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USER MANUAL

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BSR Electric Go-Kart Manual

Blue Shock Race updates the user manual so you can always be aware of the latest safety and maintenance improvements.

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This document is a manual for BSR electric go-karts (translations are available in different languages). In the event of a dispute the original document prevails (the Latvian language version).
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1.1. Safety instructions

1.2. General safety measures

A go-kart can be dangerous if it is not properly serviced or used. Read this manual carefully and pay special attention to safety warnings and notes.
You may be liable for an accident if this is due to a failure to follow the safety instructions in this manual.

Pay attention to the specified references, instructions or warnings:

- Warning of property damage if instructions for use are not followed.
- Warning of serious injury or death if instructions for use are not followed.
- Failure to comply with the height and age limits can lead to serious or even fatal injuries to the pilot and other pilots and make the track owner liable for such situations (according to national legislation).
- Use only genuine Blue Shock Race spare parts and software. Do not use damaged equipment as this may result in serious
- or even fatal injuries.

Using a kart with changes in the original configuration can lead to serious or even fatal injuries.

1.3. General track safety

Use the kart only on a special karting track.
- Obtain an appropriate certificate for the use of the track (if
- required by national legislation).
Make sure the track meets the rules and regulations in your
- country.
Use appropriate track safety structures that comply with
- regulations in your country (e.g., column protection).
Make sure that the course surface is even (without holes or
- other dangerous damage).
Maintain the track properly.
- Observe all electrical wiring and charging safety require-
- ments.

This list is informative. See additional terms and conditions applicable according to your national legislation.

1.4. General battery safety

- When using the battery, observe all instructions for reaching the maximum battery life.
- Failure to follow the instructions may result in damage to the battery, fire, explosion, or permanent damage to the battery and adjacent elements.
- The batteries are designed for use with BSR electric go-karts.
- The use of batteries for other purposes is not permitted (Blue Shock Race is not responsible for their use for other purposes).
- Under no circumstances will Blue Shock Race be held responsible or liable in any way for any loss or damages resulting from improper use.
- The user shall assume all risks.
- It is important that you observe the following safety guidelines and recommendations:
- Never open the battery pack.
- Observe the terms and conditions for storage, use, installation and maintenance.
- Store batteries in a place with fire protection equipment, at moderate temperatures.
- Use only certified Blue Shock Race chargers to charge the batteries.
- Never short-circuit the batteries.
- In case of damage, abnormal odour or excessive temperature, replace the battery immediately.

1.5. General Charging Safety

- Before charging the battery after a trip, allow it to stay for 5-10 minutes without charging (calm down); while charging the battery, always follow all the instructions to reach the maximum battery lifespan.
- Failure to follow the instructions may result in damage to the charger or battery, fire, explosion, or permanent damage to the battery and adjacent elements.
- Chargers are designated for charging BSR electric kart batteries.
- The use of charger for other purposes is not permitted (Blue Shock Race will not be held responsible for its use for other purposes).
- Under no circumstances will Blue Shock Race be held responsible or liable in any way for any loss or damages resulting from improper use.
- The user shall assume all risks.
- It is important that you observe the following safety guidelines and recommendations:

  - Never open the charger.
  - Follow operating, installation and maintenance instructions.
  - The charger is not intended for use in humid environments (if it is wet or in contact with other fluids) it may cause a short circuit and ignition, or even damage to the battery.
  - Never use a damaged charger.
  - In the event of damage or unusual odor, noise, or increased temperature, replace the charger immediately.

1.6. Motor general safety

- During the use of the kart, all the optimum instructions must be followed to achieve maximum motor lifespan.
- Failure to follow the instructions may lead to motor damage, short circuit, explosion, or damage to adjacent components.
- The motor is designated for use with BSR electric go-karts.
- Using the motor for other purposes is not permitted (Blue Shock Race will not be responsible for its use for other purposes).
- Under no circumstances will Blue Shock Race be held responsible or liable in any way for any loss or damages resulting from improper use.
- The user assumes all risks.
- It is important that you follow the following safety guidelines and recommendations:

  - Never open the motor.
  - Observe operating, installation and maintenance conditions.
  - Never ride a kart if the electric motor is damaged.
  - Stop using the motor immediately in the event of unusual odor, noise or high temperature (check for damage and ability to perform its intended functions).

