

USER MANUAL

-EN-UK-



Paxster Hardtop – Generation 2.0

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Foreword

Congratulations for your new Paxster!

On behalf of Paxster AS I would like to congratulate you as a driver of the completely unique Paxster.

Paxster is a unique new electric vehicle, designed for maximum efficiency when making deliveries. With a high payload, long range, excellent road performance and optimal user ergonomics, we think that Paxster stands out as “the ultimate electric delivery vehicle”.

It is very important to us at Paxster AS that you as a delivery worker have a good and efficient work day as possible. Therefore, I hope that you will find Paxster to be a decent work tool, which will help you perform your tasks in the best way possible. I wish you good luck in your use of Paxster!

With kind regards,

Paxster AS

*Lasse A. Hansen
Managing Director*

About this manual

This user’s manual explains how you can quickly make use of this vehicle and use it in a way that takes care of both your safety and the vehicle’s technical condition.

In addition, it explains normal use and maintenance that can be performed by the individual operator. For major maintenance or problems, contact your local or national service provider printed on back of this manual.

Correct maintenance and use of this vehicle will help give you maximum pleasure and utility as a user, and it will also help reduce operating and maintenance costs. This will also increase the value upon the resale of the vehicle.

NOTE: Estimated time to read the manual: 30 minutes.

Warranty

Warranty terms and conditions are presented in the purchase contract between Paxster AS and the Buyer. The warranty does not cover normal wear and tear parts, or consumables that will naturally need to be replaced during the vehicle's lifetime.

Modifications

Paxster is a technically advanced vehicle. If there is a need for repairs or other assessment of malfunctions, please contact your local- or national service provider printed on the back of this manual.

This vehicle is designed and type-approved so that it shall comply with current rules in the relevant country. Changes performed by the operator may result in changes that mean that the vehicle is no longer in accordance with the original approval. This entails that the operator him-/herself is responsible for the malfunction and/or reactions that may occur. Therefore, you should never make changes in components that can increase the motor's performance or the vehicle's speed.

Keys

The vehicle is delivered with a unique set of keys. In each set of keys, there are also spare keys. We recommend that these are stored separately from the ones in daily use.

The following keys are delivered with the vehicle:

- Key to the ignition lock
- Key to the rear cargo hold
- Key for the side cargo compartments

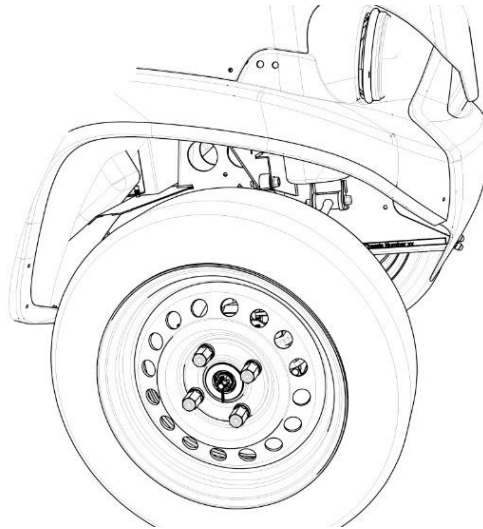
If you should lose the keys, you must read off the identification number of the vehicle and order a new key from the manufacturer. There are also possible to order "blank-keys" to make extra spare-keys. Separate prices will be charged in accordance with prices agreed between Buyer and the manufacturer.

NOTE: Remember to oil the locks in the winter to keep them from freezing shut.

Vehicle Identification

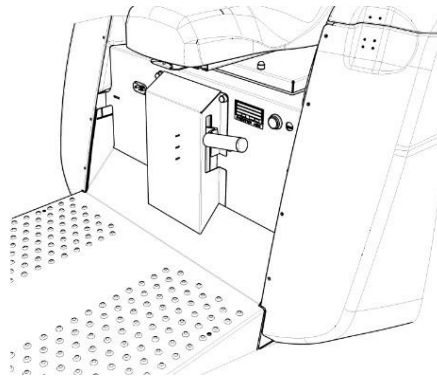
Chassis number

The vehicle's chassis number (VIN) is engraved into the front chassis structure on the right side.



The manufacturer's data plate

The manufacturer's data plate contains the vehicle's identification number (VIN), and type-approval. The data plate is located under the seat on the left side.



Registration number

The vehicle's registration number is located below the cargo zone in the rear of the vehicle, just as on an ordinary car.

NOTE: To get correct spare-parts for your vehicle, always use chassis number (VIN) as identification.

Safety instructions

Paxster is electrically powered. This is a different technology than internal combustion engines and therefore requires a different attention. If you pay attention to the points described below, you will safeguard both yourself and the vehicle.

Caution when handling charger and battery

All handling of the vehicle's battery charger shall be performed with great caution. Opening the battery compartment beneath the saddle seat should be exclusively performed by qualified service personnel.

Hazardous voltage

During charging, there will be voltage in the battery charger that can cause personal hazard. Alterations to the battery charger must therefore only be performed by qualified service personnel.

Grounded contact

The battery charger shall only be plugged into a grounded wall socket with 10 A of current.

Check of cables

Regularly check that the battery charger's cables are undamaged.

WARNING: In the event of damage to a cable or charger, the damaged part shall not be used. Contact qualified service personnel.

Ignition lock

The ignition lock has three positions: PARK/ON/OFF. The position lights functions in PARK mode. To activate all other lights, the ignition must be activated (see instrument panel).

NOTE: Steering- lock have become mandatory from 1/1-2018.



Range and driving behavior

The vehicle's range is determined by several factors. As the operator, you will have considerable effect on the vehicle's range through your driving behavior. By active use of the regenerative brake, you extend the vehicles range.

The theoretical range of Paxster is in the interval of 40-100 km or 4-10 hours of active mail/parcel distribution. Higher speed means higher energy consumption.

Note: Actual range depends on factors such as topography, load, driving style, climatic conditions etc.

