Instructions

for your

BODY BIKE Indoor Cycle

BODY BIKE Connect

TABLE OF CONTENTS

EQUIPMENT REQUIRED

Unpacking: Drill and drill bit
Bottom frame: 13mm wrench
Console: 3 and 4mm Allen Key
Saddle: 14mm wrench
Pedals: 15mm pedal wrench, grease
Cleaning: Tissue paper or cloth, spray bottle with water, soap (washing-up liquid), Vaseline oil
Sideways play in posts: A coin, 3mm Allen Key, 32mm wrench
Post cleaning: Cloth, Vaseline oil
Adjustment handle: 5mm Allen Key, screwdriver, steel brush, grease, brush
Replace console batteries: 3mm Allen Key
Replace control box batteries: A coin
Side covers: A coin, 3, 4, 8mm Allen Keys, 13mm wrench
Brake block: A coin, 8mm wrench, 3mm Allen Key
Calibration: A coin, 8mm wrench
Poly-V belt: A coin, 10mm Allen Key, 19mm wrench, measuring device

INTRODUCTION

This manual provides information on the assembly and maintenance of the BODY BIKE indoor cycle. It also holds information about the use of the BODY BIKE Performance Console. The manual is intended for the owners and service people responsible for cleaning and maintenance.

Before assembling the cycle, please read the manual and prepare the correct tools, see equipment required page 2. When assembling the cycle, we recommend that you follow the manual step by step. Maintaining the cycle is very important. In the manual you will find clear instructions on how to maintain the cycle.

Over time it will be necessary to replace worn-out parts. You will find a detailed description and exploded drawings of BODY BIKE's spare parts on our website www.body-bike.com. When ordering spare parts from the local BODY BIKE distributor, please refer to the item number (P/N no.) in order to make sure you will receive the correct spare part.

We recommend that you order original parts, accessories and materials necessary for the maintenance of the cycle at your local BODY BIKE distributor. For further information on accessories, please check our website www.body-bike.com.

We wish you the best of luck with your BODY BIKE indoor cycle

CERTIFICATION

Federal Communication Commission Interference Statement

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.*

FCC Caution:

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.

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

EU Declaration of Conformity

This device complies with the essential requirements of the R&TTE Directive 1999/5/EC. The following test methods have been applied in order to prove presumption of conformity with the essential requirements of the R&TTE Directive 1999/5/EC:
EN 60950-1:2006+A12:2011
EN 55022+EN 55024(2010)
EN 301 489-1 V1.8.1(2008-04)
EN 301 489-3V1.4.1(2002-08)
EN 300 440-2 V1.3.1(2009-03)
This device is a 2.4 GHz wideband transmission system (transceiver), intended for use in all EU member states and EFTA countries, except in France and Italy where restrictive use applies.
In Italy the end-user should apply for a license at the national spectrum authorities in order to obtain authorization to use the device for setting up outdoor radio links and/or for supplying public access to telecommunications and/or network services.
This device may not be used for setting up outdoor radio links in France and in some areas the RF output power may be limited to 10 mW EIRP in the frequency range of 2454 – 2483.5 MHz. For detailed information the end-user should contact the national spectrum authority in France.

Hereby, BODY BIKE, declares that this Performance Console is in compliance with the essential requirements and other relevant provisions of Directive 1999/5/EC.

ANT+ FC CE 1177

WARRANTY

Warranty for the Danish manufactured BODY BIKE Indoor Cycle:

A two-year warranty against manufacturing defects, excluding normal wear and tear, is given for the console, load cell, brake unit, flywheel and pulley. A three year warranty is given on the crank and the pedal arms, and a five year warranty is given against frame breakage.

Consumable items (such as the poly V-belt, brake pad, handlebar rubber, saddle and pedals, batteries etc.) which are subject to continuous wear and tear, are not covered by this warranty. There is currently no warranty applying to the pedals.

The warranty only applies to cycles equipped with original BODY BIKE spare parts. All warranties are cancelled if the cycle has been modified or in any way not used as intended. The warranty does not cover any accessories used together with the BODY BIKE Performance Console. Data transfer between the cycle and non-BODY BIKE products is not guaranteed by any warranty.

All warranties are cancelled if the console or control box has been disassembled.

SPECIFICATIONS

Manufacturer:
BODY BIKE International A/S
Pier 6 Nord
DK-9900 Frederikshavn
Denmark
Tlf: +45 9843 9696
www.body-bike.com

Product description:
Indoor watt cycle with console

Length, Width, Height:
Assembled: 105x60x100cm
Packed (5 cycles): 120x80x114cm

Patent held for:
Crank system

Weight:
Assembled: 65kg
Packed weight(5 cycles): 350kg

Maximum user weight
150kg (Please note that the max. pedal load may be lower)

Console features
ABS plastic with POM battery hatch
LCD Display of the FSTN type
Acrylic glass lens
ANT+ wireless data transfer
Compatible with most heart rate transmitters, but BODY BIKE recommends use of ANT+ heart rate transmitters
Water resistant (IPX2)
Console battery: 3 AAA (DC 4,5V 30mA), battery life: 450 hours*
Control box battery: 3 AA (DC 4,5V 30mA), battery life: 400 hours*
*depending on usage.
CE 1177 Certified
FCC Certified.
FCC ID: QSWAPWDBB

Materials
Cast iron
Stainless steel
Plastic (ABS) covers
High quality bearings
Frame: Robot-welded, powder coated and hardened.

GENERAL INFORMATION

Before beginning any exercise, please consult your physician

Wipe off the cycle after EVERY use

ALWAYS loosen all handles and release tension after use

The rubber feet should always be adjusted to ensure that the cycle is level

Every other year the rubber feet should be replaced as the rubber hardens and becomes unable to absorb the impact

Tighten the pedals every 14 days or every month to avoid them getting loose or breaking off

Pedals should be changed once a year

Inspect the Kevlar brake pad after the first month and hereafter every three months to make sure it is not worn through

DO NOT perform stretch exercises on the cycle, pedals or up against the cycle, except against the stretch area at the rear end of the cycle

DO NOT switch the front or seat post from one cycle to another

DO NOT lift the cycle by the saddle

DO NOT switch console from one bike to another unless recoding

Immediately change battery in console when the icon below is shown on the screen

DISPLAY

Immediately change battery in control box when the icon below is shown on the screen

BIKE

DO NOT pedal fast in attempt to set a record if you do not have the bike under control

DO NOT add more tension than you need to keep pedaling. Over tightening the tension knob can cause harm to the brake unit

The console is water resistant, not water proof. Do not expose it to large amounts of water

DO NOT overload the load cell by pulling or twisting it by hand

UNPACKING THE PALLET

1: Begin by opening the top of the box.

2: Remove all the unmounted parts.

