



RM1 OWNER'S HANDBOOK

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INTRODUCTION

Published: April 2023 - UK Version 3.

For the latest version of this handbook, please visit: www.maeving.com.

Foreword

Congratulations on the purchase of your Maeving RM1. You now have the freedom to go where 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 familiarise 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 84.

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: www.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: +44 (0) 2477180149.

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

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 89.
- 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: www.maeving.com.

General safety

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

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. For further information, see Daily safety checks on page 41.

Modifications to the motorcycle may render the vehicle unsafe, void the warranty, and/or cause injury to yourself and other road users. Therefore, Maeving cannot be held liable for any consequences as the result of non-approved modifications.

It is not recommended to overload your motorcycle with large, bulky or heavy items. This additional load may affect the handling of your motorcycle and the effectiveness of the safety systems, as well as void the warranty.

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.

Remember to signal when changing lanes or turning, and use the horn to alert other road users of your presence where appropriate.

Never ride a motorcycle under the influence of drugs or alcohol, as this is illegal and will impair your riding ability.

Operating a motorcycle on public roads without a licence 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.

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.
- **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	
		Km/h	Mph
L1	1	45	28
	2	32	20
L3	1	70	45
	2	45	28
	3	32	20

Symbols used in this handbook

Please familiarise 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.



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 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 judgement 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.



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



The statutory label: The label is located on the left-hand side of the steering head on the motorcycle frame. It identifies vehicle type, Vehicle Identification Number (VIN), weight, power and maximum speed.



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: www.maeving.com.

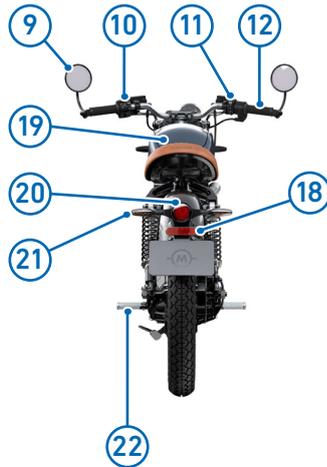
The electrical components used on the motorcycle should only be serviced by the Maeving Workshop Team or a Maeving Workshop Partner. For further information, see Contacts on page 6.



Caution: Insulated electrical cables and wiring should never be cut, tampered with, or modified in any way. The motorcycle should not be used if the insulated cables appear damaged in any way.

Parts identification

1. Front brake lever and reservoir.
2. Rear brake lever and reservoir.
3. Instrument panel.
4. Secondary battery storage compartment.
5. Rear wheel motor.
6. Front indicator.
7. Front headlight.
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 light.
21. Rear indicator.
22. Foot peg.
23. Rear brake disc.
24. Rear brake caliper.
25. Rear shock absorber.
26. Primary battery compartment.



QUICK START GUIDE

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

For further information, see Daily safety checks on page 41.

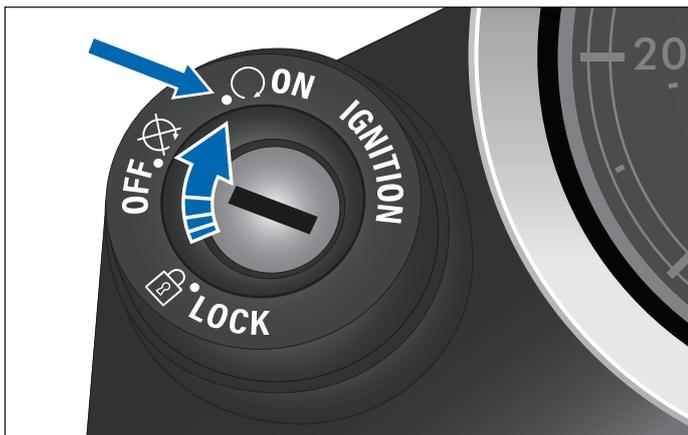
Turning the motorcycle on

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 23.

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 22.



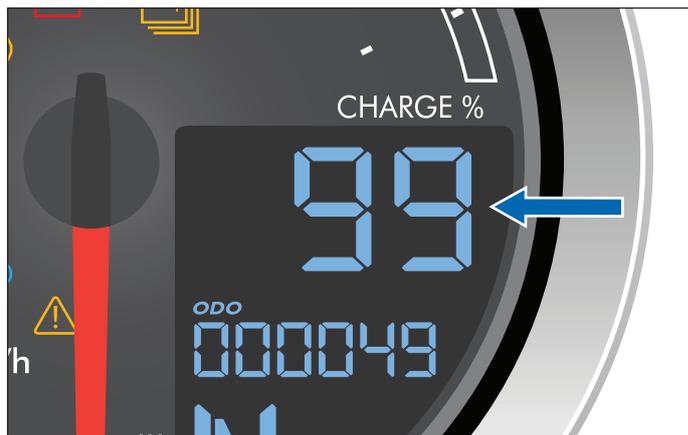
Confirm the battery has sufficient charge

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

For further information, see Checking the battery is charged on page 27.



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



Removing and installing the primary battery

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

To remove the primary battery, turn the ignition key to the **OFF** position. The instrument panel displays **OPEN** and a 5 second countdown begins.



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. Pull the handle outward to open the compartment.



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



To install the primary battery, 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 28.

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 which would traditionally be the fuel tank.

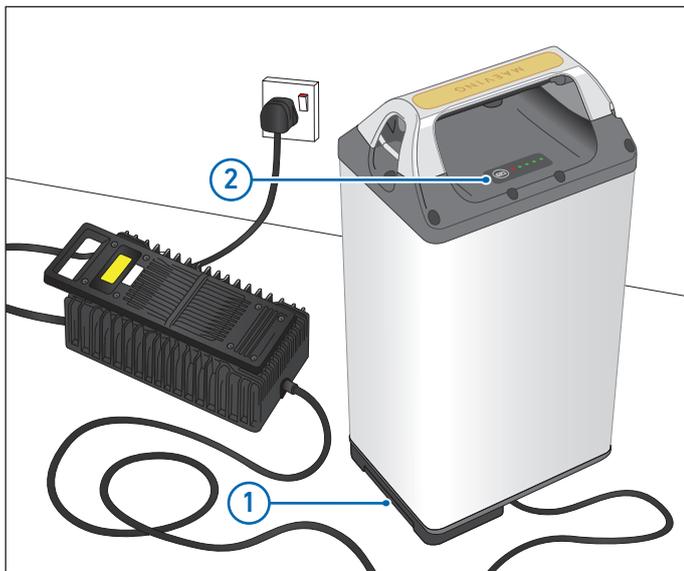
For further information, see Removing and installing the secondary battery on page 31.

Charging the battery

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

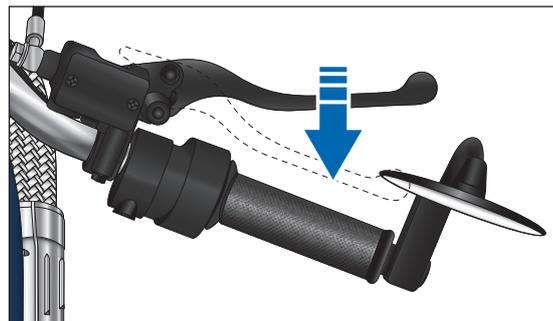
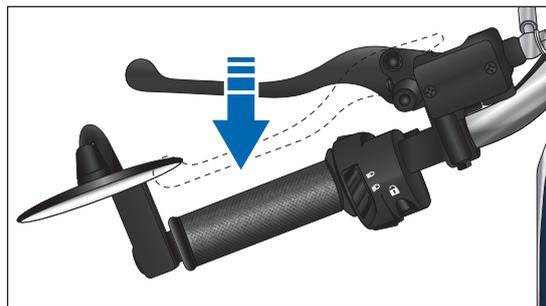
For further information, see Charging the battery on page 32.



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 backwards with the brakes applied.

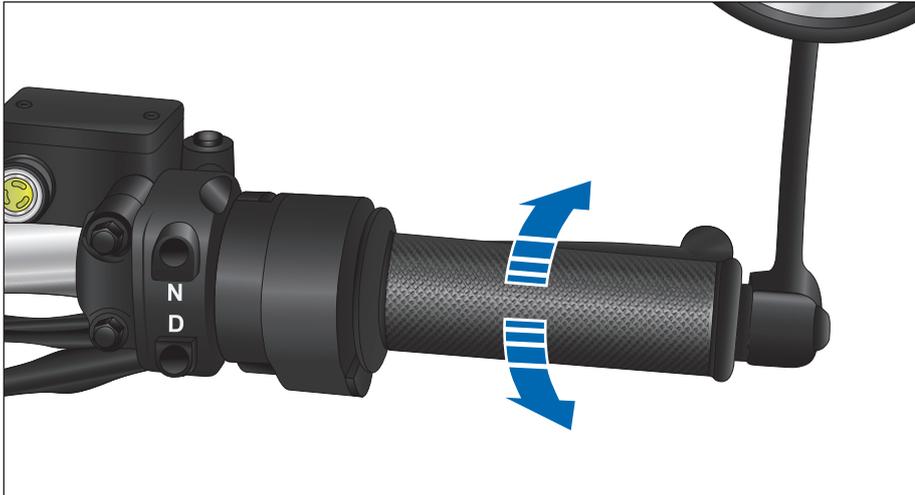
For further information, see Braking on page 44.



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 50.



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 38.



Choosing a driving mode

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: 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 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.

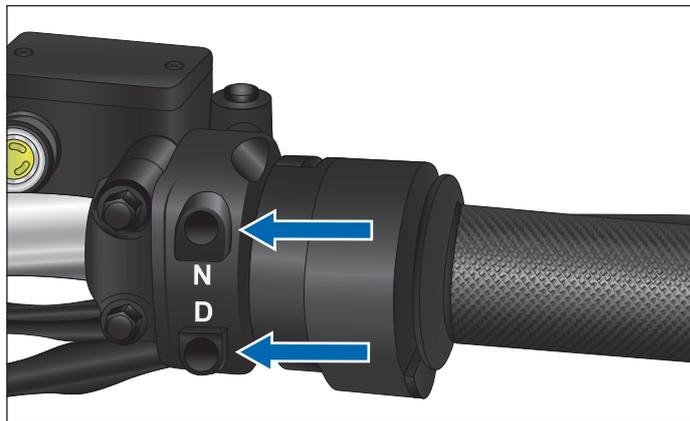
After selecting a driving mode, release the brake and gradually turn the throttle towards you to apply power and accelerate the motorcycle forward. Twisting the throttle away from you reduces or eliminates (fully closed throttle) power. There are no gears to worry about; just open the throttle and ride.

After your journey, 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 43.



GENERAL INFORMATION

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 journey 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 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, maintaining a streamlined riding position to reduce drag and reducing 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 tyres 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 Moving warranty terms and conditions on page 84.

