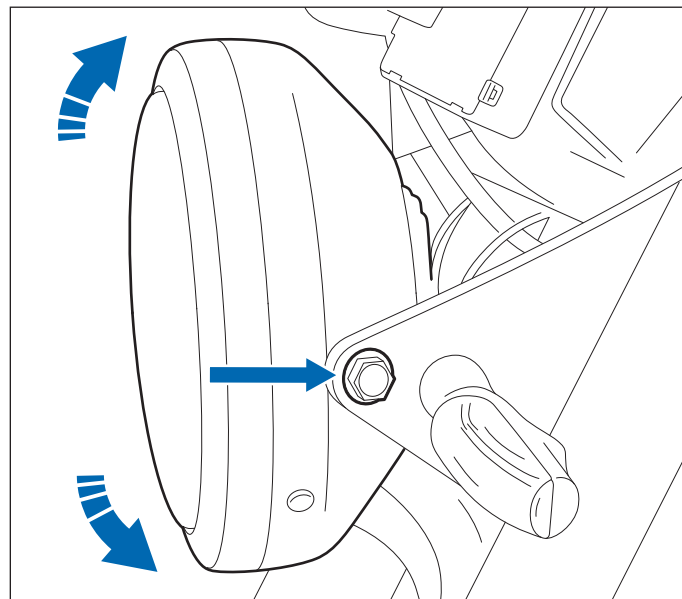
Headlamp adjustment

The headlamp is manufactured as a sealed unit and can only be adjusted by a Maeving Service Representative.

To adjust the headlamp beam height, loosen the 2 screws securing the headlamp to the support bracket and set the headlamp beam to the required height.



Note: Tighten to **4.5 ft. lbs (6 Nm)**.



CLEANING

Frequent regular cleaning is an essential part of the maintenance of your motorcycle. If regularly cleaned, the appearance of your motorcycle will be preserved for many years.

Cleaning with cold water containing an automotive cleaner approved by Maeving is essential, especially if your motorcycle has been exposed to dusty, muddy roads or road salt during the winter months.



NOTICE: Take care not to cause any damage when cleaning and maintaining your motorcycle. Never use non-approved products.



NOTICE: Do not use washing-up liquid or other household detergents on your motorcycle, as over time these can cause premature corrosion.



Note: Corrosion, damage, malfunctions or performance problems due to lack of proper cleaning and care will invalidate the warranty.

Preparing to wash your motorcycle

Before washing your motorcycle, take every precaution to try to keep water away from the following places:

- Clutch and brake levers;
- Handlebar switch housings, and
- Ignition switch.

For the areas mentioned, keep water exposure to a minimum and use plastic bags secured with rubber bands over the areas. Use separate cloths or sponges for washing painted or polished surfaces and the chassis, as the wheels and chassis will be exposed to more abrasive

road dirt, debris and dust, which may cause scratches to painted or polished areas if the same sponge or cleaning cloths are used.



NOTICE: The use of high-pressure washers or sprays is not recommended by Maeving. High-pressure water can be forced into bearings and other components, which causes premature wear due to loss of lubrication and corrosion.

Never spray high-pressure water near the following areas:

- Instrument panel.
- Brake master cylinders and brake calipers.
- Steering headstock bearings.
- Wheel bearings.
- Joints or seals.
- Electric motor.
- Controller housing.
- Battery housing.
- Storage tank lid.

Maeving do not recommend the use of highly alkaline soaps, as these can cause water spotting and leave residues on painted surfaces.



NOTICE: The use of highly alkaline soaps can cause water spotting and leave residues on painted surfaces.



WARNING: Never apply wax or lubrication to the brake discs. Doing so could result in loss of braking power and control of the motorcycle, resulting in an accident, causing damage to the motorcycle, injury or death. Only clean the brake discs with an established brand of oil-free brake disc cleaner.



Note: Corrosion, damage, malfunctions or performance problems due to lack of proper cleaning and care will invalidate the warranty.

Always test the brakes after cleaning or washing your motorcycle.



WARNING: Riding the motorcycle with defective brakes may result in an accident, causing damage to the motorcycle, injury or death.