1.7. General rules for drivers

- Make sure you comply with age and height restrictions in accordance with the applicable laws and regulations in your country, as well as the regulations for the size of your kart.
- It is forbidden to drive if one's height and/or age are less than prescribed in the regulations (according to the national legislation of each country).
- For drivers small in height, use a spacer (pedal and seat
- adjustment).
- It is forbidden for the driver to ride:

  - Wearing a scarf, as it can get caught in the rotating parts of the kart and cause injury or even fatal outcome.
  - If the driver has long hair left out of the helmet (they must be arranged inside the helmet or inside the dress so that they cannot get loose during the ride).
  - Clothing must be fit (it should not flutter and be loose during the ride).
  - It is prohibited to drive wearing sandals, high heel shoes, or shoes with long laces that could catch on the rotating parts of the kart.
  - If the driver has health problems, especially some heart disease, or a head -, neck- or back pain, if he/she has nervous disorders, seizures.
  - If his/her behaviour seems strange.
  - If the driver is under the influence of alcohol or other intoxicating substances that may affect concentration.

- Make sure pilots have safety gear before getting into the kart:

  - Hair under the helmet must be pulled up (mandatory for pilots with long hair).
  - Disposable hygienic cap or head sock (mandatory).
  - Helmet that corresponds to the size of the pilot's head and is certified according to national regulations, with a strap under the chin and with a visor (mandatory).
  - Long, tight-fitting clothing that provides good protection for arms and legs (mandatory).
  - Shoes with a closed toe and heel (mandatory) with short laces.
  - Neck fixing devices for pilots who have problems with their neck or head or at the pilot's request (highly recommended).
  - Rib protection of appropriate size (recommended).

1.8 Other general safety regulations and instructions

- The braking system is an essential element of safety. Do not use the kart if the brake system is damaged or you have doubts about its operation.
- A faulty brake system can cause serious or even fatal injuries.
- A leakage in the brake system can result in loss of braking force and lead to serious or even fatal injuries.
- Avoid getting greasy fluid on the brake discs or pads, as this can cause significant loss of braking force and lead to serious or even fatal injuries.
- Use only DOT 4 brake fluid.
- Defects in the steering system can lead to serious or even fatal injuries. Check the steering system before driving.
- Defects in the pedal system can lead to serious or even fatal injuries to the pilot and other pilots.
- To limit the risk of electric shock, make sure the kart is switched off and disconnected from the charger.
- The motor is a heat source that creates a risk of burns to the driver. Make sure the guards are properly secured and in good condition.
- The motor and transmission (including the rear axle) are rotating parts that present a serious, even deadly, risk of injury if long hair or loose-fitting garments become trapped. Make sure the guards are properly secured and in good condition.
- All damaged wheel rims must be replaced. If a wheel rim is damaged, it may lead to a risk of tire getting off or pressure loss and may result in serious or even fatal injury.
- Check the tire wear every day. Worn or damaged tires can cause serious or even fatal injuries.
- Never drive with worn or damaged tires: a punctured tire can cause serious or even fatal injuries.
- The tires must be inflated to the pressure specified by the manufacturer.
- Cold tires have reduced grip that can increase the risk of losing control of the cart. This can cause serious or even fatal injuries.
- Excessive grip reduces the stability of the kart in the event of

an impact and can lead to two-wheel drive. It also increases the risk of overturning.

- The rear axle cover, which is poorly fixed or in poor condition, can cause serious or even fatal injuries if long hair or loose-fitting garments get caught behind the rear axle.
- Make sure the rear axle cover is in good condition.

- The body part with dangerous sharp edges can cause serious or even fatal injuries.
- Never allow to drive a kart with damaged or missing body parts, which can cause serious or even fatal injuries.