Instrument panel layout

1. 12-volt battery indicator.
2. Malfunction indicator.
3. Neutral indicator.
4. Direction indicator.
5. Headlight 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 lights

	Traction battery indicator	<p>The amber traction battery indicator light illuminates if the battery's State of Charge (SoC) falls below 20%.</p>
	Malfunction indicator	<p>The amber malfunction indicator light 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.</p>
	12-volt battery indicator	<p>The red 12-volt battery indicator light 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 journey 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.</p>
	General warning indicator	<p>The amber general warning indicator light illuminates if a fault is identified in one of the control systems (immobiliser, 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 24. 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 light to turn on and be accompanied by Error Code '001' if the ignition switch is turned on without the primary battery installed.</p>

Information lights

	<p>Neutral indicator</p>	<p>The green neutral indicator light identifies that the motorcycle is in neutral driving mode, therefore, the motorcycle will not move forwards if the throttle is applied.</p>
	<p>Headlight high beam indicator</p>	<p>The blue high beam indicator light identifies that high beam has been selected. The indicator light remains illuminated until the high beam is deselected.</p>
	<p>Direction indicators</p>	<p>The green direction indicator light identifies activation of the indicators in conjunction with operation of the direction indicator switch. The direction indicator arrow flashes until the manoeuvre is cancelled.</p>

Instrument panel display

	<p>Speedometer</p>	<p>The speedometer displays the motorcycle's current speed. The dial displays speed in miles per hour (mph) and kilometres per hour (km/h).</p>
	<p>Traction battery charge percentage</p>	<p>The display identifies the current percentage of available traction battery charge as a digital percentage.</p>
	<p>Driving mode indicator</p>	<p>The driving mode indicator light displays the currently selected driving mode. For further information, see Engaging drive and neutral on page 43.</p>

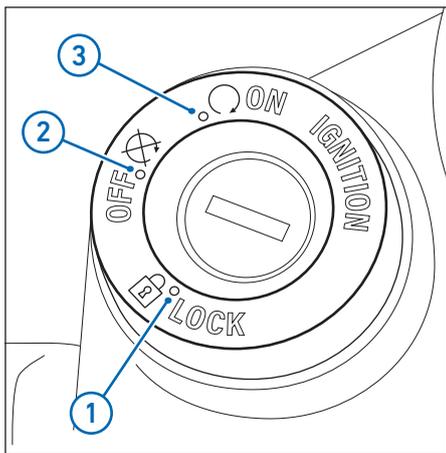
Instrument panel display *Continued*

	<p>Odometer</p>	<p>The odometer displays the total distance that the motorcycle has travelled in miles or kilometres.</p>
 	<p>Trip computer</p>	<p>The trip computer records the total distance covered for a particular journey. 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 travelled, until it is reset by the user. When in Trip B, press and hold the i button for 2 seconds to reset.</p>
	<p>Clock</p>	<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.

ON position

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

- Instrument panel display turns on.
- Front and rear lights 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.



Caution: 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 anti-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 10.

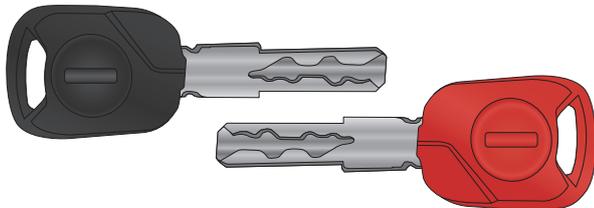


Note: The master key (red) can only be used to pair new keys to your motorcycle and cannot be used to ride the motorcycle. For further information, see Adding new or replacement keys on page 23.

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

Do not have more than one key near the ignition switch at any one time, as this can interfere with the immobiliser 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 immobiliser 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 immobiliser system, before each black key can be coded. The master key (red) must then be reinserted to close the immobiliser system.



Note: This pairing 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 immobiliser 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 headlight 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 headlight 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 headlight and instrument panel now turn off.

Immobiliser

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

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



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

Octo telematics device

Various models of the Maeving RM1 are fitted with a telematics device. For more information, please visit: www.maeving.com.

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	Immobiliser - no valid key detected.
Err020	Primary battery communication lost.
Err021	Primary battery fault.
Err022	Primary battery initialisation fault.
Err040	Secondary battery communication lost.
Err041	Secondary battery fault.
Err042	Secondary battery initialisation fault.

RIGHT-HAND HANDLEBAR CONTROLS

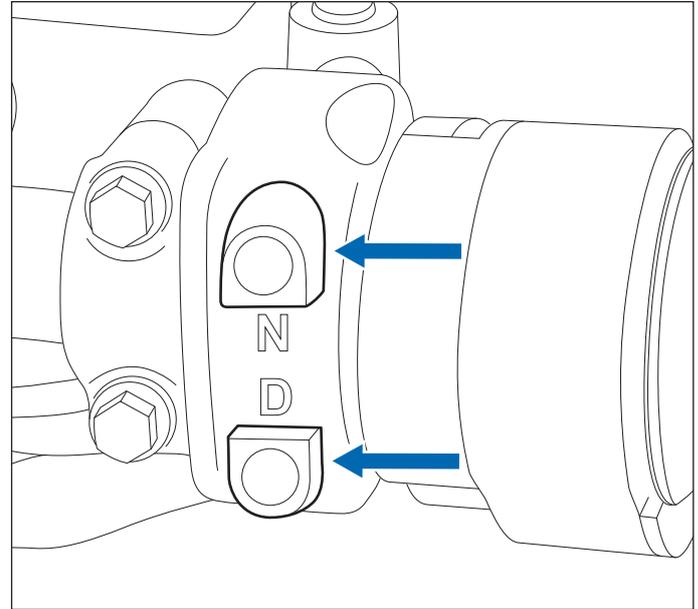
Drive mode buttons

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.



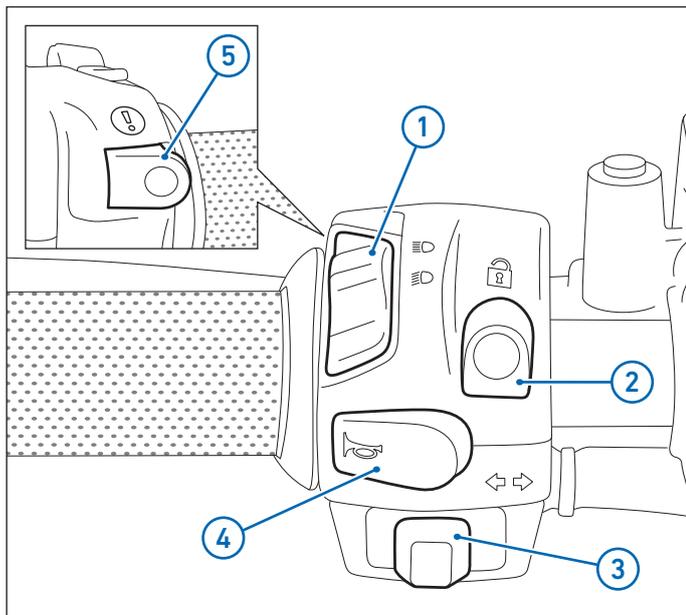
Note: If the side stand is in the down position, the driving modes cannot be selected. This is to prevent moving off accidentally with the side stand in the down position, which could cause an accident.

For further information, see Engaging drive and neutral on page 43.



LEFT-HAND HANDLEBAR CONTROLS

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



Headlight dip switch

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

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

Direction indicator switch

When the direction indicator switch is pushed to the left or right and released, the corresponding direction 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.

BATTERY

Single and twin battery usage

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 (the motorcycle will not allow drive mode to be selected if the only battery is installed in the storage compartment).

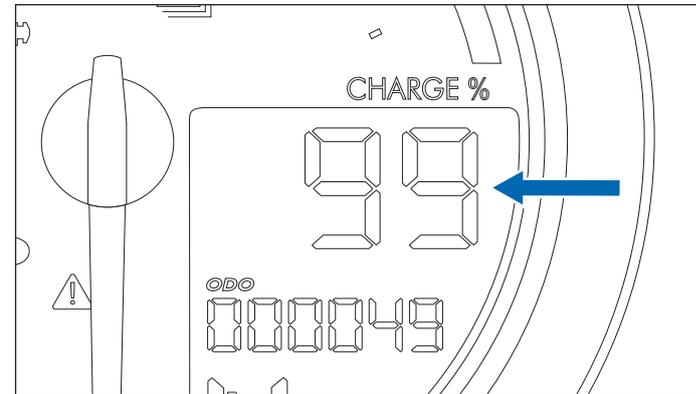
When using two batteries, the batteries must be within 2% State of Charge (SoC) with each other before they will both be used simultaneously. If one of the batteries is at a higher SoC than the other, the motor controller will use the battery with the most charge first, until the batteries are equally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

The battery should only be used in an ambient temperature of -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 your battery indoors overnight. For further information, see Charging the battery on page 32.

If you are not planning to use your motorcycle for some time, see Storage on page 74.



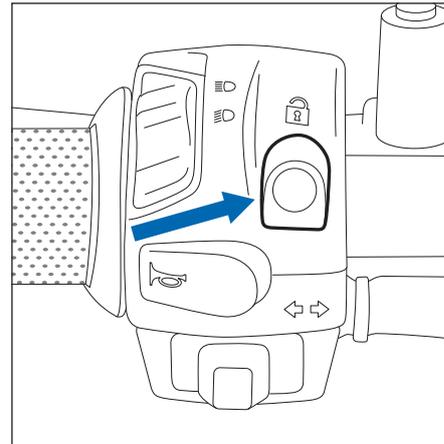
Warning: The battery is not a serviceable component.

Attempting to dismantle the battery can lead to leakage, explosion or fire. In the case of a battery fault, please contact the Maeving Support Team. For further information, see Contacts on page 6.

Removing and installing the primary battery

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.

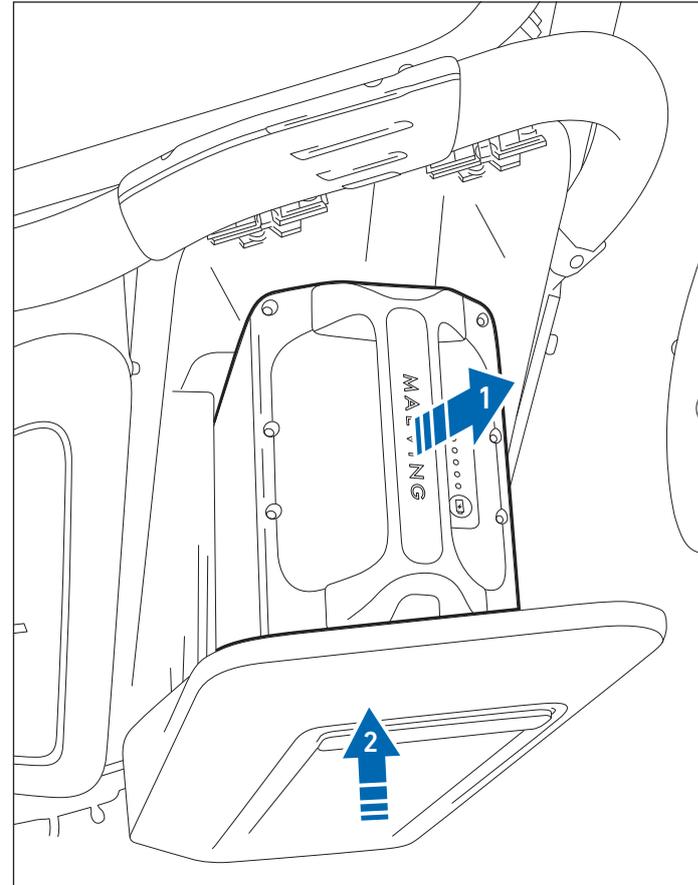


Removing the primary battery

 **Warning:** 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:** Make sure to have a firm grip of the battery handle before removing the battery from the motorcycle. 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 28.
2. Using the carry handle, carefully remove the battery (1).
3. Close the primary battery storage compartment (2).



Installing the primary battery

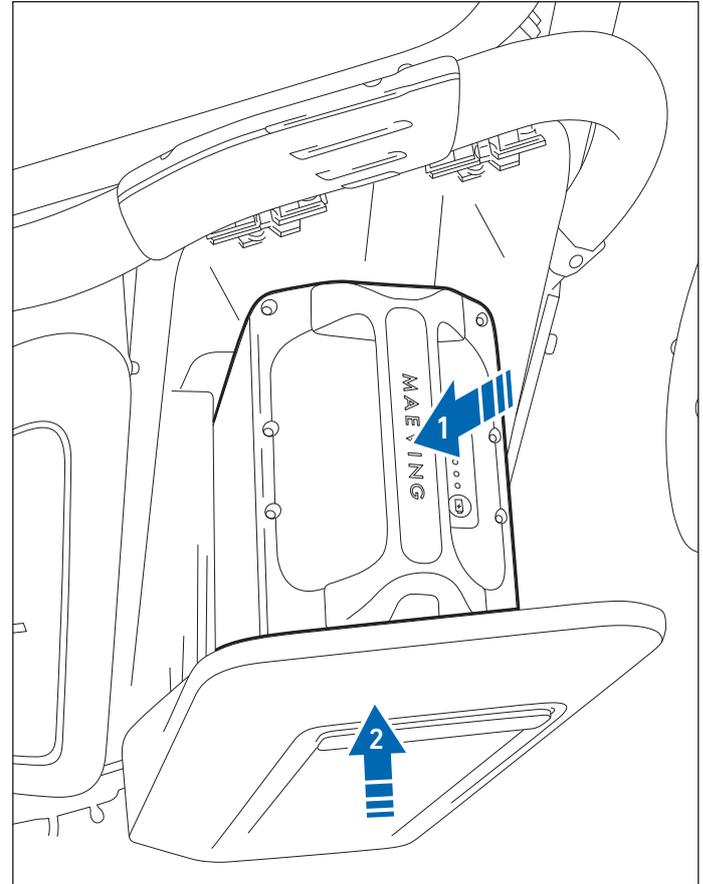
1. Open the primary battery storage compartment. For further information, see Accessing the primary battery on page 28.

