WEAR A BIKE HELMET. A BIKE HELMET CAN PROTECT YOU FROM SEVERE INJURIES. MAKE SURE THE HELMET IS CORRECTLY POSITIONED.

AGE: 16+

This manual contains important safety, performance and service information. Read and understand it before you take the first ride on your PEDELEC, and keep it for reference.
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* dependent on model
I. Introduction

This manual is a supplementary guide for your Bosch system guide. This is where you will find information on installing and removing the battery, as well as general information on how to operate, use, maintain and repair your Pedelec Bosch Integrale 0.5.

DANGER

Before using your Pedelec for the first time, carefully read this user guide. Please also read other manuals in the information pack ⇒ II. Information pack Page EN-5. Familiarise yourself with the appearance and meaning of the safety information symbols. Ensure to contact your cycle dealer ⇒ III. Cycle dealers Page EN-7 in case a clarification is required. Failure to comply with safety symbols and instructions can result in death, very serious injuries and/or damage to the bicycle. The manufacturer's liability and any warranty are deemed null and void for any damage or injury caused by a failure to adhere to safety symbols and instructions.

Ensure that your cycle dealer has provided you with all the documents included with the bike upon delivery. Keep this user manual and the other documents in the information pack for future reference. Please pass on the user manual and information pack to other people who will use, maintain or repair this Pedelec. Failure to do so can lead to uncertainty which may cause death, severe injuries and/or damage to equipment.

I.1 Explanation of the safety information symbols

DANGER

This symbol combined with the signal word "DANGER" indicates a potentially dangerous situation. Failure to comply with this safety instruction can result in death or very serious injuries.

WARNING

This symbol ⚠ in conjunction with the signal word "WARNING" indicates a potentially dangerous situation. Failure to comply with this safety warning can result in serious injury.

CAUTION

This symbol ⚠ combined with the signal word "CAUTION" indicates a potentially dangerous situation. Failure to comply with this safety instruction can result in minor injuries.

You can download this guide, the “Original User Guide | General” and parts of the information pack as PDFs from our website (www.derby-cycle.com/en/downloads/downloads.html). There you will also find links to the websites of the various component manufacturers.
II. Information pack

In addition to this guide, you will receive a system guide, a booklet and CD, a service book, two declarations of conformity and component guides with your Pedelec Bosch Integrale 0.5. The following points describe the contents of the information pack in more detail.

II.1 Booklet and CD

The booklet contains a “Quick-start guide” describing how to check the torque settings, attach the pedals and adjust the height of the saddle. At the back of the booklet is a CD. The CD includes the "Original User Manual | General" in several languages which provides general information on the different types of bikes and their components. If you go online you can follow a link to our website. The CD can be played on any standard PC or laptop. Proceed as follows:

Method A

1. Insert the CD.
2. Left-click on the shelexec.exe file twice.
3. Select the required language.

I.11 Pedelec Bosch Integrale 0.5

Your Pedelec Bosch Integrale 0.5 is an electrically power assisted cycle EPAC (electrically power assisted cycle). When the assist mode is switched on, the electric drive provides assistance as long as you are pedalling. You can control the degree of assistance, which is adjusted using various assist modes. The drive assistance is dependent on the force and speed of your pedalling and the speed you are travelling. Drive assistance stops as soon as you stop pedalling and when the battery is discharged or if you reach a speed of 20 mph. Thus the pedalling harder is required if you want to travel faster than 20 mph.


**Method B**

1. Insert the CD.
2. Right-click once on "Open Folder to Show Files".
3. Left-click on "Start" twice.
4. Select the required language.
5. Select "Open User Guide from CD" or "Check Online for New Version of User Guide".

You will need the Adobe Acrobat Reader software to read the manuals. It is included on the CD; you can also download it for free from https://acrobat.adobe.com/uk/en/acrobat/pdf-reader.html.

