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G

BIKE USER MAN- UAL

ENGLISH

READ
BEFORE
YOUR
FIRST
RIDE





TECHNICAL MANUAL – G SERIES

ENGLISH

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Introduction

Original instructions (user manual/instructions for use) are written in English. All other languages are translations of the original instructions (user manual/instructions for use). In case of any dispute, the user manual in English prevails.

This user instruction manual is developed for your Greyp bike only. It contains important safety, performance and technical information, which you should read before your first ride and keep for reference. You should also read the entire User Manual, because it contains additional important general information and instructions that you should follow.

If you do not have a copy of the User Manual, please download it for free at www.greyp.com or obtain it from your nearest Authorised Greyp Retailer. In case of discrepancy, the english version shall prevail.

Greyp Bikes Disclaimer

Any modifications of the bike are strictly forbidden and Greyp Bikes d.o.o. will bear no liability whatsoever for the consequences of such modifications. Greyp Bikes d.o.o. does not grant, explicitly or implicitly, to any party any patent rights, licenses or any other IP rights, whether with regard to such information itself or to anything described by such information. The information provided by Greyp Bikes d.o.o. hereunder is provided as is, where is and with all faults, and the entire risk associated with such information is entirely with the buyer. The information provided in this document is proprietary to Greyp Bikes d.o.o., and Greyp Bikes d.o.o. reserves the right to make any changes to the information in this document or to any products and services at any time without notice.

You should check www.greyp.com for any changes made in the User Manual.

The Greyp logo is written in a bold, italicized, sans-serif font.

Greyp Bikes d.o.o.,
Ljubljanska 7, 10431 Sveta Nedelja, Croatia,
15th of February 2020.

General warning

This manual contains many "WARNINGS" and "CAUTIONS" concerning the consequences of failure to maintain or inspect your bike and of failure to follow safe cycling practices.

The combination of the safety alert symbol and the word WARNING indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.

The combination of the safety alert symbol and the word CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.

Many of the WARNINGS and CAUTIONS say *you may lose control and fall*. Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.

As it is impossible to anticipate every situation or condition which can occur while riding, this User Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

General information

- » **EU** - The G6.1, G6.2, G6.4, G6.5, G6.6, G5.1 and G5.2 are high-performance bicycles. The G6.3, G6.20, G6.50 and G6.60 are off-road vehicle and they should not be ridden on public roads.
- » **US** - The G6.1 (US), G6.2 (US), G6.4 (US), G6.5 (US), G6.6 (US), G5.1 (US) and G5.2 (US) are CLASS 1 electric bicycle. The G6.3 (US), G6.20, G6.50 (US) and G6.60 (US) are CLASS 3 electric bicycles.

G-series are intended to be used on gravel, paved and non-paved hiking trails (with several roots, thresholds, rocks and small drops) and rougher unpaved terrain, with jumps and drops not more than 1m (maximum height).

Motor support will automatically switch off when you reach a maximum speed of: 25km/h for G6.1, G6.2, G6.4, G6.5, G6.6, G5.1 and G5.2; 32km/h (20 mph) for G6.1 (US), G6.2 (US), G6.4 (US), G6.5 (US), G6.6 (US), G5.1 (US) and G5.2 (US); 45km/h (28mph) for G6.3, G6.3 (US), G6.20, G6.20 (US), G6.50, G6.50 (US), G6.60 and G6.60 (US). A driver's license or insurance is typically not required. Regardless of its classification, the bike will only provide motor support only while pedaling.

THE MAXIMUM PERMISSIBLE WEIGHT

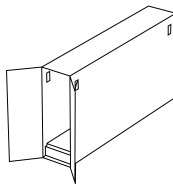
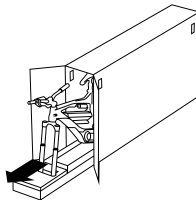
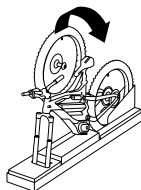
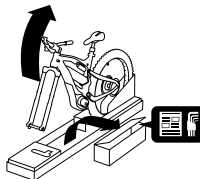
VEHICLE	THE PERMISSIBLE TOTAL PAYLOAD WEIGHT (DRIVER + LUGGAGE) *	VEHICLE WEIGHT **	MAXIMUM PERMISSIBLE TOTAL WEIGHT (VEHICLE + DRIVER + LUGGAGE)
G5.1 AND G5.1 (US)	125.5 kg [276.7 lb]	24.5 kg [54 lb]	150 kg [330.7 lb]
G5.2 AND G5.2 (US)	126 kg [277.8 lb]	24 kg [52.9 lb]	150 kg [330.7 lb]
G6.1 AND G6.1 (US)	125.5 kg [276.7 lb]	24.5 kg [54 lb]	150 kg [330.7 lb]
G6.2 , G6.20, G6.20 (US) AND G6.2 (US)	125 kg [275.6 lb]	25 kg [55.1 lb]	150 kg [330.7 lb]
G6.3 AND G6.3 (US)	126 kg [277.8 lb]	24 kg [52.9 lb]	150 kg [330.7 lb]
G6.4 AND G6.4 (US)	124.6 kg [274.7 lb]	25.4 kg [56.0 lb]	150 kg [330.7lb]
G6.5, G6.5 (US), G6.50 AND G6.50 (US)	124 kg [273.4 lb]	26 kg [57.3 lb]	150 kg [330.7lb]
G6.6, G6.60, G6.6 (US) AND G6.60 (US)	123.6 kg [272.5 lb]	26.4 kg [58.2 lb]	150 kg [330.7lb]

Please find additional safety, performance and service information for specific components such as suspension, brakes or motor in the Manufacture's Guidelines.

* Frame size S has a higher Permissible Total Payload Weight by up to 0.2kg while frame size L has the Permissible Total Payload Weight lower by up to 0.2kg, than what is listed in the table.