 **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.

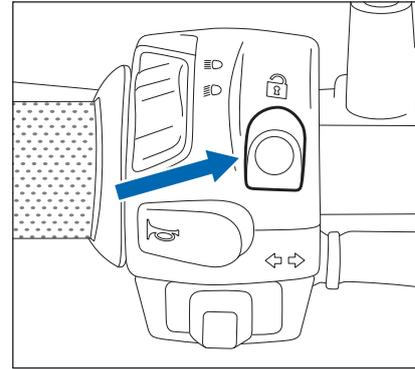
3. Carefully lower the battery and fully push into position (1), making sure that the battery fully engages with the connector.
4. Close the primary battery storage compartment (2).



Removing and installing the secondary battery

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

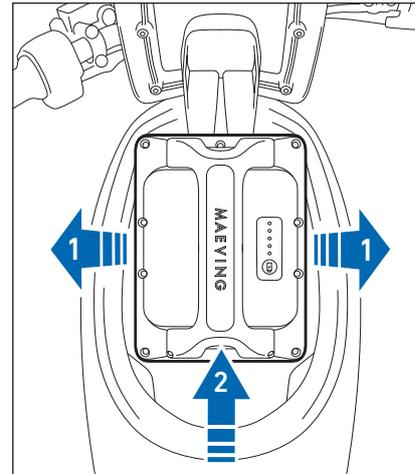


Warning: Make sure to have a firm grip of the battery handle before attempting to remove or refit the battery to the motorcycle. Failure to do so may result in personal injury.



Caution: Make sure to have a firm grip of the battery handle before removing the battery from the motorcycle. 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.

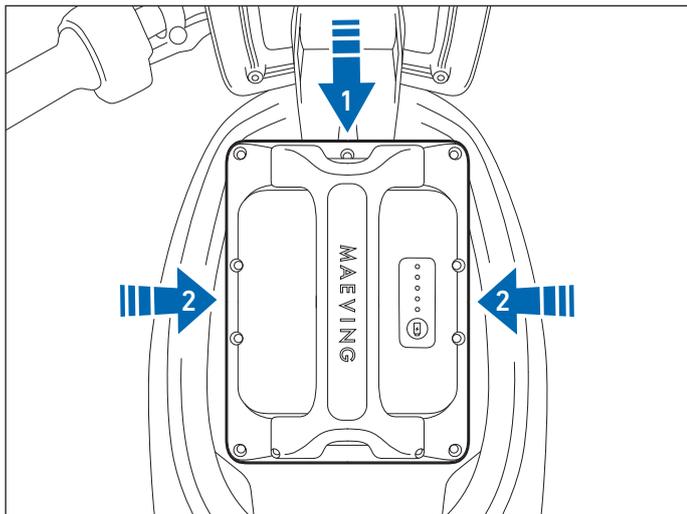


Installing the secondary battery

1. Open the storage compartment. For further information, see Storage compartment on page 39.
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

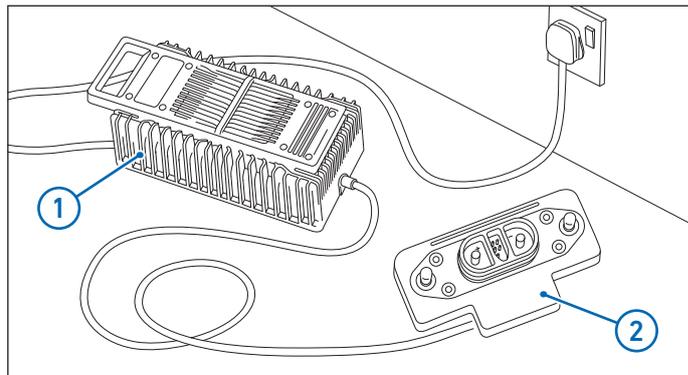
Your motorcycle is supplied with a combined battery charger (1) and a charging base unit (2).

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 +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.

! **Caution:** 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.



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

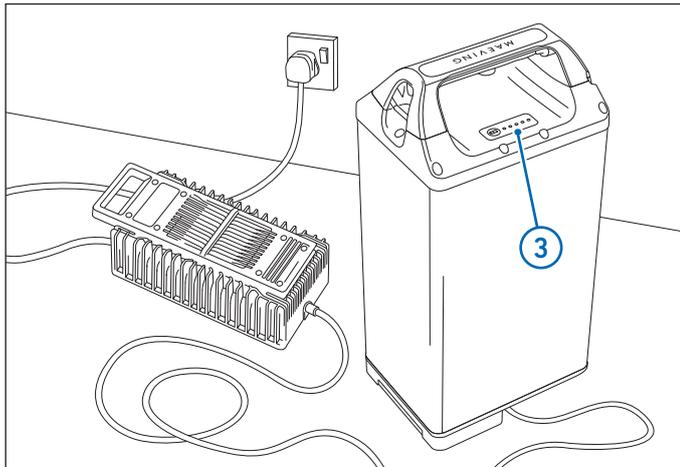
The battery's LED display (3) confirms the current State of Charge (SoC) and each LED will flash until the next charge increment has been achieved.

The definition of the **combined 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 27.



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 www.maeving.com.

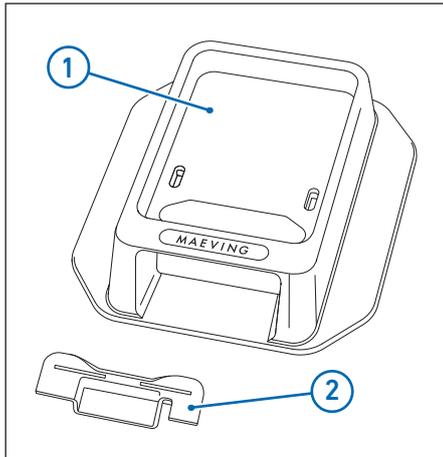
The charging process will not start unless the temperature of the battery is in the correct range. If the battery is too cold or too warm (e.g., removed from the bike after a journey and immediately connected to the charger), then the charger will wait for the battery temperature to become acceptable 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 the Maeving battery charging dock on page 34

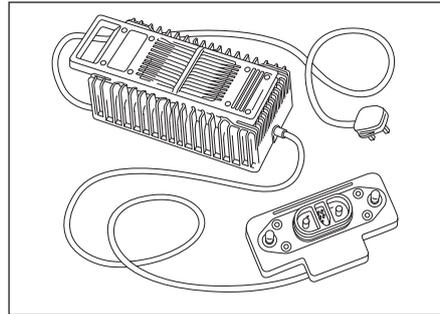
Using a Maeving battery charging dock

A battery charging dock is available to purchase from Maeving. The battery charging base unit locates into the dock, making charging your battery easier. For further information on purchasing this item, please visit www.maeving.com.

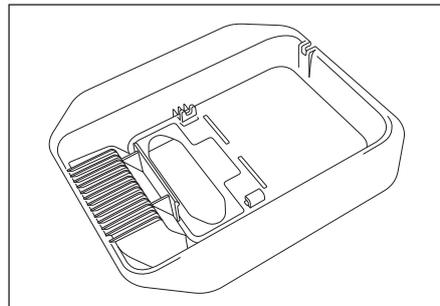
1. Place the charging dock (1) and retaining lock (2) on a suitable work surface.



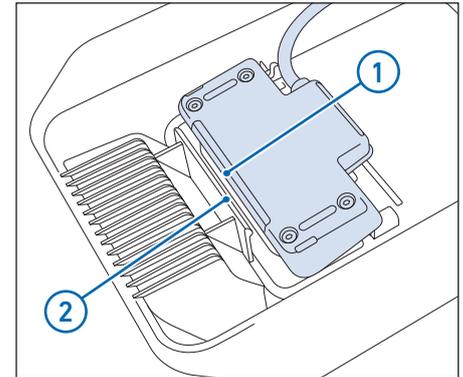
2. Take the Maeving battery charger and place it on the work surface. The charging dock is designed to hold the battery connector unit of the Maeving battery charger securely and safely.



3. Turn the charging dock over.

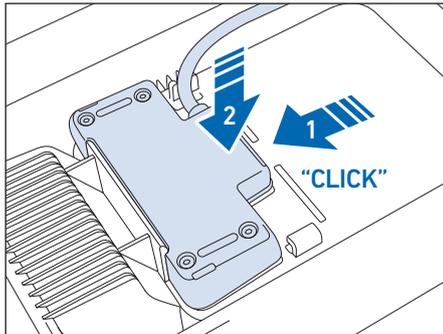


4. Align the long edge of the battery connector unit (1) with the front retaining ledge (2). Make sure the front retaining ledge locates into the recess on the charging base unit.



5. With the charging base unit aligned to the front retaining ledge, push the battery connector unit forward (1) and down (2) into the charging dock. You should hear the rear retaining ledge click.

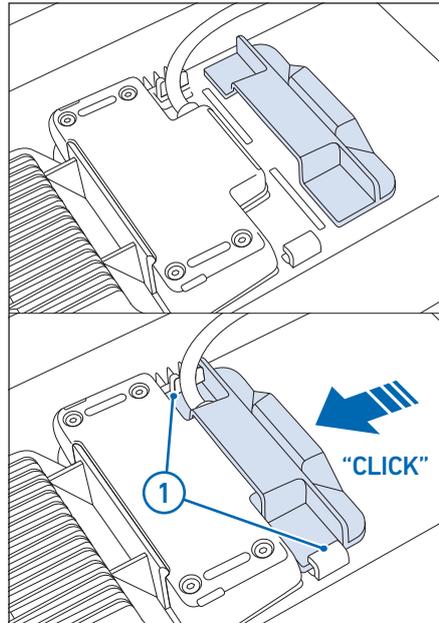
The click means the battery connector unit fits correctly with the charging dock. Repeat steps 4 and 5 if you do not hear a click.



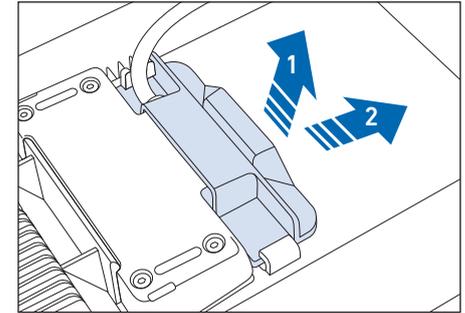
6. We are now going to fit the retaining lock. The retaining lock locates into two retaining brackets on the charging dock and locks the battery connector unit into position by clicking into a recess in the charging dock.

Slide the retaining lock towards the battery connector unit, making sure the retaining lock locates under the retaining brackets (1) on the charging dock.

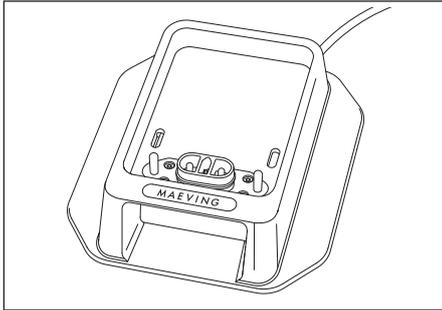
You should hear the retaining lock click. If you do not hear a click, try again.



7. Once locked in position, you can remove the retaining lock by lifting the rear side of the lock upwards (1), which disengages the lock from the recess and sliding 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.