Three different traction-battery-packs are available:

- 100Ah – 5,1kWh – 40-60km – 4-6 hours
- 180Ah – 8,1kWh – 50-90km – 5-9 hours
- 180Ah – 9,2kWh – 60-100km – 6-10 hours

Driving in snow or loose-soil, will increase the energy consumption due to increased rolling friction. It is important that you economise energy as you drive in order to optimise the range. Regeneration, however, must be used with caution on slippery roads (see "choice of driving mode on page 15). Always use both of the brakes on slippery roads. A transition from spinning wheels on a slippery surface, to good grip on the road, will cause unnecessary wear on the motor and transmission. This kind of damage is not covered by the warranty.

In general, we recommend the following driving pattern:

- Smooth acceleration
- Mechanical brakes are used to support the regenerative brake (motor brake). Important for less wear on brake components and maximized autonomy is to use the regenerative brake actively.
- Adapt the speed and reduce the need for braking.
- To avoid unnecessary wear of brakes, use both the front and back brakes.
- Do not use high-energy-consuming equipment with the 12 Volt AUX-socket.
- Limit the use of heating wires in the front windscreen. This is ONLY meant for de-icing. A timer switch will de-activate heating wires after 15 minutes of use.
- Limit the use of heated grips (if such equipment is available on your vehicle).
- Make sure you have correct air pressure in all tires (1.8 to 2.1 bars), this to reduce rolling friction and maintain a good grip.

Tips when starting on a steep hill:

- Place the vehicle in Power-mode.
- Hold the rear brake (left lever) in at the same time as you turn up the throttle, then release the brake.

If the vehicle is released backward before you turn up the throttle, you will use considerably more energy getting under way. Because of the vehicle's power limitations, a reduction in top-speed may occur when climbing hills, especially if the vehicle is fully loaded.

The batteries, the battery charger and the charging process

The traction-battery

The vehicle has a battery-pack that consists of several cells and a heating system. These components are controlled by an electronic battery management system (BMS). The BMS optimizes and maintain the traction-battery's performance and health. The battery-cells are of Lithium-type, designed for use in electric vehicles. The battery-cells have the designation LiFePO₄, or so called LFP batteries.

Daily charge

It is recommended that you start the charging process immediately after the work day is over. A good routine on this also prevents unwanted problems the next day. As a general rule, you should charge the batteries as often as possible. A discharge is not necessary before you connect or reconnect the battery-charger. To extend daily range, connect the vehicle to the battery charger also during shorter stops, like lunch-brake.

Repeated deep discharge

Avoid deep discharge of the traction-battery. This will have a negative impact on the traction-battery's capacity and life time. For long-time storage keep the battery at about 80%.

Protection mode

If the voltage in the traction-battery becomes too low, the BMS system ensures that the vehicle is set in "protection mode". As a result, you will not be able to continue driving at a normal speed. The vehicle must be returned to the terminal for a complete charging cycle. Pay careful attention to the battery indicator, and abort delivery-route if necessary.

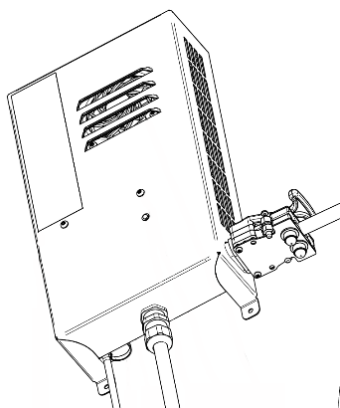
The traction-battery and winter use

To keep as short charge-cycle as possible, we recommend storing vehicles indoor in a nonfreezing environment. If stored in temperatures below zero, we recommend keeping the vehicles continuously connected to charger. Charging batteries in cold weather will increase charging time. Depending on size and temperature, the heater might need hours to warm the battery before normal charging process will start.

NOTE: The charger must be plugged in to the vehicle for the battery heater to function. At temperatures above 55 degrees Celsius, the battery pack will automatically be shut off to avoid damage to the batteries and vehicle.

The charger

An energy-efficient, maintenance-free 230V battery charger comes with the vehicle. The battery charger must be connected to a grounded wall socket belonging to a circuit of at least 10A.



Charging time

The charging time is highly variable and depends on several factors. Under optimal conditions, the charging time for completely discharged batteries is about 5 - 10 hours, depending on size of battery pack. If the batteries are kept frozen, the charging time will be extended by up to 5 hours before normal charging starts. The charging time will be reduced if you charge at room temperature, and the batteries are not completely discharged.

We advise you to plug the charger in as soon as the vehicle is in the house at the end of a workday so that the batteries can be charged for as long as possible. It is also recommended that the charger is kept plugged in during the weekend so that the batteries will get a proper balancing at least once a week.

Note: If the vehicle is not in use for a long period of time, it is important that it remains connected to the charger, or the 30A main-fuse on steering-column fuse-box is removed. This prevents the batteries voltage to drop. Leaving drained batteries for a long time, will be detrimental to the batteries' lifetime.

The functioning of the charger

With regard to reading off the charge status, we recommend that you pay attention to the light signals in the charge cable symbol on the vehicle's main instrument panel. The symbol has a green LED that blinks 1-4 times within a 2-second interval.

The blinking-pattern will tell you in what stage the charger operates, if there's an error, or if the charge-cycle is finished.

The signals should be interpreted in the following way:

1 pulse: Pre-heating. This means that the battery is too cold, and the battery heater has been activated. The BMS system waits until the battery has reached charge temperature.

2 pulses: Pre-charge. Pre-charge is something that happens if the battery is completely discharged. In that case, you need to charge with a low current until all of the cells have reached a certain voltage. This is also controlled by the BMS system.

3 pulses: Main charging. In this charging cycle, full power is sent from the charger to the battery.

