



EBMX SURRON BATTERY OPTIONS

60V 63Ah EBMX SurRon Battery

Do you want to have double the range of the stock 60V battery using the stock controller? Or do you want to run a high powered monster SurRon with up to 15kW of power!? Well this high powered 60V battery has you covered both ways! **

72V 57Ah EBMX SurRon Battery

Are you a thrill seeker that is after ultimate performance, extreme power density and up to a 15kW tune?! This massively powerful 72v battery has 213% more energy than the stock battery and will deliver all the thrills you could want. Note this battery will require the use of a EBMX controller upgrade and will not run on the stock 60v controller. In addition, this battery will require a new 72v charger and cannot be charged on the stock 60v charger.**

EBMX Fast Charger 20a (15a USA)

Our new fast charger will cut charge times on batteries significantly. There are two models, one for 60v batteries and one for 72v batteries.

***Note: Both 60v and 72v Batteries will require seat extenders to fit in the same space as the stock SurRon battery. We have designed the EBMX Seat Extenders to perfectly fit this new battery. We cannot guarantee compatibility with other brands of seat extenders. This could cause incompatibility and fitment issues with aftermarket seats. If you have any questions regarding fitment, please contact us before placing an order.*

60v 63Ah & 72v 57Ah POUCH CELL BATTERY OPTIONS	
	USD (Price does not include VAT in Country of Purchase)
60v 63ah SurRon Battery	\$ 2,376.00
72v 57ah SurRon Battery	\$ 2,775.00
EBMX Seat Extenders	\$ 170.00
60v 15a (USA) / 20a Fast Charger	\$ 180.00
72v 15a (USA) / 20a Fast Charger	\$ 180.00

Note: Internal shipping in your country of residence is not included in the price and will be calculated based on your delivery address unless you are picking up directly from the distributor, by their agreement.



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BMS (125amp continuous/300A peak)

Full Charge: 67.2v

Empty Charge: 48v

Please See Pricing in table on pg. 1



72v 57Ah EBMX SurRon Battery

BMS (125amp continuous/300A peak)

Full Charge: 84v

Empty Charge: 60v

Please see Pricing in table on pg. 1





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(Frequently Asked Questions)

1. How do these batteries differ from the stock SurRon/Segway batteries? Why do I need one?

- The stock SurRon/Segway battery is a 60Volt 32Ah battery with a limited discharge current. As such, without modifications, the stock battery is unable to be used for power upgrades and is often lacking on capacity for people wanting to do longer rides. With modifications like BMS bypasses on the stock battery, the battery is still limited in its performance due to the low discharge rate of the Panasonic cells that are used. So, while pushing these cells to make more power, the voltage sag under load increases, also the battery internal temperature increases (reducing available power and the lifespan of a BMS bypassed stock battery). This happens because the bypassed batteries are operating the cells above their “continuous discharge” rating, in the so called “peak discharge” rating. Also while increasing power on the stock battery with a BMS bypass will decrease the range on the bike due to being able to use up the available power much faster.

Our EBMX 60v 63Ah battery solves all of these issues and it works for multiple applications.

1. While running the stock controller, you will experience double the range on a charge over a stock battery
 2. The 60V 63Ah and the 72v 57Ah Battery are both equipped with top notch high discharge rate Li-Ion cells (6C continuous discharge rate), meaning they are able to provide a lot more power than a stock battery while also the range increases greatly. Both EBMX batteries fully support our popular 15kW / 600-800 Phase Amp BAC8000 EBMX-tune with motor temperature protection feature. In fact, the cells in the 60V63Ah and the 72V57Ah batteries are capable of delivering even more than 15kW, while still operating within the cells “continuous discharge rate”. A battery Cell that is never forced to run in the “Peak discharge” range, is creating a lot less heat during use, it runs more efficiently, and also it experiences less voltage sag under load (=more power at the same setup). These factors together, guarantee a battery that will last for many years to come.
- ### 2. What is the charge cycle life of the batteries?
- These batteries are extremely robust and will retain 80% capacity after 1000 charge cycles. In other words, if you charged the battery up twice a week for 10 years, the battery pack would still retain 80% capacity
- ### 3. What is the warranty like on the batteries?
- The batteries will come with a 2 year factory warranty. If there are issues with your battery in the first two years, your battery will be repaired or replaced. Shipping costs may not be covered under the warranty.
- ### 4. How do these batteries deal with wet weather and rain?
- The battery packs are IP65 rated which means they are protected against low pressure water jets from any direction as well as condensation and water spray. However, it is advisable to always remove your battery prior to washing your bike just to be safe.