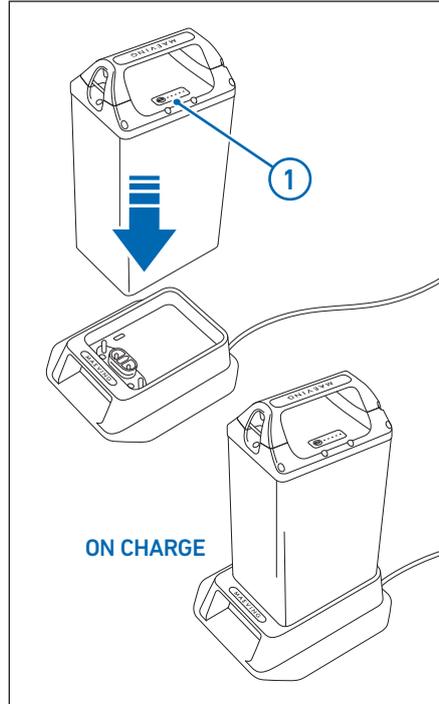
9. Find a suitable location on the floor to charge your battery.

This should be:

- Out of direct sunlight.
- Not exposed to water.
- On a firm and level surface.
- Ideally in a stable ambient temperature of +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 journey. 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:

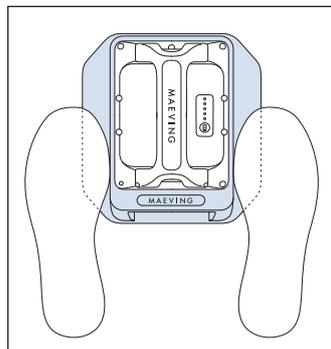
- Green (flashing) - The battery is charging.
- Once charging is complete, the LED gauge will switch off.

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 27.

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

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 68.

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 when the ignition is turned to the ON position.



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

SIDE STAND

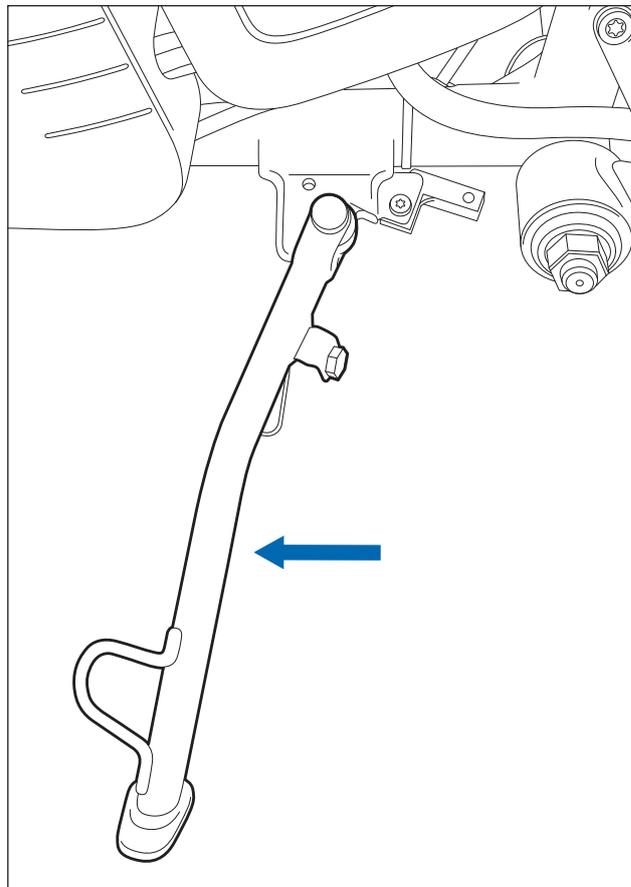
The motorcycle is equipped with a side stand for parking.

Always make sure that the side stand is fully up before riding the motorcycle.

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



Note: The motorcycle has a side stand safety cut-out feature, which 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 cause an accident.



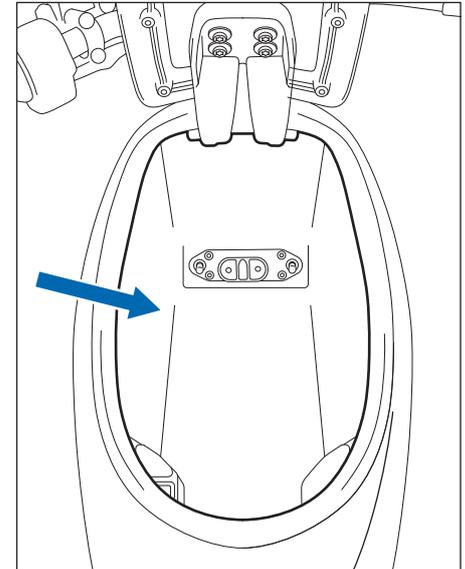
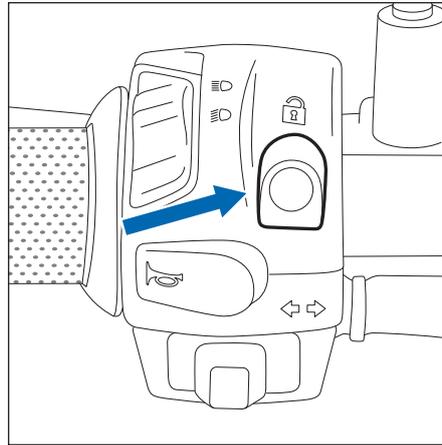
STORAGE COMPARTMENT

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

The storage compartment can be accessed at 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).



Note: If the motorcycle has a secondary battery installed in the storage compartment, see Removing and installing the secondary battery on page 31.



ELECTRICAL ACCESSORY SOCKET - USB C



Caution: 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.

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 39.

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.

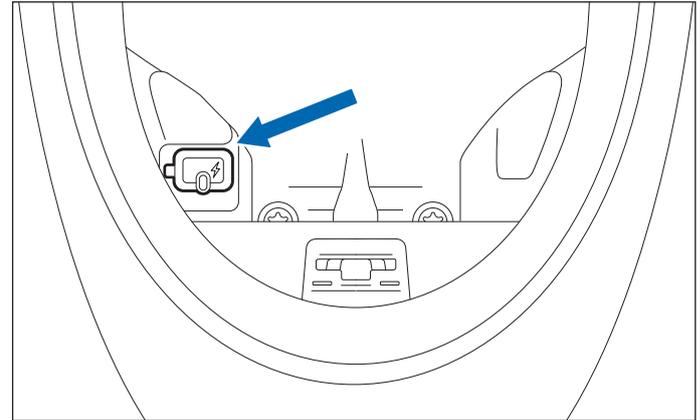


Caution: Make sure that any electronic devices and cables are safely secured inside the storage compartment. Make sure that there is sufficient space surrounding any electrical device. Make sure that the storage compartment lid can be closed without trapping the USB cable or causing damage to the electronic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

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 journey. For further information, see Charging the battery on page 32.

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.

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 55.

Wheels and tyres

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 tyres for condition and tread depth, paying particular attention to any possible damage, i.e., cuts, splits, or objects in the tyre tread that could penetrate the tyre body and cause a puncture. When the tyres are cold, check the pressures are correct and as specified. For further information, see Tyres on page 59.



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 serious injury.

Brakes

Pull the brake levers individually and check for the correct resistance. Investigate if lever travel is excessive before meeting resistance or if either brake lever feels spongy in operation. For further information, see Braking system on page 51.

Brake pads

Confirm the brake pads have more than 1.5mm of friction material remaining. For further information, see Brake pad and brake disc wear inspection on page 52.

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 54.

Front forks

Check for smooth action and no leaks from the seals. For further information, see Front fork inspection on page 58.

Rear shock absorbers

Check for smooth action and no leaks from the seals. For further information, see Rear shock absorber inspection on page 58.

Throttle

Make sure that the throttle grip returns smoothly to the return position without sticking. For further information, see Throttle control on page 50.

Electrical equipment

Check for correct functionality of the headlight, tail light, brake light and indicators. Make sure the horn is operating. For further information, see Left-hand handlebar controls on page 26.

Side stand

The side stand returns to the fully up position by spring tension. For further information, see Side stand on page 38.

HOW TO RIDE THE MOTORCYCLE

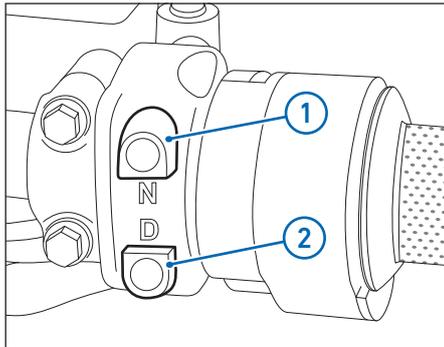
To start the motorcycle, see Ignition switch on page 22.

Engaging drive and neutral

Neutral button

To engage neutral, with the ignition switch in the **ON** position, allow the speedometer needle to complete a full sweep, and then apply either of the brakes and press the Neutral (**N**) button (1).

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



Driving mode button

To engage a driving mode, turn the key to the **ON** position, and then apply either of the brakes and press the driving mode (**D**) button (2).

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 has two driving modes and the L3 variant has three driving modes.

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

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

Safety cut-out

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

Moving off

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

Select the driving mode.

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

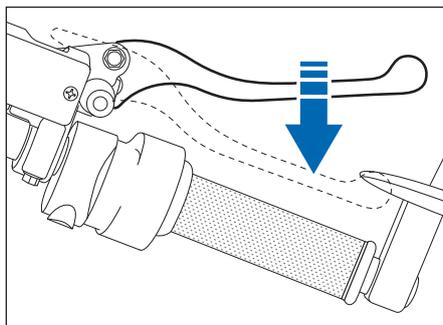
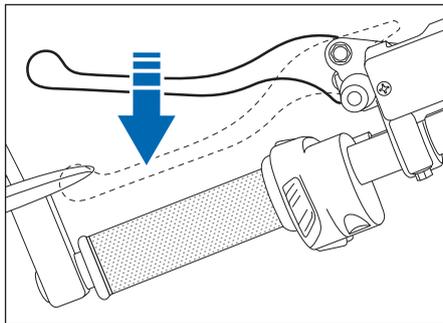
The rear and front brake levers are located on the handlebars, on the left-hand and right-hand side respectively (as viewed by the rider).

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 the brakes at the same time; normally the front brake should be applied a little more than the rear.
- Never lock the wheels, as this may cause loss of control of the motorcycle and result in an accident.
- For emergency braking, concentrate on applying the front and rear brakes as hard as possible without locking the wheels and skidding. Maeving 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.
- When possible, reduce speed before entering a turn, as closing the throttle or braking mid-turn may cause wheel slip, leading to loss of control.
- When riding in wet conditions or on loose surfaces, the ability to stop or manoeuvre will be reduced. In these types of conditions, your actions should be as smooth as possible; remember to plan ahead and brake earlier.

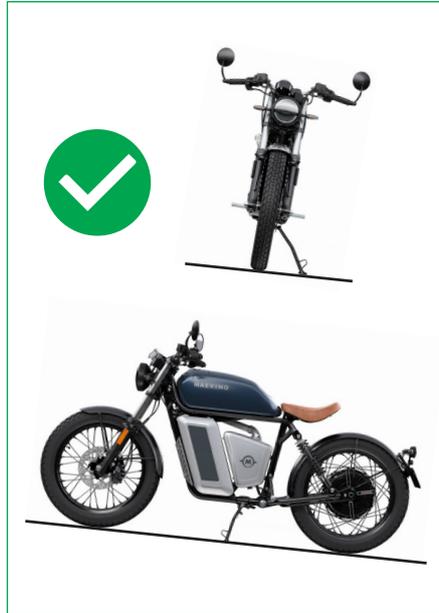
Parking your motorcycle



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:

- Select neutral and turn the ignition switch to the **OFF** position.
- Lock the steering to prevent theft.
- Always park on firm, level surfaces to prevent the motorcycle from falling, particularly when parking off road.
- When parking on a hill, always park facing uphill to prevent the motorcycle from rolling off the side stand.
- 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.

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 has the potential to impair the control of the motorcycle. Make sure that you have not impaired any of the lights or fitted anything that affects the ground clearance, suspension travel or any aspect of the motorcycle's operation.

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 tyre 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.