4 pulses: Balancing. This phase of charging can take very little time, or it can take several hours, depending on the voltage in the different battery cells. The battery management system (BMS) ensures that all battery-cells have the same voltage when they are fully charged to ensure the maximum capacity in the battery. If necessary, the charger can be disconnected before the balancing is done, but it is recommended that this process be run through at least once a week, e.g. during the weekend.

When the charging is completed, the battery symbol **flashes slowly**.

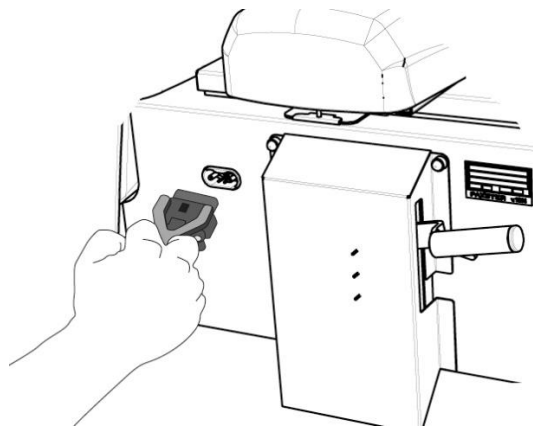
If the charging process malfunctioned, the battery symbol **flash rapidly**. Contact your service provider.

How to charge the vehicle

It is strongly recommended that the charger is permanently fastened to the wall, to avoid damage to the equipment. The charger is delivered with an extended cable in order to reach from the charger socket to the vehicle.

1. Always plug the charger to the wall-outlet first
2. Plug the charger into the vehicle's charging plug (located under the seat).

NOTE. If you are going to disconnect the charger from the wall, the charger MUST ALWAYS be disconnected from the vehicle first. When disconnecting the charger cable from the vehicle, ALWAYS use the grab handle so that the charger cable is not damaged. Any repairs of faulty cables where the defect is caused by careless handling will not be covered by the warranty.

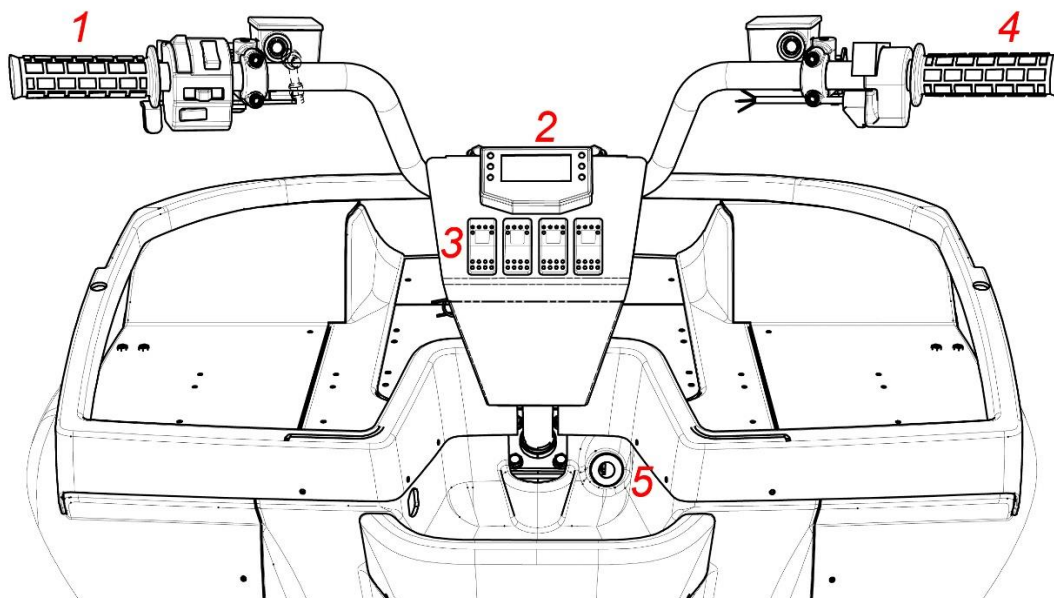


Instruments and switches

Overview of the driver's immediate anterior environment

In the figure below, you will find an overview of the main components of the driver's environment.

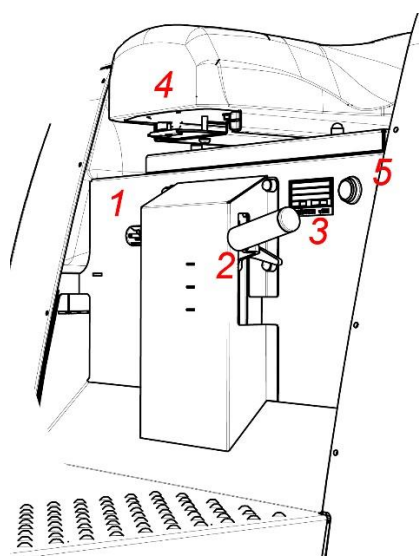
1. Hand control on the left side
2. Main instrument panel
3. Control panel
4. Hand control on the right side
5. Ignition lock



Overview of the driver's immediate posterior environment

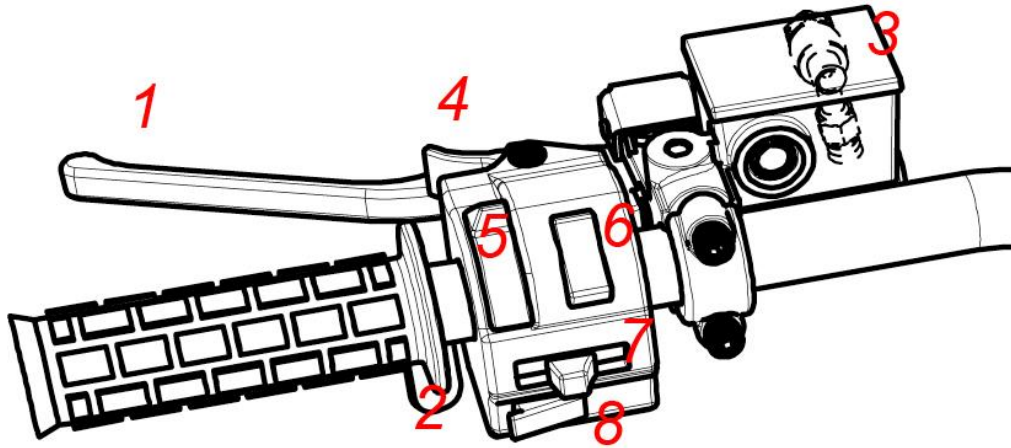
1. Charging connector
2. Parking brake
3. The manufacturer's data plate
4. Adjusting of the seat
5. Jump start switch

NOTE: The seat is adjusted by pulling out the handle under the seat, while at the same time pushing the seat forward or backward.