The paper version of ‘Original User Guide | General’ can be ordered free of charge from:

Derby Cycle Werke GmbH
Siemensstraße 1-3
49661 Cloppenburg, Germany
info@derby-cycle.com

**II.II Component guides**

In the component guides you will find important information on using and maintaining the components of your Pedelec. Often they also provide information on any warranties. If there is no specific user guide included for the particular component you are interested in, look in our “Original User Guide | General” (CD) or II.I Booklet and CD Page EN-5 or on the component manufacturer’s website. You can also find a list of our component manufacturers at www.http://www.derby-cycle.com/en/downloads/downloads.html.

**II.III Service book**

In the accompanying service book, you will find the warranty terms, a list of wearing parts, a cycle passport, and forms to use for initial sale, maintenance and owner changes.

**DANGER**

Keep the service book appropriately up-to-date and adhere to the maintenance intervals. Components can fail if wear and damage are not identified in a good time. If this happens whilst you are cycling, you could injure yourself very seriously or even die. Replace any worn, damaged or bent components before using the Pedelec again.
II.IV  EU declarations of conformity

EU declarations of conformity confirm that we have complied with all the safety requirements of the regulations applicable to the Pedelec and the battery charger.

III.  Cycle dealers

Ask our cycle dealers for advice. On Page 35 you will find a link to the brand website with all cycle dealers in your region.

IV. Legal regulations for Pedelecs

IV.I  International

DANGER

Never ride "hands free". You could fall off and seriously injure or even kill yourself – and also be liable for prosecution. You must always have at least one hand on the handlebars.

Always observe the relevant national traffic regulations. Otherwise you run the risk of a serious accident. Before using your Pedelec abroad, find out about the regulations applicable in that country.

DANGER

Like all bicycles, the Pedelec must comply with the respective national road traffic regulations and applicable standards. If you carry out any technical modifications, bear in mind the relevant national traffic regulations and applicable standards. If the cut-off speed exceeds 25 km/h, the Pedelec will become liable to mandatory registration and insurance. Technical modifications can impair the function of your Pedelec resulting in damage to components. If this happens while you are riding the bike you could be severely injured or killed. Furthermore, it will invalidate the manufacturer’s liability, warranty and guarantee (where applicable).

Observe the respective national regulations regarding the disposal of the drive system, control elements, Pedelec battery and charger. Otherwise you will be committing an offence and run the risk of a fine.
**IV.II Germany**

The following regulations (not exhaustive) were applicable in Germany when this guide was compiled (10/2017):

» The drive may only be used as an aid to pedalling, i.e. it may only "help" when the rider is actively pedalling.
» The average drive output must not exceed 250 W.
» The drive output must continue to fall as the speed of the bike continues to increase.
» The drive must cut out automatically at 20 mph.

For you this means:

» There is no obligation to wear a helmet.

**DANGER**

In the interests of your own safety, a suitable helmet should always be worn. A cycle helmet can protect you from severe injuries. Make sure that the helmet fits properly.

» You do not require a driving licence.
» There is no requirement for compulsory insurance.
» The use of cycle paths is regulated as for normal bicycles.
» The use of children trailers and cycle trailers is generally permitted for Pedelecs.

### IV.II.I Lights

In Germany, the requirements for lights on bicycles is regulated in Section 67 of the Road Traffic Licensing Regulation (StVZO) and in the Technical Requirements for vehicle parts. Lights include both battery and dynamo-powered lights and include reflectors that work without a power supply and simply reflect external light.

<table>
<thead>
<tr>
<th>Light type</th>
<th>Number</th>
<th>Position</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front light</td>
<td>1</td>
<td>Front</td>
<td>White light</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The illuminance must be at least 10 lux at the centre of the beam at a distance of 10 metres.</td>
</tr>
<tr>
<td>Reflector</td>
<td>At least 1</td>
<td>Front</td>
<td>White</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The reflector can be integrated into the front light.</td>
</tr>
<tr>
<td>Rear light</td>
<td>1</td>
<td>Rear</td>
<td>Red light</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The lowest point of the illuminating surface must not be lower than 250 mm above the road surface.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A parking light function is also permitted.</td>
</tr>
</tbody>
</table>

**DANGER**

Before you use a trailer bike or trailer, make sure you read Section 5.3 Trailer bikes and trailers Page EN-31. Otherwise there is a risk of serious injury or death.
### IV.II.I Replacement bulbs

LED lamps are not replaceable.