** Frame size S is up to 0.2kg lighter while frame size L is up to 0.2kg heavier than listed in the table.

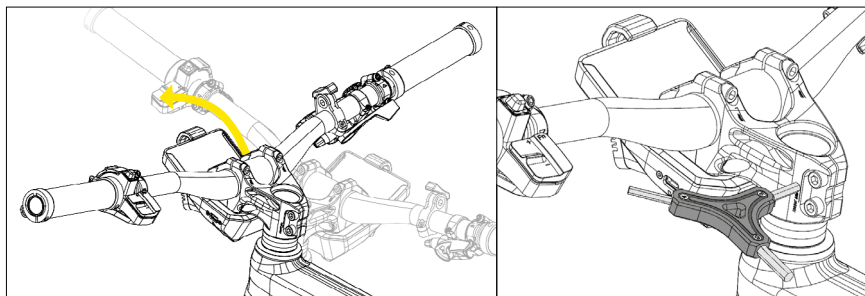
Out of box assembly

1	OPEN BOX	2	BIKE OUT	3	FRONT WHEEL	4	TOOL BOX
							
	Open the marked side of the box	Pull out the bike holding the fork	Take out the front wheel	Lift the bike to access the toolbox			

READ THE USER MANUAL

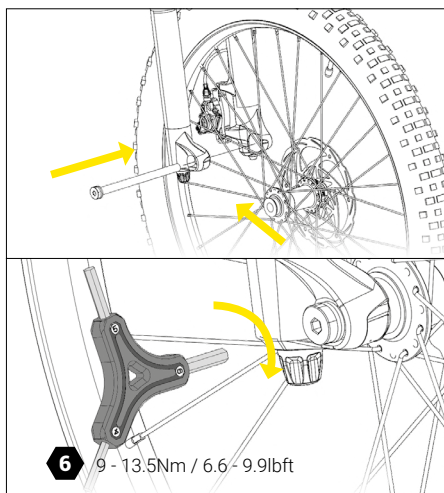
If you don't have the knowledge or ability to assemble the Greyp yourself, please consult a professional mechanic.

5 HANDLEBAR POSITIONING

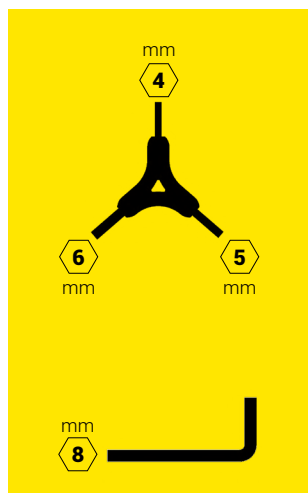


1. Rotate the handlebar to its natural position ($\approx 90^\circ$ to the frame, "centered").
2. Using the tool (three-arm hex key number 5), **lightly tighten the two bolts** on the stem.

6 FRONT WHEEL MOUNTING

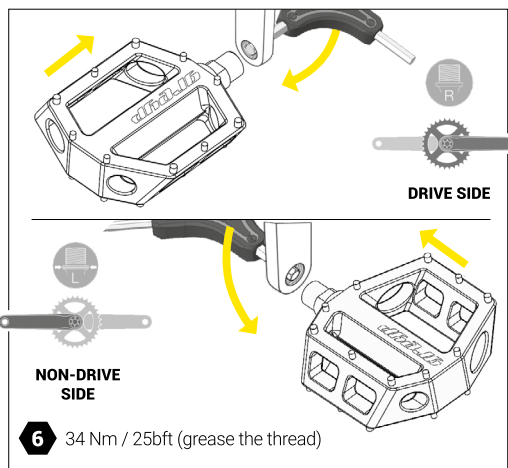


TOOLS



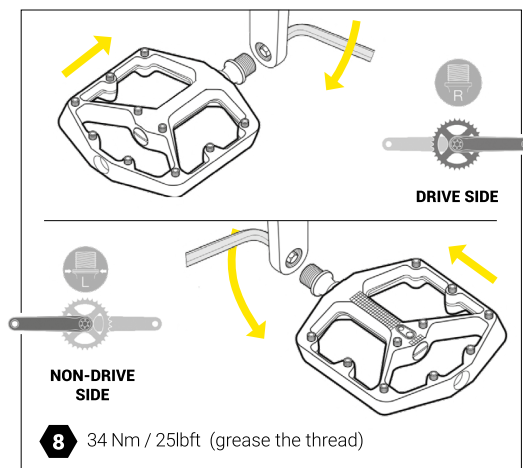
1. Guide your **wheel into the fork** and guide the rotor between the brake pads.
2. **Tighten the axle** - line up your hub with the holes at the bottom of your fork. Check which side of the fork is threaded and push the axle in from the opposite side. Turn the three-arm hex key number 6 clockwise to thread the axle into the fork.

7 PEDALS MOUNTING (G6.1, G6.2, G6.4, G6.5, G6.6)



1. Take the pedals out of the box, **grease the thread and tighten** them using the tool (three-arm hex key number 6) (see picture above).
2. Pay attention to the **direction of rotation** while tightening. The thread on the right pedal is right-handed (standard). The direction of rotation for tightening is anti-clockwise. The thread on the left pedal is left-handed so the direction of rotation for tightening is clockwise.

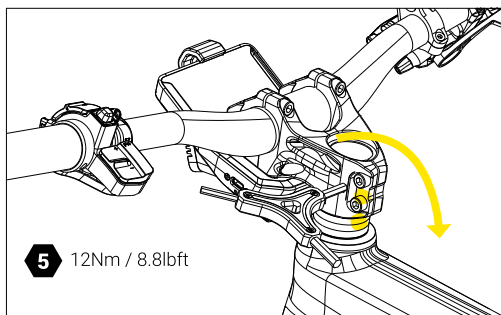
CHECK (G6.3)



1. Take the pedals out of the box, **grease the thread and tighten** them using the tool (L shaped 8 allen wrench - see picture).

2. Pay attention to the **direction of rotation** while tightening. The thread on the right pedal is right-handed (standard). The direction of rotation for tightening is anti-clockwise. The thread on the left pedal is left-handed so the direction of rotation for tightening is clockwise.

8 HANDLEBAR MOUNT



1. Slightly **loosen the 2 bolts on the stem**. Tighten the top cap (headset bolt) to 6Nm using the three-arm hex key number 5).