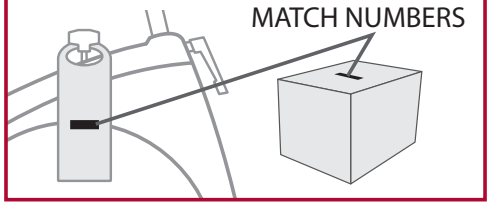
3: Flatten the box on the floor next to the pallet.

4: Loosen the two screws mounting the first cycle to the pallet.

5: Lift the cycle off the pallet and place it on the flattened box to spare your floor from getting marks.

Please note

The cycle is precoded to a console. Match the number on the hanger to the number on the box.



BOTTOM FRAME

1: Arrange the bottom frames parallel on the floor next to the cycle with the correct mounting distance between them, see figure 1. On the front bottom frame, the transport wheels should point forward.

2: Take hold of the front post and seat post and lift the cycle onto the bottom frames, see figure1. Ensure that the holes in the frame match the holes in the bottom frames.

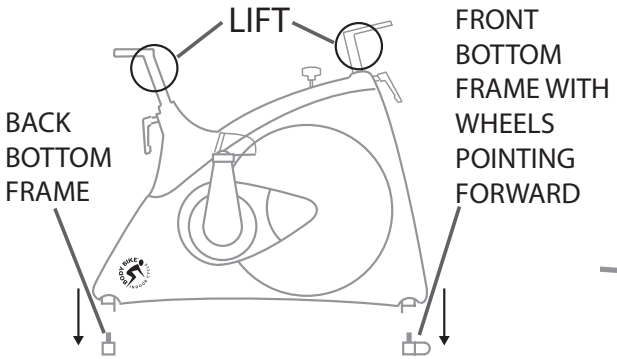


Figure 1

3: Put on the spring lock washer and the cap nut and tighten by using a 13mm wrench, see figure 2.

Please note

Do not overtighten the nuts. They should only be hand tight.

4: Unscrew the rubber feet a little. Place the cycle in the correct position. Turn them up and down until the cycle stands properly and it is level.

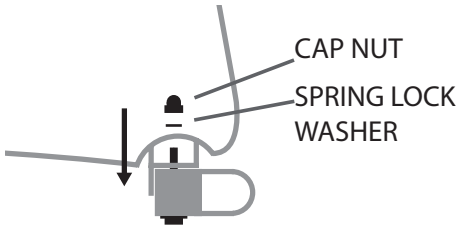


Figure 2

HANDLEBAR

1: Place the handlebar on top of the front post.

2: Screw an adjustment handle (size 32mm) clockwise into the socket from underneath the post, see figure 3. Fix the handlebar completely to the front post by tightening the adjustment screw on the right side of the handlebar.

CONSOLE

1: Remove the small plastic strip on the back of the console, see figure 4. Make sure batteries are correctly inserted.

Please note:
The console is set for km and kg as default. If preferred change to miles and lb before mounting the console, see page 18.

2: Mount the console on the handlebar mount by using the 3 screws, see figure 5. Rubber pad should face matt side outwards.

3: Press the handlebar mount onto the handlebar, see figure 6.

4: Adjust the angle to your preferred view of the console, see figure 7.

5: Tighten the two screws on the mount, see figure 8.

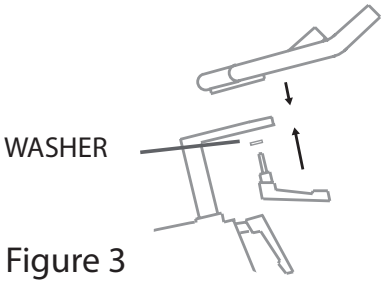
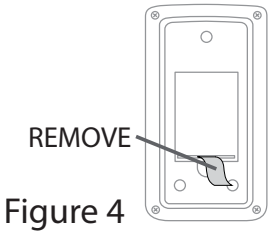


Figure 3



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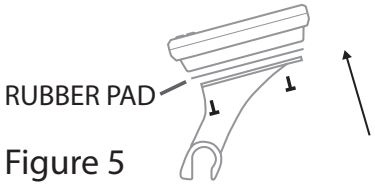
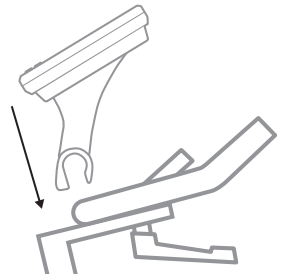


Figure 5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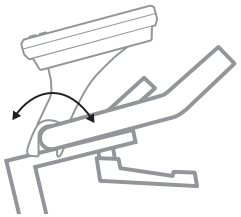
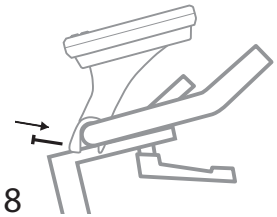


Figure 7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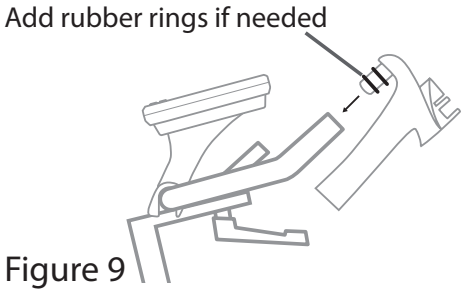

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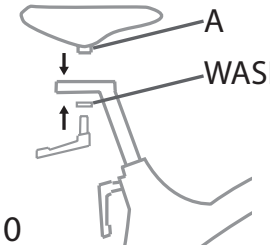


Figure 10

BOTTLE HOLDER

1: Mount the bottle holder at the top of the handlebar, see figure 9. Add one or two rubber rings if the bottle holder is not firmly fixed.

SADDLE

1: Place the saddle in the track on the seat post.

2: Secure the saddle with the remaining adjustment handle, see figure 10. To fasten the saddle to the adaptor and adjust the tilt of the saddle, use a 14mm wrench on the bolt marked with an A on figure 10.

PEDALS

1: Place the right pedal arm with the socket pointing upwards, see figure 11.

2: Add resistance on the brake, so the pedal arm is unable to rotate, see figure 12.

3: After tightening by hand, use a 15mm pedal wrench to tighten the pedal completely (45Nm).

Please note

- the pedals are marked with R for Right and L for Left side.
- the pedals should always be screwed on in the direction of the handlebar, see figure 13.
- make sure that the hole in the pedal arm is greased when mounting the pedal.
- start mounting the pedal by hand as tools will tighten the pedal at a wrong angle.

