SuZhou Toseven New Energy Technology Co., LTD

DM01 Mid-Drive System User Manual

- High Performance Mid-Drive Motor System (750W / 1000W) -

⚠ **WARNING: To reduce the risk of injury, read and understand this user manual before using this product.**

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7. Safety & Operational Precautions

⚠ Water & Humidity Exposure

- The DM drive unit is designed to withstand normal riding conditions, including splashes and light rain.
- Avoid prolonged exposure to **heavy rain, flooding, standing water, or excessive humidity.**
- Do not use high-pressure water or direct spray near the **bottom bracket area**, **bearings, seals, or cable exits.**
- Long-term moisture exposure or condensation may lead to **internal corrosion, bearing damage, or reduced service life.**
- When not in use, store the bicycle in a **dry and well-ventilated environment.**

⚠ Hot Surface Warning

- The drive unit housing may become **hot during or after prolonged climbing, sustained high load, or high ambient temperature operation.**

- Allow the drive unit to cool before touching, cleaning, servicing, or transporting the bicycle.

⚠ Initial Inspection (First 50 km)

After the first **50 km of riding,** inspect and re-check the following:

- crank bolts (35–40 N·m)
- motor mounting hardware
- Main lockring and fixing fasteners

⚠ Proper Motor Mounting

- Ensure the drive unit is installed on a compatible bottom bracket shell with proper alignment and secure fastening.
- Improper installation, incorrect spacer configuration, excessive mounting force, or poor frame compatibility may result in abnormal stress, noise, or damage to the drive unit mounting interface over time.

1. Product Description

1.1 Product Series

DM01 Mid-Drive System

1.2 Model Identification

Model	Rated Power	BB Width
DM01-1000L / DM01-1000S	1000W	68-73 mm
DM01L-1000L / DM01L-1000S	1000W	100-110 mm
DM01LA-1000L / DM01LA-1000S	1000W	120mm
DM01-750L / DM01-750S	750W	68-73 mm
DM01L-750L / DM01L-750S	750W	100-110 mm
DM01LA-750L / DM01LA-750S	750W	120mm

Model Suffix Definitions:

- **L** = Torque-Sensing Version
- **S** = Cadence-Sensing Version

1.3 Product Appearance

DM01-1000

DM01-750

1.4 Applicable Range

- Compatible with a wide range of **bicycles, tricycles, cargo bikes, and utility vehicle platforms** using compatible bottom bracket standards **(68–120 mm).**
- Final compatibility depends on **frame geometry, bottom bracket structure, installation clearance, and chainline requirements**.

⚠ Compatibility should always be verified before installation.

1.5 Product Features

1.5.1 High-speed Geared Drive Unit System

- The DM01 adopts a **high-speed motor** combined with a **high-ratio reduction drive system** to deliver strong low-speed torque and efficient power transmission.
- This design provides responsive starting assistance and strong climbing capability while maintaining smooth power delivery.

1.5.2 Wide Frame Compatibility

The DM01 is available in multiple bottom bracket configurations to support different frame standards:

- 68mm to 73mm (standard frames)
- 100mm to 110mm (fat bike frames)
- 120mm (wide cargo / specialty frames)

To ensure proper installation, chainline alignment, and frame clearance,

always select the correct DM01 drive unit version that matches your bicycle's bottom bracket width.

1.5.3 Natural Pedaling Feel

- The integrated clutch mechanism disengages the motor drive during non-assisted riding to reduce pedaling resistance and maintain a natural riding feel.
- Slight additional resistance may still be noticeable when riding without power assistance. This is normal for high-torque mid-drive systems.

1.5.4 Advanced FOC Vector Control

The DM01 uses advanced **FOC** technology to provide:

- Fast and responsive assistance
- Smooth and stable power delivery
- Efficient drive unit performance

1.6 Product Code

01 S 075 262 00001

01 -------- DM01 series drive units

S -------- Bottom bracket version: **S = 68-73mm, L = 100-110mm, T =120mm**

075 ------ Drive unit output power (075X10=750)

262 ------ Production date code (Feb 2026)

00001-----Product serial number

⚠ Important Naming Note

The letter designation used in the **sales model name** and the **laser-engraved product code** have different meanings.

Sales Model Suffix

(Example: **DM01-750L / DM01-1000S)**

- **L** = Torque-Sensing Version
- **S** = Cadence-Sensing Version

Laser-Engraved Product Code

(Example: 01 S 075 262 00001)

The **second segment letter** identifies the **bottom bracket version:**

- S = 68–73 mm
- L = 100–110 mm
- T = 120 mm

⚠ The product code letter and model suffix may represent different meanings.

2 Product Specifications & Technique Requirements

2.1 Main Technical Parameters

Parameter	DM01-1000 series	DM01-750 series
Rated Voltage	48V-52V	48V-52V
Rated Power	1000W	750W
Maximum Supported Cadence	160 rpm	160 rpm

Peak Output Torque	160 N·m	160 N·m
Reduction Ratio	40.27 : 1	40.27 : 1
Net Weight	Approx. 6.0 kg	Approx. 5.8 kg
Protection Rating	IP65	IP65
Chainring Compatibility	Standard 46T (Optional 38T–52T)	Standard 46T (Optional 38T–52T)
Operating Ambient Temperature	-20° C to 50° C	-20° C to 50° C

⚠ Important Notes

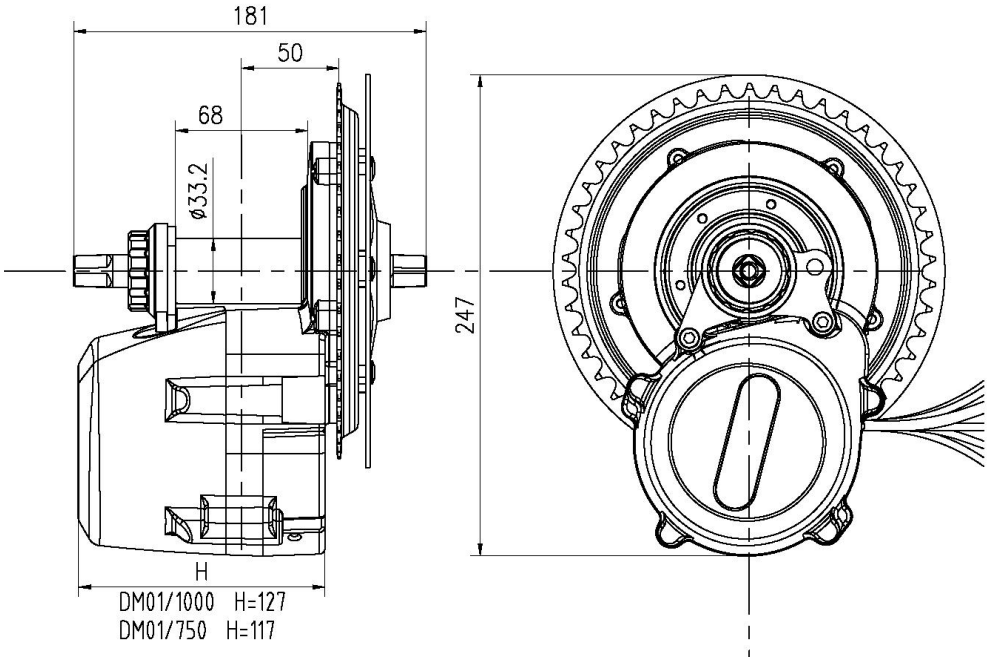
- Do not immerse the drive unit in water or clean with high-pressure water.
- Avoid prolonged exposure to **heavy rain, standing water, or excessive humidity.**
- Actual performance may vary depending on **firmware version, drivetrain configuration, battery voltage, rider load, and riding conditions.**