2. **Center and tighten** the 2 bolts on the stem. The easiest way to get everything "centered" is to stand in front of your bike and hold the front wheel between your feet and legs. Tighten the 2 bolts on stem (headset bolt) to 12Nm.

9 CHECK

Grab the front brake and use the bars to push/jolt the bike forward. If you feel that the headset is loose (a clinking sound, or any movement other than the rear wheel coming off the ground), tighten the top cap, but be careful how much you tighten it (three-arm hex key number 5). The top cap bolt will determine how loose or tight your headset is, so it plays a major role in the steering and feel of your bike. Tighten the bolt a little at a time and between each turn.

Once the looseness in the headset is gone, it should be tight enough. **Give the handlebar a turn to the left and right** to make sure they still move smoothly. If the movement is tight, you've gone too far. Back the stem

cap off a quarter to half a turn and try again. Once there is no looseness in the headset and the handlebar is smoothly turning, you need to take the tool (three-arm hex key number 5) and tighten the two bolts on the stem (see picture).

Flip your bike over and spin your wheel: by spinning your wheel, you will make sure your brake pads are not rubbing on the rotor. If your wheel does not spin, it could be crooked in the fork's dropouts. Flip your bike back, loosen your axle, push down on the wheel and tighten the axle again.

USA SPECIFICS

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Contains FCC IDs: QIPPLS8-USR4, Z64-WL18SBMOD

NOTE — This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- » *Reorient or relocate the receiving antenna;*
- » *Increase the separation between the equipment and receiver;*
- » *Connect the equipment into an outlet on a circuit different from that to which the receiver is connected;*
- » *Consult the dealer or an experienced radio/TV technician for help.*



CAUTION - Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

2

General notes about riding

SUSPENSION

Rear Suspension (if applicable)

Suspension sag can be used to set the proper suspension spring rate for the rider. Sag is the amount (percentage) the suspension compresses when the rider, including riding gear, is seated on the bike in the riding position. Setting the proper sag allows the wheels to maintain traction without using too much of the travel reserved for shock absorption. More sag increases small bump sensitivity, while less sag decreases small bump sensitivity. Set the spring sag before making any other tuning adjustments

Before setting sag, set the dampers to the full open positions. Rotate the adjusters counter clockwise until they stop. Set the shock to the open position. Beginning with the shock fully deflated, pressurize the air spring chamber to 100 psi. Do not compress the suspension with the pump attached. Fully compress the shock five times to equalize the positive and negative air springs. Compress the shock once more to equalize air pressure. With your riding gear on, and an assistant holding the bike, step onto the vehicle and lightly cycle the shock two to three times.

While seated on the bicycle, have an assistant slide the sag o-ring against the wiper seal. Gently step off the vehicle without compressing the shock. Note the sag percentage where the o-ring stopped. Usually sag percentage for shocks is around 25% - 35%. Sag can be set $\pm 5\%$ as preferred. If your target sag percentage is not achieved, air pressure must be adjusted. Increase air pressure to decrease sag. Decrease air pressure to increase sag.

Additional adjustment

Depending on the exact model of the shock, there are various adjustments that can be made, and some of them are rebound, low speed compression, high speed compression, threshold, lockout and other. For further information please contact your Greyp dealer or visit shock manufacturers website.

Front suspension

Rebound damping controls the suspension fork extension/return speed, which affects traction and control. Optimal rebound damping allows the fork to extend at a controlled speed and maintain traction and control. Rebound that is too fast allows the fork to extend too quickly, which causes the wheel to bounce off objects and the ground resulting in a pogo effect. Rebound that is too slow prevents the fork from extending quickly enough to regain contact with the ground or prepare for the next impact. Rebound damping can be tuned to rider weight, spring rate and travel, as well as for terrain and rider preference. As the air pressure or spring rate increases, the extension/return speed increases. To achieve the optimal setting, rebound damping may need to be increased when air pressure or spring rate increases.

Additional adjustment

Depending on the exact model of the fork, there are various adjustments that can be made, and some of them are rebound, low speed compression, high speed compression, lockout and other. For further information please contact your Greyp dealer or visit fork manufacturers website. Usually on fork crown there is level or nut adjuster which if you rotate you can make fork absorption softer or harder.

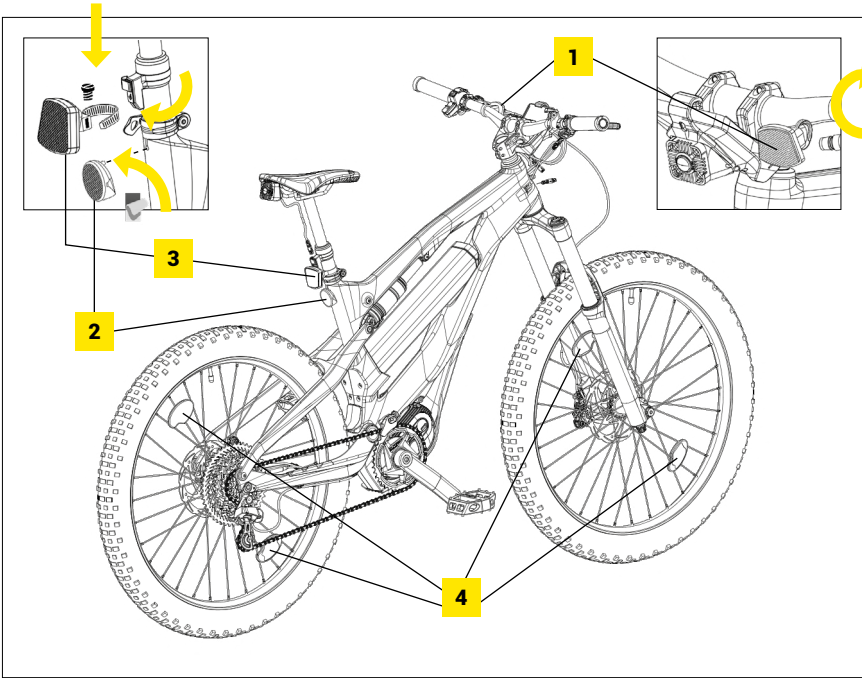
Recommended tire pressure



WARNING — If the maximum pressure values in this manual and values on the side wall of a tire are in any way different, please refer to the ones that are marked on the tire's sidewall or wheel (whichever is lowest). Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and/or bystanders.