Once you have cleaned your motorcycle, use a dry cloth or chamois leather to absorb water residue from your motorcycle.

Seat care

To help preserve and maintain the appearance of your seat, cover it with a plastic bag before washing, to keep it dry. Only use a vinyl cleaner recommended by Maeving.



NOTICE: Do not place anything on the seat which may cause damage or staining to the seat material.

To remove minor marks, clean the seat material with a damp cloth and leave it to dry naturally.



NOTICE: Do not immerse the seat in water and never use household cleaning products such as bleach, detergents or solvents on the seat. Doing so can result in damage.

Unpainted aluminum parts

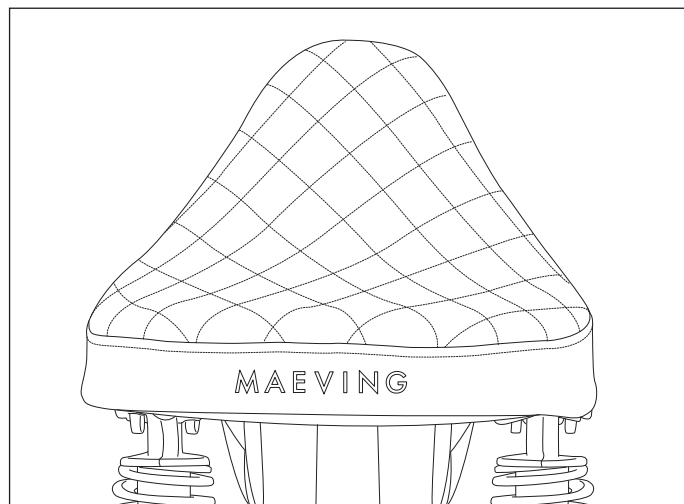
To preserve the appearance of aluminum parts not protected with lacquer or paint, make sure to always clean these parts with a proprietary brand of aluminum cleaner that does not contain abrasive or caustic elements.



NOTICE: Using a cleaning product that contains abrasive or caustic elements can cause damage to the aluminum parts.



Note: Damage caused by using the improper cleaning products may invalidate the warranty.



STORAGE

Before storing your motorcycle, thoroughly clean and dry your motorcycle.



NOTICE: Take care not to cause any damage when cleaning and maintaining your motorcycle. Never use non-approved products.



NOTICE: Do not use washing-up liquid or other household detergents on your motorcycle, as over time these can cause premature corrosion.



Note: Corrosion, damage, malfunctions or performance problems due to lack of proper cleaning and care will invalidate the warranty.

Make sure the tires have the correct cold tire pressures. For further information, see Wheels and Tires on page 95.

If possible, raise the motorcycle off the ground to reduce exposure of the front and rear wheels and tires to dampness.

To prevent rust, apply a rust-inhibiting oil to any unpainted body panel surfaces.

Remove the 12-volt, primary and secondary batteries, and store them away from direct sunlight, moisture, or freezing temperatures. For further information, see 12-volt battery removal and installation on page 84.



NOTICE: The batteries should be stored at moderate temperatures and in dry conditions. Failure to store the batteries in the correct conditions could cause damage to the batteries and cause them to lose their charge-holding ability.

The 12-volt battery can be charged using a battery optimizer once every two weeks. For further information, see 12-volt battery charging on page 87.

The charge in the primary and/or secondary batteries should also be maintained on a regular basis and it is recommended to store them at 50% State of Charge (SoC). Storing these batteries at less than 10% or more than 90% over a long period of time will cause irreversible loss in capacity.

You should store your motorcycle in a cool, dry area, out of direct sunlight, and with a low variation in daily temperature.

To avoid dust and dirt collecting on your motorcycle, use a suitable porous motorcycle cover.



NOTICE: Never use a non-breathable cover, such as plastic, as this will restrict the flow of air around the motorcycle and allow heat and moisture to build up. This moisture can cause surface corrosion and paint bubbling and peeling.

When you are ready to ride your motorcycle again, remove the cover and give the motorcycle a good clean.

Before you take your motorcycle out, check the motorcycle over. For further information, see Daily safety checks on page 51.