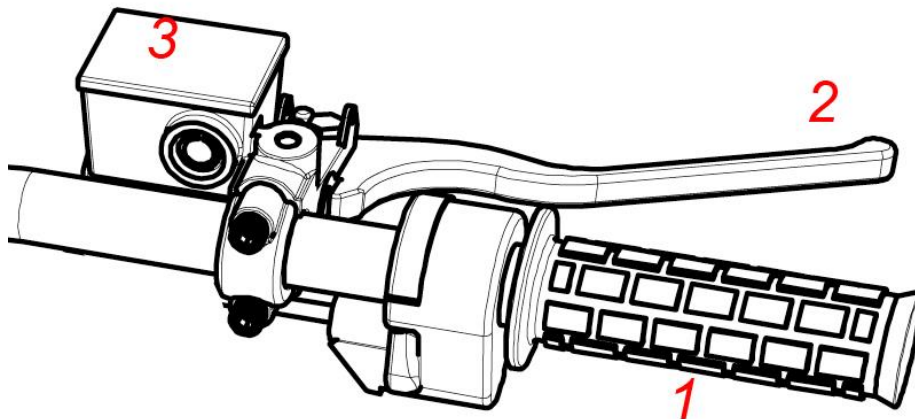
Hand control on the left side

1. Brake lever for the rear brake, also activating regenerative brake
2. Lever for temporary, hydraulic park brake. Mind using the mechanical park brake if required.
3. Container for brake fluid
4. Switch to engage reverse
5. Switch for Main beam/Low beam
6. On / off switch for warning light
7. Switch for direction indicators
8. Horn



Hand control on the right side

1. Throttle
2. Brake handle for front brake, also activates regenerative brake on rear wheels.*
3. Container for brake fluid



Main instrument panel

1. Speedometer
2. Mode selection indicator
3. Battery indicator
4. Reset button
5. Mode button
6. Warning lamps



Charge indicator lamp



Warning lamp, malfunction in the drive system



Direction flasher indicator / warning light indicator



High beam indicator

NOTE: If the warning lamp for malfunctions comes on, try to turn the ignition off and on. If the malfunction continues, see the FAQ section at the back of the user's manual, or contact your service provider.

Changing modes on the main instrument panel

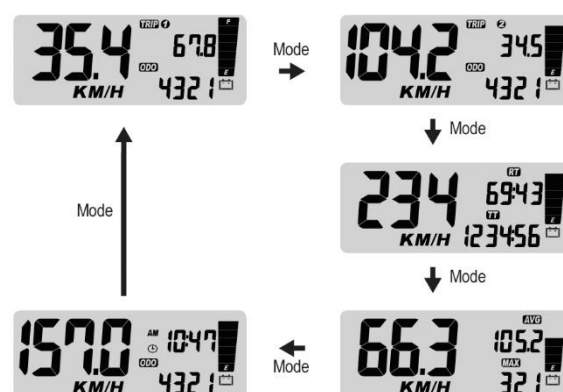
The main instrument has the following functions:

FUNCTION

- Speedometer
- Maximum velocity
- Average velocity
- Trip meters 1 & 2
- Odometer
- Total driving time
- Clock
- Battery meter

SYMBOL

- KM/H
- MAX
- AVG
- TRIP 1/2
- ODO
- TT



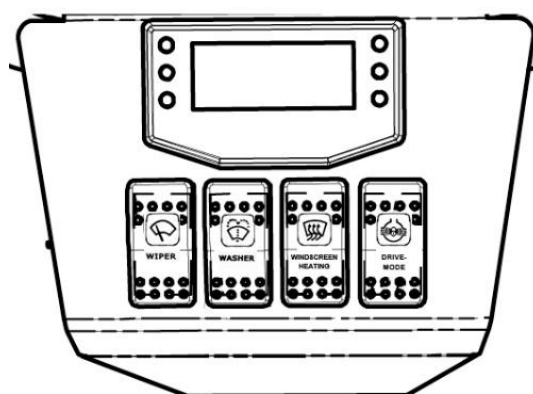
Press the mode button in order to change from one function to another. The modes change in "loop" and the arrow in the figure to the right indicates the path from one function to the next.

Setting the clock: Enter programming mode by simultaneously press both reset- and mode buttons until the display starts to flash. The mode button steps forward, and the reset button is used to change the value. Here you may adjust:

- 12h / 24h clock
- Adjustment of speedometer: Change number by number (**Set to c 0275**).
- Hours
- Minutes
- Km/h or miles/h

To exit programming mode, press the mode button until it stops flashing, or turn ignition off.

Control panel



- **The WIPER** switch has 3 steps: OFF/LOW SPEED/HIGH SPEED or INTERVALL/OFF/HIGH SPEED, depending on your vehicle's equipment level.
- **The WASHER** switch activates the wind shield washer. The tank for refilling fluid is in the right side compartment next to your seat.
- **WINDSCREEN HEATING** is a de-icing function. This consumes 200W, therefore, use should be limited to the most necessary tasks in order to preserve the range. The heater will be automatically de-activated after 15 minutes and must be manually re-activated.