1.9. General kart adjusting and maintenance warnings

- Use protective gloves and goggles when carrying out any work on the electrical circuit or repairing the kart.
- Moisture in the brake fluid can cause steaming and sudden loss of braking force and lead to serious or even fatal injuries.
- Adjusting the brake system levers can result in loss of braking.
- Never use the kart if the brake pads are worn more than allowable wear.
- Make sure that the pads are properly assembled and that the brake system is working effectively before operating the kart.
- Check the wear of the brake pads daily.
- The braking system is an essential element of safety. Do not use the kart if the brake system is damaged or you have doubts about its operation.
- Defects in the pedal system can lead to serious or even fatal injuries.
- The pedal operation in the "forward" position can be blocked by the damping system if it is in poor condition.
- Adjusting the potentiometer to the maximum speed position with a released gas pedal can lead to serious or even fatal injuries.
- Turn off the kart power supply (turn off the safety button) before performing any service. To do this, switch the ON/OFF button to OFF and disconnect the kart from the charger.
- Never drive the kart if the wheels are not tightly secured as this may cause serious or even fatal injuries.
- Never drive a kart if its steering rod is bent or damaged; this can lead to serious or even fatal injuries to the driver.
- Driving with poorly tightened wheel bolts can cause serious or even fatal injuries.
- Excessively tension belt can damage motor bearings.
- All damaged wheel rims must be replaced. If the wheel hub is damaged, it may lead to a risk of tire coming off or loss of pressure and may result in a serious or even fatal injury.
- Do not make any changes to body parts as this may significantly reduce their efficiency and safety.
- Although the security aspects listed in this document need to be checked every day, it is obvious that other fastenings should not be ignored. In addition, it is recommended to check every fastening almost every day to minimize all risks.
- To limit the risk of motor overheating, never use one kart to stop another and never speed up when the kart is blocked (wall, track boundary, etc.).
- To limit the risk of discharge, check that the ON/OFF button is in the OFF position after each ride.
- Never leave a kart between the rides and at night in a place that is not protected from rain or at temperatures below 0 °C.
- For safety reasons and to avoid the risk of fire never leave the battery unattended while charging.
- The battery is the only electrical component that you can quickly replace (quick battery swap).
- Use electrically insulated tools.
- Remove your jewelry (rings, etc.) to avoid electrical discharges that could cause serious or fatal injuries.
- Do not damage batteries or attempt to open them. This can lead to serious or fatal injury.
- Modification of the safety belt system can cause serious or even fatal injuries.
- Cleaning the belts with chemicals may reduce belt efficiency and cause serious or even fatal injuries.
- Do not use high pressure washers. Kart cleaning with a high-pressure cleaner can quickly damage kart components (such as kart electrical components, labelling, bearings, etc.)

2.1. Kart signs and symbols

2.2. Safety signs and symbols

DANGER ELECTRICITY (in case of damage stop usage until the damage is averted).

Emergency button (switches off the electrical kart completely disengage its power circuit, to be used in emergency or service maintenance cases).

Forward / Neutral / Reverse (to be used during the ride. Before using the reverse movement position, make sure someone is not at the rear or not approaching. The button must always be in neutral before starting the ride.)

A recyclable component or element shall be returned to the manufacturer (Blue Shock Race) at no additional charge for recycling.

3.1. Kart maintenance instructions

3.2. General description of maintenance

- Karts should undergo maintenance daily, checking it according to its maintenance instructions, and following all the instructions accurately. Maintenance may also need to be done several times a day, if serious damage is found during the trip that needs to be repaired without delay. Damage not fixed in time can cause dangerous driving conditions, cause additional damage to the kart, or even cause a short circuit, which can also lead to inflammation of the kart if the electric installation is damaged.

3.3. Brake maintenance

- The brakes consist of a main brake cylinder which contains DOT4 oil, a brake pipe through which the oil is directed to the brake compressor cylinder, which compresses the brake disc, which slows down the entire rear axle accordingly.
- A – The brake fluid level in the brake system should always be monitored to see if its level in the reservoir is in accordance with the instructions and if there is no oil leakage (oil moisture at a joint or oil dripping from the brake system).
- B – Check the brake pad thickness and its free movement, and if the brake pad wear is worse than indicated on the brake pads, they should be replaced immediately. If the brake disc is cracked, twisted, or otherwise shows visible damage, it must be replaced immediately.
- The brakes can be checked by running the kart on the brake test bench, the brakes must be able to stop the kart completely and instantly when it runs at full capacity. If the brakes are not able to completely block the movement of the kart, full inspection should be carried out and the detected damage should be repaired, or the brakes should be adjusted.
- It is strictly forbidden to use a kart that has a damaged or partially functioning brake system, which can have irreversible consequences for the kart, driver, and other people.

3.4. Steering maintenance

- Steering gear consists of a steering wheel, steering shaft, steering links, knuckles, and tires. The steering wheel and the shaft must not be bent, cracked or otherwise visibly damaged. If any damage is found it should be repaired immediately.
- In the event of damage to the steering linkage, they must be replaced and adjusted so that both sides have the same length (the tires are completely parallel to each other).
- A knuckle must not be bent or otherwise damaged, if there are signs of damage, it must be replaced immediately. There is a possibility that while driving there is an extra noise from the cam, which is a sign of damage to any of the bearings, which must also be replaced immediately, as it can have irreversible consequences for both the kart and the driver (noise can also arise due to situations when the bearing is not well lubricated).