2.2 Specifications and Dimensions

2.2.1 Standard Frame Version (68 mm BB)

Applicable Models: DM01-1000 / DM01-750

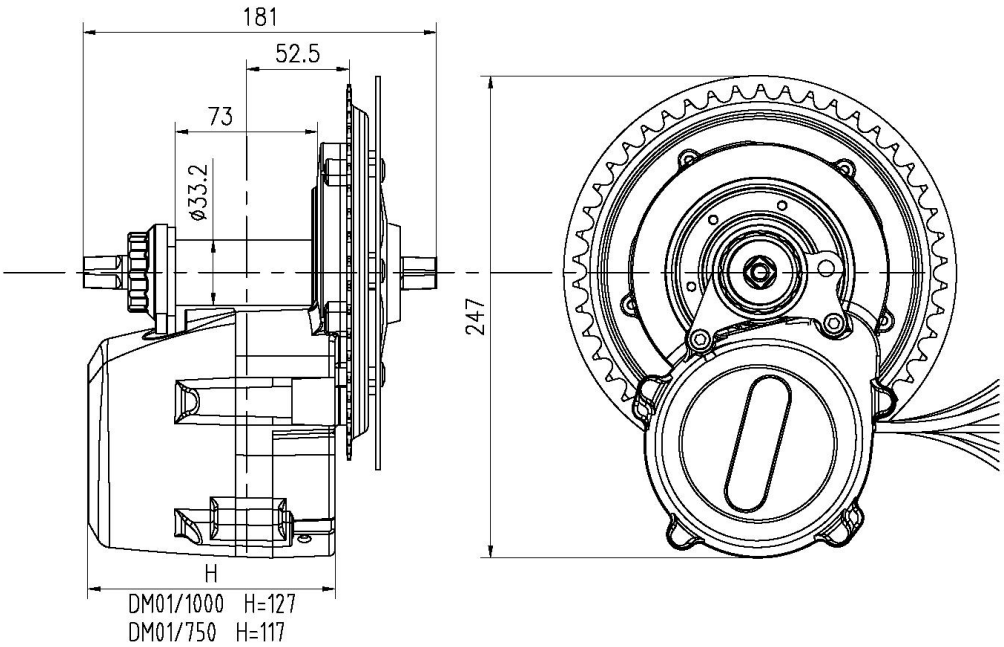
- **BB Width:** 68 mm
- **Standard Chainline (CL):** 50 mm
- **Optional Chainline:** 59 mm



2.2.2 Standard Frame Version (73 mm BB)

Applicable Models: DM01-1000 / DM01-750

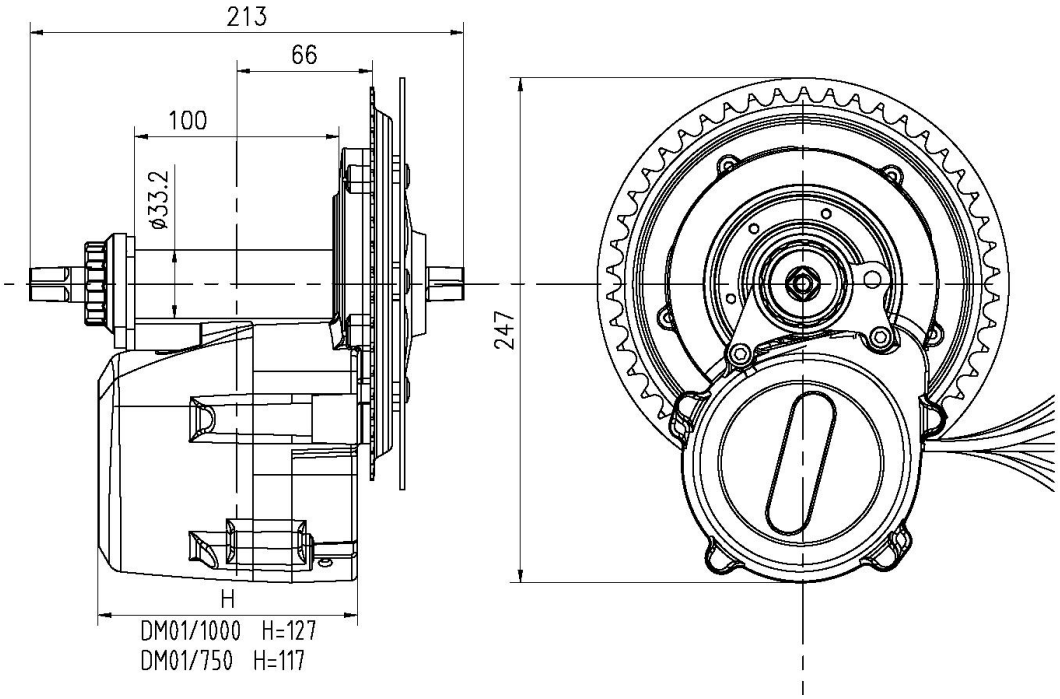
- **BB Width:** 73 mm
- **Standard Chainline (CL):** 52.5 mm
- **Optional Chainline:** 61.5 mm



2.2.3 Fat Bike Version (100 mm BB)

Applicable Models: DM01-1000 / DM01-750

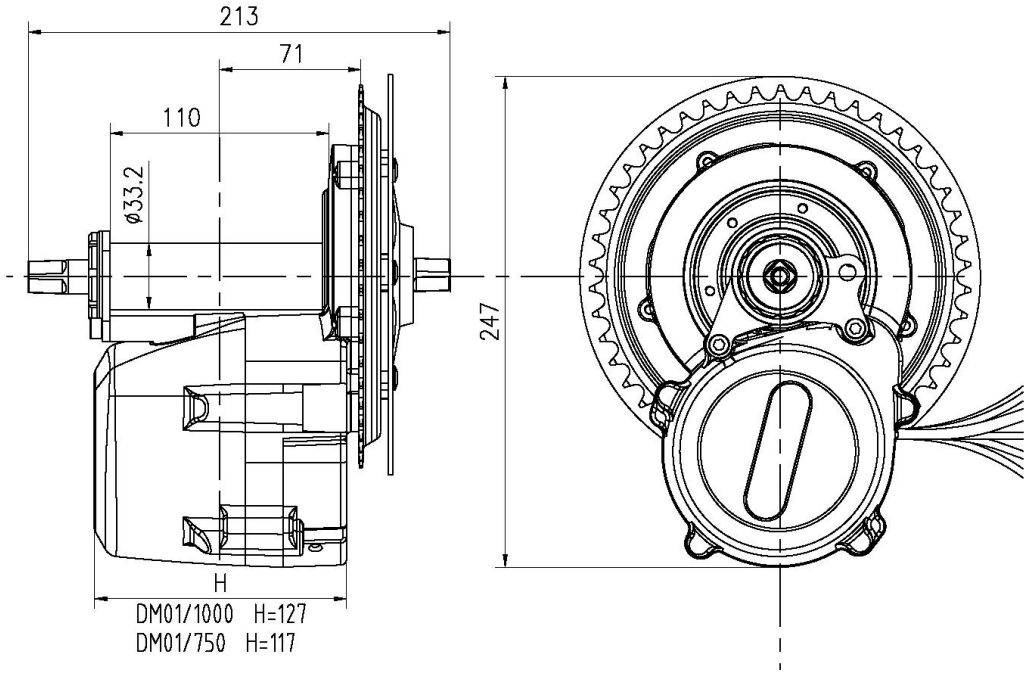
- **BB Width:** 100 mm
- **Standard Chainline (CL):** 66 mm
- **Optional Chainline:** 75 mm