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

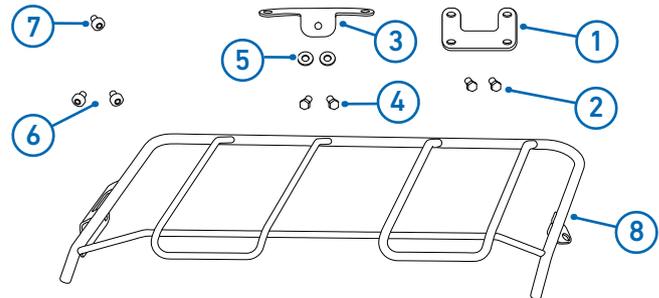
A pannier and fitting kit are available to purchase from Maeving.

Pannier fitting kit

Tools required:

- T30 Torx™
- 10 mm hexagonal spanner

Parts supplied:



1.	Pannier rail lower retaining 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 retaining 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 show)	1 off



Warning: The maximum safe carrying capacity for the pannier is 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.



Caution: The maximum safe carrying capacity for the pannier is 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.

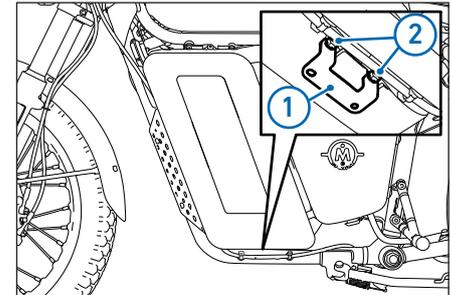
Pannier rail installation

Motorcycles delivered before 10/08/2023 only.



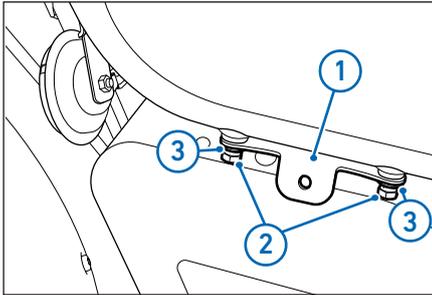
Note: If the pannier rail is fully installed to the motorcycle, we would recommend it is not removed, unless necessary. If the pannier rail needs to be removed, reverse the pannier rail installation steps.

1. Align the pannier rail lower retaining 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 **8 Nm**.

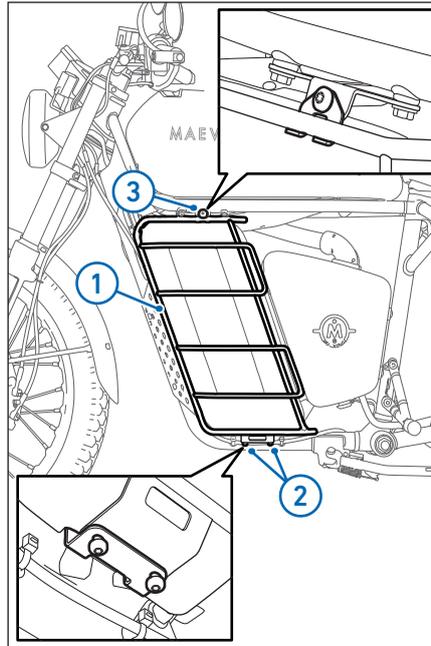


All motorcycles

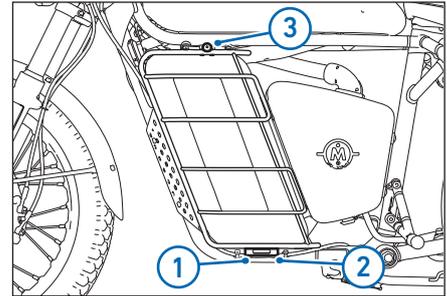
- Align the pannier rail upper retaining bracket (1) to the left-hand side of the motorcycle and loosely install the bolts (2) M6 x 10 mm (10 mm hexagonal) and washers (3) M6. Tighten the front bolt and then the rear bolt to **8 Nm**.



- Align the pannier rail (1) to the upper and lower retaining 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™).



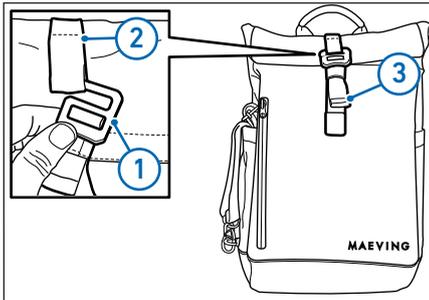
- Tighten in the sequence shown to **8 Nm**.



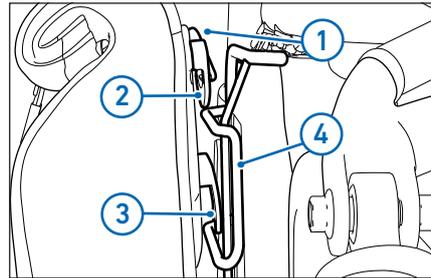
Pannier loading and installation

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

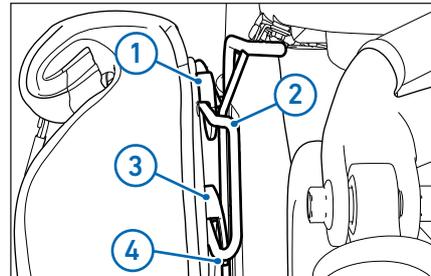
1. Place your items inside the pannier and fold the top of the pannier closed.
2. Slide the G-clip (1) into the loop section (2) of the pannier. Pull the strap (3) to fully secure the pannier closed.



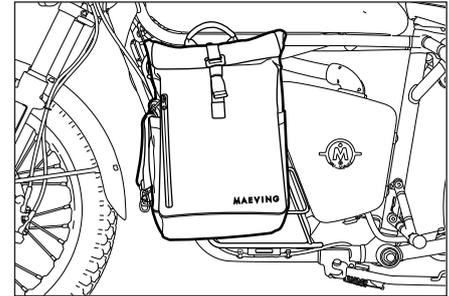
3. Press down on the locking clasp (1) on the pannier. Align the locking clasp (2) to the second bar and the retaining hook (3) to the third bar on the pannier rail (4).



4. Lower the pannier to the pannier rail. Make sure the locking clasp (1) locks securely to the second bar (2) and the retaining 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 adjustment 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.

Scheduled maintenance

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

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

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

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

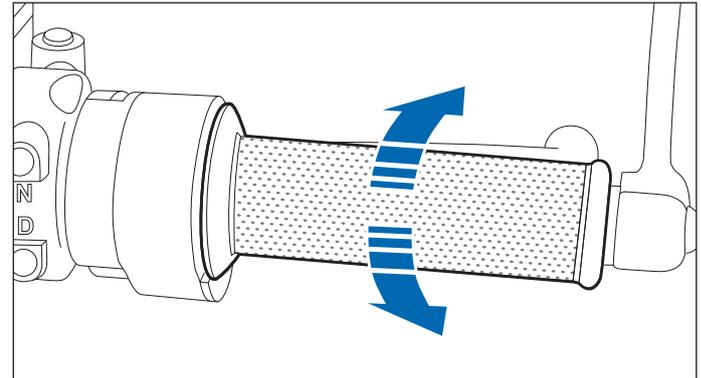
Throttle control

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 41.

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 of the motorcycle and an accident.



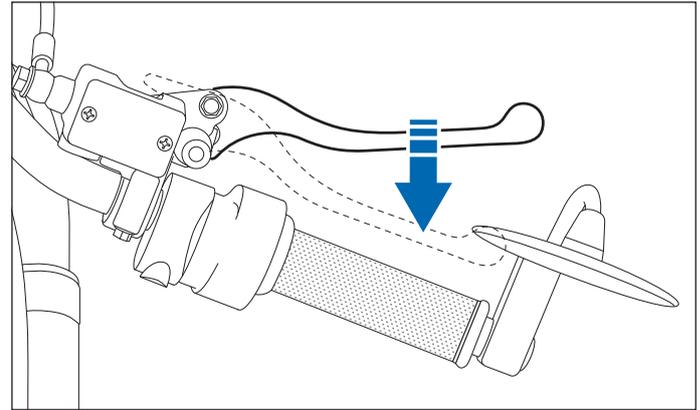
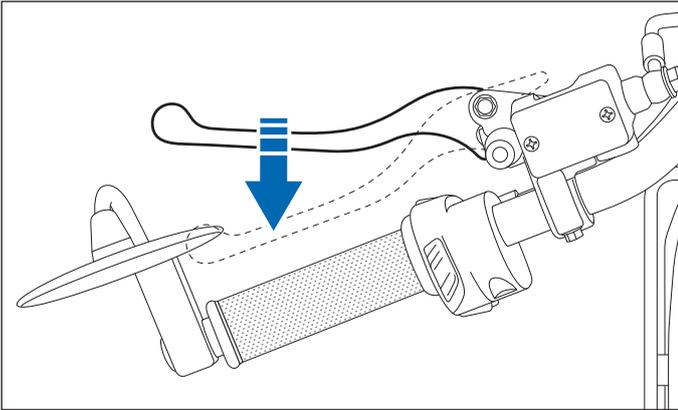
Braking system

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 54.

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 52.



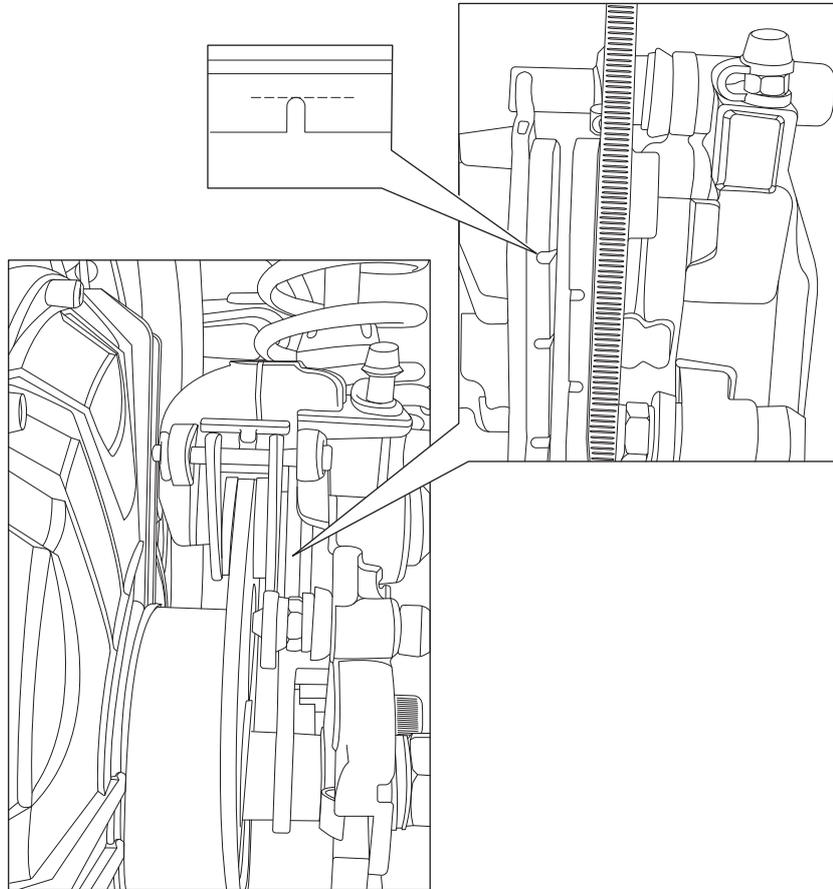
Brake pad and brake disc wear inspection

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 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 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.



Bedding in new brake pads and brake discs

New brake discs and brake pads require a 'bedding in' period, to optimise 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 cause an accident.

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: Riding your motorcycle with defective brakes is dangerous and may lead to loss of control and an accident.

Brake pad and brake disc wear 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.

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

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

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

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



Warning: Failure to act on any of these points may cause dangerous riding conditions that could lead to loss of control and an accident.

Never overfill the brake master cylinder reservoir with brake fluid.



Caution: 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 or with a brake fluid leak is very dangerous and can cause a reduction or failure of the brakes, leading to loss of control and an accident.

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.