Maximum tire pressure (please read warning in this chapter):

BIKE	FRONT TIRE	REAR TIRE
G6.1, G6.2, G6.3, G6.4	2.6 bar (38 psi)	2.6 bar (38 psi)
G5.1	2.1 bar (30 psi)	2.1 bar (30 psi)
G5.2	3.5 bar (50 psi)	3 bar (45 psi)
G6.5 & G6.6	3.0 bar (45 psi)	3.0 bar (45 psi)

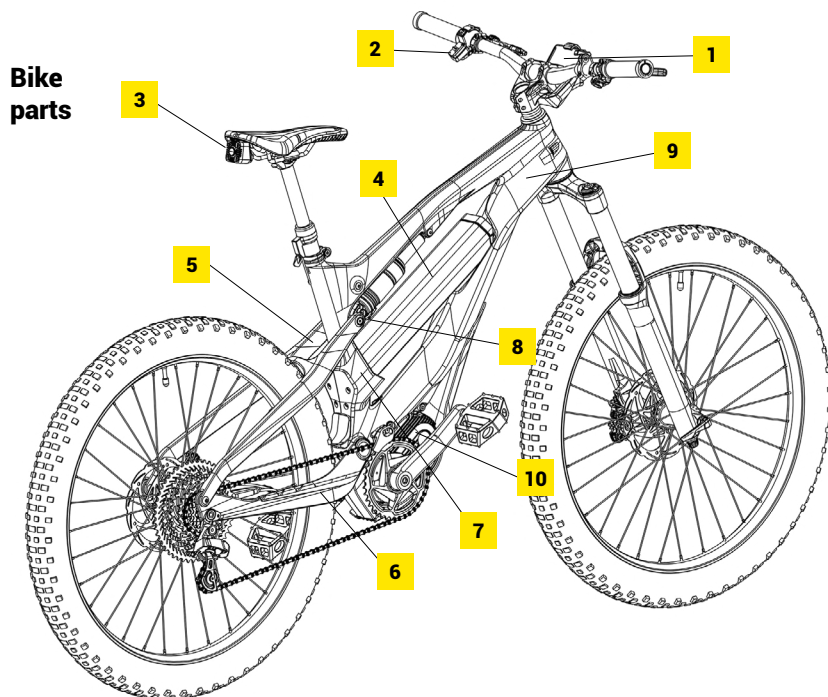


REFLECTORS

	NAME/DESCRIPTION
1	FRONT REFLECTOR 313/5K
2	REAR REFLECTOR 314/1
3	REAR REFLECTOR 313/1ZB
4	SPOKE REFLECTOR 309 (M); (US - RR-530-WUW)

3

System functions



BIKE PARTS

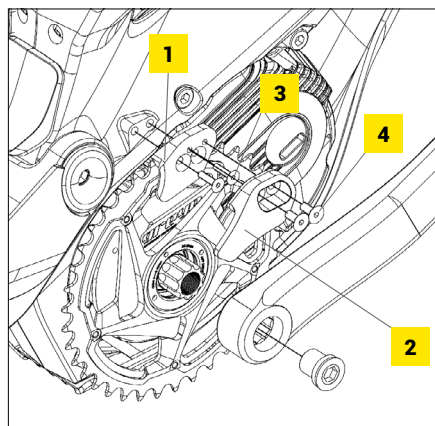
NAME/DESCRIPTION

1	DISPLAY UNIT (CIM)	6	CHAINSTAY
2	CONTROL UNIT (CBC)	7	PUSHPLATE
3	REAR CAMERA (BUTS)	8	RATIO LEVER
4	BATTERY	9	FRAME
5	SEATSTAY	10	MOTOR

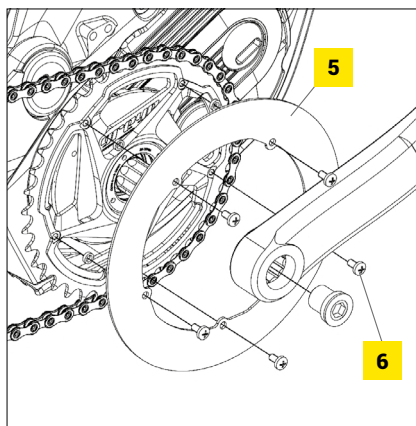
Assembling parts supplied unassembled



CAUTION – Do not use the chainguide and chainguard at the same time.



Chainguide – use only with positive foot-retention devices on the pedals

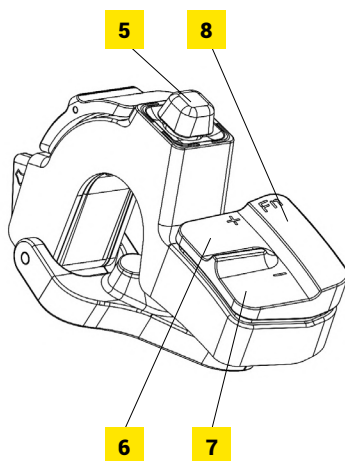
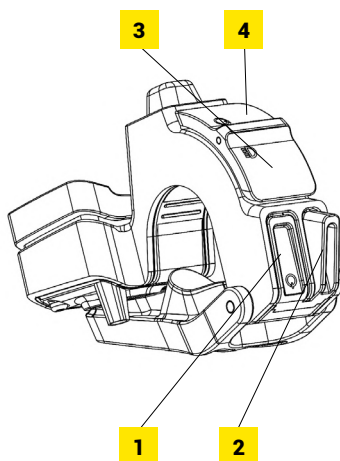


Chainguard









CHAINGUIDE OR CHAINGUARD MOUNT

	NAME/DESCRIPTION	TORQUE, Nm [lb ft]
1	CHAINGUIDE ALUMINUM PART	-
2	CHAINGUIDE PLASTIC PART	-
3	DIN 7991 M5X18	4 [3] + low strenght threadlocker
4	DIN 7991 M5X12	4 [3] + low strenght threadlocker
5	CHAINGUARD	-
6	ISO 7045 M4X8	4 [3]

