

MINITRIAL - E

OWNERS MANUAL



Beta
the play bike



Thank you for the trust granted and congratulations for your optimal choice. With this manual, we intend to give you the necessary information for a correct use and a suitable maintenance.



SAFETY WARNINGS

ATTENTION

- This vehicle is not a toy, it can only be used for the practice of the offroad, always under the supervision of an adult. The practice of the offroad has risks, an adult person must control at all times that the motorbike is not used in a dangerous way.
- Put on the suitable protections. Helmet, boots and gloves are fundamental protection elements to be able to use this vehicle in a correct way. It is also advisable to use kneepads, shinpads and other protections for the back.
- Do not manipulate the vehicle, all maintenance operations must be made by an authorised professional. The motorbike has been designed with enough protections to avoid contact with the most dangerous mobile elements, such as the chain and brake discs. It is totally inadvisable to take them away.
- Avoid electronic components getting into contact with water. The motorbike has not been designed to circulate with rain or in flooded areas. It can also not be washed with pressurised water. To clean the motorbike, use a damp cloth.

GUARANTEE

1. Procedure:

If you wish to make a guarantee claim, you must always go to the official dealer that has performed the sale, even in the cases in which the purchaser and seller are from places far away from each other.

ATTENTION. The network of official dealers Beta Trueba reserves the right not to process guarantees of products that are not commercialised by the same agent.

2. Guarantee limits:

- 2.1. All replacements, repairs or handling made outside authorised official services will result in the loss of the guarantee.
- 2.2. Vehicles that have taken part in any competition are excluded from a guarantee.
- 2.3. Those used for rental services are excluded from a guarantee.
- 2.4. Wearing elements such as batteries, chain drives, pinions, crown, tyres and brake pads have, by nature, a useful life that is much lower than the guarantee period. Beta Trueba reserves the right to study if the incidence results from a normal or abnormal wear.
- 2.5. Vehicles which have been used or maintained in a different way to that established in this manual.
- 2.6. Before an incidence during the second year of use of the vehicle, the consumer will be the one who will have to prove that the possible lack of conformity existed when the vehicle was delivered.
- 2.7. Damages and deformations of the chassis, swinging arm, wheels and shocks, produced by the use of the vehicle on extreme conditions, are excluded from the guarantee. By extreme conditions we mean:
 - 2.7.1. Use by a pilot weighing more than 28 kg.
 - 2.7.2. Sports driving, jumps, obstacles or any type of acrobatics.

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1.2. Power switch: This vehicle has a set of keys (one of which is a reserve key).

ATTENTION

- The ignition key is an important safety element so that the motorbike is not started in an involuntary way. Close the ignition system when the motorbike is not being used; as the engine does not make any noise, someone may start the throttle control thinking that the motorbike is stopped.
- A responsible adult must control the keys to avoid the vehicle being used without its supervision.

Positions of the switch:

- A. Connected
- B. Disconnected



1.3. Technical data.

- **Weight:** 24 kg.
- **Total length:** 1300 mm.
- **Total width:** 570 mm.
- **Total height:** 800 mm.
- **Distance between axles:** 895 mm.
- **Seat height:** 480 mm.
- **Distance to the ground:** 210 mm.
- **Front fork:** Bars of 25 mm, compression of spring in oil bath.
- **Back shock absorber:** Adjustable mono shock absorber of air.
- **Brakes:** Disc with hydraulic control.
- **Engine:** Electric 0.75 kw.
- **Capacity of batteries:** 36 V 9 Ah – Pb.
- **Battery format:** 3x12 V serial.
- **Autonomy:** 2 h constant speed.
- **Chassis and swinging arm:** Duralumin with a thermal treatment.
- **Wheel rims:** 16".
- **Tyres:** Front 16x2.40, back 16x2.40.
- **Tyre pressure:** Wet: 0.4 bar, Dry: 0.6 bar.

