

TANDEM TRICYCLE STRADA cx

Original User´s Manual



English

June 2023



Achtung: Caution: Please definitely read the chapter „before the first ride“ before you use your bicycle.

CE

Manuals of the single components

With this handbook you received a special manual for the relevant components of your Strada bike. You can either find them in the attachment or you have received them separately. The manuals contain a significant part of the information on the use, maintenance and the dangers of this bicycle:

- Pedelec - drive system with the associated components
- front brake
- rear brake
- gearing
- chains
- steering bar and stem
- seat post
- Pedelec - drive system
- gearing
- special equipment and accessories



Please note that some documents , mentioned in the attachment relate to parts, which are possibly not built in your bicycle.

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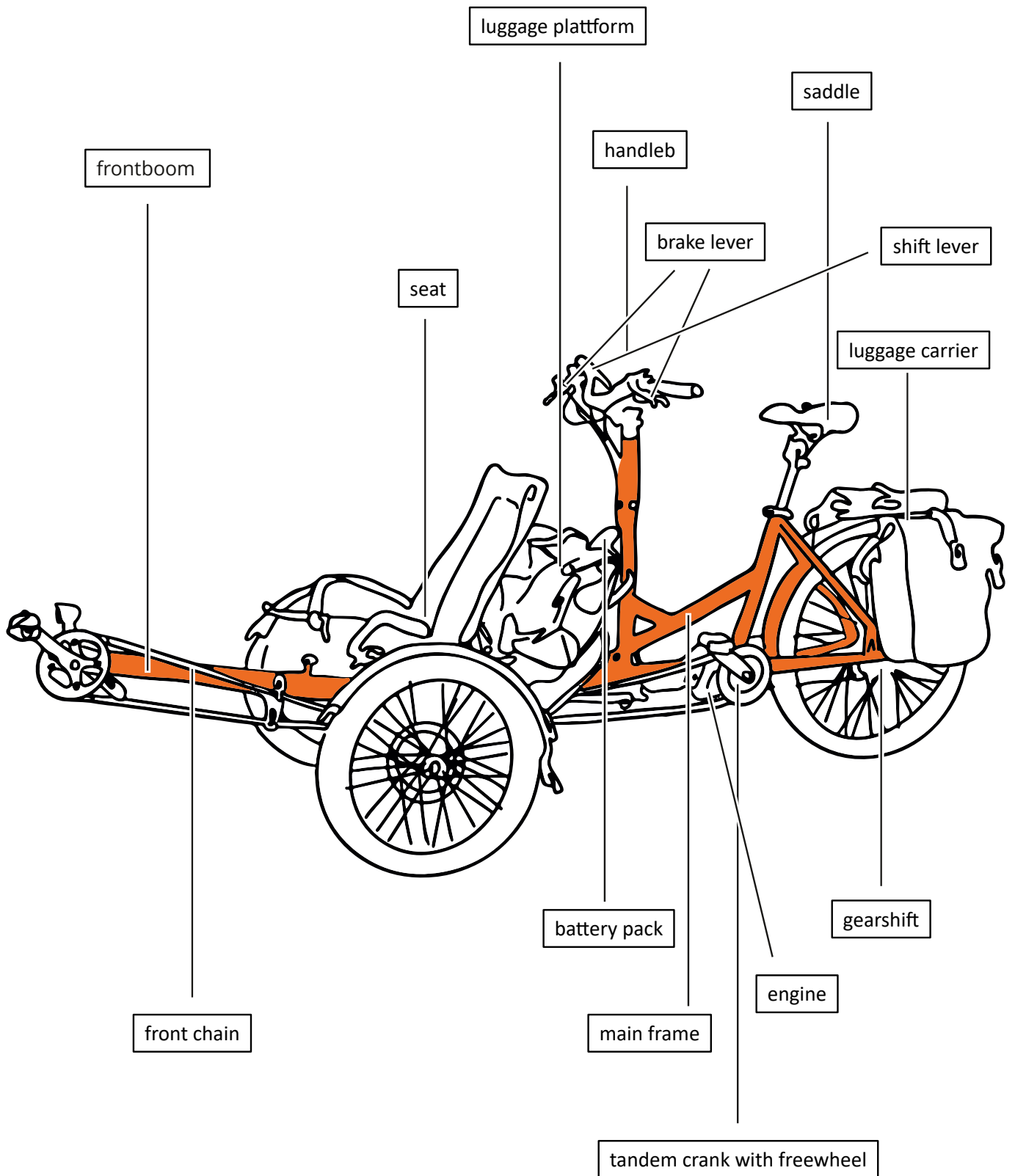
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Designation of Components



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1. Introduction

Dear customer.

We are pleased to welcome you as an owner of a high quality Strada tandem. This vehicle offers you exceptional experiences in a joint mobility.

This handbook contains information on the **usage of your Strada** and interesting facts about **bicycle technology**, the **maintenance** and the **care**.

Please read this handbook carefully, because every tricycle has its special features and special components, which you should be aware of before you use your new bike. Also, consider the attached detailed instructions of the individual components written by the individual retailers.