- **The DRIVE MODE** switch has 3 positions:

<i>Position</i>	<i>Distinctive Feature</i>	<i>Function</i>
1. Up/Forward	Large Red Light	High Mode
2. Middle	No light	Eco Mode
3. Down/Back	Little Red Light	Winter Mode

High mode should only be used in situations where you need extra torque, e.g. when starting on a steep uphill. This position will cause the traction-battery to drain faster and should therefore only be used when needed.

ECO Mode is the default position and is intended to be used in most driving situations. It is optimized for the most energy efficient driving and has normal regenerative brake with slightly less force than High Mode.

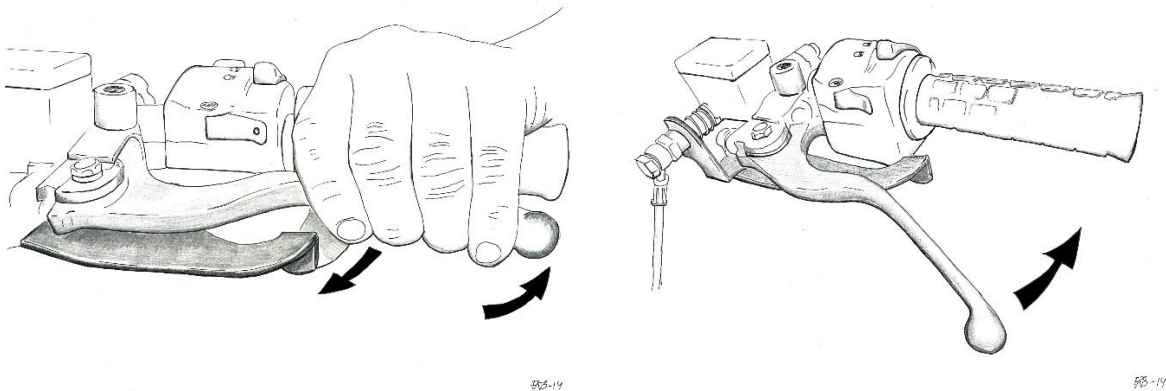
Winter Mode has the same characteristics as ECO Mode, but has a “smoother” ramp-up of the regenerative brake. This is to make it more manoeuvrable in case of slippery road conditions. In slippery road conditions, you might experience that the wheels are blocked when releasing the throttle, but as soon as the wheels are blocked, the regenerative brake will release, and the wheels will roll again. Regenerative brakes mean that when you release the throttle causing the motor to brake, that energy is returned to the traction-battery.

NOTE: In reverse, the vehicle is limited to a maximum speed of 15 km/h, regardless of which mode you select.

Parking brakes

Parking brake on the handlebar

WARNING: This is only to be used during short stops, where you don't leave the vehicle.



In order to engage the parking brake, press the brake handle on the left side in at the same time as the smaller lever below it is pressed away from you. Release the left brake handle before the smaller lever.

In order to disengage the parking brake, press the brake lever in one more time in the usual way. Do NOT push the smaller lever.

Note: The smaller lever controls a check-valve that will keep hydraulic rear brake pressurized until you disengage the parking-brake. If engaged in cold weather, and left on, a rise in temperature will cause the parking-brake hard to disengage.

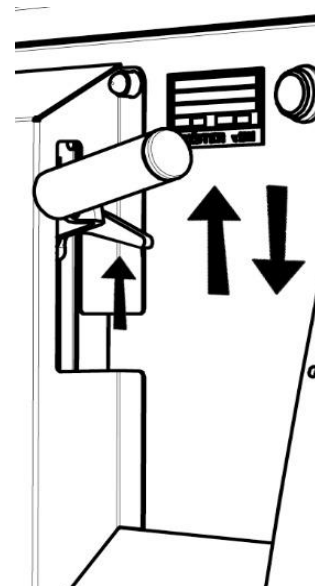
Handbrake

If you are going to leave the vehicle, the hand brake should be engaged. Pull the handbrake-lever upwards, after the vehicle has come to a complete stop.

Before you start driving, the handbrake is released by pulling the short lever (the release) upward, and at the same time press the main lever down.

Make sure that the handbrake is completely disengaged to prevent unintentional wear, reduced range or overheating the motor.

The hand brake should not be engaged when the vehicle is in motion.



Driving instructions

Starting

- Make sure that the load is adequately distributed and secured
- Find your correct driving position and check that your field of vision in the mirrors is correct.
- Activate the vehicle with the ignition key (right position - clockwise)
- Check that the lights are functioning
- Choose the correct driving mode
- Deactivate the parking brake(s)

Driving forward

- Turn the throttle on the right side of the handlebar toward you in order to accelerate
- Avoid rapid accelerations because this drains the batteries much faster
- Remember to use both the front and rear brakes when braking down in order to achieve the best possible braking power and in order to reduce the wear on brake discs and pads.

Reverse

- Depress and hold in the yellow reverse switch on the left-hand control.
- The reversing signal activates.
- Adjust the speed with the throttle

Braking and driving on the downhill

The motor functions as generator and helps you maintain a constant speed.

As with all vehicles, excessive use of the ordinary brakes can cause the brakes to be overheated so that the braking power may disappear. If you are driving in Winter Mode, we recommend that you pump the brakes and do not use steady braking power. Use both of the brakes in order to avoid overheating and always use both of the brakes on slippery roads. Take some time to become familiar with the vehicle's braking functions in a closed area.