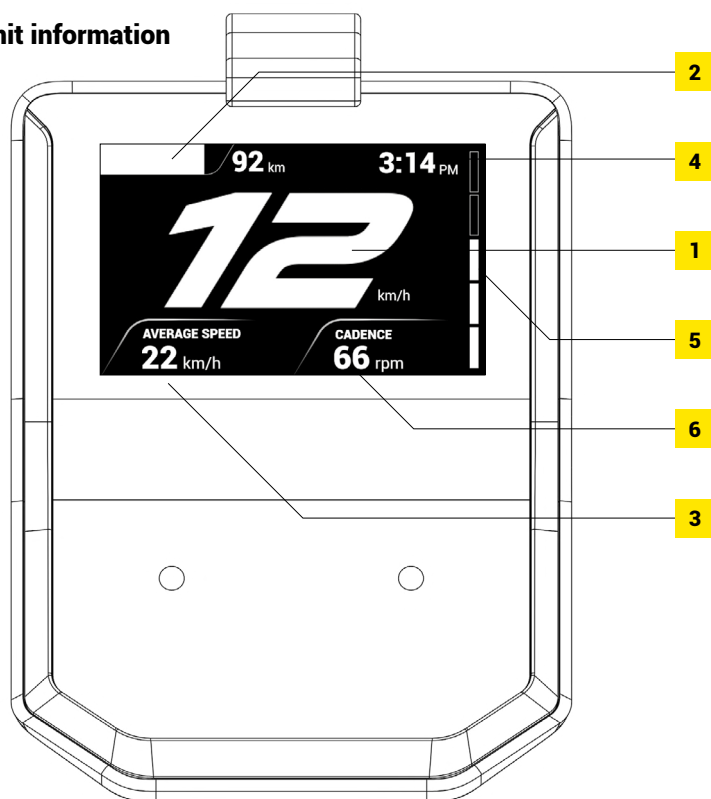
Control unit functions



LEGEND

NAME/DESCRIPTION	ICON	FUNCTION	TYPE
1 POWER		ON/OFF AND STAND BY	LONG/SHORT PRESS
2 WALK ASSIST		WALK ASSIST	PRESS & HOLD
3 LIGHT		TURN ON/OFF FRONT AND REAR SIGNAL LIGHTS	SHORT PRESS
4 RETRO VIDEO		RECORDS THE LAST 30 SECONDS OF YOUR RIDE	
5 JOYSTICK		SWITCH BETWEEN DISPLAY FUNCTIONS	SHORT PRESS IN ALL DIRECTIONS
6 ASSIST LEVEL UP		INCREASE LEVEL OF ASSISTANCE	SHORT PRESS
7 ASSIST LEVEL DOWN		DECREASE LEVEL OF ASSISTANCE	SHORT PRESS
8 FUNCTION		VARIOUS FUNCTIONALITIES (SEE NEXT PAGES)	

Display unit information



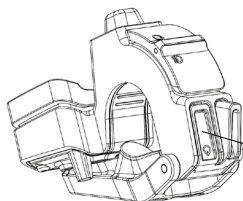
CIM DISPLAY INTERFACE

NAME/DESCRIPTION	
1	SPEED
2	BATTERY CHARGE / REMAINING DISTANCE
3	RIDE STATISTICS
4	TIME
5	ASSISTANCE LEVEL
6	CADENCE

Power on



To turn on the bike, long press the power button



Long press

GREYP G6 IS BOOTING

25%

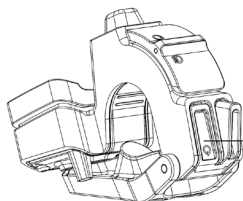
HELLO GABRIJEL,
YOUT BIKE IS READY FOR USE



Stand by mode on



To put your bike in standby mode, short press the power button



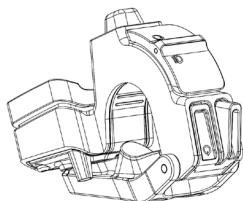
Short press



YOUR BIKE HAS BEEN PUT IN
STANDBY MODE

Stand by mode off

To wake up the bike from stand-by mode, press any button on the control unit or move the bike



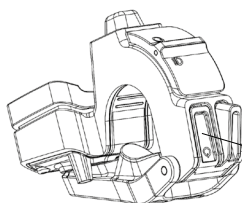
Press any button



Power off



To turn off the bike,
long press the power button



Long press

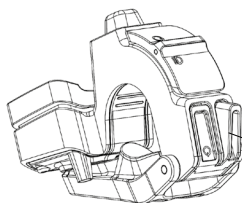


YOUR BIKE HAS BEEN
TURNED OFF

Walk assist mode



To activate the walk assistance mode,
press and hold walk assist button

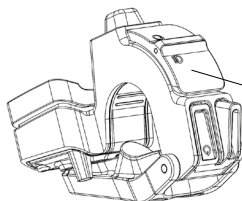


Press and hold

Lights on/off



To turn the lights on or off,
short press the light button



Short press

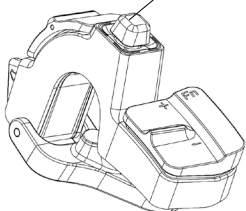
Joystick



To switch between different information on the display unit, move the joystick up or down

- » TRIP
- » ODOMETER
- » AVERAGE SPEED
- » TRIP TIME

Move up/down

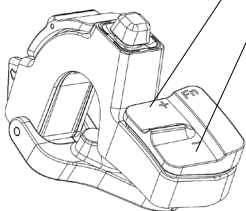


Assist level up/down




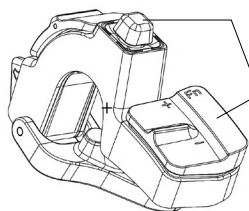
To change the assistance level, short press the plus or minus assist level button

Short press to change by one level



Info and Pair a bike screen

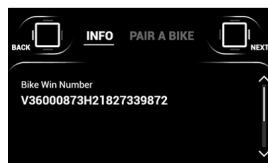
Fn +  To access the Info screen, use a combination of buttons.