SPECIFICATIONS

Motor	
Type	Bosch hub motor
Rated capacity	3.0 kW (4 hp)
Maximum power	L1e-B variant (not currently available in the US): 4.0 kW (5.4 hp) restricted L3e-A1 variant: 4.4 kW (5.9 hp)
Maximum torque	118 ft. lbs (160 Nm)
Maximum speed	L1e-B variant (not currently available in the US): 28 mph (45 km/h) L3e-A1 variant: 44 mph (70 km/h)
Electrical system	
Traction battery	Dual battery pack design (2nd battery optional) 18650 Lithium-Ion Samsung 35E cells in bespoke aluminum casing
Battery voltage (nominal)	50.4 V
Charging capacity	42 Ah
Energy	2026 Wh
Charger	600 W
Charging time	Approx. 4h:10min for 0-100% and approx. 2h:55min for 0-80%

Input	Universal 110 - 240 VAC
Secondary battery	12 V / 7 Ah, external 2-pin SAE charge socket
Alternator	DC/DC converter with 500 W integrated into battery control unit
Chassis	
Frame	CrMo Steel cradle frame
Front suspension/ suspension elements	Dia 37 non-adjustable forks, 4.3 in (110 mm) travel
Rear wheel guide/ suspension elements	Twin RSU with pre-load adjustment, 3.1 in (110 mm) travel
Wheelbase	55 in (1395 mm)
Trail	4 in (103 mm)
Rake angle	26°

Wheels and Tires	
Wheels	Spoked wheels with Aluminum rims
Front rim	2.15 x 19
Rear rim	2.15 x 19
Front tire	Dunlop K70 3.25 x 19 54P
Rear tire	Dunlop K70 3.25 x 19 54P
Front tire pressure	32 PSI (2.2 Bar)
Rear tire pressure	32 PSI (2.2 Bar)
Brakes	
Front brake	Single disc brake 9.4 in (240 mm) (three piston floating caliper)
Rear brake	Single disc brake 7 in (180 mm) (single piston floating caliper)
Linked brakes	Bias 40% front, 60% rear
Brake fluid	DOT4

Dimensions	
Seat height at vehicle curb weight	31 in (785 mm)
Length (includes number plate fitted)	84.5 in (2145 mm)
Height (excludes mirrors)	42 in (1067 mm)
Width (includes mirrors)	35 in (896 mm)
Weights	
Unladen weight, road ready (single battery)	245 lbs
Permitted total weight	507 lbs
Payload	262 lbs
Service torques	
Axle nuts on the front wheel axle	Tighten to 48 ft. lbs (65 Nm)
Axle nuts on the rear wheel axle	Tighten to 74 ft. lbs (100 Nm)
Securing bolts, front brake caliper to suspension mounting	Tighten to 18 ft. lbs (25 Nm)
Securing bolts, rear brake caliper to swinging arm	Tighten to 13 ft. lbs (18 Nm)
Rear mudguard stay fixings	Tighten to 6 ft. lbs (8 Nm)

SERVICE AND MAINTENANCE

To keep your motorcycle operating in top condition all year round, Maeving recommends routine servicing and maintenance. In line with this, the Maeving Workshop offers services. These services are carried out at your chosen address by mobile in-house engineers and technicians.

To arrange a service or repair, contact Maeving. For further information, see Contacts on page 6.



Note: To make sure your 2-year vehicle and battery warranties are valid, you must keep your motorcycle service schedule up to date. For further information, see Service history on page 97.

Servicing your motorcycle

Routine servicing must be carried out throughout the life of your motorcycle.

The service intervals for your motorcycle are defined by mileage or elapsed time. For further information, see Service history on page 97.

The precise content of each service depends on the age of your motorcycle, the distance it has traveled, and whether the motorcycle has been used in arduous conditions. The actions for each service interval are listed on a maintenance check sheet used by the Maeving Workshop Team or a Maeving Workshop Partner.

Arduous conditions

If your motorcycle is used in arduous conditions, the motorcycle will require more frequent attention. Daily attention may be needed to make sure that the motorcycle is safe and reliable.