You should **especially** pay **attention** to the following symbols:



Danger: This symbol stands for a possible danger threatening your life and your health if relevant calls to action are not fulfilled or if relevant regulation-measures are not taken.



Caution: This symbol warns you about misbehaviour, which causes material and environmental damage.



Tips: This symbol tells you about the handling of this product or the respective part of the manual you have to be really cautious about.

Please do note the possible consequences mentioned above. In the instructions they are not repeated every time, when the relevant symbols appear!

Dear customer.

Please initially read the chapter: **„Before the first ride“** for your own safety.

Furthermore, you should perform the minimum functioning test, mentioned in the **third chapter, before every ride.**



Danger: Do not ride if the test was not passed a hundred percent!

Take notice of the attached operating instructions of the special components by the retailers. These instructions complement this handbook.

Take notice that explanations and tips may differ or need additions due to different impacts such as change of models, experiences and technical aptitude of the executor or the used tools. This could mean that you may need special additional tools or different and not explained measures.



Caution: Be reasonable. Don't overdo it in your own interest. In case of doubt ask your bicycle retailer for help.

I hope you will have a lot of fun and always a good ride with your new Strada!

2. Before the first ride

2.1 Load

Unser Dreirad Strada ist ausgelegt für folgende maximale Zuladung:

- Our Strada tricycle is designed for the following maximum load:
Permitted total vehicle weight (including two riders, batteries and luggage): 247 kg
- Maximum weight of the rear driver: 110 kg*

* with special components concerning the saddle stem and steering bar up to 140 kg

The overall permitted total trailer load is 30 kg (needs to be added to the load capacity).



Caution: In order to avoid damaging the vehicle you are not allowed to exceed the maximum load!

2.2 Intentional use

Do not use the bicycle for races or competitions as well as for heavy trail rides.



Danger: Never ride on two bicycles at the same time or stand in the pedals, because if you do the vehicle is uncontrollable.

The retailer and manufacturer are not liable for every unintended use or non-compliance of the safety-related tips written in the manual.

This counts especially for:

- overload (look at topic 2.1)
- a not proper elimination of defects
- riding on two bicycles
- riding against pavements or other obstacles
- usage for competitions.



In order to use it properly you also have to adhere to the **operating, maintenance and upkeep conditions** recommended by the manufacturer as well as adhering to the maintenance and usage instructions from the retailer.

If you use the bicycle in public traffic, the bike has to have the required equipment such as a lawful floodlight, rear light, spoke and pedal reflectors, front reflector, rear reflector and bell according to the individually recommended design and installation. If you did not order a special edition, you would get the equipment of the standard edition of your Strada bike.

2.2 Passenger transport

This Strada model was designed for the transportation of people. A defensive and cautious way of riding your bike is equally important as the maturity and a sense of responsibility of the rider. The minimum age of the rear rider depends on the transportation laws of the individual countries. In Germany the minimum age is 16.



Danger: Be cautious that under no circumstances people, who are riding along do not put their fingers in the spokes of the tyres during a ride as this could lead to severe injuries. If you take people with cognitive disabilities or children with you, you need to install a cover for your spokes and belts in consultation with your retailer.

For the front person special holding devices to prevent your feet from sliding down from the pedals are recommended.



Danger: If you take children or people with health problems with you, special pedals are required, because sliding down the pedals can lead to severe injuries.

2. Before the first ride

Not only a people and age appropriate equipment is especially important for your safety, but also a safe use of your bike.

2.3 Entry and exit

To enter and exit your tricycle, it is important to place it on even ground. Secure the bike with the attached wheel lock (look at the instructions on the wheel lock) to prevent it from moving. Afterwards you could, if necessary, help the front person with entering the bike, putting on the pedals and the belt.

Take a seat on the bicycle and make sure you control the vehicle with the contact points – steering bar handles – pedals – saddle.

Only switch the Pedelec - drive on when you are safely on your saddle and when you are controlling the pedals as well as the steering bar handles.



Danger: If the front passenger sits on the bike alone while the electronic-drive is switched on, it is possible that the motor is activated by pedal movement, which leads to an uncontrollable start. This could lead to severe accidents resulting in severe or deathly injuries.



Danger: Never leave the front person alone on the bike without any supervision.

You can find more information on the attached instructions from the brake manufacturer.



Danger: Pull the handbrake lever to the steering bar. Even when the lever is pulled, there should be enough space between brake lever and steering bar.



Danger: Make a practice braking in a vehicle free zone. If the steering bar pulls to one side, there is an acute risk of accident. Your retailer has to repair your brake system before your next ride.



Danger: A wet road extends the braking distance!



Danger: It is not allowed to turn the vehicle upside down, because air could get into the brake system through the compensation tank, which could lead to a malfunction of the brakes.

2.4 Brakes

Familiarise yourself with the brake system. Normally, both front brakes are used with the right hand brake lever (except special editions). If this is not possible for you due to physiological reason, please talk to your retailer or manufacturer. At first, try some practice braking away from the traffic! Make sure that the brake system is working perfectly fine and that while braking the vehicle is not drawn to one side.

