DHZ 2200E Quick Troubleshoot

1. **Check the circuit breaker**
    - **Check the circuit breaker** –please make sure the breaker is switched ON. If it is not, switch it on first. The **circuit breaker** is under the seat.
    - **Check the wiring from the breaker**- If the breaker is already ON, please inspect the outgoing wires from the breaker. If there are any signs of short-circuiting or loose connections, disconnect and reconnect the wires securely
2. **Check whether the charger itself has a problem** - for example, the charger could be faulty, showing a green light all the time but not actually charging battery. That's one possibility.
    - **Check the charger**- Please test the chargers output voltage with a multimeter, for a **60V Lithium battery charger**, the output voltage should be around **71.4V**

3. **Check the charging port** - connect a working charger and test the charging port's output voltage. If it shows around 71.4V, that means the charging port is function correctly.
4. **Check the controller** – with a working charger connected, **disconnect the battery power cable**. Measure the voltage at the controller's wiring terminal (positive and negative)
    - If it reads **71.4V**, the controller is functioning properly
    - If there is **no output**, it indicates that the controller's charging function may be damaged.
5. **Check the battery** - measure the voltage across the battery terminals (positive and negative) to see if it is within a reasonable range **51V to 71.4V**
    - If the voltage is within this range, the battery is like to be fine
    - If it is below 51V, the battery may be under charged or faulty.

If the above all check to be fine- There is one more possibility is that the **Power meter (Display)** is faulty. The battery might actually be charged, but the display doesn't show it, so the bike seems like it has no power.

Before checking that, make sure the **brake lever fully returns** after being released. Try squeeze and brake and let it go, ensuring it fully rebounds- this confirms the bike isn't stuck in a braking state. This tells us if the throttle/ display has a problem.

 **Safety Reminder:**

Please be careful when performing the above checks. There is some risk involved, so make sure to handle everything cautiously. **Avoid directly shorting the positive and negative terminals**, as this can be dangerous.