Active regenerative brake

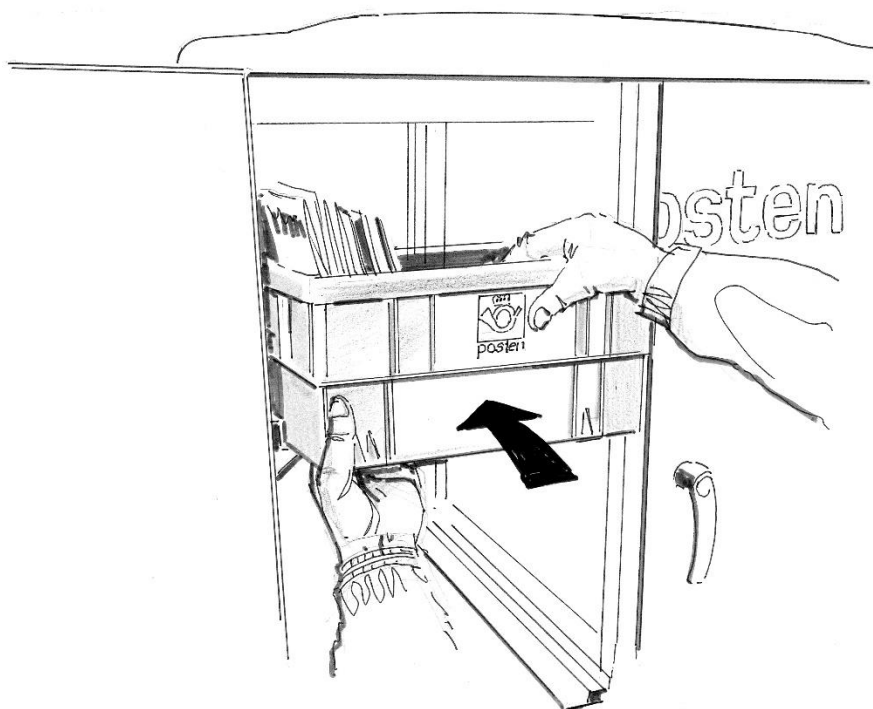
The braking system is equipped with an active regenerative brake that is engaged when the braking light switch is activated. This applies to both the front and rear brakes. We recommend that this is used as much as possible, both to reduce wear on brake pads as well as to extend range. In slippery conditions it is important to note that this effect may cause the rear wheels to slip. In such cases we recommend pumping the brakes.

Tips for ergonomic and correct driving style

- Try to adjust the seat so that you are sitting with your back at an angle of nearly 90 degrees with the ground when you grip the handlebar.
- Adjustment of handlebar angle, may ONLY be performed by competent service personnel. When the angle of handlebars has been adjusted, the handlebars' other components must be correspondingly adjusted. Always check that the brakes work as intended after adjustment.
- Try to set the wheels in motion before you start manoeuvring the vehicle. This greatly reduces the power required for steering.
- If you are going to pass over a curb, maintain a speed of approx. 2-5 km/h, try to approach the curb at an angle of 45 degrees. This reduces the wear on the suspension.

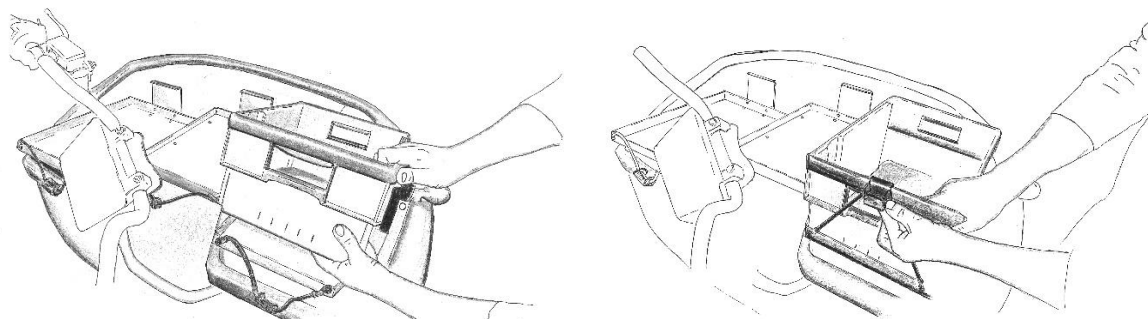
Cargo zones

The vehicle has two loading zones, one in front of the handlebar in the driver's cab and one in the rear in the cargo hold. The design and use of these zones varies from user to user, but it is generally advisable to load weight as low as possible in the vehicle; i.e. that empty postal containers ought to be placed on top of the cargo hold and full containers at the bottom.



Loading on anterior loading platform

If you use containers in the anterior-loading platform, place them in such a way that the flap on the back of the platform grips into the container's lifting handle. Then lower the container and stretch the elastic cord, if your vehicle is equipped with this, with the steel hook over the upper edge of the container. This ensures the placement of the container during driving and prevents displacement of the load during braking or a collision.



Do it yourself - maintenance

NOTE: As part of the Warranty Terms, the vehicle must undergo the mandatory semi-annual Periodic Preventive Maintenance program. It is the Buyers responsibility to book and plan such PPM with a technician authorized by Paxster AS

Cleaning the vehicle

Keep the vehicle clean by washing it regularly with lukewarm water and car shampoo. If there is a lot of sand and dust, rinse it off first with water so as to avoid scratches. Then wash with a sponge and running water until the dirt has come off.

Keep in mind that the surface is composed of plastic so that the use of strong chemicals such as acetone may make the surface less glossy.

Regular waxing will help protect the surface and make it easier to keep clean. We particularly recommend waxing the vehicle before winter because road salt and dirt can wear down the surfaces.

NOTE: A high-pressure hose must not be used in the driver compartment, except on the floor, as there is a real risk that water may penetrate circuit boards. Must be used with caution around the motor and electrical components.

Filling air in the tires

We recommend using 1.8 to 2.1 bars of pressure in all tires. Make it a habit to check the tire pressure regularly. Too low pressure will reduce the vehicle's range considerably. Be aware that the air pressure can decrease in proportion to the outdoor air temperature.

NOTE: Less tire pressure means softer tires on uneven roads, but please mind the reduced range and harder steering.

WARNING: When replacing wheels, please note the MAX torque of 90Nm.

Changing fuses

The fuses are located to the left of the steering column.