### IV.II.II Disposal

Do not dispose of the drive, control element, battery or charger in the household waste. Hand them in at the designated places (such as a recycling centre, battery collection point or cycle dealer).

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<table>
<thead>
<tr>
<th>Light type</th>
<th>Number</th>
<th>Position</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reflector</td>
<td>At least 1</td>
<td>Rear</td>
<td>Red&lt;br&gt;The highest point of the illuminating surface must not be higher than 600 mm above the road surface.</td>
</tr>
<tr>
<td>Large reflector</td>
<td>1</td>
<td>Rear</td>
<td>Red&lt;br&gt;The large reflector is marked with a Z.&lt;br&gt;It can be integrated in the rear light.</td>
</tr>
<tr>
<td>Reflector</td>
<td>2</td>
<td>Per pedal</td>
<td>Yellow&lt;br&gt;They reflect light in both directions (forwards and backwards).</td>
</tr>
<tr>
<td>Reflector (or reflective wheel stripe)</td>
<td>At least 2</td>
<td>Per wheel</td>
<td>Yellow&lt;br&gt;Attached to the spokes at an angle of 180°.&lt;br&gt;They reflect light to the sides.</td>
</tr>
<tr>
<td>Reflective stripe (or wheel reflector)</td>
<td>1</td>
<td>Per wheel</td>
<td>Ring-shaped reflecting white stripe.</td>
</tr>
</tbody>
</table>
**V. Intended use**

**V.I Pedelec**

This bicycle is designed and equipped for use on public roads and paved paths. It can also be used on a non-challenging terrain. The manufacturer and dealer accept no liability for damage resulting from any use beyond this definition and/or failure to comply with the safety information and instructions in the user guide. This applies particularly to off-road use, overloading and failure to properly rectify faults. Also included in the definition of intended use are the conformance to the operating, maintenance and repair conditions in the user guide and service book ⇒ II.III Service book Page EN-6 stipulated by the manufacturer. Fluctuations in consumption and battery power as well as a reduction in capacity due to the cycle’s age are commonplace and technically unavoidable and as such do not represent material defects.

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**VI. Pedelec weight**

Pedelecs are heavier than normal bicycles. The exact weight depends on the equipment fitted. If you want to know the precise weight of your Pedelec, we recommend having it weighed by a specialist dealer. Most dealers have a professional and accurate cycle weigher.

**VI.I Overall weight**

**DANGER**

Do not exceed the permitted overall weight of the Pedelec as this can result in fracturing or failing of important safety parts (such as the brakes). If this happens while you are riding the bike, it can lead to severe falls – with fatal consequences.

Overall weight = Weight of the bike + weight of the rider + weight of the trailer bike or trailer + weight of luggage and/or child

<table>
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<th>Bike type</th>
<th>Overall weight permitted</th>
<th>Weight of rider**</th>
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<td>Pedelec Bosch Integrale 0.5</td>
<td>286 lbs</td>
<td>Max. 230 lbs</td>
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**for a Pedelec weighing 56 lbs.**

*dependent on model*
VII. Pedelec Bosch Integrale 0.5

1. Back light
2. Luggage rack
3. Seat post
4. Saddle
5. Right brake lever (rear wheel brake)
6. Shifter
7. Handlebar stem
8. Display
9. Handle bars
10. Easy-reach control
11. Left brake lever (front wheel brake)
12. Front light
13. Front mudguard
14. Fork
15. Disc brake, front wheel
16. Front wheel hub incl. dynamo
17. Spokes
18. Wheel rim
19. Motor
20. Pedal
21. Pedal crank
22. Chain
23. Rear wheel incl. reflector strips
24. Side stand
25. Derailleur
26. Disc brake, rear wheel
27. Seat stay
28. Rear mudguard
29. Seat tube
30. Crossbar
31. Down tube with integrated battery
1. General safety information

Comply with the safety and user instructions at the start of the following sections.