2. Chapter 2, Operation and use.

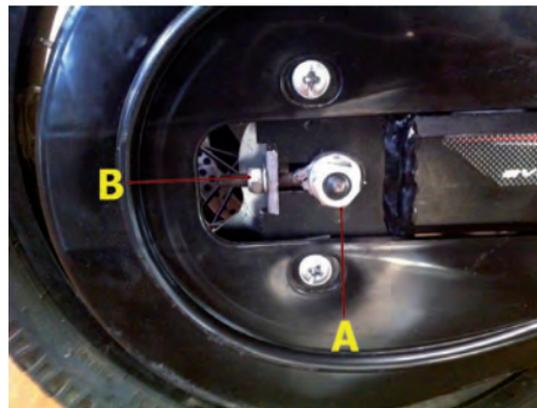
2.1. Control and maintenance.

It is advised that all repair or replacement operations are made by a qualified professional, but for an optimal maintenance, it is also advised that you perform these operations before or after each use:

2.1.1. Chain drive.

To extend the useful life of the chain, it is advised to grease it after each use by means of specific grease for chains. For the maintenance of the chain, it is also pertinent to periodically control its tightening. To tighten or loosen the chain:

- Loosen nut **A**.
- Act on **B** register (tighten to detension or loosen to tension).
- Proceed on the same way on the register of the other side of the wheel placing it on the same position. Check that the distance on both screws of the register is the same.
- Check that the chain is aligned with the pinion of the engine. In order for the chain not to go out of the crown, it is important for it to work straight with regard to the pinion.
- Tighten nut **A**.



2.1.2 Steering

To adjust steering, it is enough to loosen the two **B** nuts, tighten the **A** nut and tighten the two **B**'s again.



2.1.3 Regulation of the brakes

The front and back brakes are disc brakes with a hydraulic control; therefore, no intervention or regulation are required. If you want to regulate the position of the cam, act on the **A** register.

2.1.4 Brake pads

To control the status of the front and back brake pads, it is enough to observe the end of the pads, which must show as a minimum a Ferodo of 0.5mm. If it is less than 0.5 mm, you must go to an official Beta Trueba spot for its replacement.



2.2. Battery charging.

ATTENTION

Batteries are a wearing element with a determined useful life. When batteries do not take any more charge, they must be taken to the corresponding municipal recycling centre.

To recharge batteries, follow these steps:

- Make sure that the motorbike has the ignition in off.
- Connect the charger to your motorbike as shown in the image.
- Switch the charger to the electricity supply.



2.3. Power curves.

To adapt driving best to all levels and grounds, the motorbike has a programmable digital control panel with three power curves. These three curves can be selected with the switch placed beside the charge point of the chassis.

- **Curve "A":**

Move the switch upwards in position "A", as is shown in the illustration. With curve A activated, the motorbike gives its maximum power. This curve is only advised for the most expert pilots in grounds with a lot of grip.

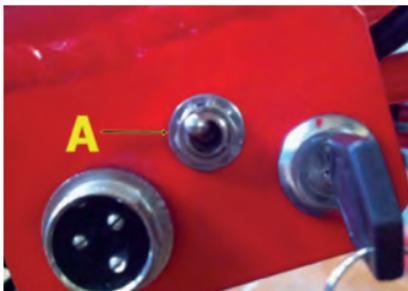
- **Curve "B":**

Move the switch in the intermediate position "B", as is shown in the illustration. With curve B activated, the motorbike starts very slowly and accelerates gradually until reaching its maximum power. This curve is advised for pilots not as expert as the ones mentioned before, or also for the most expert pilots on slippery grounds.

- **Curve "C":**

Move the switch downwards in position "C", as is shown in the illustration. This curve is advised for the most inexperienced pilots. With this curve activated, the motorbike accelerates very slowly and never reaches its maximum power.

ATTENTION: For a safe learning, when the motorbike is used for the first time, an adult person must control that C curve is used, until the adult person sees that it is safe to use the other power maps.



2.4. Regulation of suspensions.

2.4.1. Fork

Tighten the top of the upper part of the right bottle to tension the preload or loosen to detension it.



2.4.2. Shock absorber.

Unscrew the top that appears on the picture, and by means of a manual air stain inflate the shock absorber.

ATTENTION: Do not exceed 10 Bar. The suitable pressure is between 6 – 9 Bar of pressure, which is equivalent to 90 – 140 psi. It is advisable to use a manual stain of shock absorbers because by means of an air pistol you can easily surpass the maximum allowed pressure.