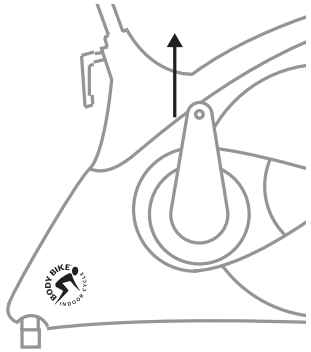


Figure 11

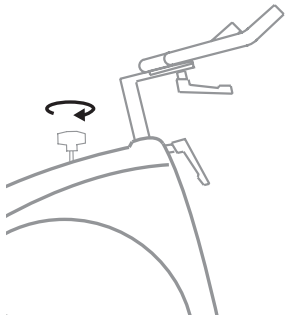


Figure 12

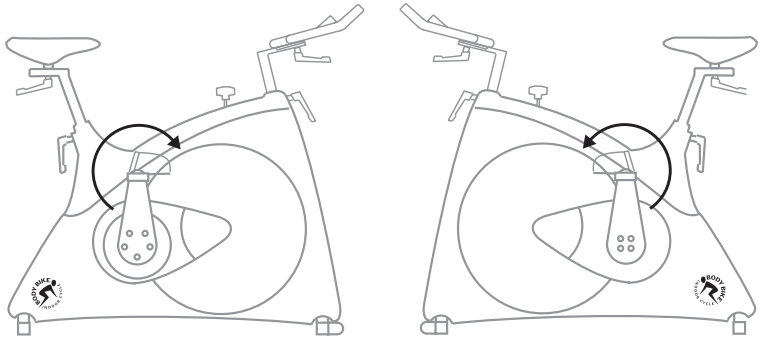


Figure 13

CLEANING

After each workout, wipe the cycle down with tissue paper.

If the cycle is covered in sweat or dirt, use water in a spray bottle and if necessary a tissue with some washing-up liquid.
Remember handlebar and saddle.

NEVER use alcohol or chemicals

To make the cycle look its best, use a cloth with a little Vaseline oil on all parts except the console, handlebar and saddle.

At an annual service check, remove the right side cover and make sure that the small hole by the front bottom frame is not blocked and allows water and sweat to exit the frame, see figure 14. Also check that the ribs on the poly-v belt and pulley are clean. Vacuum the cycle inside.

SIDEWAYS PLAY IN POSTS

Front post

1: Remove the right service hatch by loosening the three locks with the coin, see figure 15.

2: Adjust the screw marked S1 by using a 3mm Allen Key, see figure 16.

Seat post

1: Remove the seat post

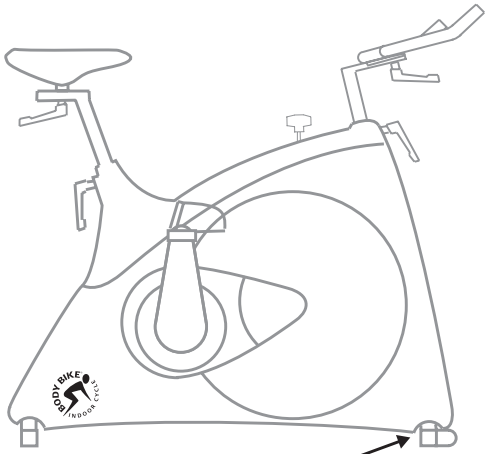


Figure 14

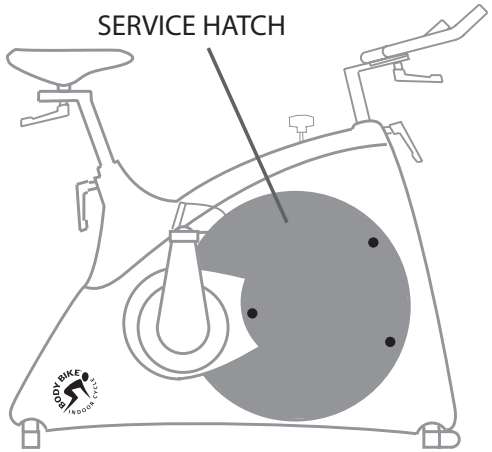


Figure 15

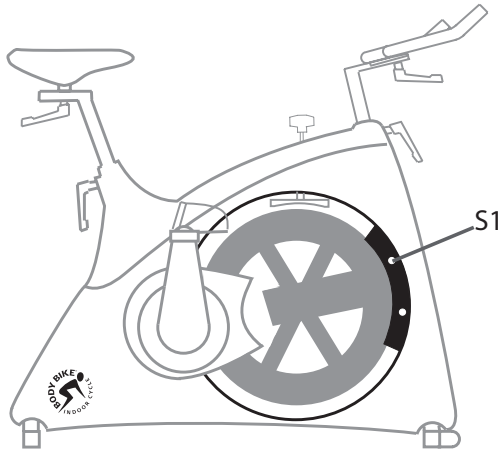


Figure 16

2: Remove the handle, the 32mm nut and the brass piston with a 32mm wrench.

3: Remount the seat post.

4: Carefully lift up the top cover as shown on figure 17. Adjust the right-hand side screw marked S2 with a 3mm Allen Key. The seat post should only just be able slide freely.

5: Push the top cover back in place.

6: Remove the seat post and remount the brass piston, 32mm nut and the handle.

7: Remount the seat post.

Please note:
The adjustment has to be very subtle in order for the post still to be able to move up and down.

CLEANING THE POSTS

Every other week the posts need cleaning to protect them from sweat etc.

1: Pull out the seat post and the front post and wipe them clean with an oily cloth, see figure 18.

Please note:
The posts should be cleaned every other week to keep them in good condition