Failing to follow the recommended service intervals could cause premature wear or damage, and will invalidate the warranty.

Arduous conditions include:

- Riding the motorcycle in dusty and/or sandy conditions.
- Riding the motorcycle on rough and/or muddy roads.
- Frequently riding the motorcycle in deep water.
- Frequently riding the motorcycle at higher speeds, in high ambient temperatures above 104°F (40°C).
- Frequently riding the motorcycle in severe cold weather below -4°F (-20°C).
- Frequently riding the motorcycle in mountainous conditions.
- Riding the motorcycle in areas using road salt or other corrosive materials on the road surface.

Service history

6 months or 600 miles
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

SERVICE AND MAINTENANCE

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

SERVICE AND MAINTENANCE

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

12 months or 3,000 miles from previous service
Date:
Distance:
Serviced by:
Service registered online? Yes <input type="checkbox"/> No <input type="checkbox"/>
Stamp:
Notes:

General repair notes

General repair notes

WARRANTY

Owner's responsibilities

Maeving recommends regular servicing and maintenance to maintain performance and protect against repairs.

It is vital your motorcycle is repaired by the Maeving Workshop Team or a Maeving Workshop Partner as soon as a defect has been detected. Your swift action will help to minimize the effect the defect has on your motorcycle and the kind of repair needed to return the motorcycle to its full glory.

Always make sure documentation, receipts and invoices for all completed maintenance or service works for your Maeving motorcycle are kept with this handbook.

If you should sell your motorcycle, make sure this book and any other relevant documentation are passed to the new owner.

Maeving warranty terms and conditions

Introduction

Thank you for choosing a Maeving motorcycle. This motorcycle is the result of exceptional design and engineering. We take pride in the fact that every Maeving motorcycle is designed and assembled in Coventry, the heart of British motorcycling.

Please note that Maeving has the right to update the terms and conditions of its warranty. For the latest version, please visit our website at: us.maeving.com.

If you have any questions, please email support@maeving.com or call +1 (213) 528 4584.

Charge on.

Maeving warranty

This warranty applies to all original owners and any subsequent owners of the covered Maeving RM1. The warranty begins from the date of delivery.

All warranty repairs completed by the Maeving Workshop, or one of its approved partners, will use Maeving-approved parts. Parts replaced under warranty must be returned to Maeving Limited and will become the property of Maeving Limited. Maeving may choose to repair or replace other defective parts falling outside the warranty. Such work shall not be deemed an admission of liability.

In an instance where work has been completed by anyone other than the Maeving Workshop or one of its approved partners, Maeving will not be liable for the costs and nor will any such work be covered by any Maeving warranty.

Please note the limitations that apply to this warranty set out below. This warranty does not affect any applicable statutory rights.

Please note that by not following the instructions and recommendations in the RM1 Owner's Handbook, you will not get the best out of your Maeving RM1 and risk jeopardizing the warranties.

The Maeving Warranty is split into three sections: the Vehicle Warranty, the Battery and Drivetrain Warranty and the Parts and Accessories Warranty.

Maeving vehicle warranty

All new Maeving motorcycles come with a 2-year (24-month) unlimited mileage vehicle warranty. This warranty commences from the date of delivery.

The Maeving Vehicle Warranty covers the frame, swing arm, fork, rear shock, brake assemblies, instruments, storage tank, battery housing, controller housing, handlebar controls, seat and paintwork.

The Maeving Vehicle Warranty covers the repair or replacement of any covered part which is defective in material or factory workmanship under normal on-road use for the period of warranty. Any part found to be so defective during this period will be repaired or replaced at the discretion of Maeving Limited or one of its approved partners. Any replaced or repaired part will be covered under warranty for the remainder of the warranty period. Consumable items which are subject to replacement or adjustment are not included under the vehicle warranty, unless this work is required as a direct result of a manufacturing defect.

For the avoidance of doubt, the warranty does not cover damage caused as a result of accident or mishandling, not storing your vehicle as per the instructions in the Owner's Handbook, or damage caused by misuse of the vehicle.