F1: 30A – 12V main fuse

F2: 20A – Window wiper and washer fuse

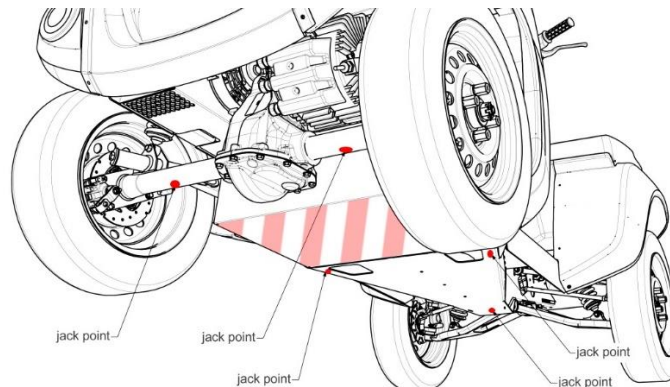
F3: 10A – Lights and indicators

F4: 10A – Ignition and operation

F5: 20A – Heated windshield and cigarette lighter / heated grips

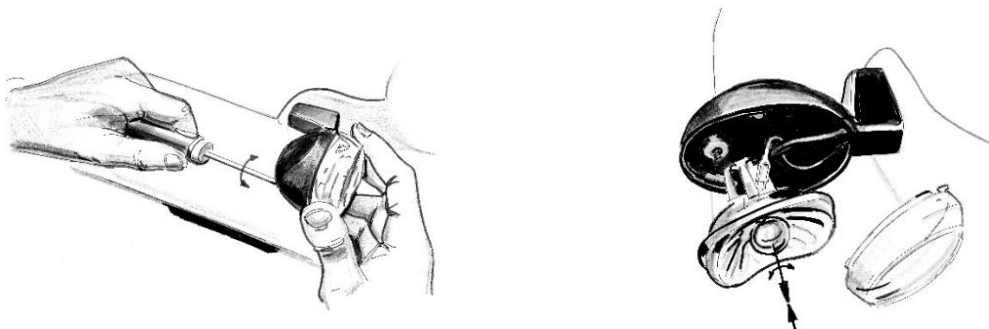
Jacking points

Use the indicated jacking points when the vehicle is to be jacked up.



Changing direction indicator light bulbs

- Unscrew the small screw that sits on the rear edge of the light housing.
- Remove the lens
- To remove the old light bulb: Press the bulb in and turn to the side.
- Remove the old bulb.
- Do the same thing in order to put the new bulb in.



NOTE: The front direction indicator lights are susceptible to shock. Any damage to these is not covered by warranty.

Changing headlight bulbs

- Turn the handlebars for easier access to the underside of the front wing.
- Pull back the rubber collar covering the rear of the light bulb.
- Tilt the clip to the side.
- Pull the light bulb out.
- Reverse the process to replace the light bulb.

WARNING: Only use headlight bulbs of the type HS1 (Max 35 Watt)

NOTE: Your vehicle may be equipped with LED headlights. These do not have replaceable bulbs.

FAQ

In this section, information is provided about known events that have been reported to the manufacturer. Here you will find description of symptoms, and explanation of possible causes. This will make you better equipped to report any events that may occur to your servicing partner and to deal with challenges on your own.

Overheating of the drive train

Symptom: The malfunction lamp on the main instrument panel flashes 8 times and it turns off after a short while. The vehicle has reduced performance. In the event of serious overheating, the vehicle may come to a sudden stop.

Solution: Turn the ignition off and wait 5 minutes so that the vehicle can cool down.

Known causes:

- The vehicle is exposed to heavy loads, e.g. fully loaded cargo zones and a lot of hilly terrain.
- Demanding starts on hills with a heavy load.
- The hand brake has not been sufficiently deactivated.
- One or more wheels have low tire pressure.
- Other motor malfunctions

The malfunction does not stop: If the malfunction does not stop, contact your servicing partner for further diagnosis and repair.

Throttle fault

Symptom: I have turned on the ignition and twisted the throttle, but the vehicle does not respond, and warning light flashes 6 times.

Solution: Revert throttle to zero position.

Cause: The vehicle is equipped with a safety function that deactivates the motor if the throttle is not in the 0-position when the ignition is activated. This is to ensure that the vehicle does not accelerate unintentionally. The same function goes into effect if you twist the throttle immediately after activating the ignition.

The malfunction does not stop: If the malfunction does not stop, contact your servicing partner for further diagnosis and repair.

Seat switch

Symptom: I have turned on the ignition, turned the throttle, but the vehicle fails to move and the warning light flashes twice.

Solution: Make sure you are sitting down on the saddle seat, and that there are no foreign object hindering the activation of the seat-switch.

Cause: The vehicle is equipped with a safety function that deactivates the motor if the seat is empty to prevent the vehicle from being operated without a driver on the seat. This is to prevent the vehicle from accelerating unintentionally. The fault persists: If the fault persists, contact your service partner for further diagnosis and repair.

Low main battery

Symptom: Before the vehicle runs completely out of power, its performance diminishes. When the vehicle is completely out of power, you will find that it comes to a complete stop before allowing you to drive a few more metres. Thereafter the vehicle will repeatedly come to a stop before you again can drive a few metres. This cycle is repeated until the vehicle is completely drained of power.

Solution: Call for assistance to bring the vehicle back to its charging station. Always pay close attention to the battery discharge indicator to completely drained traction-battery

Known causes:

- The vehicle had not been charged before driving commenced.
- The vehicle had heavier work than normal and consumed more energy (e.g. check the hand brake).
- Other malfunctions with the charger (e.g. defective charger cable).
- Check that the charger is plugged into 230 V AC.
- Tip: always check that the charger starts normally after completed driving.
- Tip: Ensure that the charging cycle is completed before driving.