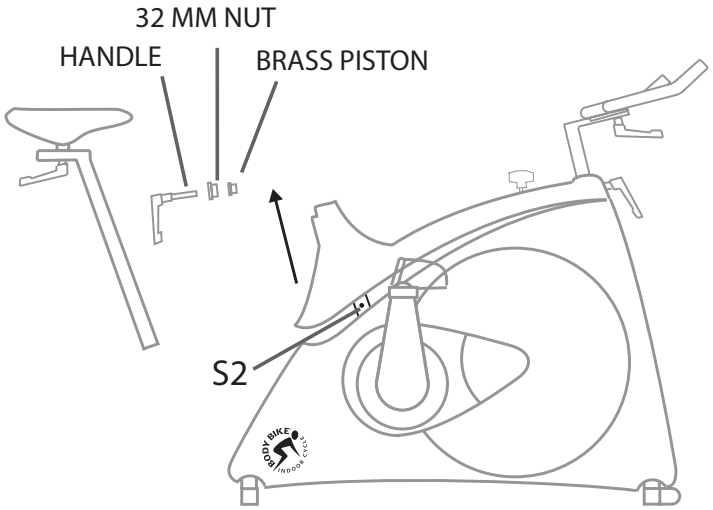


Figure 17

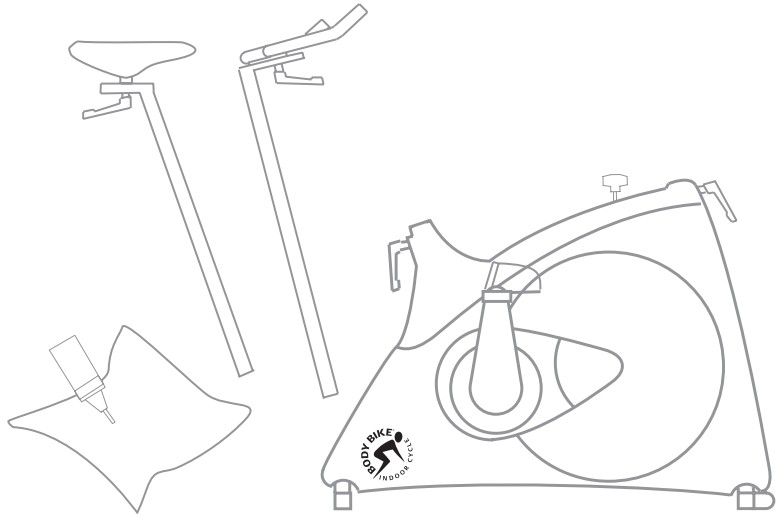


Figure 18

ADJUSTMENT HANDLE

Every 3 months the handles need cleaning and grease to protect the parts from sweat, dust, dirt and water.

1: Remove the adjustment handle and disassemble the handle completely into a screw, a spring, a handgrip, a main screw and a brass washer, see figure 19.

2: Clean all the parts thoroughly one by one using a steel brush. If the residue is extreme, a sharp object can be used, for example a screwdriver.

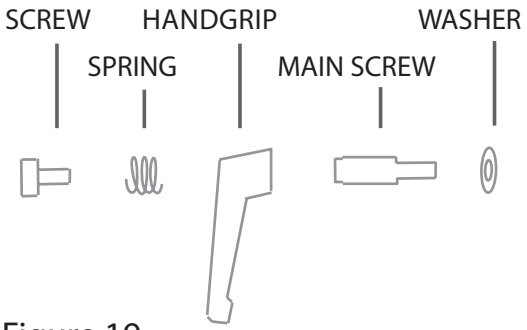


Figure 19

3: Lubricate the internal parts with grease before reassembling the handle. Remember to lubricate inside the handgrip as well.

4: Reassemble the handle by inserting the main screw in the handgrip.

5: The spring is inserted into the top of the handle and fixed in place with the remaining screw.

6: Tighten with a 5mm Allen Key.

7: Add grease to the main screw before mounting it on the cycle.

Please note
Never use a tool when tightening the adjustment handle on the cycle.

By pulling the handle it can be turned freely.

REPLACE CONSOLE BATTERIES

An icon lights up on the console when the display needs fresh batteries.

1: Dismount the console from the handlebar mount by removing the three screws on the back, see figure 20. If the three screws are not accessible, release the two screws fixing the mount to the handlebar and adjust the angle of the mount to make the screws easy to reach, see figure 7 and 8 on page 8.

2: Remove the battery hatch on the back of the console, see figure 21

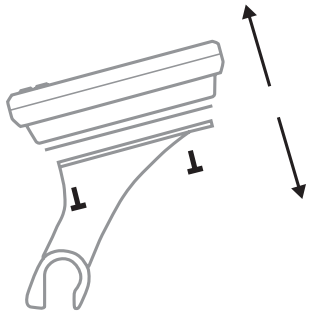


Figure 20

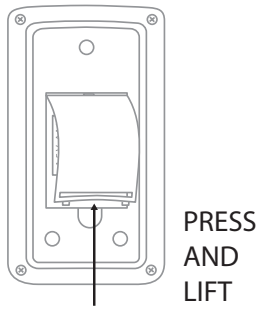


Figure 21

3: Replace the 3 AAA batteries.

4: Remount the battery hatch and remount the console, see page 7.

REPLACE CONTROL BOX BATTERIES

An icon lights up on the console when the control box needs fresh batteries.

BIKE

1: Remove the left side service hatch with a coin, see figure 15 page 10.

2: Remove the battery hatch on the control box and replace the three AA batteries, see figure 22.

3: Remount the battery hatch and the service hatch.

REMOVAL OF SIDE COVERS

The side covers can be removed e.g. if the belt needs to be replaced.

1: Dismount the right pedal arm with an 8mm Allen Key.

2: Loosen all the screws holding the side cover with a 3 and 4mm Allen Key and remove them, see figure 23.

3: Dismount the top nut and washer on the bottom frame on the right side of the cycle both in front and back with a 13mm wrench.

4: Screw the bolts down in order for the side covers to slide past them.

5: Remove the side cover.

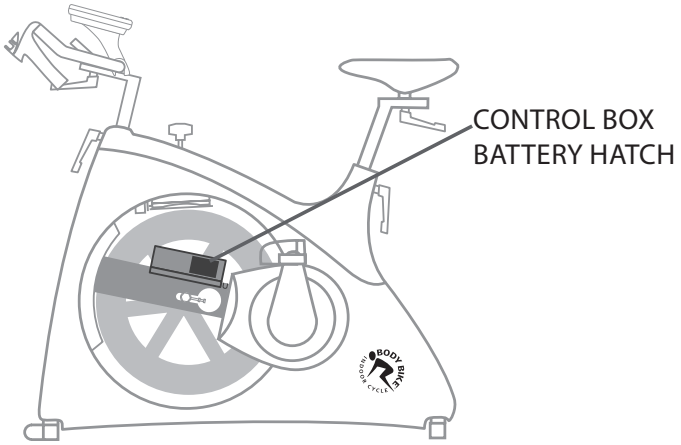


Figure 22

A: M4x6 CHA2
B: M4x10 CHA2
C: M5x16 CHA2
D: M4x10, Ø5x13

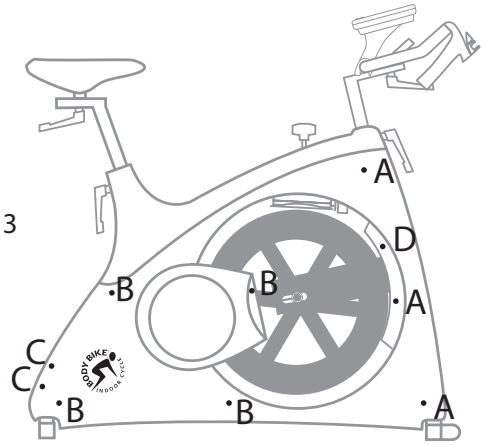


Figure 23

REPLACE BRAKE BLOCK

The BODY BIKE Synthetic Brake Pad has an expected durability of a minimum of 1500 hours, so eventually the brake pad will be worn.

To ensure that the brake pad is correctly mounted, it has been pre-fitted to the block, and it is only possible to purchase the complete brake block.

1: Remove right side cover, see page 13.

2: Release tension completely on the brake.