2.2.4 Fat Bike Version (110 mm BB)

Applicable Model: DM01-1000 / DM01-750

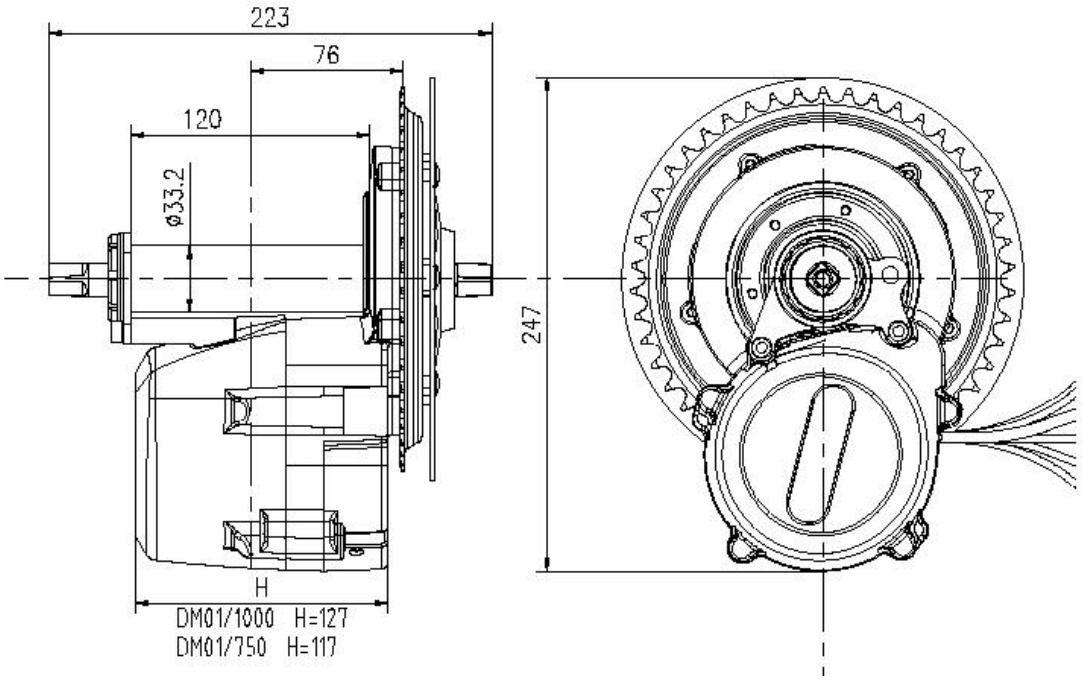
- **BB Width:** 110 mm
- **Standard Chainline (CL):** 71 mm
- **Optional Chainline:** 80 mm



2.2.5 Fat Bike Version (120 mm BB)

Applicable Model: DM01-1000 / DM01-750

- **BB Width:** 120 mm
- **Standard Chainline (CL):** 76 mm
- **Optional Chainline:** 85 mm



📌Crank Interface Notes

This drive system uses a **square taper spindle interface.**

- Compatible with standard **square-taper crank arms** suitable for e-bike or MTB applications.

Pedal Stance Note

- Wider bottom bracket versions **(100–120 mm)** will result in a wider pedal stance compared with standard **68–73 mm** versions.
- This is necessary to maintain proper chainline and frame clearance on wide-frame bicycles.
- Actual pedal stance may vary slightly depending on crank arm geometry, spacer configuration, and installation setup.

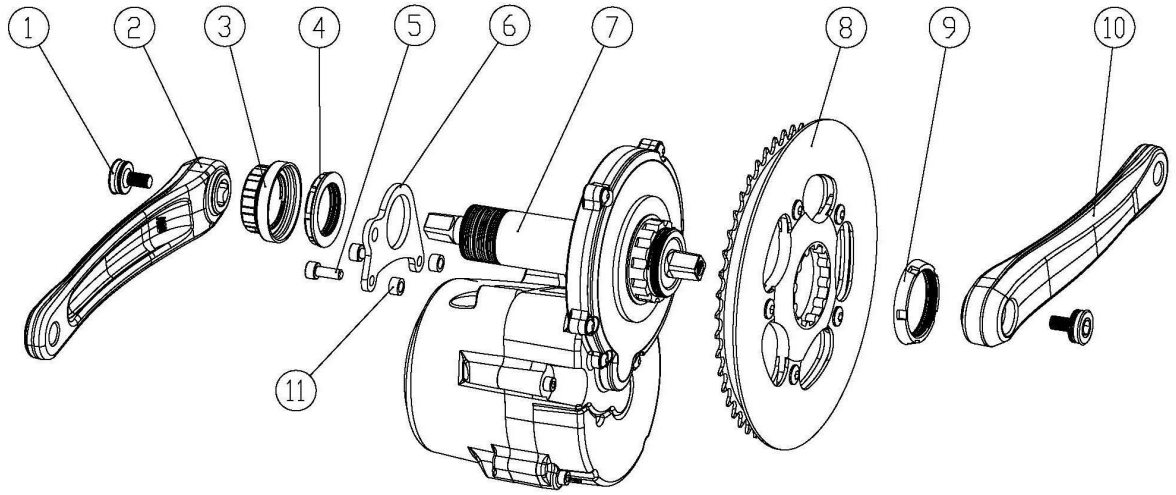
2.3 Package Contents

📌 System Components Overview & Pre-Installation Checklist

- Please verify that all supplied hardware matches the bottom bracket width of your bicycle frame before installation.
- Using incorrect spacers, bolts, or mounting hardware may result in improper fitment, poor chainline alignment, operational loosening, or excessive stress on the drive unit.
- Always use the specified mounting hardware corresponding to the specified BB width.