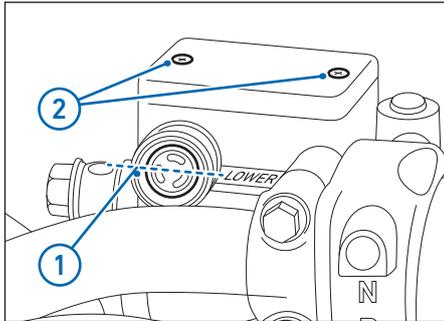
Brake fluid level inspection and adjustment

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 75.

Make sure that your motorcycle is placed on a flat, firm and level surface with the motorcycle horizontal.



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



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.



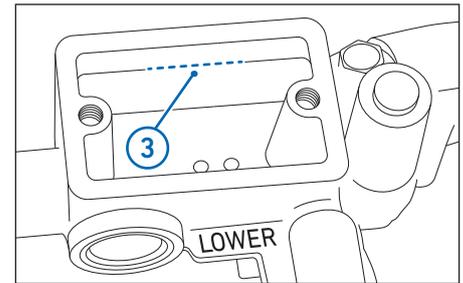
Note: Make sure that the diaphragm seal is correctly positioned between the master cylinder body and the cover before refitting.

6. Refit the screws to the cover.
7. Tighten the screws to **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. 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 light switches



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

The brake light 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 light illuminate.

If the brake light 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

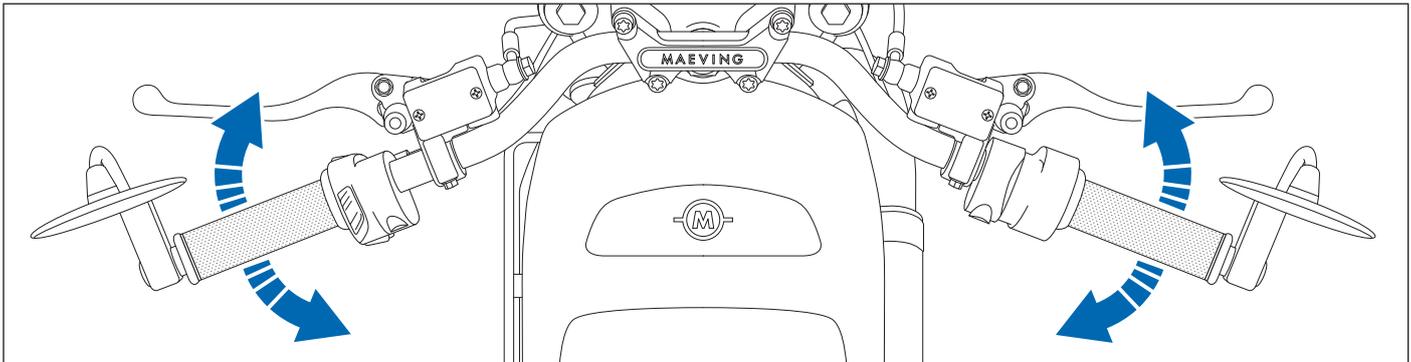
It is important that you regularly check the condition of your steering headstock bearings and wheel bearings, to make sure your motorcycle is in a safe and rideable condition.

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



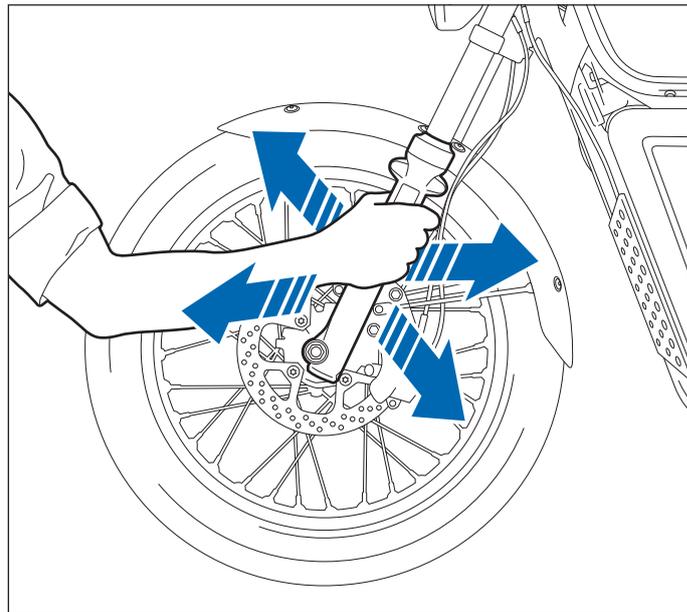
Inspecting the steering headstock bearings for free play

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.

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 forwards and apply the front brake.
2. Repeat the process; rolling the motorcycle backwards and again apply the front brake.
3. If any 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.

 **Warning:** Make sure that your motorcycle is supported and stable, on a firm, level surface, to prevent 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.

 **Warning:** 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.

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:

- Make sure that the motorcycle is positioned on a level, firm surface.
- Whilst holding onto the handlebars, apply the front brake and pump the front forks up and down several times.
- Fork travel should be smooth, without sticking in any position, and automatically returning to their normal height.
- Check the fork chrome for signs of rust and pitting.
- Finally, inspect the fork leg for any signs of oil leakage around the fork seals.

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

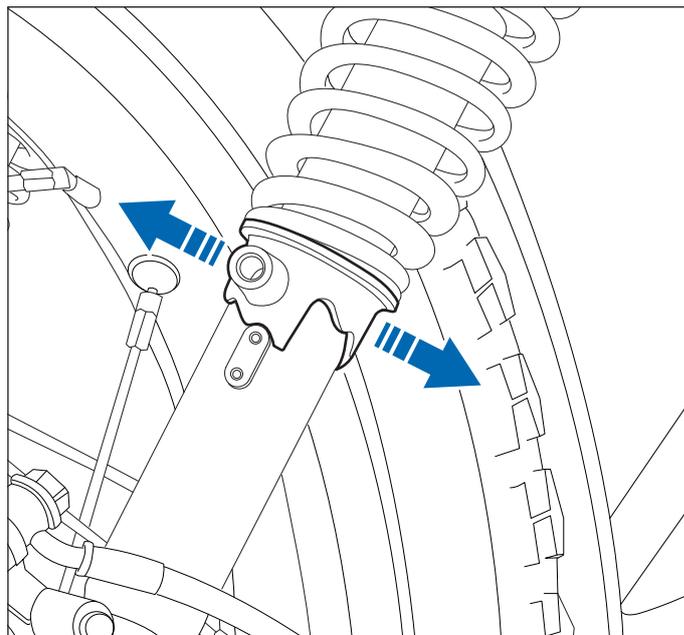
Carefully inspect each rear shock absorber for signs of damage and wear. This may be in the form of scratches or pitting to the shock absorber piston rod surface. Check there are no oil leakages from the shock absorber oil seals. If any damage is found, please contact the Maeving Workshop Team or a Maeving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

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 anti-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.



TYRES



Warning: Never install a tyre to your motorcycle that is not the specified size and is not suitable for a spoked wheel and an inner tube.

The front and rear wheels on your motorcycle are spoked and must only have tyres fitted suitable for spoked wheels. The tyres must be suitable for inner tubes and marked TUBE TYPE on the tyre wall. For further information, see Wheels and tyres on page 76.



Warning: If the tyre or inner tube sustains a puncture, the tyre and inner tube must be replaced; a repaired tyre or inner tube can lead to instability, loss of control and/or an accident.

If tyre damage is suspected after hitting an object on the road or striking a kerb, inspect the tyre and wheel for damage. Some defects may not be visible from the outside of the tyre 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 tyres 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.

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

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

Tyre inflation pressures



Warning: Incorrect tyre inflation will cause abnormal tyre wear and instability of the motorcycle. This can cause an accident and injury to the rider and/or other road users.

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

An over-inflated tyre can cause instability and increase tyre wear in the centre of the tyre tread.

To provide maximum comfort, tyre wear and stability, check the tyre pressures when the tyres are cold and adjust if necessary. For further information, see Wheels and tyres on page 76.

Tyre wear

The tyres are fitted with Tread Wear Indicators (TWIs) around the circumference of the tyre.

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

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



Warning: Riding the motorcycle with excessively worn tyres is hazardous and will affect the handling, stability and road grip. This can lead to loss of control and an accident.

Never let the tyres wear to less than the recommended minimum tread depth of 1mm.

Tyre replacement

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

It is vital the same size and specification of tyre is fitted to the motorcycle when having new tyres fitted. For further information, see Specifications on page 75.

Warning: Fitting non-approved tyres to your motorcycle may lead damage to the motorcycle becoming unstable. This can lead to loss of control and an accident.

Caution: Fitting non-approved tyres to your motorcycle may lead damage to the motorcycle, due to reduced clearance between the tyre and surrounding components.

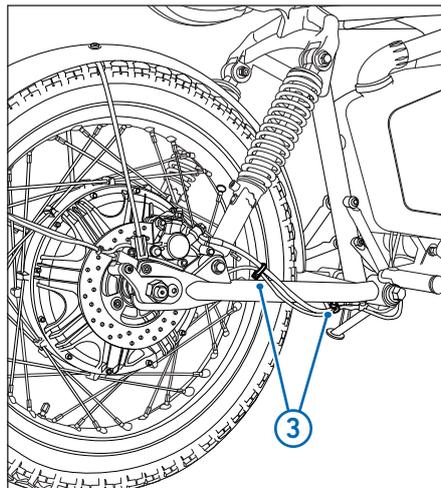
Rear wheel removal

To remove the rear wheel:

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

Note: The motorcycle is shown 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 pages 59 and 66.



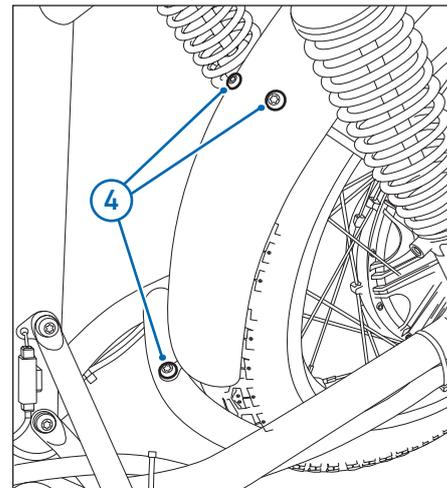
3. Cut the 2 retaining straps securing the rear light wiring harness to the rear brake caliper hose.

Note: Fit new retaining straps when reattaching the rear light 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, **8 Nm.**
- Lower bolt, **10 Nm.**

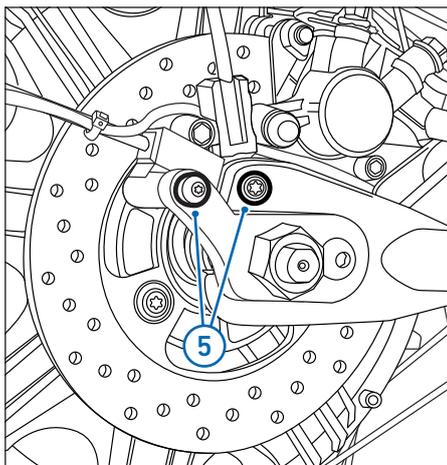


- Remove the 2 bolts (T30 Torx™) and washers securing the rear mudguard supports to the swinging arm and detach the rear mudguard and light assembly.

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

 **Note:** When refitting, tighten to **10 Nm**.

 **Caution:** Make sure the rear mudguard and light assembly are not damaged when being repositioned.



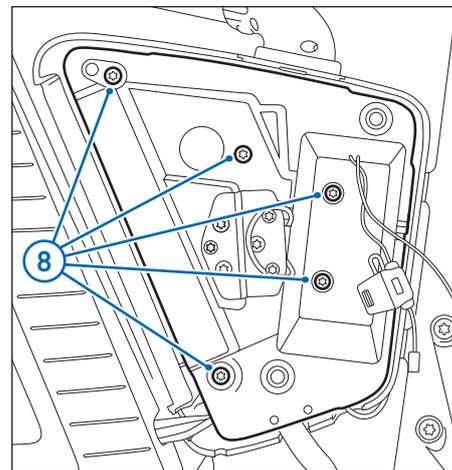
- Carefully displace the rear mudguard and light assembly from around the rear wheel and swinging arm and reposition to one side.
- Secure the rear mudguard and light assembly to one side, using string or a retaining strap.