3: Remove one of the screws holding the brake unit to the frame and loosen the other by using an 8mm wrench, see figure 24.

4: Twist out the brake unit and pull the brake block off the shaft, see figure 25.

5: Remove the set screw and the four screws holding the bearing bracket to the brake block by using a 3mm Allen Key, see figure 26.

6: Mount the set screw and bearing bracket on the new brake block.

7: Add grease inside both bearings.

8: Slide the brake unit back on the shaft and twist it back in place.

9: Remount the screw and tighten both screws. Make sure the unit is centered over the flywheel.

10: Grease should be applied to the top nut to ensure a smooth interaction.

11: Follow the steps in the section "Calibration" to ensure accurate readings, see page 15.

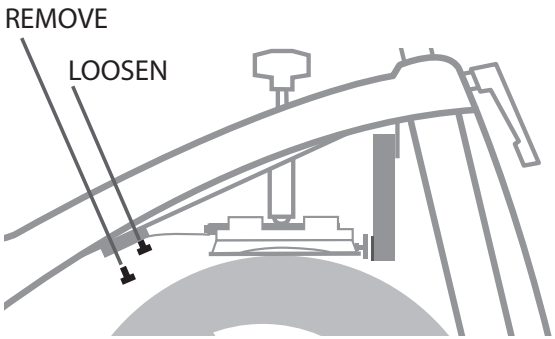


Figure 24

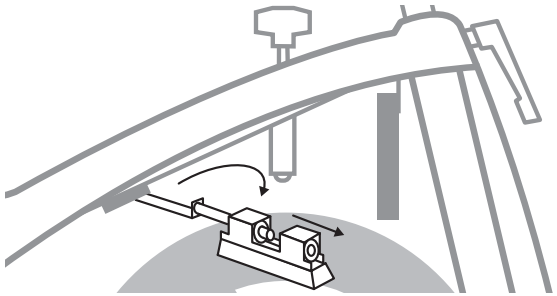


Figure 25

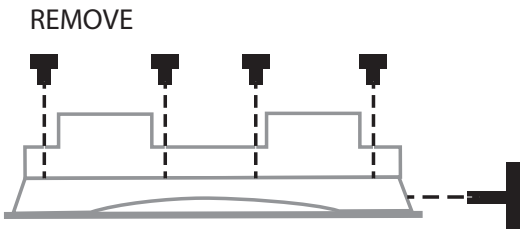


Figure 26

CALIBRATION

BODY BIKE Connect is able to measure extremely accurately due to the unique brake unit. However, the way the brake pad settles on the flywheel will affect the measurements slightly. Therefore it may be necessary to adjust the set screw as the Kevlar wears in order to obtain full advantage of the high level of accuracy.

1: Remove the right service hatch, see figure 15 on page 10.

2: Release all tension and push the brake unit back on the shaft, see figure 27.

3: Slowly add tension without touching the brake unit. The brake unit will automatically move forward on the shaft until the brake block arc settles on the flywheel curvature.

4: When the brake unit has settled, adjust the set screw to obtain 1mm space between the load cell and the set screw, see figure 28. Tighten counter nut. Move the load cell bracket if the adjustment of the set screw is not adequate. Be careful not to over load the load cell by pulling or twisting it.

5: Tighten the counter nut, see figure 28.

6: 0-calibrate the load cell by pressing the red reset button on the control box, see figure 29. Make sure nothing is pressing on the load cell when 0-calibrating.

7: Remount the service hatch.

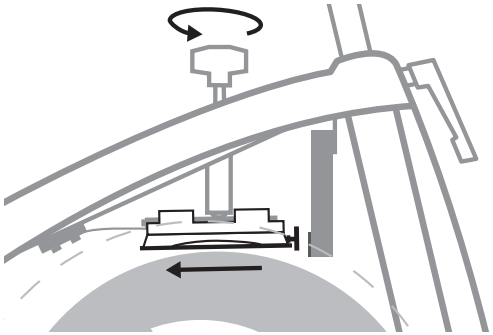


Figure 27

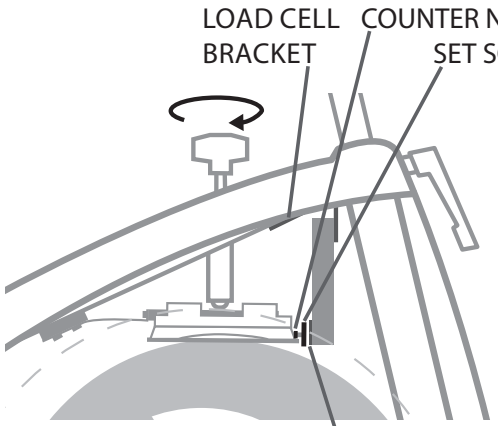


Figure 28

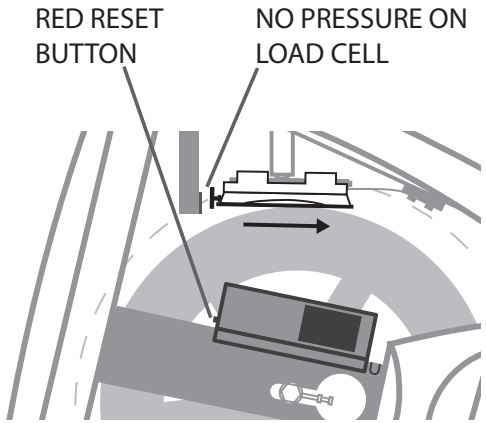


Figure 29

POLY-V BELT

If the belt does not catch hold of the flywheel, it is time for it to be tightened.

1: Remove both service hatches see figure 15 on page 10.

2: Loosen the bolts (1) on both sides of the cycle with a 19mm wrench, see figure 29.

3: Loosen the nuts (2) on the counter bolt on both sides of the cycle using a 10mm wrench, see figure 30.

4: Use a 10mm wrench to tighten the counter bolts (3). On the right side, the tool should be pulled downwards and on the left side upwards to tighten.

5: The belt should be tightened to approximately 125 kg/229 Hz. To measure this, a special device can be bought at your local BODY BIKE Distributor.

6: Tighten the counter bolt (2) on both sides of the cycle again.

7: Tighten the bolt(1) again on both sides of the cycle.

8: Check that the magnet is still passing the control box in front of the arrow printed on the back side of the control box, see figure 30. If not, loosen the screws holding the control box to the flange and slide the box in front of the magnet. Tighten the two screws by hand.

9: Follow the steps in the section "Calibration" to ensure accurate readings, see page 15.

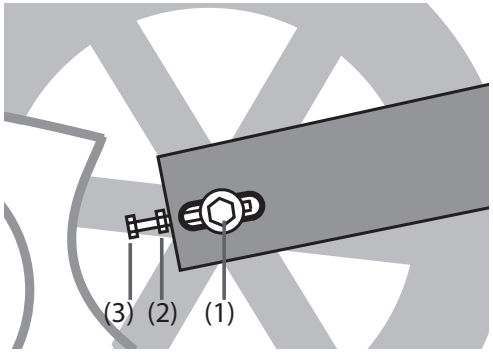


Figure 30

Please note:
The belt should be equally tightened on both sides.