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(Frequently Asked Questions)

5. Is the battery case made out of plastic like most of the other batteries on the market?
 - Nope! Our cases are made from metal and are lined with a genuine Line-X spray coat which provides a very durable and good looking battery box.
6. What type of battery cells are used in both of the batteries? Are they 18650 or 21700 cells?
 - Neither! We are using high quality LG and SKI pouch cells that are typically used by big e-Car manufactures. Using pouch cells, we are able to cut down on the number of battery connections inside of the battery pack and use heavier gauge connections. Both of these changes ensure our batteries withstand harsh riding better than the conventional cell type battery packs. Power density of pouch cell is also much better (using all the space in the battery pack for power instead of packaging).
7. Will it hurt my battery to charge it with the fast charger? Is it okay to use by stock 60V charger on the 60V 63Ah battery?
 - No, our batteries are designed to cope with high amp charging, it will not negatively affect the life of your battery (see FAQ#1). Yes, using the stock 10Amp 60V charger is totally fine for charging the EBMX 60V 63Ah battery (it will just take a while longer than the fast charger). Both with charging and discharging, there is a good amount of head room built into the both batteries. The fast charger we supply, charges below 50% of the cells actual Amp limit for charging (continuous charge rate), while still being faster than the stock 60v charger.
8. How long will it take to charge the new EBMX batteries?
 - As these batteries are twice the capacity of the stock battery, if you are using the stock charger (only applicable to the 60v battery) it will take twice as long, as there is twice as much energy to put in. If you are using the fast chargers that are optional, the charge times will be in line with the stock charger with stock battery (around 3 hours) if the battery has been drained down most of the way.
9. What is the capacity of the Battery Management System (BMS) on these batteries?
 - Both batteries are equipped with ANT 125Amp continuous, 300Amp peak BMS. This provides more than ample power for up to 15kW tunes when paired up with our BAC4000 and BAC8000 controller kit upgrades.
 - All EBMX batteries are factory tested to discharge 16-18kW of power as part of the QA testing.
10. How much do the batteries weight?
 - Our batteries are fully potted and weight in at 44lbs (20kg) for 60v batteries and 45.2lb (20.5kg) for 72v batteries.
11. How do the batteries perform under high load situations (high powered tunes)
 - The stock SurRon battery is notorious for poor performance once you start raising the power level of the tune. At 8.5kW the stock battery will experience voltage sag of 12-18volts under load. The EBMX batteries (both 60v and 72v) will only experience 4volts of voltage sag when running over 16kW of power!!



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(Usage Warning)

These high-powered batteries and controller kits are intended for off road riding using on/off throttle, not continuous throttle applications. Modifying e-motos with these controllers and tunes make them illegal to ride on the road. After installing an aftermarket controller and getting a high-powered tune, you are running the risk of damaging your motor. Even with our motor temperature protection enabled, it is still possible to damage your motor if you continue push the motor outside of its limits. To ensure you do not cause damage to your motor, follow the advice below:

- Do not use wide open throttle for longer than 10-15 seconds. Do not do excessive (more than 5 back to back) repeated full throttle runs.
- Do not consistently ride the bike in high power modes, only use the power mode you need at the time.
- Do not ride for long distances where you are on 3/4 or full throttle consistently for long periods of time.

If you need to use your bike for long rides using consistent throttle then you will need to significantly reduce the power level of the tune to ensure you can ride for stained periods without damage. Just for comparison, the stock bike in Sport mode running at full throttle is running at 5-6kW, after you put on a BAC8000 and high-powered battery you will be pushing up to 15kW (3 times the power of the stock bike) and it cannot be expected for this not to take a toll on the motor. Please be mindful and smart when modifying and riding e-motos.