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

- 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 **4 Nm**.

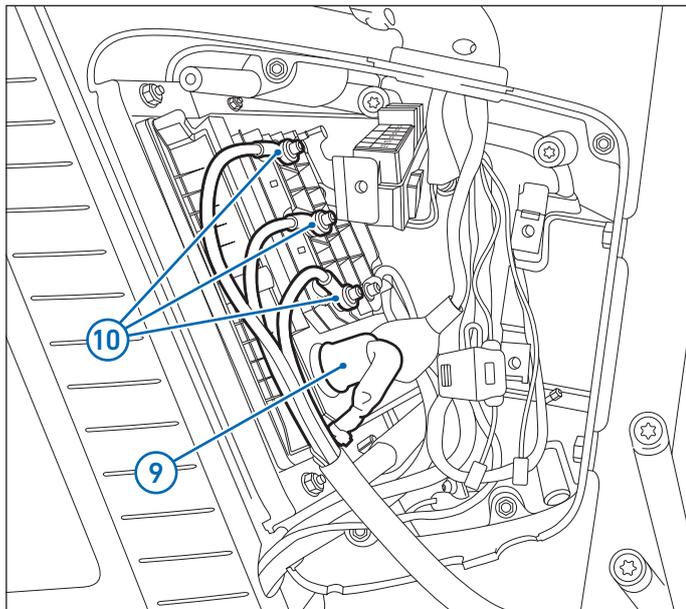
 **Caution:** When disconnecting the following cables and connector, make sure all connections do not come into contact with other components or exposed/disconnected connectors. Insulate each exposed connection until it can be reconnected to the motorcycle.



9. Reposition the electrical connector's protective cover, release the electrical connector's retaining device and disconnect the electrical connector.
10. 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 **4 Nm**.



11. 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.

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



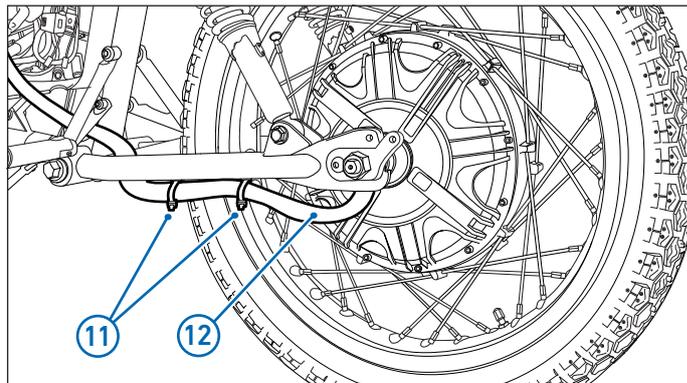
Caution: Make sure the rear wheel motor wiring harness is not trapped or damaged while the rear wheel and motor assembly is being removed.



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



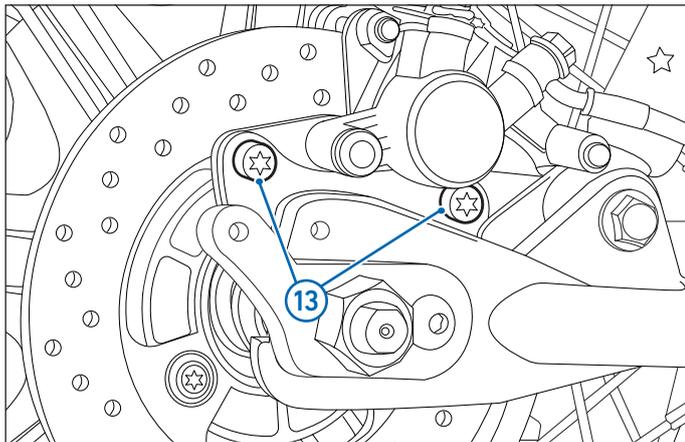
Caution: Do not let the rear brake caliper hang by its hose.



13. 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 **18 Nm**.



14. Secure the brake caliper to one side, using string or a retaining strap.

15. 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 **100 Nm**.

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



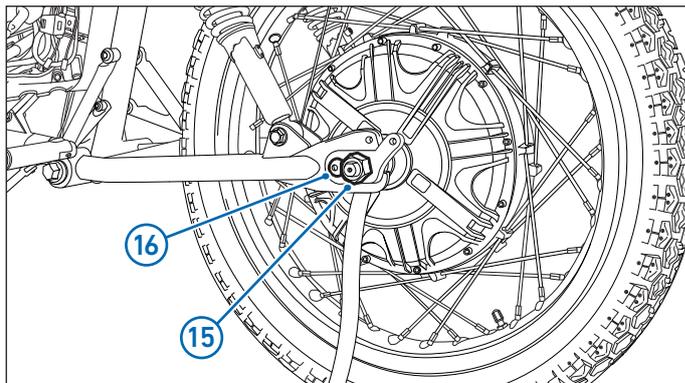
Note: Left-hand shown, right-hand similar.



Note: When refitting, tighten to **35 Nm**.



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



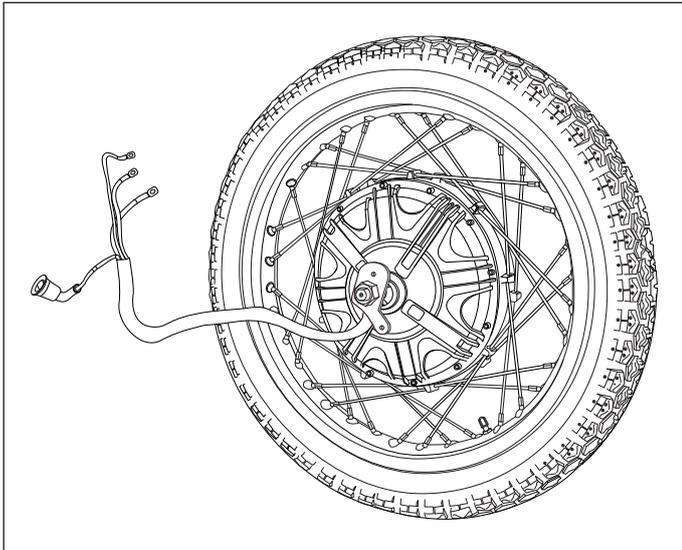
17. Carefully remove the rear wheel and motor assembly from the motorcycle.



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

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

Remove the primary and secondary batteries. For further information, see Removing the primary battery on page 29 and Removing the secondary battery on page 31.

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 **2 Nm**.

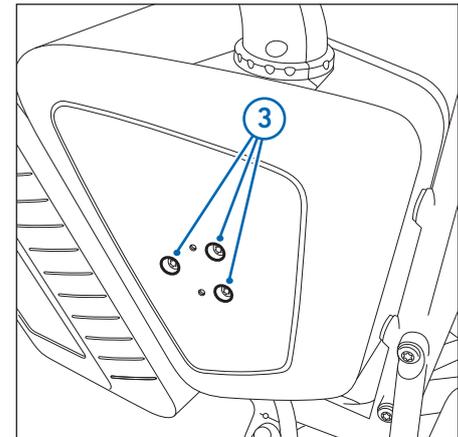
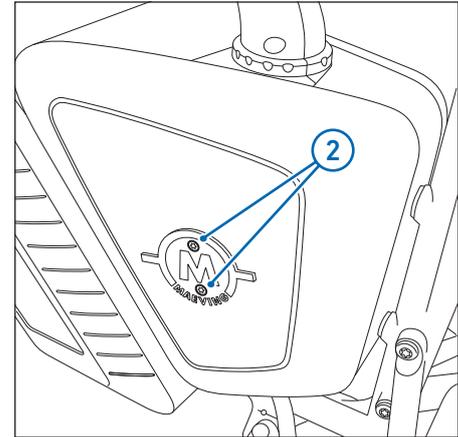
3. Remove the 3 bolts (T30 Torx™) securing the access panel to the electronics housing and remove the panel.



Note: When refitting, tighten to **8 Nm**.



Note: The installation procedure is the reverse of removal.



12-volt battery removal and installation



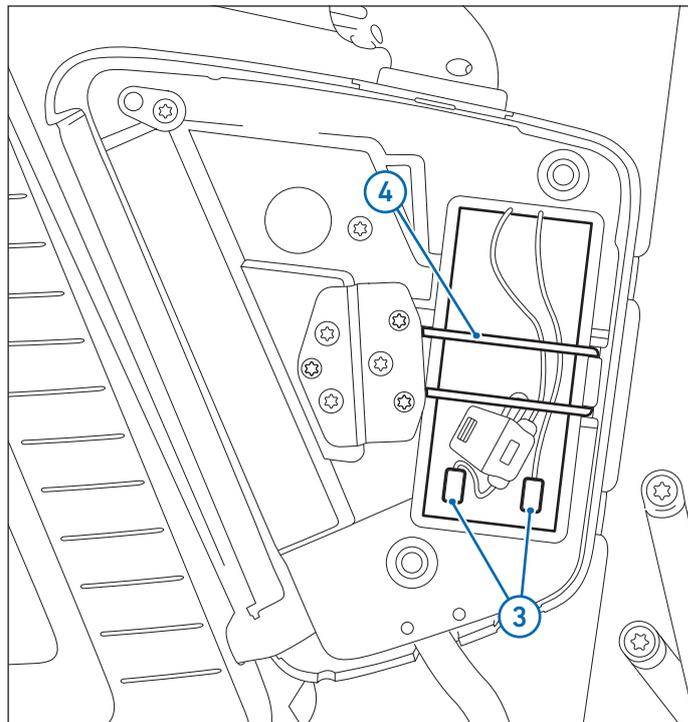
Warning: The electric motorcycle components should only be serviced by qualified personnel. Specialist tools and personal protective equipment are required for working on any electric vehicles. Unqualified personnel can potentially cause serious personal injury or death.

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 65.
3. Disconnect the negative (-) and positive (+) battery connectors.
4. Release the retaining strap and remove the 12-volt battery.



Note: The installation procedure is the reverse of removal.



Battery disposal

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.

Battery maintenance

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.

Battery discharge and storing the motorcycle

To maximise 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 optimiser. For further information, see 12-volt battery charging on page 68.

12-volt battery charging

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 SoC of the primary battery every two months. Cold weather will also increase the discharge rate.



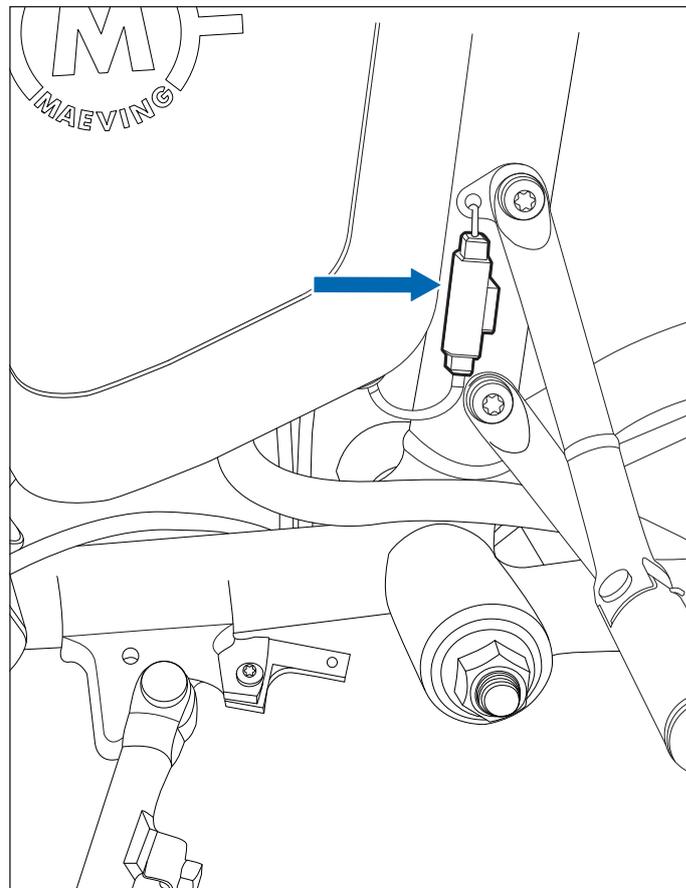
Warning: Never use an extension lead or multi-plug adaptor to extend the reach of the battery charger. If using the motorcycle abroad, never use a plug adaptor with the battery charger. Always fully unwind the charger cable, to reduce the chance of the cable overheating. Do not expose the battery charger to rain or water, and never immerse the charger or cables in water.