The malfunction does not stop:

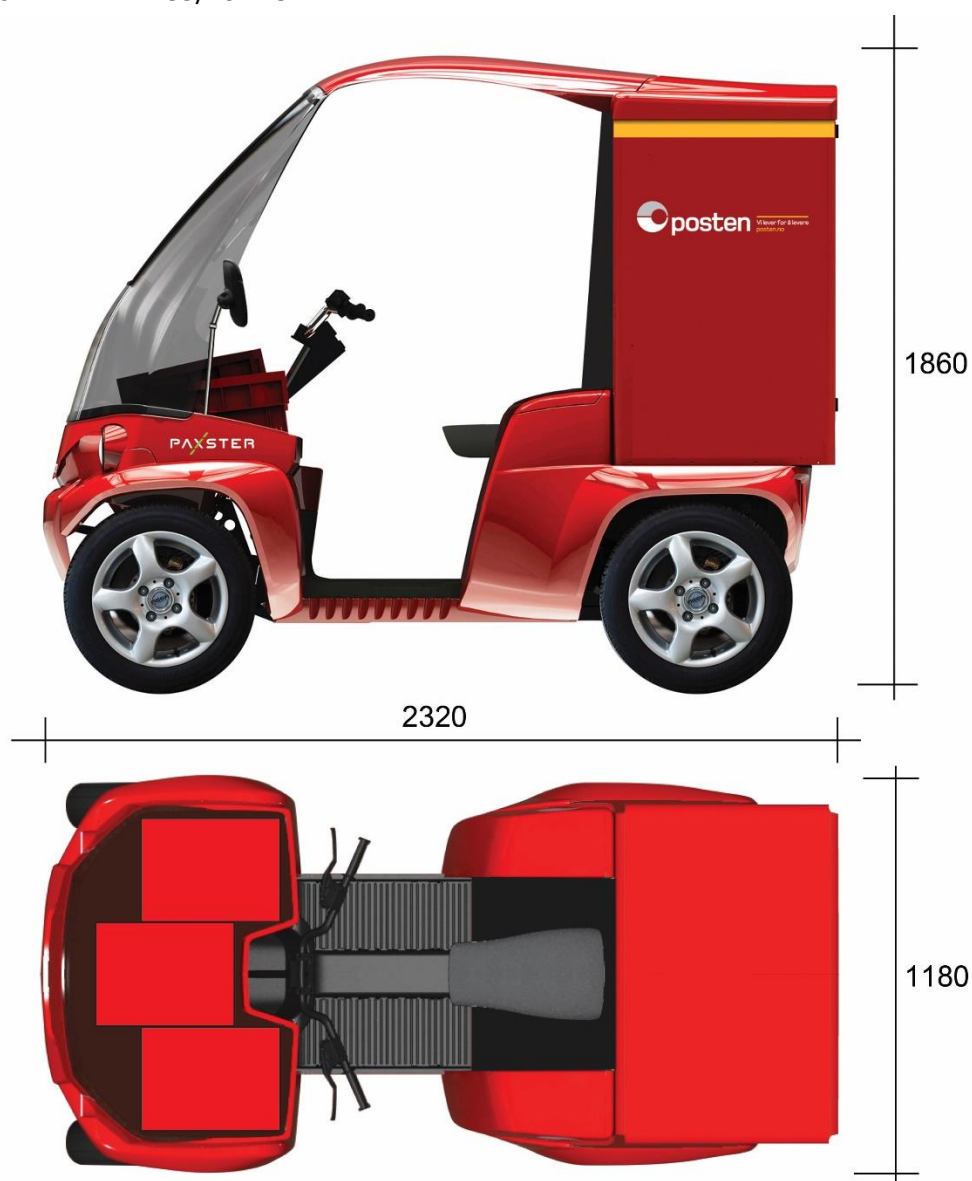
If the malfunction does not stop, contact your servicing partner for further diagnosis and repair.

Daily check of the vehicle

- Check that there is sufficient brake fluid. Contact your servicing partner if the level is below minimum.
- Check that the brakes are functioning
- Check that all of the lights are functioning
- Check that the horn is functioning.
- Check the tyre pressure.
- Check that there is sufficient current in the batteries to complete your route.
- Check that there are no indications of malfunctions displayed on the instrument-panel.

Technical specifications

Length:	2320 mm
Width:	1180 mm
Height:	1860 mm
Loading capacity:	200 kg
Range:	See table on page 7
Speed:	45 km/h
Category:	Moped, L6e-BU
Motor:	4 kW
Batteries:	LiFePO4
Summer tires:	145/70 R13
Winter tires:	155/70 R13



Recommendation to driver's safety:

According to Norwegian regulations concerning the use of personal protective equipment while driving a motor vehicle, the use of a seat belt or other safety equipment is mandatory where such equipment is available.

However, there are exceptions from this requirement for the use of seat belts or other safety equipment. The following exception could be considered appropriate for users of Paxster EDV.

“During low speed driving where the person concerned frequently has to leave his vehicle, such as during the delivery of mail or newspapers, or in connection with renovation work or similar.”

NOTE: This rule applies in Norway at the time of writing. Paxster accepts no liability for changes in regulations. Changes to regulations may not be up-to-date in this document. Paxster also holds no liability for the translation and quotes from Norwegian to English wording of the Regulation.

Other countries may have other national or local regulations applicable. The individual driver is responsible for using safety equipment in accordance with laws and regulations applicable to their area.

Optional Equipment List

Optional equipment already installed in your vehicle, or available to retro fit.

- Front-Canvas – Protection for cargo on anterior loading platform
- Wind-deflectors
- Remote-key on ignition and/or rear Cargo-hold
- Heated Grips
- LED Headlights
- LED Interior light
- Work-light on left or right side of cargo-hold
- High central LED brake-light – on rear/top of rear cargo-hold
- Brake-light when regenerative braking
- Ergonomic brake-handles (L/R)
- Interior LED light-strip in Cargo-hold
- Seat-cover in wool



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