2.3.1 Standard Version (68-73mm)

Applicable Models: DM01-1000 / DM01-750



No.	Component	Specification	Qty	68 mm	73 mm
1	Crank Arm Fixing Bolt	M8×1×15	2	Included	Included
2	Left Crank Arm	170mm (Square Taper)	1	Included	Included
3	Decorative Cap	—	1	Included	Included
4	Main Lockring (Drive Unit Fixing Ring)	M33.5×1.5	1	Included	Included
5	Mounting Bolt	M6	2	M6×16 mm	M6×20 mm
6	Anti-Rotation Bracket	—	1	Included	Included
7	Drive Unit	DM01-1000 / DM01-750	1	Included	Included
8	Chainring	46T	1	Included	Included
9	Chainring Locknut	M42×1.5	1	Included	Included

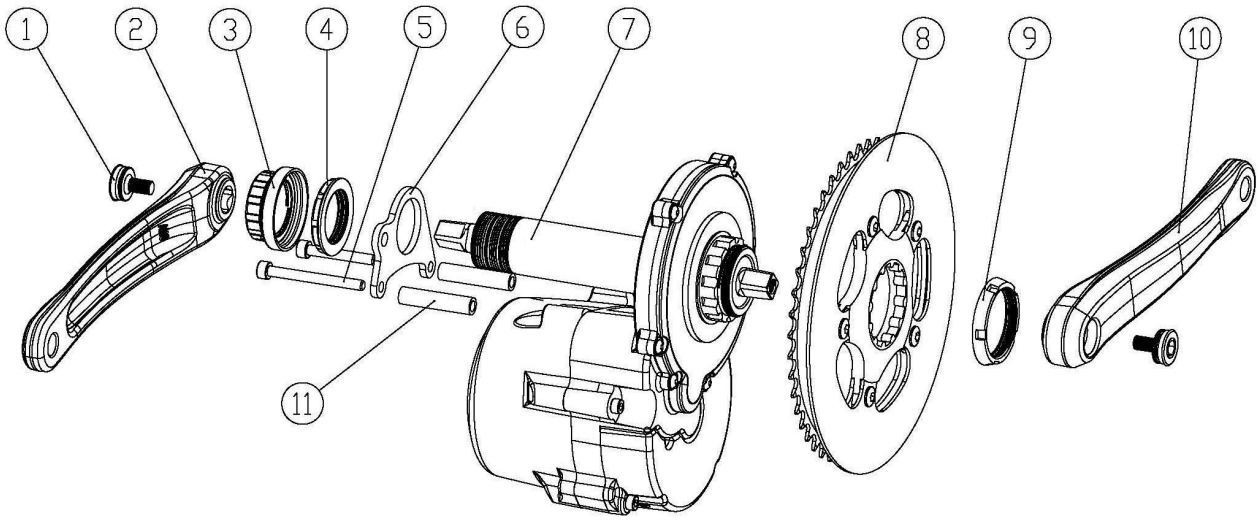
10	Right Crank Arm	170mm (Square Taper)	1	Included	Included
11	Spacer Sleeve	Φ6×5	2	Not Required	Included

2.3.2 Wide Bottom Bracket Version (100-120mm)

Applicable Models:

DM01L-1000 / DM01L-750

DM01LA-1000 / DM01LA -750



No.	Component Part	Specification	Qty	100 mm	110 mm	120 mm
1	Crank Arm Fixing Bolt	M8×1×15	2	Included	Included	Included
2	Left Crank Arm	170mm (Square Taper)	1	Included	Included	Included
3	Decorative Cap	—	1	Included	Not Included	Not Included

4	Main Lockring (Drive Unit Fixing Ring)	M33.5×1.5	1	Included	Included	Included
5	Mounting Bolt	M6	2	M6 × 50	M6 × 60	M6 × 70
6	Anti-Rotation Bracket	—	1	Included	Included	Included
7	Drive Unit	DM01L/ DM01LA	1	Included	Included	Included
8	Chainring	46T	1	Included	Included	Included
9	Chainring Locknut	M42×1.5	1	Included	Included	Included
10	Right Crank Arm	170mm (Square Taper)	1	Included	Included	Included
11	Spacer Sleeve	Φ6 × 32 / Φ6 × 42 / Φ6 × 52	2	Φ6 ×32	Φ6 ×42	Φ6 ×52

** Note: The **110mm-120mm configuration** does not use a decorative cap due to axle length and clearance requirements.*

⚠ Important Installation Notes

- Verify that the supplied bolts and spacers match the specified bottom bracket width before installation.
- The M33.5 × 1.5 Main Lockring and M42 × 1.5 Chainring Locknut are different components and are **not interchangeable.**
- Use only the supplied mounting hardware. Incorrect bolt length or spacer configuration may affect fitment, chainline alignment, frame clearance, or mounting stability.

- Ensure the anti-rotation bracket is fully seated and securely installed before riding.
- Tighten crank arm fixing bolts to **35–40 N·m** (recommended: **38 N·m**).
- Re-check all crank bolts and mounting hardware after the first **50 km** (30 mi) of riding.

2.4 Environmental & Storage Conditions

2.4.1 Operation Conditions

- **Ambient Temperature**：-20℃ to 50℃ (-4° F to 122° F)
- **Relative Humidity**：≤95% (Non-condensing)
- **Atmospheric Pressure:** 86 kPa to 106 kPa
- **Environmental Exposure:** Avoid prolonged exposure to heavy rain, standing water, or environments that may cause internal condensation.

2.4.2 Storage Conditions：

Store the drive unit in a **clean, dry, and well-ventilated environment** to maximize service life.

- **Ambient temperature:** 0°C to 35°C (32°F to 95°F)
- **Relative humidity:** ≤85%
- **Storage Environment:** Avoid corrosive substances, excessive dust, or prolonged moisture exposure.

⚠ Electrical Safety

- Always disconnect the battery before installation, inspection, cleaning, or maintenance.
- Unexpected drive unit activation may result in personal injury or drive system damage.

⚠ Hot Surface Warning

- The drive unit housing may become hot during or after prolonged high-load operation.
- Allow the drive unit to cool completely before handling or servicing.

3. Product Installation

*Before installation, please carefully review the **Pre-Installation Checklist** to verify frame compatibility and avoid potential damage or improper fitment. Disconnect the battery and ensure the system is powered off before installation.*

Pre-Installation Checklist – Frame Compatibility

● Compatible BB Width: 68–73 mm or 100–120 mm

● BB Inner Diameter: Ø 33.6–34.0 mm

● Ensure the bottom bracket shell is clean, burr-free, and properly aligned

● Maintain a minimum clearance of 2 mm between the motor housing and bicycle frame.

⚠ Lockring Installation Notice

Use only the supplied **M33.5 × 1.5 main lockring.**

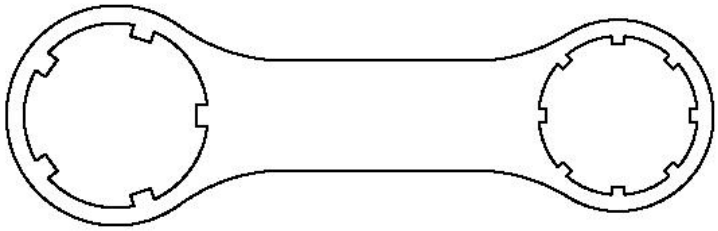
● Apply a medium-strength threadlocker (e.g., **Loctite® 243** or equivalent) to the lockring threads before installation.