2. Before the first ride

2.5 Riding features

Deal with your special riding features of your tandem-tricycle: A tricycle behaves completely different compared to a tandem. While a biker leans in a bend, a tricycle rider would not be able to do that. Therefore, the rider needs to get used to this steering behaviour to be able to take part safely in traffic. At first, a training should take place in a traffic free zone. Due to the construction several aspects need to be taken into consideration during riding:

On an inclined road especially inexperienced riders can get irritated. Furthermore, it can have an influence on your steering behaviour. This means that the vehicle could pull slightly to one side. When you are concentrated and have a low speed, it is possible to drive over potholes. Being concentrated and driving slow is important in order to avoid a braking out of the steering.

Have a tight grip on the steering bars.

If you are too fast in the bends, the tricycle can fall over.

Due to the high demand upon the rider and the special responsibility of the front passenger, a child would be overstrained to ride a tricycle by themselves.

2.5 Gear shift

Are you familiar with the switching mode and the switch function?

If necessary familiarise yourself with your new gearing system in a vehicle free zone. You will find more information in the instructions from the gear shift manufacturer.

2.6 Pedelec - drive

Your Strada is equipped with a Bosch Cargo Pedelec - drive.

The Pedelec fulfils the requirement DIN EN 15194

regarding electromotive assisted bicycles - EPACs.

The attached information on the Pedelec - drive-system is part of this manual. Please read this part carefully and deal with the features and dangers of the drive.



Danger: If the front passenger sits on the bike alone while the electronic-drive is switched on, it is possible that the motor is activated by pedal movement, which leads to an uncontrollable start. This could lead to severe accidents resulting in severe or deadly injuries.

3. Before every ride

Before every ride you have to check the following points:

Are the quick release or the screw joints of the front wheels and back wheel, seat post and other parts correctly installed?



Quick Release

quick clamp

More information on this in chapter 4 „Handling of the quick release levers“



Danger: Quick releases, which are not properly installed could lead to detachments of parts of the bicycle. Severe falls could be the consequence!



caution: Wearing a helmet is generally recommended.



Danger: Don't ride if your bike is defective according to one of those points. In doubt, talk to your retailer! A defective bike can lead to severe accidents!



Tip: Don't forget to take a bicycle lock of good quality for your ride. You have to attach your tricycle to a solid object, because that's the only effective way to prevent theft.

Also look at chapter „brakes“ and read the attached manual of the brake manufacturer.

- Make sure that steering bar and stem are firmly installed. Pull the steering bar and test whether it is twistable.
- Test the steering with a functioning test.
- If you want to take part in traffic the bike has to be equipped in accordance with the lawful regulations of the individual country. Riding without light and reflectors during bad view can be very dangerous. Other participants in traffic won't be able to see you. Always turn your light on at dawn.

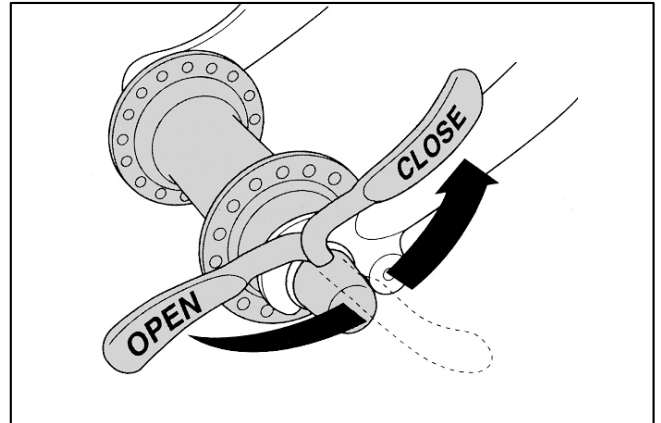
4. Handling of the quick release levers



Tips: You will find your quick release levers on your Strada at the following parts:

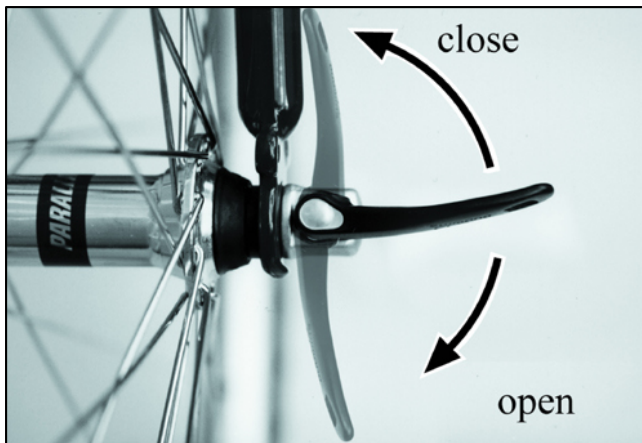
- seat post clamp
- riders' seat lock
- models with cascade connection at the rear wheel
- some editions have it at the clamp of the frontboom
- models with a bySchulz Speedlifter. Take notice of the attached manufacturer manual.

Approach on a safe installation of a component:



Despite the easy handling of quick release levers many accidents still happen due to wrong use. The quick release basically consists of two handling elements:

The hand lever on the one side: It changes the closing motion through an eccentric into the clamping force.