3.5. Pedal maintenance

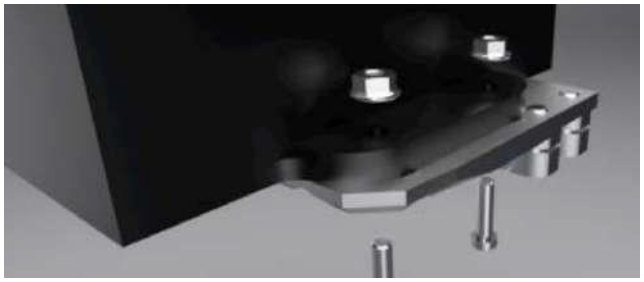
- Karts have two pedals, an accelerator pedal and a brake pedal.
- The pedals must be able to move freely, they must not get stuck and must be connected to a spring, which returns them to their initial position when released. If the pedals get stuck, the cause of the jam must be checked and repaired immediately. The pedals must not be bent or otherwise visibly damaged. If there is any damage, the pedal must be replaced immediately.
- The accelerator pedal is equipped with a Hall sensor that reads the grade of pedal depressed. If the connection or the Hall sensor is damaged, the kart may not work or may malfunction and must be repaired immediately. In case of a damaged connection or Hall sensor damage, the use of the kart is strictly prohibited.
- The accelerator pedal can be adjusted with screws that adjust how far the pedal goes. The range must be adjusted so that the pedal uses the full range but is not depressed too much or is not depressed already in the zero position.
- The accelerator cable can be adjusted or replaced in case of a fault, using the cable connection.

3.6. Electric circuit maintenance

- A kart operates at low current with a rated power of 48 volts. Such power does not cause significant damage to human health. There are several security elements in the power chain that deactivate it in various cases of damage (Battery Safety System, Control Safety System, relay, Safety Button). Each of these safety elements triggers specific situations automaticily or manually. To carry out any repair or maintenance of the power chain, it is necessary to remove the battery from the kart and to deactivate the safety button. It is categorically forbidden to make kart repairs until the battery is removed and the security button is activated.

3.6.1. Battery

- The battery casing is made of aluminum, which is moisture and impact resistant and protects the battery pack.
- Batteries can only be charged with the designated charger.
- The battery must not be washed or otherwise soaked in water; it can be permanently damaged or may lead to unexpected short-circuiting.
- The battery may not be charged using a charger which is not designated or is damaged.
- Battery external temperature should not exceed 35 Co; if it has reached such a temperature, it must be disconnected from the charger or kart and left to cool to normal room temperature for 2-3 h.
- When removing the battery, remove the four screws that secure it to the battery mounts, two at each end. Or use the "Quick release" to release from the mounts by pressing the release button and removing the locking bolt.



3.6.2. Motor

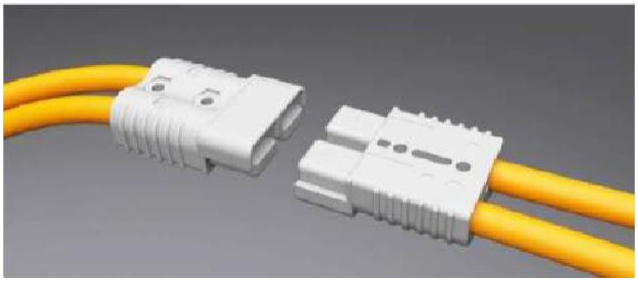
- The electric motor has an open housing, but with isolated power connections, so it is protected against water. It is not allowed to clean it using high pressure washers. The engine can be cleaned with airflow or with another light wet cleaner.
- If the motor emits atypical noise during operation, it must be replaced immediately.
- If the motor's outer casing temperature exceeds 60 degrees, or if it starts to emit a specific odour while driving, it must be stopped immediately and allowed to cool for 1-2 h.
- If the motor jerks while driving, check the wiring from the motor to the control system for wire damage or poor wiring. Poor-quality wiring can cause engine jerks, overheating or even complete damage.