● Tighten the main lockring to **45–50 N·m**

● Re-check lockring torque after the first **50 km** of riding

3.1 Installation Tool

● Toseven Installation Wrench (Included)



● Additional Tools Required：

6mm Allen wrench (anti-rotation bracket)

8mm Allen wrench (crank arms)

3.2 Chainring & Chainline Installation

● Tool Required: Toseven Installation Wrench

● Installation Procedure:

- Align the chainring splines ⑧ with the Drive Unit Output Shaft ⑦

- Carefully slide the chainring into position until fully seated.

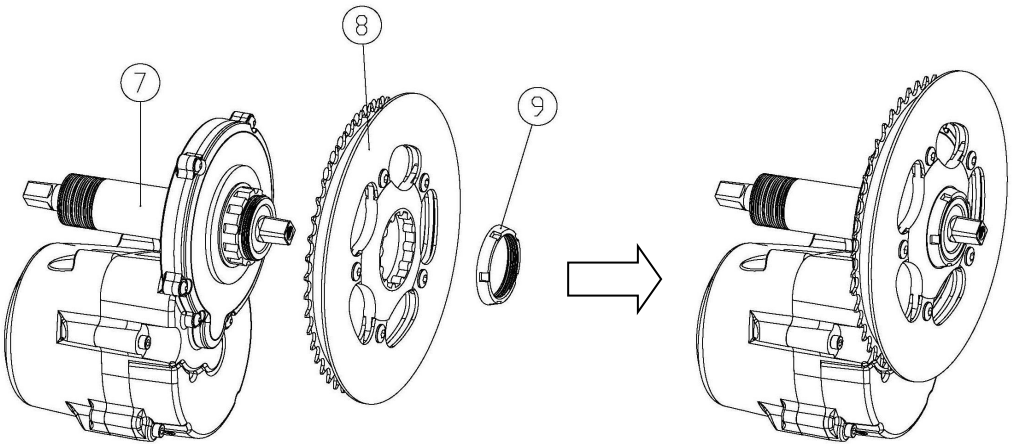
- Thread the M42 Chainring Locknut ⑨ onto the shaft. Tighten using the Toseven wrench to **15 – 20 N • m (maximum 20 N • m)**

⚠ IMPORTANT– Left-Hand Thread

The chainring locknut uses a **left-hand thread.**

- Rotate **counterclockwise to tighten**
- Rotate **clockwise to loosen**
- **DO NOT exceed 20 N·m**

- Diagram：



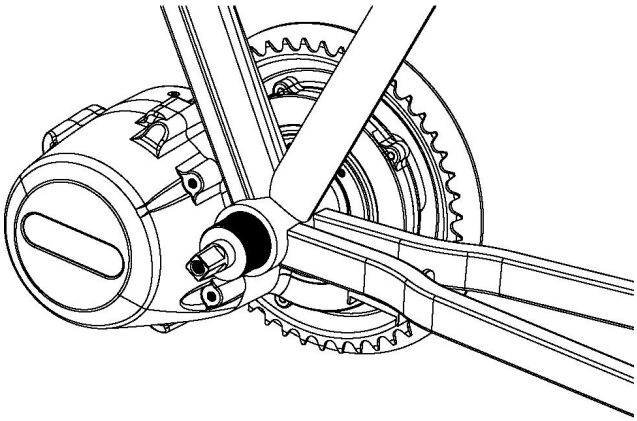
3.3 Drive Unit Installation

3.3.1 Drive Unit Positioning

- Insert the drive unit from the drive side (right side) of the frame and align it with the bottom bracket shell.
- Carefully push the drive until it is fully seated against the BB shell.

⚠ NOTICE

Do not use a hammer or excessive force during installation. If resistance occurs, remove the drive unit and check the BB shell for burrs or weld irregularities.



3.3.2 Anti-Rotation Bracket Installation

- Required Tool: 6 mm Allen Wrench
- Included Hardware：

Anti-Rotation Bracket ⑥ (×1)

M6 Mounting Bolts ⑤ (×2)

Anti-Rotation Bracket Spacer ⑪ (×2, if applicable)

- Installation Procedure：

- Position the **Anti-Rotation Bracket** ⑥ flat against the frame's bottom bracket shell.

- Select the correct **M6 Mounting Bolts** ⑤ and **Spacer Sleeves** ⑪ according to your bottom bracket width (see specifications below).

- Tighten both bolts evenly to **9–10 N·m.**

📐 Diagrams & Specifications by BB Width

Before proceeding, measure your bicycle's BB width and select the correct hardware configuration below:

BB Width	Bolt ⑤ Specification	Spacer Sleeve ⑪ Spec.	Installation Visual Guide
68 mm	M6 x 16	Not Required (x0)	Use Diagram A (No spacer between bracket & motor)
73 mm	M6 x 20	Φ6 × 5 mm (x2)	Use Diagram B (Short spacer installed)
100 mm	M6 x 50	Φ6 × 32 mm (x2)	Use Diagram C (Long spacer installed)
110 mm	M6 x 60	Φ6 × 42 mm (x2)	Use Diagram C (Extra-long spacer installed)
120 mm	M6 x 70	Φ6 × 52 mm (x2)	Use Diagram C (Extra-long spacer installed)

- Diagram & Specifications by BB Width: ：

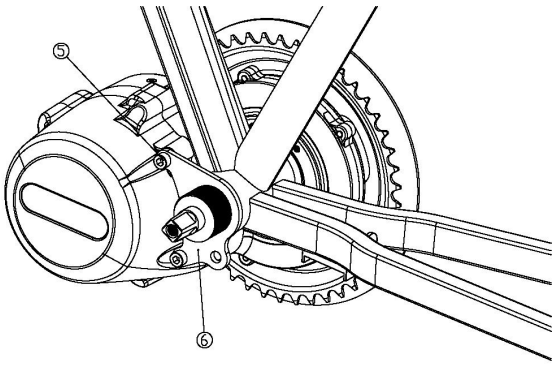


Diagram A

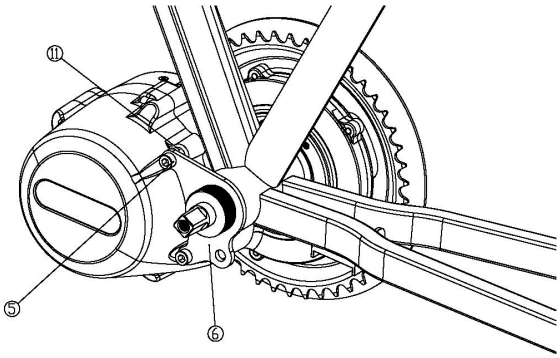


Diagram B

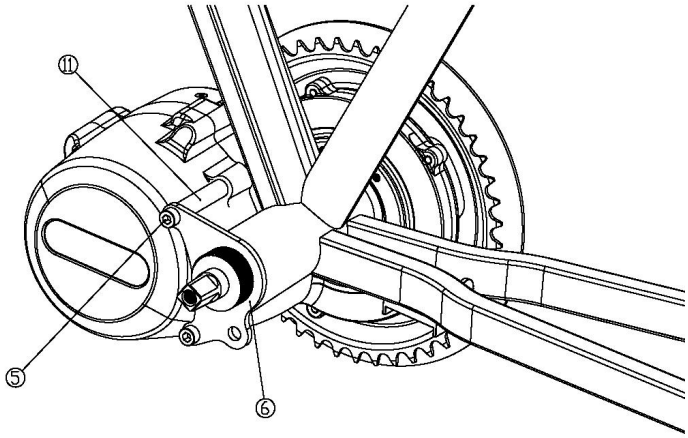


Diagram C

3.3.3 Main Lockring Installation

- Required Tool: Toseven Installation Wrench
- Included Hardware: M33.5 Main Lockring ④ (x1)
- Installation Procedure

- Rotate the drive unit clockwise until the motor housing sits firmly against the bicycle downtube and is fully seated in its final position.