The flywheel should be parallel with the long main side member.

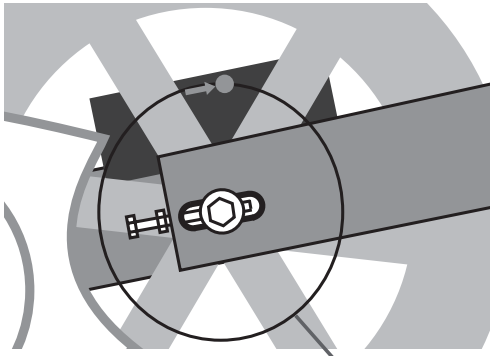


Figure 31

ON, OFF AND RESET

The console will turn ON when:
- pressing any button

The console will turn OFF when:
- long press ▶II
- no cadence or heart rate for 5 minutes

When turning off the display all data and individual settings will be reset and the console is ready for a new user.

To reset recorded data only:
- long press and the message "Hold to clear" will appear. Press the button down for 5 sec and all recorded data will be reset. Heart rate pairing and individual settings will be kept. This function is useful if you have used the console during warm-up before the actual class starts.

PUSH BUTTONS

◀ and ▶ are for navigating between screens and for adjusting values in setting mode. Hold down the arrow to increase/decrease rapidly.

is for entering setting mode and for accepting individual values. A long press will reset time and data measurements.

▶II is for starting or pausing time and data measurements. A long press will turn off console.

DEFAULT SETTINGS

In the default settings it is possible to change 3 settings:
- Model (Cad/Po)
- Code for control box
- Units (Kg/lb, km/Mi).

Please note: Individual settings like age, MHR and weight can be changed in setting mode, see page 19-21.

1: Enter default settings by taking out the batteries and press any button while reinserting the batteries. A full screen display will indicate that you have entered the default settings. Press to accept.

2: Choose the model Po. Use ◀▶ to change. Press ▮ to continue directly to set units (go to step 3) or press ▶II to start reconnecting to the control box. For reconnecting automatically press ▶II again and pedal a few times to activate the control box. The console will run segments until the control box code is shown. For reconnecting manually long press ▶II. Use ◀▶ to enter code and ▮ to accept. The control box code is written on the black/white label inside the control box battery hatch.

3: Set units (kg or Lb) by using ◀▶. Press ▮ to accept.

4: Set units (km or miles) by using ◀▶. Press ▮ to accept.

5: The next number shown on the display will be the load cell calibration number. Do not change this number unless you have replaced the load cell. Move between options by using ◀▶. Accept and quit by pressing ▮.

Please note: The console will display 'Err' if it is not able to leave default setting mode because it failed to connect to the control box. Make sure the control box code is correct and pedal a few times to activate the control box.

Please note: You can retain the load cell calibration number from BODY BIKE if needed. Please write an email to info@body-bike.com and state the bike's serial number (on the metal plate on the top cover) and the two numbers on the right side of the load cell.

TIPS AND INFORMATION

Heart rate

The BODY BIKE Performance Console is able to receive data from several brands of heart rate transmitters. Some connections may be more fragile than others. Move the bikes further apart if you

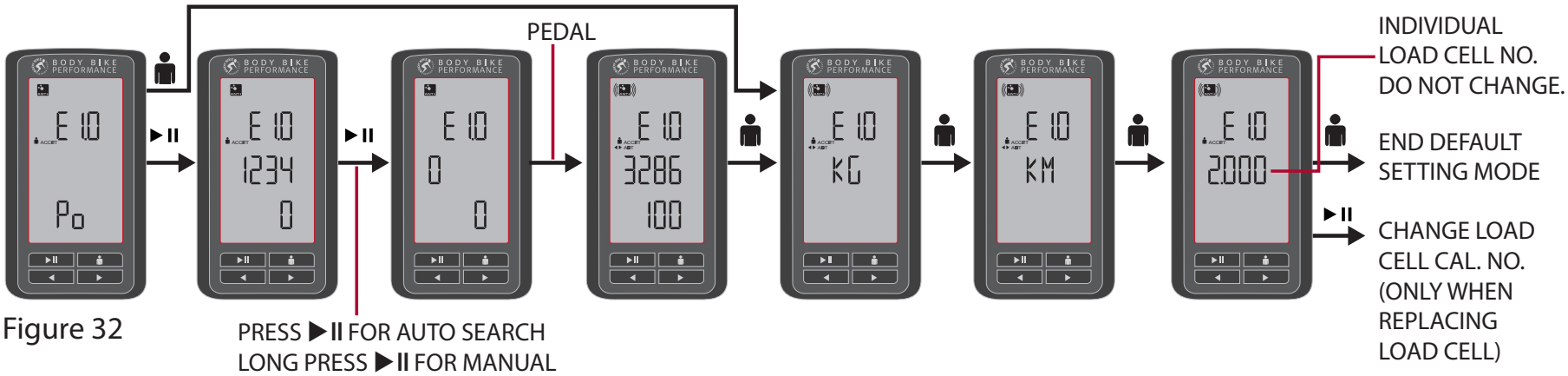


Figure 32

experience crosstalk. BODY BIKE recommends use of ANT+ heart rate transmitters. Make sure you are the one closest to the console when pairing.

Age or MHR
Enter maximum heart rate if you know it. Otherwise enter age and your maximum heart rate will be calculated from your age (220 - age). Your MHR is used to determine %MHR.

Weight
Units (kg/lb) can be set in default setting mode, see page 17. Your weight together with your work load is used for calculating calories.

Watt level test, relative VO2 max and %MAX WATT
If you do not know your relative VO2 max, you can take the watt level test to determine it. The test will reveal your watt level and from this the relative VO2 max is calculated. The relative VO2 max is an expression of your oxygen consumption in relation to your body weight. The watt level is used to determine %MAX WATT. Many instructors use the %MAX WATT to guide a class because it is relative to what each participant is able to perform. If you feel the level is too high or too low, adjust your watt level in user settings, see page 20. A high watt level means you will have to work harder to obtain a certain %MAX WATT than if you choose a lower watt level. Adjust the watt level according to your physical state.

Default user values
If you start pedaling without entering your individual values, the default settings will be used. The default setting are:
Age or MHR: 30 or 190bpm.
Weight: 70kg or 154lb. Relative VO2 max: 35.

HEART RATE

1: Put on your heart rate transmitter, see figure 33. The belt should be worn tight without causing discomfort. The electrodes must be moist and be placed just below the chest muscles.

2: Press to enter setting mode.