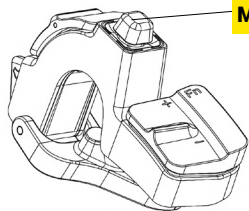
Press and hold

+

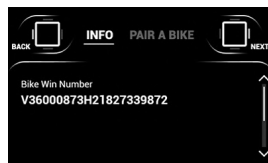
Short press




Move the joystick up or down to scroll inside the screen or move the joystick left/right to switch between screens



Move up/down or left/right



Manual Software Update

Fn +  To start the software update use a combination of buttons. Make sure your bike is connected to a charger and that it is connected to your personal hot spot.

SOFTWARE UPDATE STARTED
STEP 3: FLASHING

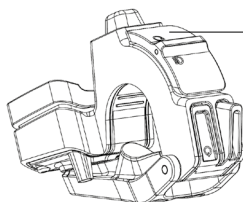


Retro video

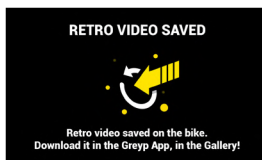
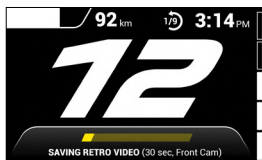


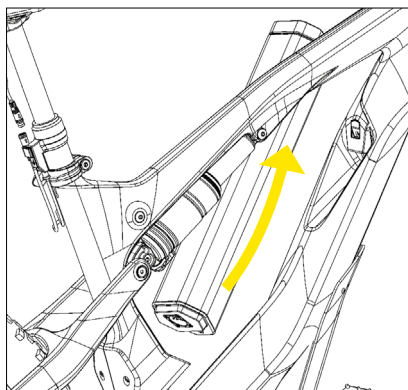
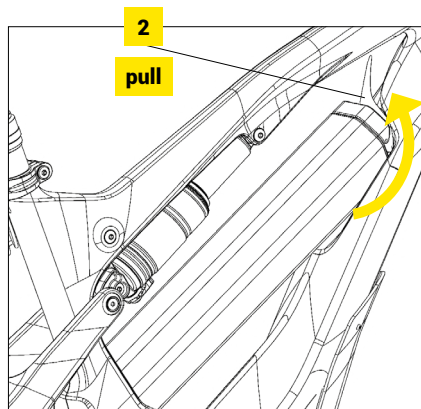
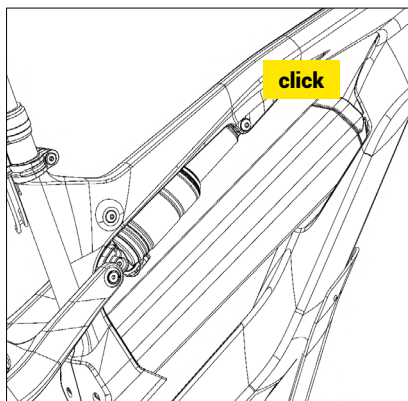
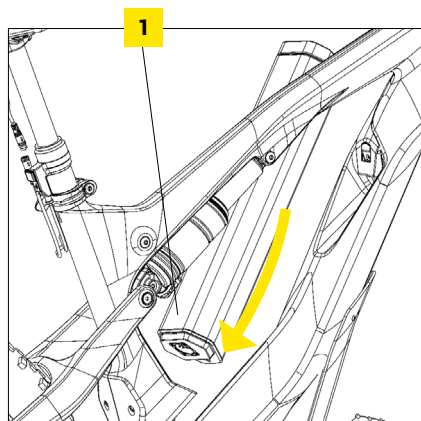
Records the last 30 seconds of the ride on your bike. Download your Retro Videos using the Greyp App.

Find out more about Retro video in the **App manual**.



Short press





BATTERY PACK MOUNT/DISMOUNT

NAME/DESCRIPTION

- 1 BATTERY
- 2 BATTERY LOCK

Appropriate spares:

BIKE	TYRES	BRAKES	ROTORS	INNER TUBE
G6.1	Schwalbe Nobby Nic Magic Mary Front and Rear 27.5" x 2.80"	Formula Cura & Formula Cura 4	Formula Six Bolt 203mm [8"] Front 180mm [7"] Rear	27.5+ x 2.8
G6.2			Formula Six Bolt 203mm [8"] Front 180mm [7"] Rear	
G6.3				
G6.4	Front Johnny Watts 27.5" x 2.60" Rear Schwalbe Johnny Watts, Nobby Nic, Eddy Current 27.5" x 2.60"		Formula Six Bolt 203mm [8"] Front 180mm [7"] Rear	27.5+ x 2.6
G6.5	Front Schwalbe Nobby Nic and Eddy Current, 29 x 2.60" Rear Schwalbe Johnny Watts, Nobby Nic, Eddy Current 27.5" x 2.60"		Formula Six Bolt 203mm [8"] Front 203mm [8"] Rear	Front 29" x 2.6" Rear 27.5+ x 2.6"
G6.6	Front Schwalbe Nobby Nic and Eddy Current, 29" x 2.60" Rear Schwalbe Johnny Watts, Nobby Nic, Eddy Current 27.5" x 2.60"			Front 29" x 2.6" Rear 27.5+ x 2.6"
G5.1	Front WTB Vigilante 29" x 2.60" Rear WTB Trail Boss G2 27.5" (650b) x 2.6"		Formula Six Bolt 180mm [7"] Front 180mm [7"] Rear	Front 29" x 2.6" Rear 27.5+ x 2.6"
G5.2	Front Schwalbe Nobby Nic 29" x 2.35" Rear Schwalbe Nobby Nic 27.5" x 2.60"		Formula Six Bolt 203mm [8"] Front 203mm [8"] Rear	Front 29" x 2.35" Rear 27.5+ x 2.6"

4

Bike maintenance and range

Service and maintenance schedule

COMPONENT	WHAT TO DO	BEFORE EVERY RIDE	MONTHLY	ANNUALLY	OTHER
CHAIN	Check and lube if necessary	X			
CHAIN	Replace				After 1000km or sooner if needed
CASSETTE AND CHAIN RING	Replace				After 3000km or sooner if needed
TIRES	Check pressure, tread and side walls	X			
TIRES					After 3 years or at wear mark
INNER TUBES	Replace			X	
FRONT AND REAR HUB BEARINGS	Check for play		X		
BRAKE PADS	Check for wear	X			
BRAKE PADS	Replace			X	
BRAKE DISC ROTOR	Check for wear and trueness	X			
BRAKES	Check for leaks	X			