- Thread the M33.5 Main Lockring ④ onto the BB spindle by hand.

- Tighten the lockring to **45–50 N·m** using the Toseven installation wrench.

⚠ Installation Note

Ensure the motor housing is fully seated against the frame before tightening the main lockring. Improper positioning may result in motor movement, loosening, or abnormal noise during riding.

⚠ Frame Compatibility

- **Carbon Frames:**

  - The DM01 system is designed for high-torque applications and is not intended for installation on standard carbon fiber bicycle frames.

  - Installation on carbon fiber frames should only be considered if the bicycle frame manufacturer has explicitly approved compatibility with high-torque mid-drive systems.

- **Aluminum / Alloy Frames:**

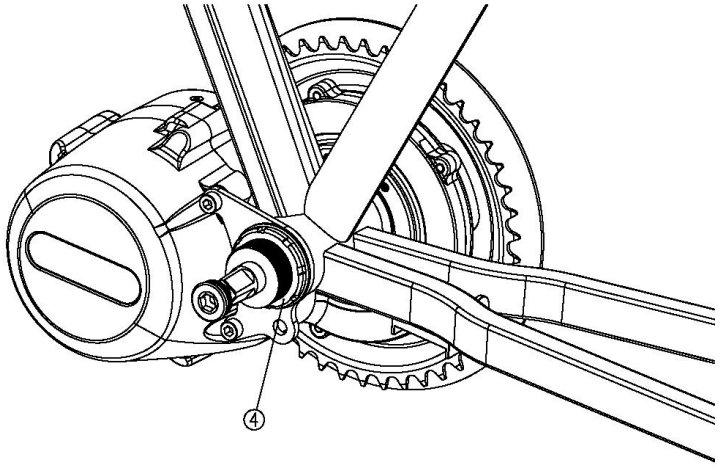
  - For lightweight aluminum or alloy frames, use the **lower end of the specified lockring torque range (45 N·m)**.

Before installation, ensure the frame provides:

- Adequate bottom bracket shell strength
- Proper motor clearance
- Sufficient mounting support for high-torque applications

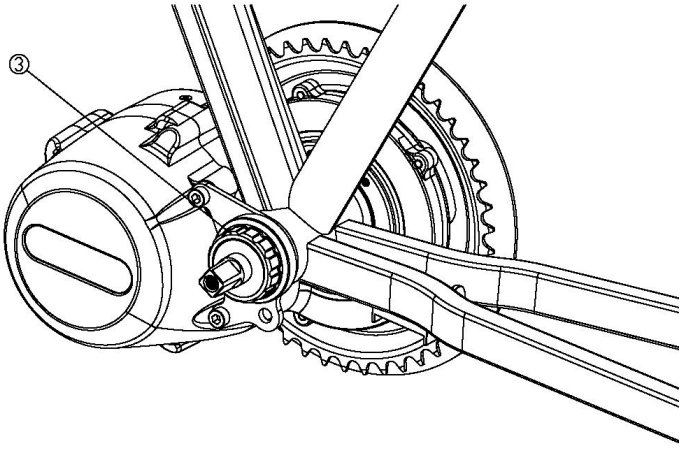
If frame compatibility is uncertain, consult the bicycle or frame manufacturer before installation.

- Diagram：



3.3.4 Decorative Cap Installation

- Included Hardware:：Decorative cap ③
- Thread the Decorative Cap ③ onto the non-drive side bottom bracket by hand until fully seated.
- **Hand tighten only. Do not use tools.**
- Diagram：



3.3.5 Crank Arms Installation

- Tool Required：8mm Allen wrench
- Included Hardware:

Crank Arm Fixing Bolt ① (X2)

left crank ② (x1)

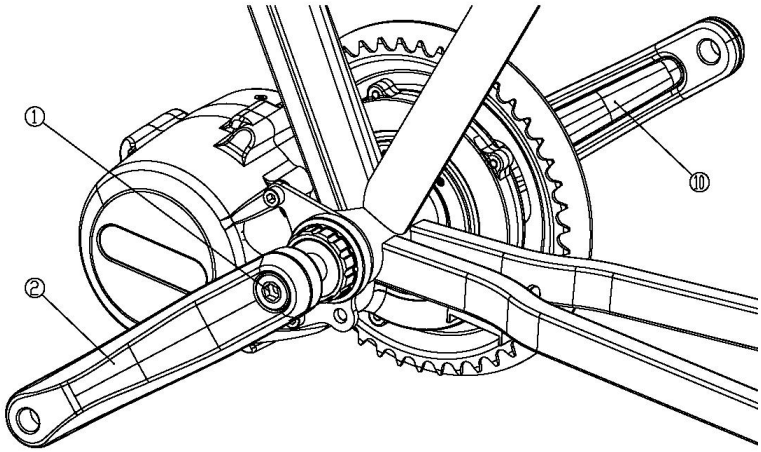
right crank ⑩ (x1)

- Installation Procedure

Align both crank arms at 180° and fully seat them onto the square taper spindle.

Thread the fixing bolts ① into the spindle and tighten to **35–40 N·m.**

- Diagram:



⚠ Installation Note

- Light grease on bolt threads only
- Do not lubricate taper interface
- Use calibrated torque wrench only

3.3.6 Final Inspection

Before first ride, verify the following:

Fastener	Torque
M33.5 Main Lockring ④	**45–50 N·m**
Crank Arm Fixing Bolts ①	**35–40 N·m**
Mounting Bolts ⑤	**9–10 N·m**
M42 Chainring Locknut ⑨	**15–20 N·m**

⚠ Maintenance Reminder

Re-check all fasteners after the firs**t 50 km** of riding.

3.4 Speed Sensor Installation (SVS1 / SVS2)

3.4.1 Required Tools

- Medium Phillips screwdriver
- 3mm Allen wrench
- Scissors/Side Cutters

3.4.2 Sensor Positioning (Common Instruction)

- Install the **speed sensor** ① on the **rear chainstay** (drive side or non-drive side, depending on frame layout and cable routing convenience).
- Mount the magnet ③ securely on a rear wheel spoke.
- Ensure the **magnet aligns with the sensor receiver mark** and passes the sensor **once per wheel rotation without contact.**
- Route the sensor cable to avoid interference with the tire, rotor, chain, or moving components.