Caution: Maeving do not recommend the use of 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. Once charging is complete, isolate the power supply to the charger before removing the battery.

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



FUSES

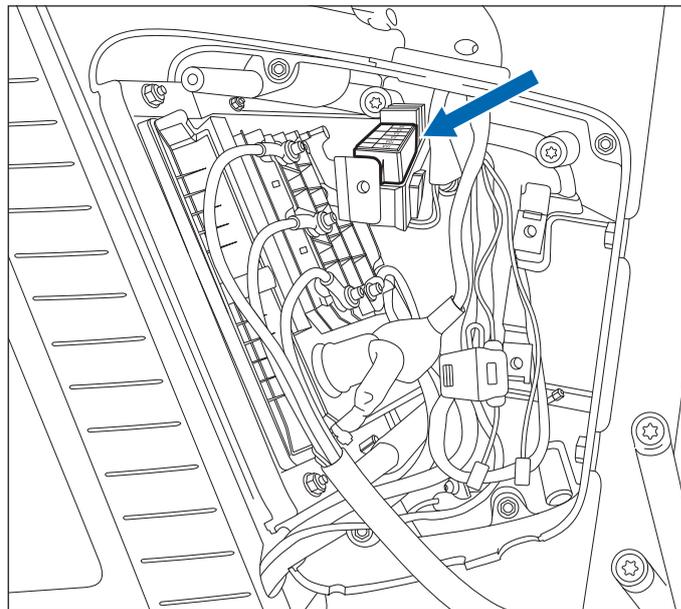
The fuse box is located inside the 12-volt battery access panel.

 **Warning:** Always replace blown fuses with a specified rated **new** fuse. Fuse ratings can also be found on top of the fuse box. For further information, see Fuse identification on page 70.

 **Warning:** Never use a fuse of a higher rating than that specified. This 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 70.

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 70.

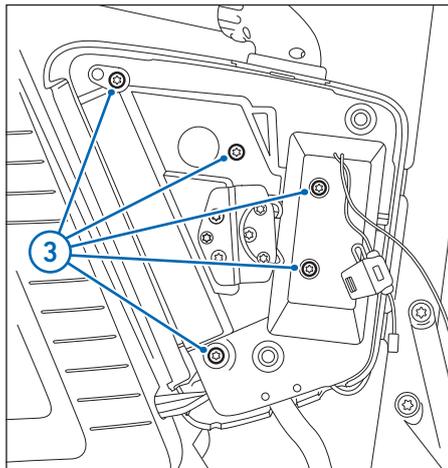


Accessing the fuse box

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 vehicles. 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.



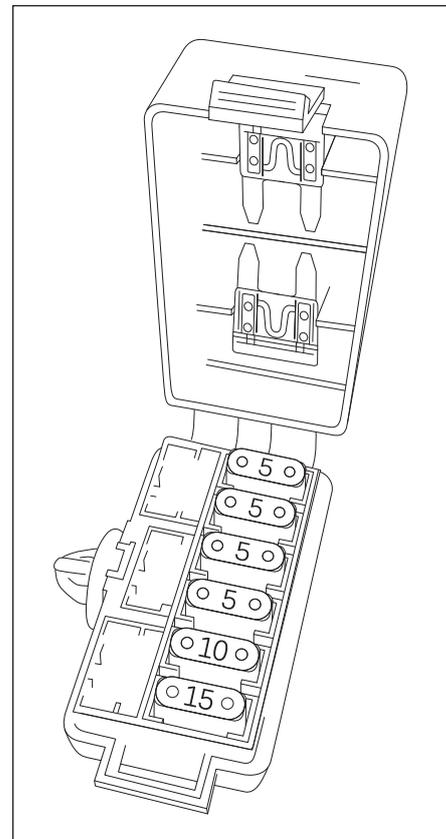
2. Remove the 12-volt battery. For further information, see 12-volt battery removal and installation on page 66.
3. Remove the 5 bolts (T30 Torx™) securing the battery carrier insert to the electronics housing, reposition the 12-volt battery wires and remove the insert. You are now able to access the fuse box.

Note: When refitting, tighten to **4 Nm**.

Fuse identification

The motorcycle uses mini fuses.

Fuse No.	Value	Description
1	5A	Immobiliser 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 HEADLIGHT

-  **Warning:** Make sure that you ride your motorcycle to suit current visibility and weather conditions.
-  **Warning:** Make sure that the headlight beam is adjusted sufficiently to illuminate the road surface ahead without dazzling other road users. If the headlight is incorrectly adjusted, it will impair visibility and may cause an accident.
-  **Warning:** Never attempt to adjust the headlight whilst riding the motorcycle. This may result in loss of control and lead to an accident.
-  **Warning:** Never cover the headlight lens, during operation, with items such as: luggage, clothing, adhesive tape or products intended to alter the headlight beam, or non-genuine lens covers. Doing so will impair the headlight beam and may result in loss of control and/or an accident.
-  **Caution:** Never cover the headlight lens with anything that may obstruct airflow to the lens, as this will prevent heat escaping from the headlight, causing the headlight to overheat.

Damage caused to the headlight 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 light units fitted to the motorcycle, making all of the lights maintenance-free.

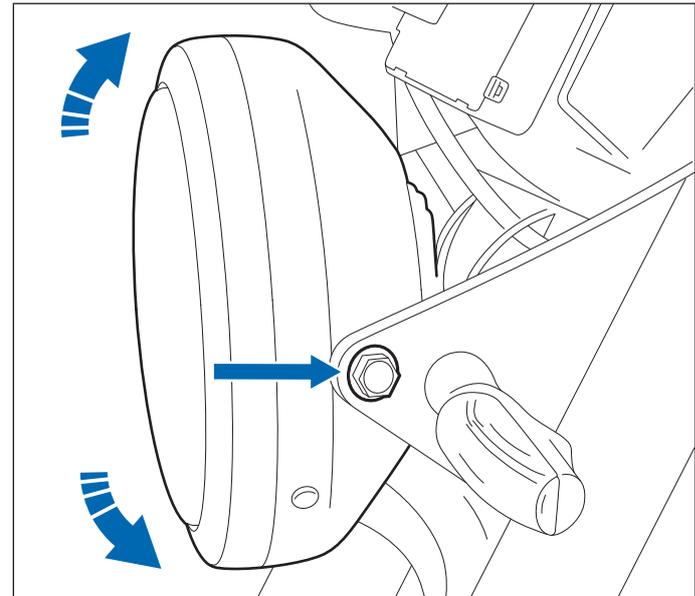
Headlight adjustment

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

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



Note: Tighten to **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.



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

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.



Caution: 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.



Warning: Never apply wax or lubrication to the brake discs. This could result in loss of braking power and control of the motorcycle, resulting in an accident. Only clean brake discs with an established brand of oil-free brake disc cleaner.

Always test the brakes after cleaning or washing your motorcycle.

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.

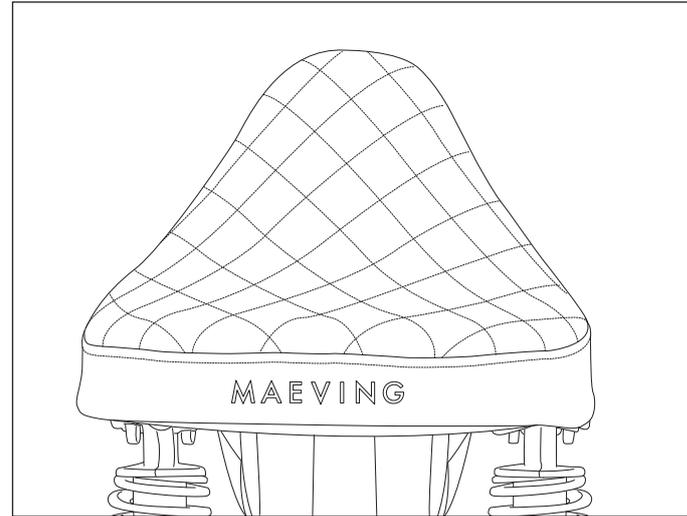
! **Caution:** Do not place anything on the seat which may cause damage or staining to the seat material.

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

! **Caution:** Do not immerse the seat in water and never use household cleaning products such as bleach, detergents or solvents on the seat.

Unpainted aluminium parts

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



STORAGE

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

Make sure the tyres have the correct cold tyre pressures and, if possible, raise the motorcycle off of the ground to reduce exposure of the front and rear wheels and tyres 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 66.

The 12-volt battery can be charged using a battery optimiser once every two weeks. For further information, see 12-volt battery charging on page 68.

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.



Caution: 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 41.

SPECIFICATIONS

Motor	
Type	Bosch hub motor
Rated capacity	3.0 kW (4 hp)
Maximum power	L1e-B variant: 4.0 kW (5.4 hp) restricted L3e-A1 variant: 4.4 kW (5.9 hp)
Maximum torque	160 Nm
Maximum speed	L1e-B variant: 45 km/h (28 mph) L3e-A1 variant: 70 km/h (44 mph)
Electrical system	
Traction battery	Dual battery pack design (2nd battery optional) 18650 Lithium-Ion Samsung 35E cells in bespoke aluminium 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, 110 mm travel
Rear wheel guide/suspension elements	Twin RSU with pre-load adjustment, 80 mm travel
Wheelbase	1395 mm
Trail	103 mm
Rake angle	26°

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

Dimensions	
Seat height at vehicle kerb weight	785 mm
Length (includes number plate fitted)	2145 mm
Height (excludes mirrors)	1067 mm
Width (includes mirrors)	896 mm
Weights	
Unladen weight, road ready (single battery)	111 kg
Permitted total weight	230 kg
Payload	119 kg
Service torques	
Axle nuts on the front wheel axle	Tighten to 65 Nm
Axle nuts on the rear wheel axle	Tighten to 100 Nm
Securing bolts, front brake caliper to suspension mounting	Tighten to 25 Nm
Securing bolts, rear brake caliper to swinging arm	Tighten to 18 Nm
Rear mudguard stay fixings	Tighten to 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 through the Maeving website. 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 3-year battery warranties are valid, you must keep your motorcycle service schedule up to date. For further information, see Service history on page 78.

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

The precise content of each service depends on the age of your motorcycle, the distance it has travelled, 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 40°C.
- Frequently riding the motorcycle in severe cold weather below -30°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:

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:
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12 months or 3,000 miles from previous service
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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 minimise 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 is 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: www.maeving.com.

If you have any questions, please email support@maeving.com or call +44 (0) 2477180149.

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 jeopardising 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 3-year (36-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 3-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 labour involved in any routine servicing, care and maintenance.
- Items that are expected to wear and tear due to their normal function such as tyres, 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 aluminium, 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 bike 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 authorised 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 authorisation 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 light, 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 -20°C to 60°C.
- Attempting to charge the battery at or below 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 authorised 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 within the mainland UK. We also have authorised 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 labour 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: +44 (0) 2477180149.

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

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

Maeving approved partners

Please visit: www.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: www.maeving.com.

Refunds and returns

If you are not satisfied with your purchase upon delivery, you have the option to send it back within 14 days and receive a full refund.

The following rules for return apply:

- The item must be returned in a 'as new' condition.
- The item must be returned in its original packaging.
- All accessories/manuals/keys/chargers must be returned in a 'as new' condition.
- Returned items must have a copy of the original sales invoice included, along with details for the reason for the return.
- The customer is responsible for courier/postage/collection fees.
- If you are unable to organise a courier, a collection can be arranged with Maeving. The collection costs will be deducted from the refund total.

If you would like to request a refund, please contact us via: support@maeving.com or on +44 (0) 2477180149.

Please include your reasoning for the return.

CHARGE ON