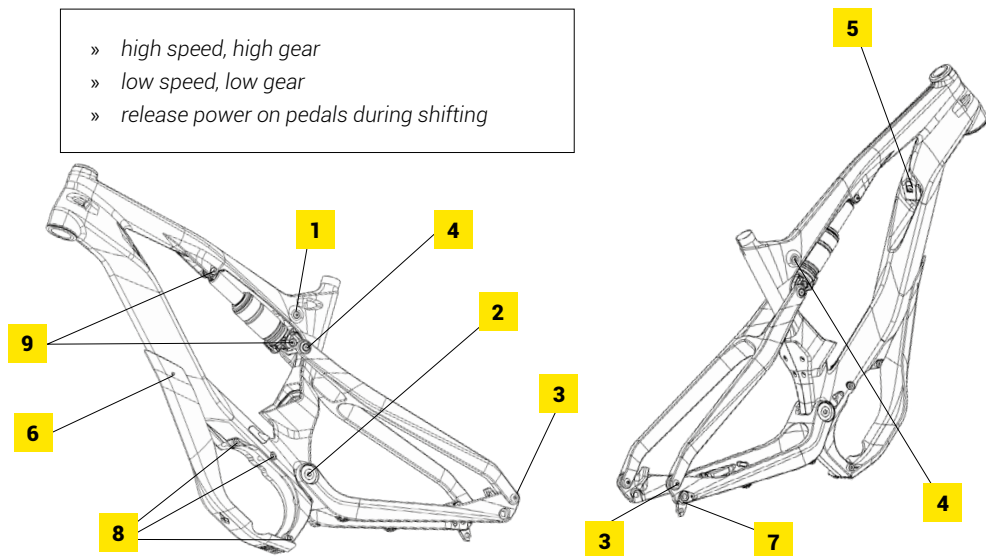
BRAKE FLUID	Change				As specified by manufacturer
SUSPENSION	Service				As specified by manufacturer
BOLTS AND NUTS	Check and tighten if necessary		X		
CABLES AND HOUSINGS	Replace			X	
HEADSET	Check for play and regrease if necessary		X		
HANDLEBARS	Check and replace if necessary			X	
LIGHTING	Check	X			
PEDALS	Check for play		X		
THRU-AXLES	Check and tighten if necessary	X			
STEM, SEAT POST	Disassemble and clean			X	
WHEELS/ SPOKES	Check for trueness and tension		X		

Shifting recommendations

For better range, Greyp advises to shift according to your speed. For low speeds, low gearing is best. The higher the speed, the higher the gear that can be chosen. For smooth support and optimum range, it is best to release the pedal pressure while shifting gears.

Only shift one gear at time. When shifting gear make sure you release power and pedal very lightly during the whole duration. Shifting a gear under power or more gears at the same time can cause premature wear and damage to your drivetrain.

- » *high speed, high gear*
- » *low speed, low gear*
- » *release power on pedals during shifting*

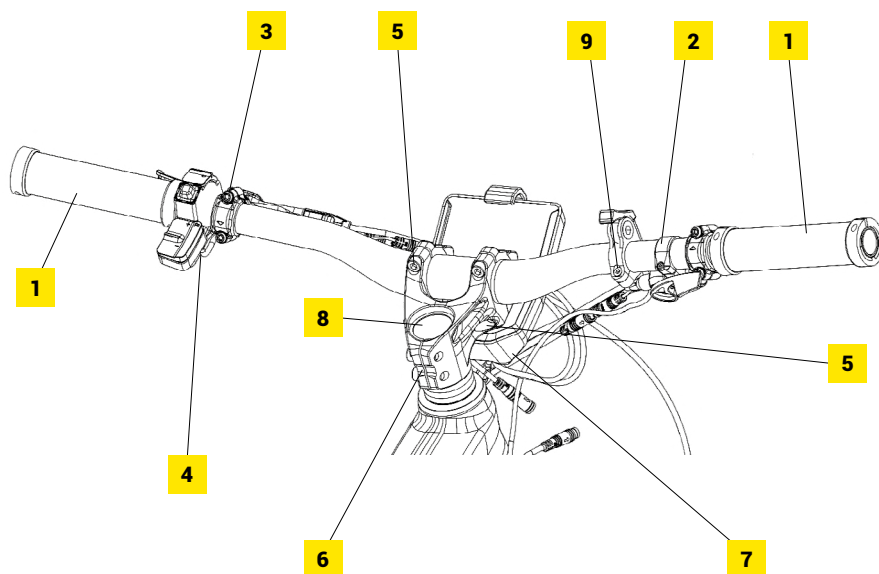


Recommended tightening of fasteners

FRAME TORQUE SPECIFICATION

	NAME / DESCRIPTION	TORQUE, Nm [lbf ft]
1	RATIO LEVER / FRAME	8 [5.9] + low strenght threadlocker
2	FRAME / CHAINSTAY	20 [14.8] + medium strenght threadlocker
3	CHAINSTAY / SEATSTAY	8 [5.9] + low strenght threadlocker
4	SEATSTAY / RATIO LEVER	10 [7.4] + low strenght threadlocker
5	BATTERY LOCK	2-3 [1.5-2.2]