3.6.3. Controller

- The controller is moisture-resistant, it can be cleaned with a damp cloth or with compressed air. The controller has a 35-pin wire contact connected to all kart sensors; in case of a fault in this contact, the kart may malfunction or not function at all. In case of a faulty contact, the damage must be repaired immediately. There are 3 power cables connected to the controller in the correct order to control the motor; they must be secured and should not move freely at the connection point. Two power cables from the battery marked with (+) and (-) are connected to the controller. If their polarity is wrong, the controller may be destroyed and other permanent damage to the kart may be caused. These power cables must be secured not to move freely. If the cables are not secured, they may become hot, cause short circuit or other dangerous damage.

3.6.4. Wires

- Wire casings must not be damaged. Orange wires are power wires that conduct all kart electricity, these wires have a special dual protection coating against damage, magnetic field influences, and other effects. In case of such a damaged wire, it must be replaced immediately. If any of the power wires get warm (30-40 degrees) during the use of the kart, then the wire junctions must be checked if the wire is not damaged; wire heating indicates overload or damage.
- The other wires are communication wires that transmit 5V and lower voltages, in case of damage to these wires, the kart may be malfunctioning or not working at all. Damage to these wires must be repaired immediately or the wires should be replaced with new ones.



3.6.5. Buttons

- There are 2 buttons on the kart. Each button has its own purpose. For buttons and their symbols see section 2.1. In case of damage, they must be replaced immediately.
  The large red safety button is intended for emergency use to completely disconnect battery power from the controller and engine. It is advisable to activate this button when you have finished driving.
- Forward / Reverse, the black 3-point switch; in the event of a button failure, the kart may not allow the reverse to be turned on or may be faulty. If the button is damaged, it must be replaced immediately.

3.7. Tyre maintenance

- Go-kart tires must always be inflated in the range of 1.8- 2.5 bar (depending on the road surface and tire specifics). Unequal tire pressure can lead to a dangerous driving process that can be particularly felt when braking and steering.
- Tire wear can be seen by marks on the tires (small holes) if the tires are worn out, they are no longer visible, then the tires are completely worn out and need to be replaced immediately. If there is a visual defect on the disc that causes the tire to release air, the disc must be replaced.

3.8. Maintenance of protective barriers

- The safety barriers consist of a plastic board; if one of the boards is damaged and is not able to fix the part in required position, it must be replaced immediately, as it may cause further damage to the kart, as well as endanger the kart user or other participants It is strictly forbidden to drive with a damaged part. It is also necessary to make sure that the safety barrier is attached to the frame if there are "falling" fasteners.

3.9. Gear maintenance

- To change the gear, it is necessary to loosen the chain. This can be done by slightly unscrewing 2 engine mount bolts shown in the picture and sliding the engine to the rear.
- When replacing the axle gears, it is necessary to remove the tire and then remove the gear bolts shown in the figure, after which, with gentle movements, remove it from its seat and from the axle.
- If you notice any gear defects (wear, missing teeth etc.), it is mandatory to replace such gear.
- There are gears with different number of teeth, thus varying the torque and speed.

3.10. Other units and links

- A Kart has a variety of other running components and bolts, where each of them performs its function; upon detecting visual damage to any of these components, they should be replaced immediately. Failure to replace the part may influence increased deterioration of the kart, as well as compromise its user and other race participants. Sometimes the parts may not seem visually damaged, but they may be worn out and create adjacent noise and vibration, which also indicate damage to a particular component.

4.1. Warnings and faults

4.2. Faults in electrical circuit

- Faults in the electrical circuit must be rectified immediately as failure to do so may cause damage to other kart components, kart users, or other nearby objects and persons. Electrical circuit damage can cause ignition, as well as kart catching fire.

4.2.1. Battery

- The battery is the source of the kart power; it contains Li-ion battery cells and safety systems of various levels so that the battery is safe to use.
- The battery must not have significant physical external damage; if the housing has external damage, the battery must be sent for repair, and it is strictly forbidden to use it. When using the battery, it should not exceed 35 oC temperature (external casing) - if it is exceeded, the battery use should be stopped immediately until it cools.
- The battery voltage level may vary from 44V (discharged battery) to 54.4 (charged battery). If, after a full charge, the battery voltage is less than 54.2 (even after recharging), the battery has internal damage that needs to be eliminated; battery can be used, if necessary, however it is unable to provide its full 100 % functionality.
- If the battery voltage is less than 53.4 after a full charge it means that the battery has significant internal damage, and its use must be stopped categorically.
- If you are using a 28Ah, 56Ah or 70Ah battery, voltage level may vary from 88V (discharged battery) to 109V (charged battery). If, after a full charge, the battery voltage is less than 105V after a full charge it means that the battery has significan't internal damage, and its use must be stopped categorically.
- If the battery is not charging when plugged into the charger, it is necessary to try another charger after 10-15 minutes; if after that charging does not take place, a security system in the battery has tripped and it is strictly forbidden to continue to use it (shall be sent for repair).
- It is strictly forbidden to charge batteries with undesignated chargers as it can cause the battery to ignite.

