# Is the battery still OK?

EnergyBus

## Which component is faulty?

## Do we really need a hundred different chargers in stock?

## How do we make sure we have reliable sparepart supply for the first ten years after purchase?

## Do we need to hire an electrician for electric bikes?

### Can we add a second battery for extended range?

### The customer wants to buy a solar panel to charge his vehicle, what can we offer?

### Why did the battery die? Is that covered by the warranty?

### Is it possible to add a second throttle?

No Problem with EnergyBus!

# OK?

## Service

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# Present

Servicing light electric vehicles is expensive because keeping a stock of spare parts requires space and ties up money. Every vehicle needs its own charger. Using the wrong charger is a real danger as the battery might short circuit and fail. For bicycle retailers it is difficult to determine which part of the electric drive failed, therefore diagnostic service tools are a great help. Most manufacturers do not provide such tools and their protocols are not designed to provide data which helps to diagnose problems. Those few manufacturers which offer diagnostic tools recommend expensive special equipment only available to licensed dealers.

The history of batteries cannot be determined. So a used battery can be like-new and well maintained, or almost at the end of its life.

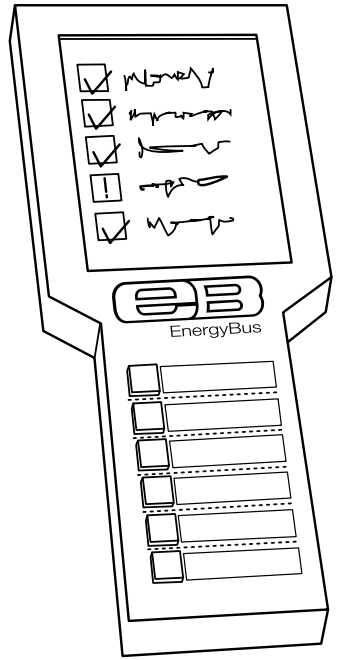
**Reselling a battery is a gamble.**

# With **EnergyBus**

The **EnergyBus** connectors and bus system makes it possible to provide one charger for every battery, independent of chemistry and size. Since systems are compatible, the dealer does not have to stock many similar components of different suppliers, but instead can offer a variety of components in price and quality.

A diagnostic tool with service software can access the diagnosis data of any LEV. It allows quick and efficient diagnosis so the faulty component can be identified and replaced. Spare parts have a longer availability and newer components can replace older ones without braking the system (backwards compatibility). The battery's history can be read and its state of charge (SOC) and state of health (SOH) determined. With this data warranty cases can be separated from misuse issues and the value of used batteries can be determined for resale.

**Servicing vehicles with EnergyBus is quick and easy.**




LEV diagnosis tool