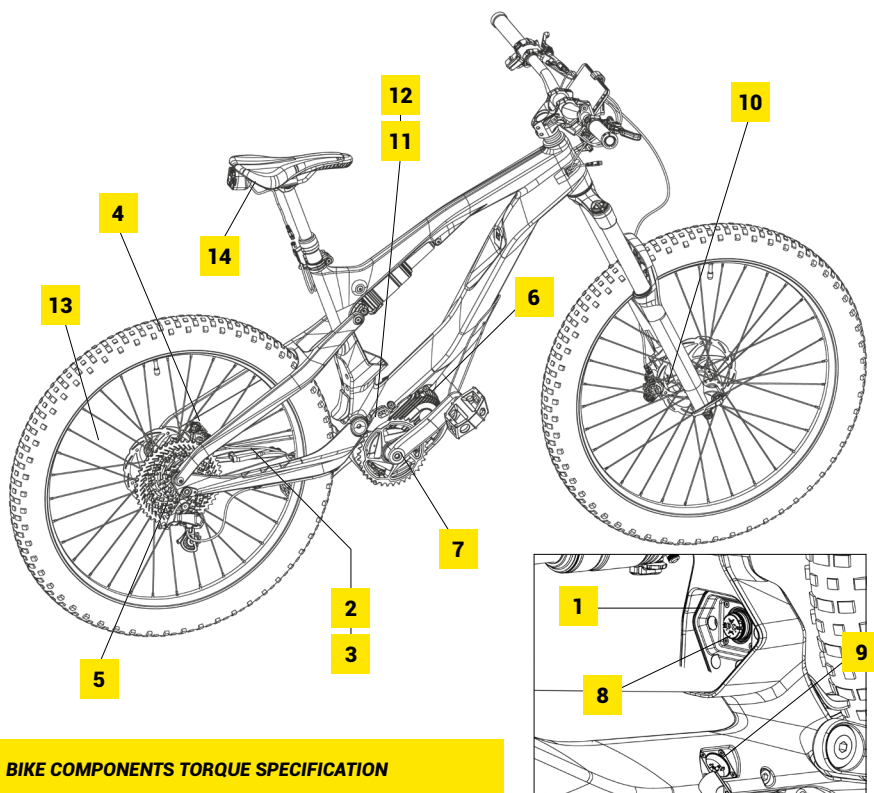
6	SKID PLATE	5 [3.7] + low strenght threadlocker
7	DROPOUT	6 [4.4] + low strenght threadlocker
8	FRAME / MOTOR	10 [7.4] + medium strenght threadlocker
9	RATIO LEVER / REAR SHOCK / FRAME	8 [5.9] + low strenght threadlocker



HANDLEBAR PARTS / STEM / TORQUE SPECIFICATION

	NAME / DESCRIPTION	TORQUE, Nm [lbf ft]
1	GRIPS / HANDLEBAR	G6.1 & G6.2 - 2 [1.5], G6.3 & G6.5 - 3 [2.2], G6.4 & G6.6 - lightly
2	SHIFTER / HANDLEBAR	4 [3]
3	BRAKE LEVERS / HANDLEBAR	4 [3]
4	CBC / HANDLEBAR	0.5 [0.37] + low strenght threadlocker
5	STEM / HANDLEBAR	9 [6.6] + low strenght threadlocker

6	STEM / FRONT FORK	12 [8.9] + low strenght threadlocker
7	CIM / STEM	1 [0.7], MAX <2 [1.5]
8	HEADSET / FRONT FORK	6 [4.4]
9	SEATPOST / HANDLEBAR	3 [2.2]



BIKE COMPONENTS TORQUE SPECIFICATION

	NAME / DESCRIPTION	TORQUE, Nm [lbf ft]
1	PUSHPLATE / FRAME	4 [3] + low strenght threadlocker
2	SPEED SENSOR / CHAINSTAY	2 [1.5] + low strenght threadlocker
3	SPEED SENSOR / SPEED SENSOR HOLDER	2 [1.5] + low strenght threadlocker
4	REAR BRAKE / CHAINSTAY	6 [4.4] + low strenght threadlocker
5	DERAILLEUR / DROPOUT	12 [8.9] + low strenght threadlocker
6	CHAINWHEEL / MOTOR	30 [22.1] + low strenght threadlocker
7	CRANKARMS / MOTOR	40 [29.5] + medium strenght threadlocker
8	Y WIRING / PUSHPLATE	1 [0.7]
9	Y WIRING / FRAME	1 [0.7]
10	FRONT BRAKE / FRONT FORK	6 [4.4] + low strenght threadlocker
11	CHAINGUIDE ALU PART / FRAME	4 [3] + low strenght threadlocker
12	CHAINGUIDE PLASTIC PART / ALU PART	4 [3] + low strenght threadlocker
13	SPEED SENSOR MAGNET / WHEEL SPOKES	< 2 [1.5] MAX + low strenght threadlocker
14	SEAT POST / SEAT	10 [7.4] + low strenght threadlocker

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EC – Declaration of conformity

MANUFACTURER	GREYP BIKES D.O.O.
Address	Ljubljanska 7, 10431 Sveta Nedelja, Croatia
Description of product	Greyp G6.1, G6.2, G6.4, G6.5 and G6.6 – Pedelec (EPAC - electric power assisted cycle) Greyp G6.3, G6.20, G6.50 and G6.60 – Off-road vehicle
Name and address of the person authorised to compile the technical file	Domagoj Topličanec, Ljubljanska 7, 10431 Sveta Nedelja, Croatia
The place and date of the declaration;	01/07/2021, Sveta Nedelja

We hereby expressly declare that the products listed above fulfil all the relevant provisions of the:

Machinery Directive (2006/42/EC), Electromagnetic compatibility (2014/30/EC), Radio Equipment Directive (2014/53/EU), Low Voltage Directive (LVD) (2014/35/ EU), ROHS 2 Directive (2011/65/EU)



The following harmonizing standard was applied to the G6.1, G6.2, G6.4, G6.5 and G6.6:

EN 15194:2017 Bicycles – electrically power assisted cycles – EPAC bicycles.

The following standard was used for G6.1, G6.2, G6.20, G6.3, G6.4, G6.5, G6.50 and G6.60:

EN ISO 4210, EN ISO 12100:2010
EN 62368-1:2014/AC Feb.:2015/A11:2017/ AC Mar.:2017
EN 62311:2008, EN 301 489-1 V2.1.1 , EN 301 489-17 V3.1.1
EN 301 489-19 V2.1.0 , EN 301 489-52 V1.1.0 ,
EN 300 328 V2.1.1EN 301 893 V2.1.1 ,
EN 301 511 V12.5, EN 301 908-1 V11.1.1 ,
EN 301 908-2 V11.1.2, EN 301 908-13 V11.1.2,
EN 303 413 V1.1.1

Krešimir Hlede

COO Greyp Bikes d.o.o.

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