Clearance Requirements (at magnet passing point):

- SVS1: 2 – 5 mm
- SVS2: 5 – 15 mm

⚠ **NOTICE:** Incorrect alignment or clearance may result in speed signal loss or intermittent motor assistance.

If errors occur, re-check:

- Magnet position
- Sensor alignment
- Clearance distance

① **Model SVS1 - Adjustable Sensor**

- Install sensor ① to chainstay using cable ties ②
- Loosen adjustment Screw ④
- Adjust sensor position to achieve correct clearance (2–5 mm)
- Tighten adjustment screw ④ and secure cable ties

② **Model: SVS2 (Fixed Type)**

- Align sensor ① with frame mounting point
- Secure using M5x8 Screw ④ (3 mm Allen wrench)
- Install Decorative Cap ⑥
- Ensure magnet passes receiver within 5-15 mm clearance

③ **Final Verification**

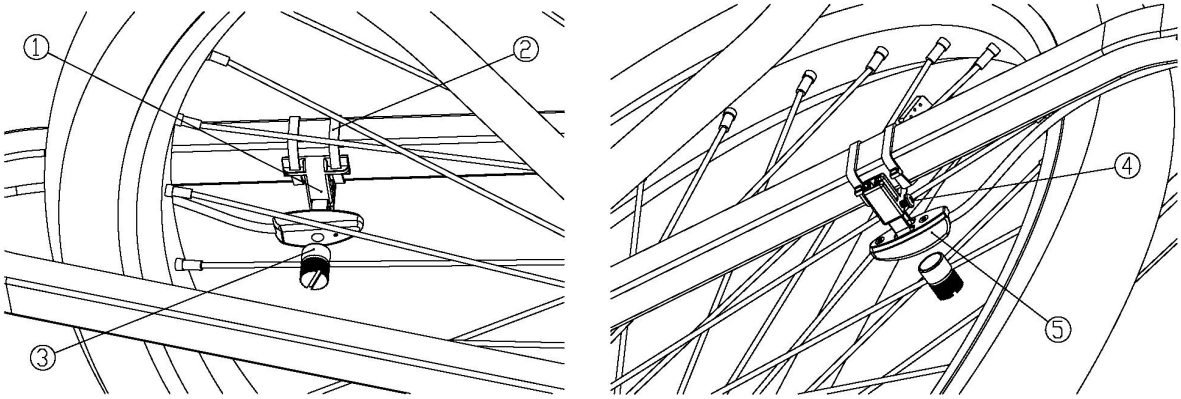
Rotate rear wheel slowly and confirm:

- Magnet passes sensor once per rotation without contact
- Clearance remains consistent during rotation
- All fasteners are securely tightened

If speed signal error or drive unit assist failure occurs, re-check alignment immediately.

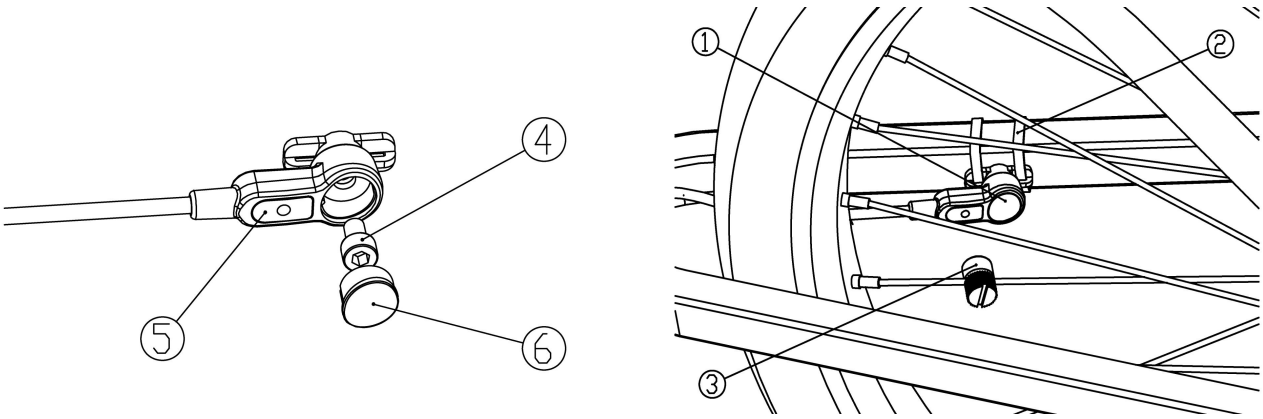
④ **Diagram：**

Model: SVS1



1-Speed sensor 2-Cable tie 3-Magnet 4-Screw 5-Receiver

Model: SVS2



1- Speed sensor 2-Cable tie 3-Magnet 4-Screw M5X8 5-Receiver 6-Decorative cap

3.5 Wiring & System Connection

3.5.1 System Components (Configuration Dependent)

- Display（optional / system dependent)
- Battery（user-provided)
- Speed sensor（system dependent)
- EB-Bus communication cable (Toseven proprietary system)

3.5.2 Drive Unit Connections

Connect EB-Bus connectors to the drive unit interface ports according to connector keying and system labeling.

The opposite end connects to system components such as display, brake sensors, throttle, or other accessories depending on system configuration.

⚠ IMPORTANT:

Do not apply excessive force during connection or disconnection.

All connectors are mechanically keyed to prevent incorrect installation.

3.5.3 Cable Routing

Route all cables away from:

- Compression points
- Sharp bends
- Moving or contact surfaces between drive unit and frame
- Tight gaps between drive unit housing and frame

Improper routing may lead to cable damage or intermittent signal failure.

3.5.4 Wiring Identification

Function	Color	Note
Battery	—	Power input (connector type may vary: **XT60 / XT90 / Small Anderson**)
Display	Green	System communication
Speed Sensor	Yellow (Male)	Speed signal input
Brake signal	—	Connected through EB-Bus system (system dependent)
Shift Sensor	Yellow (Female)	Shift sensor input for gear-shift interruption

Connector Assembly Note

Align the waterproof connector arrows before insertion.

Push until the sealing ring is fully seated to ensure proper sealing and electrical contact.

⚠ DM01L (Torque Version) – Startup Procedure

Zero-Point Calibration

The DM01L performs automatic torque sensor calibration at each power-on.

⚠ Critical Requirement – No Load During Power-On

- Do not rest feet on the pedals during startup
- Ensure pedals are completely unloaded before powering on

If load is applied during calibration, the system may record an incorrect zero reference.

This may result in:

- Abnormal assist behavior
- Delayed or excessive power output
- Calibration deviation requiring system reset

4. Maintenance & Troubleshooting

4.1 Maintenance Tips:

- **Cleaning**

Use a soft damp cloth to clean the drive unit housing.

Do not use high-pressure water, hoses, or steam cleaning, as this may damage internal sealing.

- **Bolt Inspection (Critical Safety Item)**

Due to high-torque operation, vibration may cause gradual loosening of structural fasteners over time.

Regular inspection is required for safe operation.