Electrodes facing inwards in contact with bare skin

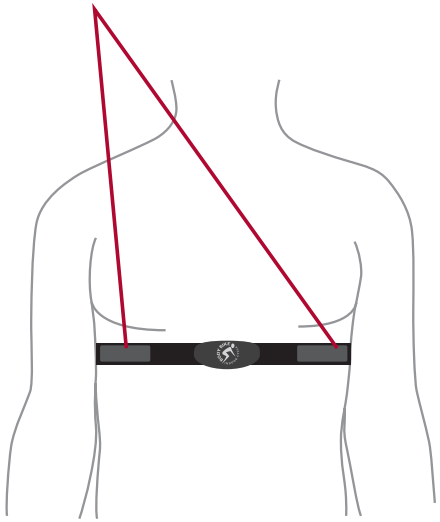


Figure 33

3: If there is no heart rate transmitter paired, the pairing will start automatically and the display will look like figure 34. If a heart rate transmitter is already paired, the display will look like figure 35. Press to maintain this pairing and continue to next setting, see figure 37, or press ◀ or ▶ to start new pairing.

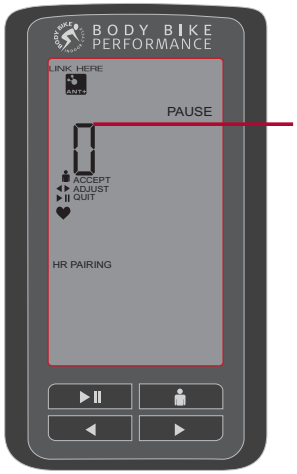
4: Lean forward to get your heart rate transmitter as close to the bottom of the console as possible, see figure 36. The display will run segments in 0 shapes until the code is registered. When the pairing is finished the display will look like figure 35. Press to maintain this pairing and continue to next setting. Press ◀ or ▶ to start new pairing.

AGE OR MHR AND WEIGHT

Press to enter setting mode. If you are wearing a heart rate transmitter, follow guidance on page 20 to pair it. If not, press to continue without heart rate transmitter. Enter your age or MHR and weight as described on figure 37.

WATT TEST

If you already know your relative VO2 max, use the arrows to enter it and press or ▶II to accept and end setting mode. If you do not know it, you can do a watt max test. Please follow the guide below.



Running segments until pairing is complete

Figure 34

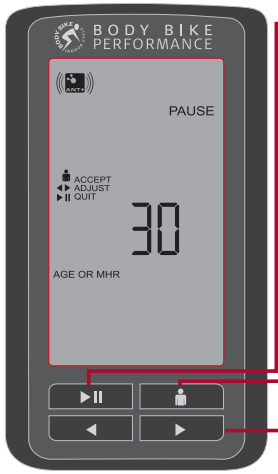
Press to accept and continue

Press ▶II to accept and end

Press ◀ or ▶ to start new pairing

Figure 35

Figure 36



Press ▶II to accept and end setting mode

Press to accept and continue to next setting

Press ◀ or ▶ to increase/decrease

Figure 37

1: Gently warm up for 5-10 min.

2: Enter the test by pressing 🧍 until you reach the test screen, see figure 38.

3: Press 🧍 again to start the test.

4: The top figure is your cadence. This should be as close to 70 as possible, see figure 39.

5: The middle figure is the watt you need to attain and the bottom figure is how many watt you are currently performing, see figure 39. Adjust the tension until you attain the watt announced in the middle figure. The arrows at the bottom left of the screen will tell you if you need to add more tension or release tension.

6: Every 120 seconds, the watt will increase by 35 watt. Adjust tension to fit again. You can follow the time in the top right corner of the display, see figure 39.

7: Continue until you are unable to progress further. Press any button to end test. The display will show your relative VO2 max and your watt level, see figure 40. Press 🧍 or ▶II to accept and end or use ◀▶ to adjust.

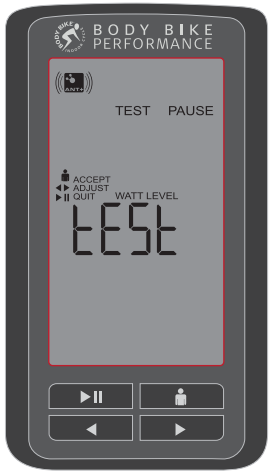
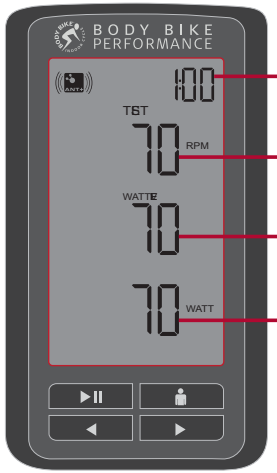


Figure 38



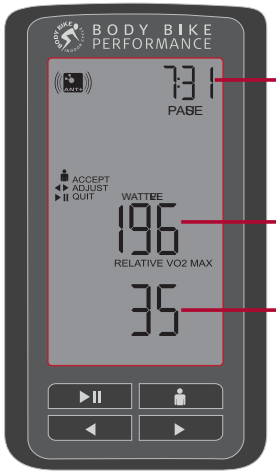
Time left on this level

Your current cadence

The watt you must attain

Your current watt

Figure 39



Total test time

Your Watt level

Your relative VO2 max

Figure 40

NAVIGATION, SCAN AND THE FIVE SCREENS

The navigation line at the bottom of the screen will show you what screen you are on and if you are in scan mode. In scan mode the console automatically changes between the first two screens. The console is in scan mode when the line underneath the word 'scan' is on and the line above 'scan 1 2' is on. A line will also appear under the screen number which is currently shown, see figure 41.

End scan mode:
Press ◀ or ▶ and the console will end scan mode. ▶ takes you to screen 1 and ◀ takes you to screen 5, see figure 42.

Enter scan mode:
Keep pressing ◀ or ▶ until the line under scan turns on, see figure 42.

Navigate between screens:
Use◀ or ▶, see figure 42.

Screen 1
[RPM, %MAX HR, %MAX WATT]
The screen shows the values relative to your maximum values. This is the data you will most likely use during training.

Screen 2
[RPM, HR, WATT]
This screen holds the absolute values.