The hand lever on one side: It converts the closing movement into the clamping force via an eccentric.



The lock nut on the opposite side: With its help the preload is adjusted on a threaded rod.

- Open the quick release. Now it should be possible to read the word „Open“ (if existent).
- Move the lever in the direction of the clamp position again, which is recognisable because the word „close“ is readable from the outside. At the beginning of the closing motion the lever should be easy to move up to roughly half way of the lever way. That means it can be moved without the clamp effect.



- Während der zweiten Hälfte des Weges muss During the second half of the way the lever force needs to drastically rise. At the end the lever is hardly movable. Use your thenar eminence and pull the fixated component with your fingers as a support. For example you can pull the fork or the rear brace. Don't pull the brake disc or the spoke.

4. Handling of the quick release levers



- In the end position the levers needs to lie parallel to the wheel. It can't stick out on the sides. The lever needs to fit closely to the frame. So that it can't be opened by accident.
- Check the seat by trying to twist the closed lever. Press on the end of the hand lever coming from the front. If the clamping lever can be turned, you have to open it again and increase the preload. In order to do so turn the nut clockwise half way round.
- Repeat the closing operation and check the seat again. If the clamping lever can't be turned the component is clamped in correctly by the clamps.



Danger: If there are not enough closed quick release levers components can come loose.

5. Customising the bicycle to the rider

The choice of the bicycle types determines roughly the body posture. Different components are designed in a way, that allows them to adjust to your body proportions to a certain degree. This includes the **seat post** and the **steering bar/stem**.



Danger: All of the work described below requires experience, suitable tools and manual skills. Always tighten the screw connections with great care. Gradually increase the screw forces and check the tightness of the component again and again in between. Use a torque wrench and do not exceed the maximum screw tightening torques!

Do the „**before every ride**“ check after every montage and do a test ride in a traffic free zone. This allows you to check everything without putting yourself in danger.

If you are worried it is better to solely do a position control. Speak about your change requests to a specialist. This person can realise your wishes in a garage, for example at the initial inspection.

5.1 Adjusting the correct seat height

5.1.1 Adjusting the correct seat height for the rear rider

While pedalling the ball of your big toe should be standing above the middle of the pedal axle. During the lowest position of the foot pedal, which is the furthest distance the pedal has from the saddle, your leg should not be fully extended. If you don't do so pedalling becomes awkward. Check your seat height according to an easy performed method. It is required to wear flat shoes for that.

Sit on the saddle and put your heel on the pedal, which is in the lowest position. Your leg should be fully extended in this position. While riding your bike and while having your ball above the pedal axle, your leg is not fully extended in the lowest position. Make sure that your hip stays straight.

In order to adjust the seat position you have to loosen the quick release lever at the saddle tube. The loosened saddle support can now be changed in height. Don't pull the saddle support above the mark, which would be above the shaft. The saddle support has to be inside the saddle tube for a minimum of 2.5 times the diameter, which means that saddle support with 30mm has to be inside the frame with a minimum of 75mm length.



If it is pulled out too far, it is in danger of braking and you are in danger of falling.

Make sure that the part of the saddle tube, which is stuck inside is always being greased. If the support doesn't slide easily in the saddle tube you have to ask your retailer for help. Never use violence.


Adjust the saddle in a straight position that the peak of the saddle points in the riding direction.

Clamp the saddle support really tight through using the quick release lever. Check if the saddle support sits tightly and is not twistable. If necessary increase the clamp force through screwing the knurled screw at the quick release lever really tight. When a fixation is not possible it might be possible that the diameter of the saddle support is too small. Talk to your retailer about it. Check the seating position again.


5. Customising the bicycle to the rider

Adjusting the saddle position


The montage requires a certain basic knowledge. If you don't have it, please ask for retailer for help. Before the montage you have to check whether you adhere to the maximum permitted total weight, which contains of the rider's weight including clothes plus optional luggage and cannot be exceeded.


 Please note the montage tips for the saddle support and saddle of the manufacturer.

The saddle needs to be adjusted horizontally. Make sure that the clamp area stays within the scale during the montage.

 **Security tip:** Check the saddle according to the service-periods regularly, at least twice a year including a fixed seat and possible damages. To avoid a fall or an accident change the saddle after a damage.

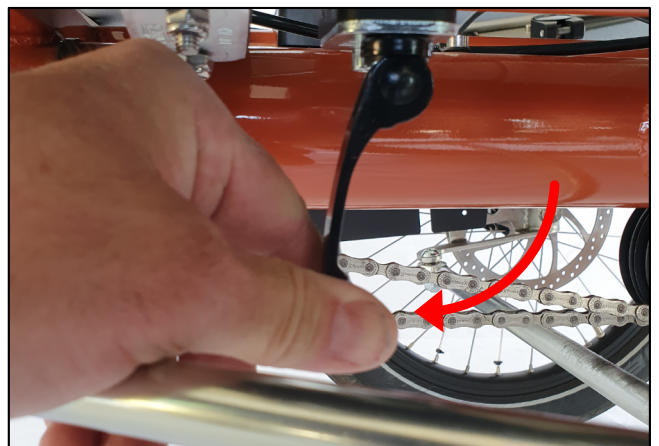
5.1.2 Adjusting the correct seat height for the front rider

 **Tip:** Generally, it is possible to adjust the seating position of the front rider either with the frontboom or with the seat itself. When adjusting the seat it is not necessary to change the length of the chain. While adjusting the frontboom the chain tension changes therefore, you have to shorten or extend the chain. You should only perform this work if you have the technical knowledge. In order to put the least load on th frame the seat should be as far back as possible. Between the head of the front rider and the steering bar needs to be the safety distance.