- **Maintenance Schedule (Recommended Intervals)**

Check Item	500 km	1000 km	2000 km
Crank Bolts & Lockring (Critical)	●		
Chainring Wear		●	
Wiring Integrity	●		
Drive Unit Mounting Fasteners (Critical)		●	
Speed Sensor Alignment	●		
Internal Gear Lubrication			●

● = Inspection required at recommended interval

4.2 Common Drive Unit Error

Error Type	Description	Possible Causes	Recommended Action
Communication Interrupted	No communication between the display and drive unit controller	• Loose or damaged communication cable • Poor connector contact • Controller communication fault	• Ensure the display cable is fully connected and properly seated • Inspect EB-Bus connectors for looseness or damage • Restart the system • Contact your dealer or Toseven support if the issue persists
Motor Blocked	Motor rotation is restricted due to abnormal resistance or system fault	• Drivetrain obstruction • Temporary overload condition • Controller parameter issue (service only) • Controller	• Turn the system off and restart • Inspect the drivetrain for obstruction • Contact your dealer for diagnosis if the issue persists

		malfunction	
Controller Broken	The controller has triggered internal protection or detected an abnormal electrical condition	• Electrical overload • Abnormal voltage input • Internal controller fault	• Restart the system • Verify battery connection and voltage compatibility • Contact Toseven support if the issue persists

⚠ Important Safety Notice

If a drive unit error occurs, **stop riding immediately and power off the system**. Continued operation may result in **component damage or system failure**.

Before restarting the system:

- Inspect connectors and wiring for visible damage
- Verify all cable connections are fully seated
- Do not continue riding until the inspection is completed

If the issue persists, contact your **dealer or Toseven support**.

For full error definitions and display-specific warning information, refer to the Display User Manual.

5. Warranty & Service Information

5.1 Warranty Policy

5.1.1 Warranty Coverage

- Toseven products are covered by a **12-month limited warranty** from the purchase date shown on the original sales invoice.
- If proof of purchase cannot be provided, warranty coverage shall not exceed **15 months from the product manufacturing date.**
- Warranty coverage applies only to the **original purchaser** and is **non-transferable**, unless otherwise agreed in writing.
- This warranty covers defects in materials or workmanship occurring under normal installation, intended use, and proper maintenance during the warranty period.
- Components experiencing premature failure under normal operating conditions may be eligible for warranty evaluation.

5.2 Warranty Exclusions

Warranty coverage does not apply to damage caused by:

1. Improper installation, operation, or maintenance not in accordance with this manual.
2. Use of non-genuine parts, unauthorized modification, disassembly, or tampering.
3. Accidents, impacts, misuse, chemical corrosion, flooding, or other external

causes.

4. Repairs performed by unauthorized personnel or service providers.

5.3 Service Notice

For warranty claims, please contact your authorized dealer or Toseven support and provide proof of purchase where available.

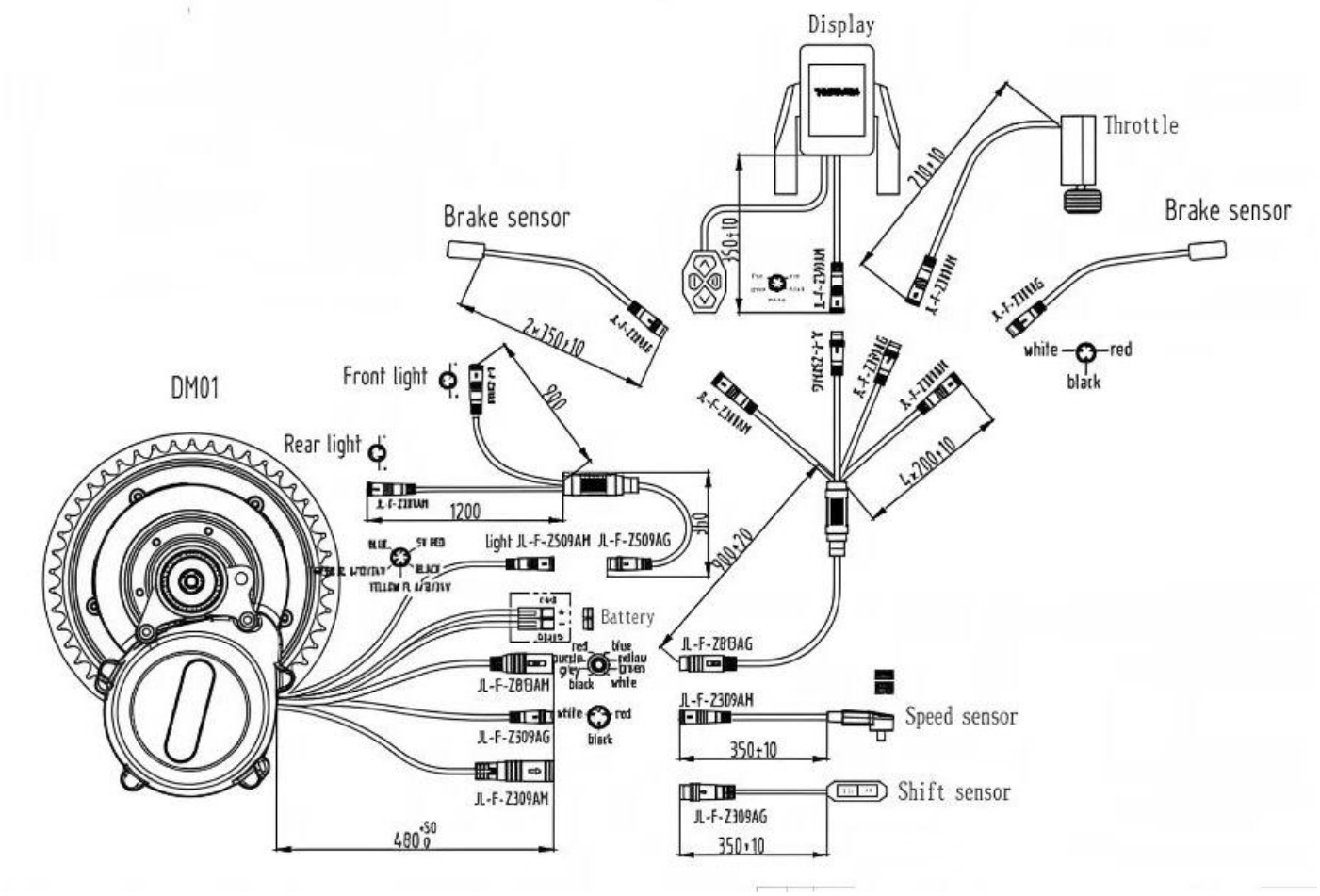
For technical support, warranty assistance, or to download the latest version of this manual, please contact our service team or visit our official website.

Contact Information	Details
• Official Website	to7motor.com
• Technical Support Email	support@to7motor.com
• Service Hours	Mon-Fri, 8:00 AM – 5:00 PM (GMT+8)
• Address	No. 36, TianEDang Road, Wuzhong District, Suzhou 215104, Jiangsu, China

⚠ Important Note

To help us provide faster support, please include the **drive unit serial number, display model**, and a **brief description of the issue** when contacting us.

6. DM01 System Wiring Diagram



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