4.2.2. Motor

- If the motor housing is physically damaged, the engine must be replaced immediately.
- If the motor emits non-standard sounds, it is damaged and must be repaired. If smoke comes out of the motor while driving, it is overheated and its lifespan is greatly reduced, and at one point, the motor can completely cease working due to burning of internal insulation materials. For engine maintenance, see 3.5.2.

4.2.3. Controller

- External damage to the controller may result in other operating consequences during the trip. A controller with external damage must be replaced immediately.
- If any thread where the power wires in the controller are connected is damaged and it is not possible to qualitatively fix the power wires, the threads must be repaired, or the controller replaced. For maintenance of the controller, see 3.5.3.

4.2.4. Charger

- It is strictly forbidden to operate the charger if external physical damage is detected.
- If two red and green lights on the charger do not light up when connected to the power supply, the charger is damaged, and it is strictly forbidden to use it.
- If the charger generates other unexpected actions or sounds, it is forbidden to use it to charge the battery (it should be repaired).

4.2.5. Wires

- Damaged wires can cause wire heating, electric flares, or even kart inflammation. In case of damaged wires, they must be replaced or repaired immediately. Pay attention to wire connections; in case of poor quality connections, they can heat up and even cause fire. For wiring maintenance, see 3.5.4.

4.2.6. Buttons

- In case of button damage, the kart may not function. A faulty button may cause a short circuit and a electricity flashing. In the case of a damaged button, it must be replaced immediately. For maintenance of buttons, see 3.5.5.

4.3. Mechanical damage

- Mechanical damage to a kart can cause discomfort driving or even damage other kart components and lead to a complete failure of the cart. Mechanical damage endangers the life of the kart driver and other race participants.

4.3.1. Damaged brakes

- If the braking system is damaged, it is forbidden to operate the Kart categorically; for repair and maintenance, see 3.2 (brake maintenance)

4.3.2. Damaged steering wheel

- Steering gear damage can lead to dangerous situations during the operation of the kart. It is strictly forbidden to use the kart if it has a damaged steering mechanism. For steering wheel maintenance, see 3.3.

4.3.3. Damaged body

- In case of body damage, repair the damage or replace it, if it affects driving or any of the above safety points. For body maintenance, see 3.7.

4.3.4. Damaged protective boards

- It is strictly forbidden to operate the kart with damaged protective boards. For maintenance of protective boards, see section 3.8.

4.3.5. Other damage

- A go-kart is a motorized vehicle designed solely for its intended purpose, for use on closed indoor and outdoor tracks. Failure to observe the safety of the kart and eliminate damage may result in irreversible damage to the kart, pilot, or other race participants.
- Each component of the kart is designed for its intended purpose and its absence or defect is considered as irresponsible use of the kart and Blue Shock Race assumes no liability for breaches of security rules.

5.0. Other recommendations

- Electric go-kart is a motorized vehicle that needs periodical maintenance and monitoring to ensure its safe use.
- To increase
- In case of non-standard situations not described in the instruction manual, each customer can contact Blue Shock Race by e-mail to service@blueshock- race.com or by phone +371 204 65432 and get technical advice on how to proceed.
- It is strictly forbidden to experiment with various electric kart components in an unintended way.
- Every action you take with an electric kart should be well thought out and reasoned; irresponsible approach to kart use may have irreversible consequences for both the user and the surrounding persons.
- Use CO2 extinguishing systems in the event of a short circuit or ignition on the kart (thus stopping the combustion process without causing contamination to the environment). Extinguishing systems must be used according to national fire-fighting standards.

IMPORTANT

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Instructions are available for download at the site www.blueshockrace.com registering your identity.

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Made in Latvia

This is a small step for humans, but giant leap for electric auto-sports future.