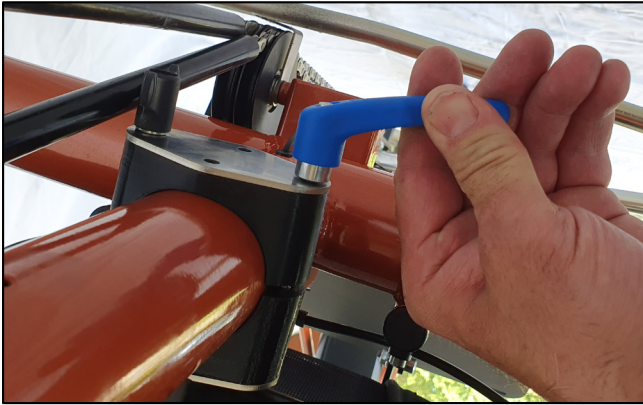
 **Caution:** If the seat is too close to the front the rear wheel can lift during heavy braking.

5.2 Adjusting the correct seat height for the front rider

Open both quick release levers of the rear seat supports through shifting the lever.



5. Customising the bicycle to the rider



Loosen the wing nut and the clamp lever on the bottom of the front seat clamp.

Make sure that the front and rear clamps are definitely loose. If necessary loosen the quick release lever as well by moving the lever against the clock viewing it from the bottom.

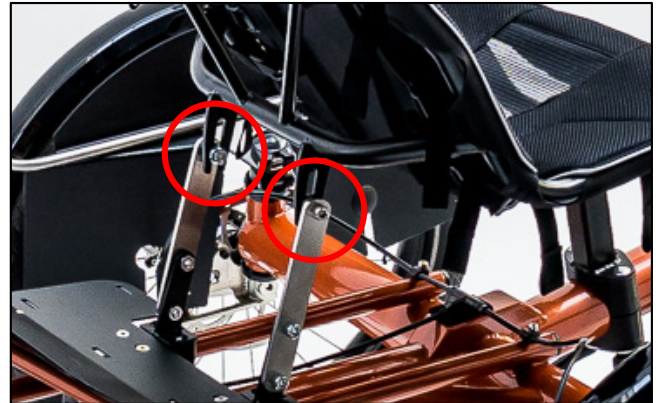
Put your hands at the rear seat support and push the seat to the front with your thumbs (shortening of the seat length) or pull it to the back (extending the seat length).



Tighten the parts afterwards and close the quick release through shifting the lever. Make sure that seats are screwed in firmly.

I Adjusting the seat incline

Open the securing nut M8 at the screw joint between the seat supports and the seat tabs. In the adjustable part of the long hole it is possible to change the seat incline. Then, tighten the nuts again (torque 17 Nm).



Screws for adjusting the seat angle, here in the version with a booster seat



Tip: If the front person has the feeling that they slide down or to the front it is recommended to flatten the seat backrest.

II Adjusting the seat length through the adjustment of the frontboom



Danger: This work needs to be done by a special garage. Only perform these works if you have the special knowledge.

Open the clamps at the telescope tube and push it in, just a little bit to reduce the chain tension.



5. Customising the bicycle to the rider

Open the front chain (due to specification of the chain manufacturer, at the front is a standard Connex – chain type 808 with a Connex – chain – lock, see attachment).

Adjusting the front boom to get the wanted position by pushing it in or out. While doing that the frontboom needs to stay pushed in the telescope tube to a minimum of 120mm.

Put the frontboom in the wanted position (see settings and ergonomic aspects) and tighten the telescope tube screws slightly.

Shorten or extend the chain professionally to the point that it can barely close. The Connex – chains can be extended by inserting a chain segment with two suitable Connex – links.

Tension the chain: Put the chain on. Take a seat in the front seat, screw the clamp screws to the point that the frontboom can only be pulled out with a lot of strength and turning movements because the screws are very close to the telescope tube. Pull the frontboom to the front as far as possible. Close both clamp screws (10 to 12 Nm).

The chain should be moderately stretched. Check the chain tension by moving the front pedals backwards. The chain drive shouldnt show big resistance.



Tip: The fine adjustment of the seat length of the front rider happened after stretching the chain by moving the seat.

Checking the adjustments through ergonomic aspects

Put your heel on the pedal:

When the pedal is the furthest away, your leg should be fully extended, but is still in the position to have good contact with the pedal. On a real ride, the ball is directly on the middle of the pedal, which stops the leg from being fully extended.