Maeving battery and drivetrain warranty

All new Maeving motorcycles come with a 2-year (24-month) or 22 000 mile battery and drivetrain warranty, which commences from the date of delivery. The customer has the option to purchase a further 2-year (24-month) or 13 000 mile extended battery and drivetrain warranty.

The Maeving Battery and Drivetrain Warranty covers the battery, dual battery control unit, motor controller, hub motor and internal wiring.

The Maeving Battery and Drivetrain Warranty covers the repair or replacement of any covered part which is defective in material or factory workmanship under normal use for the period of warranty. Any part found to be so defective during this period will be repaired or replaced at the discretion of Maeving Limited or one of its approved partners. Any part replaced or repaired will be covered under warranty for the remainder of the warranty period.

What should I expect of my battery performance over time?

Please note that there is a normal, expected battery capacity/range reduction over time, when in use. Depending on use, and charging and storage conditions, batteries will degrade throughout the duration of the warranty period. Therefore, in accordance with this warranty, Maeving will only replace a battery that exhibits a nominal storage capacity reduction of greater than 20% of the published nominal capacity, as measured by Maeving or a Maeving-approved partner. This will require Maeving or one of its partners to take the battery for a test period.

Where applicable, the purchase of any additional Maeving battery comes with a standard 2-year battery warranty, separate from the original battery and drivetrain warranty provided as part of an original vehicle purchase.

For the avoidance of doubt, the warranty does not cover damage caused as a result of accident or mishandling, not storing your vehicle as per the instructions in the Owner's Handbook, or damage caused by misuse of the vehicle.

Parts and accessories warranty

All genuine Maeving parts and accessories are explicitly designed to meet Maeving's quality and reliability specifications. Using parts and accessories that have not been approved or fitted under instruction by Maeving will result in your warranty becoming void.

The warranty period for Maeving parts and accessories begins on the delivery date or fitting date of the part or accessory, and is valid for a period of 12 months unless otherwise specified, or as per any agreed local country legislation or the specified life in service of the part or accessory, whichever transpires later.

All parts or vehicle accessories fitted by Maeving or one of its approved partners during warranty repairs are covered for the balance of the original Maeving manufacturer's warranty, or for the 12-month period or the specified life in service of the part or accessory, whichever transpires later.

For the avoidance of doubt, the warranty does not cover damage caused as a result of accident or mishandling, or damage caused by misuse or not storing your vehicle as per the instructions in the Owner's Handbook.

Scheduled maintenance and limited-service life

In the course of a regular scheduled service or maintenance procedure, consumable items which are subject to replacement or adjustment are not included in the Maeving warranty, unless this work is required as a direct result of a warranted manufacturing defect.

Any motorcycle part that requires repair, replacement or adjustment may be identified as having a limited service life. This type of part is warranted against manufacturing defects for a limited period of time.

A Maeving Representative or Partner can give further information on these parts and identify their relevant periods of cover.

This Maeving warranty only covers Maeving motorcycles that are operated according to the following requirements:

- Wearing safety equipment in accordance with local regulations.
- Maintaining the service schedule as defined by Maeving Limited.
- Only using the Maeving Workshop or Maeving-approved partners for repairs and services. To determine whether your chosen workshop/technician is approved to work on Maeving motorcycles, please contact our support team.
- Only using Maeving-approved parts, including but not limited to chargers, cables and accessories.
- Following the correct battery storage and charging processes as detailed in the Owner's Handbook.
- Maintaining and storing your motorcycle correctly, as described in the RM1 Owner's Handbook.

Exclusions

The warranty does not cover:

- The cost of parts and labor involved in any routine servicing, care and maintenance.
- Items that are expected to wear and tear due to their normal function such as tires, footpegs, grips, fork seals, brake pads. Note, this list is not exhaustive.
- Defects to the front fork oil seals, as they are subject to wear and tear. This includes, but is not limited to, damage caused by stone chips to the inner fork tubes.
- Deterioration of paint, polished aluminum, or trim due to wear and tear, exposure, or lack of correct maintenance, as detailed in the Owner's Handbook.
- Any damage including, but not limited to, wheel or spoke damage resulting from off-road use.
- Any Maeving motorcycle which has had its Vehicle Identification Number (VIN) tampered with or removed, or if the odometer reading has been tampered with.
- Corrosion due to lack of proper cleaning and care. To avoid corrosion, we recommend cleaning the motorcycle with a mild detergent and a non-abrasive sponge after every use in wet conditions. More information is available in the Owner's Handbook.
- A motorcycle that is not homologated for the market it was manufactured for and; therefore, does not meet the operational specifications for that market.
- The results of any modifications made to the motorcycle to conform with legal or local requirements of a market for which it was not manufactured for, unless authorized by Maeving Limited.
- Misuse of the vehicle, including racing/competition, commercial activities, and overloading.
- Damage, malfunctions, or performance problems caused by the failure to follow recommended maintenance requirements as set forth in the Owner's Handbook.
- Damage, malfunctions, or performance problems caused by aftermarket accessories not approved by Maeving.
- Damage, malfunctions, or performance problems due to modification of the motorcycle for any reason without authorization from Maeving.
- Damage, malfunctions, or performance problems due to not following the correct battery charging and storage methods, as detailed in the Owner's Handbook.
- Damage, malfunctions, or performance problems caused by the use of any charger not approved by Maeving.
- Damage, malfunctions, or performance problems caused by fire, collision, accident, or improper storage.
- Damage, malfunctions, or performance problems caused by continued operation of the motorcycle after a warning lamp, gauge reading, or other warning indicates a mechanical or operational problem, or other performance issues have become evident.
- Damage, malfunctions, or performance problems caused by external factors including airborne industrial pollutants (e.g. acid rain), bird droppings, tree sap, stones, floodwater, windstorms, or other similar occurrences.

- Motorcycles severely damaged or declared a total loss by an insurer.
- Motorcycles reassembled from or repaired with parts obtained from another used motorcycle.
- Using and/or storing the vehicle or battery outside the range of -4°F to 140°C (-20°C to 60°C).
- Attempting to charge the battery at or below 32°F (0°C).
- Batteries that have been stored at a state of charge below 10% or above 90% for more than 30 days. If stored long term, check the state of charge at least monthly, and charge it back up to at least 60% if it drops below 30%.

This limited warranty does not cover any incidental or consequential damages, including:

- Loss of value of the motorcycle.
- Lost profits or earnings.
- Out-of-pocket expenses for substitute transportation or lodging.
- Expenses associated with returning the covered product to an authorized service facility or dealer.
- Towing and/or roadside assistance expenses.
- Expenses associated with returning the covered product back to its owner, mechanic's travel time or communication charges, loss or damage to personal property, loss of time, or inconvenience.

How do I obtain service under this warranty?

Maeving offers mobile servicing and repairs done by our in-house engineers and technicians. We also have authorized partners who are equipped to work on your Maeving; see below for more information.

Repairs or replacements that are covered under the Maeving Warranty will be free of charge; however, if the repair is not covered under warranty, the full cost of the work (including call-out fees and labor costs) will be charged to the customer.

Please have the following available when contacting the Maeving Workshop or one of its approved partners.

- Owner's name and address (original owner if you have not yet gone through the proper transfer of ownership process).
- Owner's telephone number.
- Vehicle Identification Number (VIN) found on the chassis.
- Date of purchase (if known).
- Motor serial number.
- Battery serial number (if the query is relating to the battery).

Telephone: +1 (213) 528 4584.

Email: support@maeving.com or workshop@maeving.com.

Opening hours: Monday - Friday | 9am to 5pm (PST).

Maeving approved partners

Please visit: us.maeving.com for further information.

Change of ownership

The Maeving Warranty may be transferred (subject to its original terms) to subsequent owners for the remainder of the warranty period, provided the new owner completes a change of ownership form on the Maeving website. This must be performed to allow Maeving the ability to contact the new owner in the unlikely event of a safety-related issue.

The original registered owner, or subsequent registered owner, is responsible for conveying the contents of the Owner's Handbook and all safety warnings, instructions, and Limited Warranty if the unit is sold, loaned, or otherwise transferred to another person.

For updates and additional information about your motorcycle, please visit: us.maeving.com.

OWNER NOTES _____

CHARGE ON