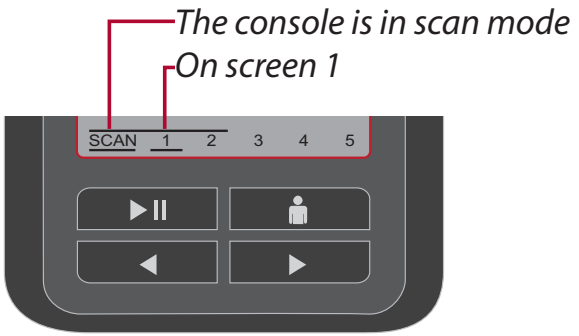


Figure 41

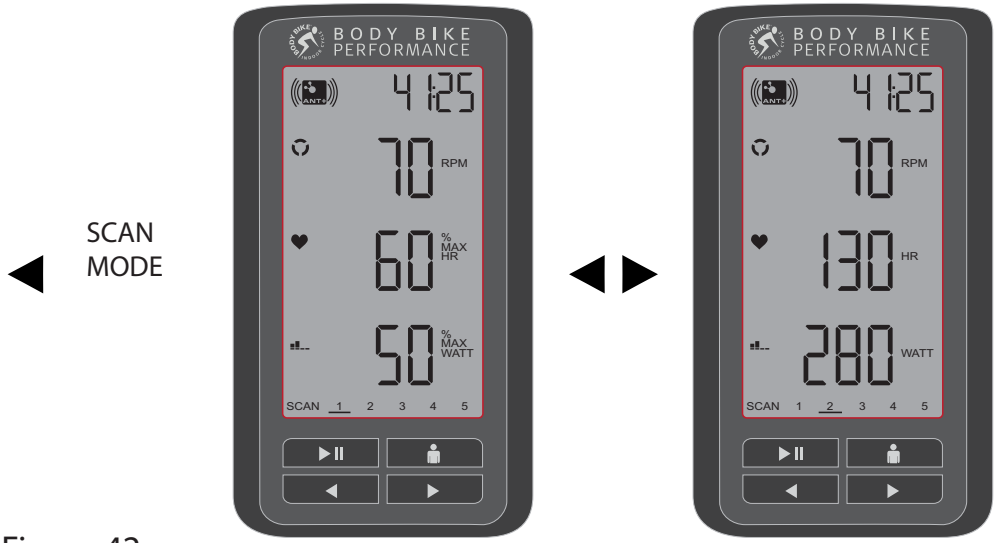


Figure 42

Screen 3
[Km/Mi, Kcal/Hr, Kcal]
This is a summary screen with your total distance at the top and your total burned kilocalories at the bottom. Both the distance and the calories are based on watt. The middle figure is KCAL/HR. It is an expression of how hard you are working right now and tells how many kilocalories you will burn if you keep up the current pace and tension for an hour.

Screen 4
[RPM AVG, HR AVG, WATT AVG]
Screen 4 holds average values accumulated from all data collected throughout the work out.

Screen 5
[MAX RPM, MAX HR, MAX WATT]
Screen 5 shows you the maximum values you have reached during the workout. Do not pedal uncontrollably fast or hard in an attempt to break a record.

TROUBLE SHOOTING

How to keep the cycles in good condition?

It is a good idea to place a board at the exit of the room displaying all cycle numbers. Here people can write possible problems or concerns arisen during the exercise. In this way, the people who are servicing the cycles can get up-dated regularly on how the cycles are performing, and problems can be identified before they turn critical.

Heart Rate Cross talk

Cross talk can occur with heritage analogue heart rate chest transmitters due to non-coded signals interfering with each other and the non-coded signals might affect one or more consoles. To avoid this, move the bikes 100cm apart or change to an ANT+ heart rate transmitter (like BODY BIKE´s). ANT+ digital heart rate transmitters do not suffer from cross talk and will securely pair with the console.

Interference

All wireless devices are subject to the possibility of electrical interference. Symptoms could include erratic or flickering readings on the console. To eliminate this, move the cycle away from equipment or wiring that could cause radio frequency interference. Please note: high power cabling may be behind a wall and can require some experimenting with location of the cycles.

Flickering numbers on console

This could be caused by cross talk or interference. See above.

No cadence

- Ensure that the magnet is securely located on the flywheel in the correct position and that the path of the magnet passes over the arrow on the control box, see figure 31 on page 16.
- Ensure that the distance between magnet and the control box is no more than 12mm.
- Make sure the console is on the correct cycle. See that they have the same device number.
- Make sure there is no pressure on the load cell. Press the reset button on the control box and a green light next to the button should turn on. If not, change battery, see page 13.
- Reconnect the control box to the console, see page 17.

No heart rate

- Moisten the transmitter electrodes with water or ECG gel.
- Check the transmitter is being worn in the right place on the chest, tightly fitted but without causing

discomfort.
- Perform re-pairing with the console, see page 19.
- Change to ANT+ heart rate transmitters or move the cycles further apart, see section on heart rate cross talk on page 24.
- Make sure that the cycles are not exposed to radio frequency interference, see section on interference on page 24.
- Check heart rate transmitter battery and replace if voltage is under 3V.

No watt
- Make sure the rpm has a value, not zero. If no rpm, see section 'No cadence', page 24.
- Visually inspect that the brake is pushing against the load cell when pedaling. Be careful not to risk any personal injury, especially from rotating parts.
- Make sure there is no pressure on the load cell. Press the reset button on the control box and a green light next to the button should turn on. If not, change battery, see page 13.

No numbers or icons
- Press any button to activate the console.
- Check the battery in console and replace if low voltage, see page 12.

All icons on the display are on
- You have entered default setting mode. Pedal a few times on the bike to activate the control box. Press 5 times to leave default setting mode. See more about default setting mode on page 17.

Watt too low
- If the watt seems extremely low the load cell may have been 0-calibrated while loaded. Redo the 0-calibration without any pressure on the load cell, see page 15.

Error message when leaving default setting mode
- Error message will occur when the console cannot connect to the control box. Make sure the control box is activated by pedaling a few times.
- Ensure that the device number on the console matches the device number on the control box. If not, locate the console with the matching device number or reconnect the console to the control box, see page 17.

CONNECT WITH OTHER ANT+ DEVICES

The control box and the heart rate transmitter are constantly sending out ANT+ data signals which other ANT+ devices are able to pick up. This provides the opportunity to collect data on ANT+ devices used in other training situations e.g. an outdoor computer, a pulse watch or an iPhone with an ANT+ dongle.

BODY BIKE HEART RATE TRANSMITTER

Purchase your own BODY BIKE heart rate transmitter with ANT+ interoperable wireless technology. The heart rate transmitter has a signal-filtering algorithm for noise rejection and a long battery life. The strap is designed in soft, flexible and comfortable fabric. The light-weight pod can be clicked off and the strap can be machine washed. Contact your local distributor to learn more or visit www.body-bike.com.

DISPLAY MESSAGES

DISPLAY	There is low battery in the console. Change the battery, see page 12.
BIKE	There is low battery in the control box. Change the battery, see page 13.
HoLd to CLr	Means Hold to Clear, see page 17.
OUEr LoAd	Means over load. Release tension.
LINK HERE	There is no ANT+ devices connected.
LINK HERE ANT+	The console is searching for a heart rate transmitter.
LINK HERE ANT+	There is an ANT+ device connected e.g. control box or a heart rate transmitter.

INDEX

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INDOOR CYCLE

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