5. Customising the bicycle to the rider

Chain guide of the front tandem chain

The chain of the front tandem drive is guided over two rollers. Both chains must be passed under the rollers. A guide plate prevents the chain from falling off. It is important that the chains are arranged correctly:



Caution: The chain running above (tight strand) must be guided under the roller running on the inside. The chain running below (slack side) must be routed under the chain running on the outside. Otherwise, the chain may fall off and possibly damage the bicycle.



5.2 Adjusting the steering bar height

Please take the information out of the attached manual of the manufacturer. Take a look at the torque – data of the manufacturer. They are mostly mentioned on the single components.

5.3 Adjustment of the incline of gearing and brake handles

Loosen the hexagon socket screws at the handle bandages. Twist the handle on the steering bar. Sit on the saddle and put your finger on the brake lever. Check if your hand and your forearm make a straight line.

Screw the handles in tightly again and do a twist check.



Danger: Make sure that the screwing of stem, steering bar and brakes has to be done with the required torque. You can read the torques on the single components, the information from the manufacturer or read it in the chapter „torques“.

6. Important information on the use, care and maintenance

6.1 The brake system

General information


Brakes are necessary to adapt your speed to the traffic or road. If necessary the brakes have to stop the bike as fast as possible.

Operating instructions, warnings and control of the brake system

Correct braking

When you hit the brakes really hard, the weight re-locates from the back to the front, which means that the rear wheel is unloaded. Use both brakes simultaneously and make sure that the front brake can transfer much more power due to the weight relocation.

Wet conditions reduce the brake efficiency especially concerning rim brakes (at the rear wheel where applicable). Calculate longer braking distances when it rains!



Danger: On wet and slippery roads you have brake carefully because the tyres can slip away easily. Generally, reduce your speed.

Wheel lock

The wheel lock is suitable for parking shortly on even ground.

With the help of a cylindrical plastic component, which is located at the end of the right steering bar, it is possible to fixate the brake lever of the front brake through a spring mechanism, which is located in the steering bar.

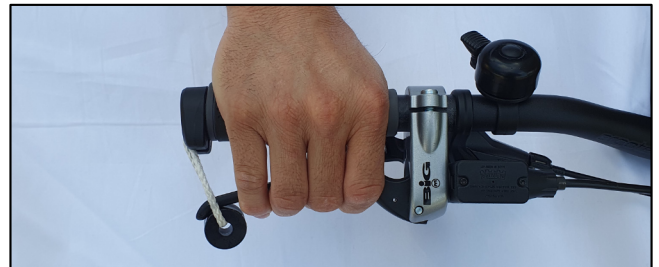
Pull out the plastic cylinder in the linear longitudinal direction of the steering tub for roughly 50mm.




Put the cord in a 90° angle to the front and put the cylinder over the braking handle.



Afterwards, pull the braking handle strongly.



The hydraulic brake system is under compression now and stops the sliding away of the vehicle.



Caution: Only use the wheel lock for short parking. Longer parking could lead to the decrease of the oil compression and to the sliding away of the bicycle. Only use the parking brake for even grounds. When the compression decreases in the brake system due to cooling down of the hydraulic oil it could lead to sliding away of the vehicle. If you park longer or in a terrain with a bigger slope use the chocks and put them under the tyres to avoid a sliding away of the bike.

6. Important information on the use, care and

6.2 Gear shift/ chain maintenance

The gear shift of the bicycle serves the adaption of the performance to the terrain and the wanted speed.

In order to safe strength while riding you have to change gears often. It is similar to other vehicles. You have to keep the motor going in order to unfold the optimum performance. On even ground a reasonable number of rotations of the cords, which is also called cadence, is at 60 rotations per minute. Uphill the frequency naturally decreases. Nevertheless, you should pedal continuously. The small steps of decline and the easy handling of modern drives offer you the best conditions for an efficient ng style. Furthermore, the abrasion of the drive, chain and sprockets as well as the strain of your knee joints is significantly reduced.



Caution: Make sure to always wear tight pants or use bicycle clips or something similar. By doing so your pants cannot get in the chain or the gear wheels, which could lead to a fall.



Caution: The adjustment and control of the gear shift is explained in the attached instructions of the gear manufacturer. A completely new adjustment of the gear system should be done by an experienced specialist. Misadjustments could lead to severe mechanical damages. If there are problems with your gear shift, please contact your retailer.



Tip: When your bike is equipped with a Rohloff - hub gear, take the attached original instructions from Rohloff into account.



Tip: Bicycles with a dérailleur system have sprocket, chain wheel and guide wheel abrasion concerning their functioning. By cleaning and greasing it regularly its lifetime can be extended. A change is necessary when reaching the abrasion limit. The amount of abrasion depends on the care and maintenance and the way of using your bike (riding performance, rain rides, dirt and salt). Your chain should be greased at least every 400km, even more in wet conditions. This especially counts for the chain being on the right side of the rear wheel crankset. The front crankset can be greased less, roughly every 1000km.

Chain maintenance

Clean the chain every now and then with a greasy towel to get rid of dirt without using degreasing liquids. Afterwards, apply some customary chain oil on the clean chain. By using the crank drive you can evenly spread the grease on all chain parts. After some time you can wipe the surplus oil with a towel.



Tip: Only use biodegradable grease to protect the environment because while applying it some grease always gets on the ground, especially when it is wet.

6. Important information on the use, care and

6.3 Tensioning the front chain on the frontboom

Sit in the front seat and loosen both clamp screws on the telescope tube. Screw one of those clamp screws in very tight that the frontboom can only be pulled out with a lot of strength or rotating movements. Pull the frontboom to the front as far as possible. You can close both clamp screws now (10 to 12Nm).

The chain should be moderately tensioned now. Check the chain compression by pedalling backwards with the front pedal. The chain drive should not show a lot of resistance.

6.4 Steering bearing

The Strada bike contains three steering bearings in total: two knuckle bearings and one bearing at the steering column. The switching tube is located there. With the help of the switching tube the rider transfers the steering movement of the the steering bar to the tie rods.

The headsets are designed as an ahead-system. Due to safety reasons a regular control is necessary.

Danger: The steering should function easily without much room for movement.

Control: Check the room for movement by using the front brake. Try to move the bike front and back with a lot of strength. By doing that there should be no room for movement.



Caution: Reparations and service works on the steering column require special knowledge. Therefore, you should let your retailer do the work. In case of any doubt ask your manufacturer.

The adjustment of the steering set movement works similar to the ones of a mountain bike through an adjusting screw on the ahead-cover. The fixation of the adjustments work through clamp screws of the stem being located on the steering column. Concerning the knuckles it works through their clamps.

6.5 Lights

The Strada models with a Bosch Pedelec – drive have a very fast LED – floodlight and a LED – rear light. The power supply works due to a battery of the drive system. Make sure that the floodlights. If your floodlight is adjusted too high you can blind other participants of traffic.



Danger: An incomplete or non-functional light is not only against the law, but endangers your life as well!

7. General maintenance tips and service

Your bicycle is a high quality product. Your retailer has mounted it professionally. Nevertheless, you have to maintain your bike and let your retailer do some maintenance work regularly. Only if that is guaranteed the permanent and safe functioning of your bike is secured. By doing so your joy and safety remains for many years.



Caution: Just do the works you feel confident in, which you have the required knowledge and tools for.

When the tyre is dry, you should preserve the surface coating and the metallic surfaces with hard wax. Protect the spokes, hubs, screws, nuts, etc. with a wax layer as well. Smaller parts can be sprayed with a hand sprayer. Polish the waxed surfaces with a soft towel to make it shine and to protect it from water.



Tip: After cleaning your tyres you should check your chain and grease it if necessary.



Danger: Never put maintenance products, wax or chain oil on the brake linings or brake disc! It could lead to brake failure.

7.1 Washing and maintaining the tyres

Drying sweat, dirt and salt coming from the winter or the ocean side harm the tyre. Therefore, you should clean your bike regularly and make the protection of all components against corrosion your routine.



Caution: Don't clean your bike with a firm water jet in a small distance or with a steam jet.

Significantly more gentle is a soft water jet for cleaning your tyre or if you use a bucket filled with water. As a cleaning tool a sponge or a soft brush is recommended.



Caution: Look out for cracks, scratch marks, material bending or material stains. In case of doubt contact your retailer. Replace damaged components immediately and work on the damaged painted areas.

7.2 Storage of the tyres

Especially in winter, the storage of your tyres should take place in a dry room. In winter the batteries should never be stored outside. Instead they should be stored in a heated room between 12 and 20°C. After not using your bike for a long time the battery capacity should have ca. 60%. If your battery stays on 100% during a longer period of time without using it, it could reduce the battery capacity. You can find further information on this in the manual of Bosch batteries.



Tips: Normally, retailers don't have waiting times in the winter months. Use this period of time to bring your bike to your retailer to make an inspection.

7.3 Service and maintenance time table

The first inspection takes place after 300km or after three months. At the beginning of riding your bike the spokes ease in, the tension extends, the gearing changes and the frontboom runs in. Therefore, make an appointment with your retailer. This in-

7. General maintenance tips and service

spection also influences the guarantee. Only people who let the retailers do the inspection can claim the total guarantee.



Caution: For your own safety, bring your bike to your retailer after the first 300km for an inspection.

After the first period you should get your bike checked out regularly by a retailer. The times mentioned in the grid are recommendations for people, who ride between 500 and 1000km. If you regularly ride more or with a lot of luggage or if you ride on bad grounds, you should do an inspection even more often. This also counts for several rides in the rain or for a generally humid climate.

Service and maintenance time table - see attachment

Torque grid - see attachment

8. Liability for material defect and warranty

Your retailer bears liability for material defects for 24 months after handing the bike to you. Within this time frame, it is the case that the retailer, who sold the bike to you repairs or changes damaged components for free if those damages have already existed when you bought it. Business user have a 12 month guarantee. Take notice of the intended use. The retailer and manufacturer are not liable for damages resulting of a different use or misuse of the bike which are not mentioned in the technical safety instructions. This especially counts for overload or a non-proper elimination of defects.

In order to properly use your bike you have to adhere to service, maintenance and upkeep instructions required by the manufacturer as well as the maintenance and usage tips mentioned by your retailer. Definitely keep the receipt! Without a receipt a it is not possible to use the guarantee.

Despite the lawful material defect liability, there is also a five year guarantee for a broken frame.

The guarantee is only valid when you show the receipt, which states the date of purchase, retailer address, model and frame number. Within the time frame of the guarantee, the manufacturer replaces the defective piece with a new one or repairs the defective one. The guarantee only includes the defective component. The guarantee does not include the working and transportation costs as well as following defects.

Also, the guarantee does not include defects through abrasion, neglect (lacking care and maintenance), falls, collision with obstacles (pavements, etc.), overload, improper montages and treatments as well as through changes of the bicycle (addition and reconstruction of additional components).

Furthermore, there will also be no guarantee for defects resulting from competitions, terrain rides or overuse.

If you are interested in a long life time of your bike and its components you have to follow the montage instructions of the manufacturer (especially the torques of the screws) and the required maintenance intervals. If you don't follow the required montage instructions and the maintenance intervals the guarantee does not take effect. Please take

notice of the outlined checks/inspections or of possible replacements of relevant components for your safety such as steering bar, brakes, etc. mentioned in this manual.

8.1 Information for the retailer

Tip: Bicycles, which are used in traffic to the need to be equipped with lights and reflectors according to the Road Traffic Licensing Regulations (StVZO). The retailer has to inform the user about these regulations/laws. The retailer also has to take the DIN 79100 requirements as well as the device safety laws of the manufacturer and mechanic into account.

Danger: The authorised retailer has to make the bicycle ready to start. It also has to function safely, which the retailer has to check as well. The retailer needs to make a final check and a test ride.

9. Imprint

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Reprint, translation and duplication including only parts of it, requires a written consent from the authors and from the manufacturer.

Technical data concerning information and illustrations of the manual are subject to modifications.

Responsible: Alexander Urban

10. Attachment

Service and Maintenance Plan

Service and maintenance
time table

Maintenance intervals

Component	Work	before every ride	monthly	anually	other intervals
Lighting	functioning test	x			
Tyres	check profile height and side panels		x		
Brakes	brake check while standing	x			
	covering thickness check		x		
	position check to brake disc		x		
Brake line	view check, damage check	x			
Spring saddle support	wait			H	
Rear chain	check or greasing		x		
	abarasion check		x		at 500 km
Front chain	chain tension check	x			
	check, greasing				every 3 months
Crank	screw joint check			x	
Varnish	preserve				min. half-annually
Wheels / spokes	concentricity and tension check		x		
Steering bar	correct montage check	x			
Steering bearing	bearing check		x		
Metallic surfaces	preserve				min. half-annually
Hubs	bearing check		x		
Pedals	bearing check			H	
Frame	view check, damage check		x		
Rear derailleur	cleaning, greasing		x		
Quick release lever	firm seat check	x			
Seat bolting	check undercarriage with screw joints	x			
Seat covering	sag of seat space check				weekly
Screws and nuts	check or retighten		x		
Saddle support	expand and new greasing			H	
Pass gear shift	check		x		
	if necessary greasing or renewal			H	

Controls marked with "X" can be done by yourself, if you have the necessary skilled craftsmanship, some experience and the necessary tools such as a torque wrench. If you discover defects initiate necessary measure immediately. In case of doubt or questions your retailer is there to help.

Works marked with "H" as wells as inspection works should only be done by your retailer.

10. Attachment

Torque Table

torque grid

Component	Screw joint	Torque	Additive	Comments
Front wheel brake Magura BIG TWIN	Bolts for fixing the brake saddle at the steering knuckle	12 Nm	green screw lock	
Rear wheel brake	at frame socket	9 Nm	green screw lock	
Front crankset	crank bolt for square axis	40 Nm		
Rear crankset Bosch	M15x1 crank bolt for ISIS-inclusion motor axis	47 Nm	Grease	
Front wheel knuckle	axle bolt M8	15 Nm	green screw lock	
Rear wheel knuckle derailleur system	Control lever of the quick release lever	12 Nm		
Rear wheel knuckle derailleur system	sprocket package circlip	40 Nm	slight greasing	
Rohloff Rear wheel knuckle internal gear hub	M10x1 axle nut	35-40 Nm	Grease	
Saddle support	Screw joint with saddle			manufacturer instructions
Saddle support	Clamp in frame through quick release lever	12 Nm	Assembly paste for carbon parts	
Steering bearing of the knuckles	M6 clamping ring	8-10 Nm		
Steering bearing of the steering column	stem at shaft tube	10 Nm		marking on component
M10 ball joint	at knuckle / deflection	30 Nm	with wedge lock washer	
Rear derailleur	mounting bolts	8-10 Nm	Grease	
Rear derailleur	cable retainer screw	4-6 Nm		
Rear derailleur	chain roller	3-4 Nm	green screw lock	
Rapidfire gear lever derailleur	quick fastening	3-4 Nm		
Seat	M8 screw joints at seat supports	17 Nm		
Stem and steering bar	clamping bolts			marking on component

Take notice of the instructions of the component manufacturers depending on the individual equipment of your bicycle.

Retailers receive montage instructions with all torque and montage requirements by request.