**DANGER**

We discourage allowing children under the age of 14 years to ride Pedelecs. They may not be able to cope with the speed. Serious accidents and falls might result.

Wear a cycle helmet. While there is no legal obligation to wear one, you should always wear a suitable cycle helmet for your own safety. A cycle helmet can protect you from severe injuries. Make sure that the helmet fits properly.

Keep your hands and other body parts and clothing away from moving parts, otherwise you can become ensnared, have a serious fall and injure yourself.

Adapt your riding style to the prevailing traffic conditions, otherwise you could fall off and involve yourself and others in a serious accident. Take into consideration that longer braking distances needed on wet or icy roads. Think ahead anticipating the actions of other road users and reduce your speed. Avoid sudden jerky movements of the handlebars and braking actions. Dismount if you ever feel unsafe.

Only use the bicycle for its intended purpose ⇒ V. Intended use Page EN-10. Otherwise component failure may result. If this happens whilst you are cycling, you could injure yourself very seriously or even die.

Check that the brakes work and that the handlebars can move freely before every ride. Do not use the bike if it is not in perfect technical condition. If you are unsure, ask your cycle dealer to check it over.

Inspect your Pedelec before every trip and after each time it has been transported anywhere or left unattended ⇒ 4. Before every trip Page EN-28. Components might fail if wear and damage are not detected early enough. If this happens whilst you are cycling, you could injure yourself very seriously or even die. The additional power means higher loads are applied to wearing parts on a Pedelec than on a normal cycle. Replace any worn, damaged or bent components before using the bike again.

Do not exceed the overall weight permitted for the Pedelec because parts important for safety might fracture or fail ⇒ VI.I Overall weight Page EN-10. If this happens while you are riding the bike, severe falls might result – with fatal consequences.

Contact your cycle dealer when wearing parts and other components need to be replaced. We recommend asking your cycle dealer to assemble and adjust the bike. Otherwise, components could become loose due to a faulty assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die. If you do have to tighten something, you will find a complete list of the required torque settings in Section⇒ 6. Torque settings Page EN-35 which must be strictly followed.
**DANGER**

*Only use original replacement parts.* Replacement parts from other manufacturers can impair the function of your Pedelec. Serious accidents can result.

*Ask your cycle dealer to explain and show you how to use the special features of the components. Please also follow the component guides. We recommend asking your cycle dealer to assemble and adjust the bike.* Otherwise, components could become loose due to a faulty assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die. If you do have to tighten something yourself, a full list of torque settings is in Section 6. **Torque settings Page EN-35** (strict adherence to which is a requirement).

**WARNING**

*Do not ride in unfavourable lighting conditions (fog, rain, dusk, darkness) without adequate lights* *⇒ IV.II.I Lights Page EN-8*. Failure to do so can result in accidents and serious injuries.

*Always remove the battery before starting to work on the Pedelec.* The Pedelec could switch on unexpectedly and you could be seriously injured.

**CAUTION**

*Do not open up the drive, battery, control element or charger as you could injure yourself. Parts might also be damaged beyond repair invalidating the warranty. Contact your cycle dealer when problems arise.*

**PLEASE NOTE**

*Always park your Pedelec so that it cannot tip over.* Components can be damaged if the bike tips over.

*Do not clean the Pedelec with a water hose or high pressure washer.* Although the components are sealed, damage to the cycle may still result. Clean the Pedelec with a soft damp cloth.
2. Protection from theft, manipulation and loss

DANGER

**Protect your Pedelec from unauthorised access.** Serious injury may result if third parties modify components (e.g. the brakes) without your knowledge. Inspect your Pedelec before every trip and after each time it has been transported anywhere or left unattended ⇒ 4. Before every trip Page EN-28. If your bike is damaged, only ride it again once the damage has been rectified. Your bike will not be replaced under warranty if lost or stolen.

The following measures can help you to protect your Pedelec from theft and manipulation and to recover it if it has been stolen:

- **Always lock the bike and battery even if you leave it for a short while. Ideally, the lock(s) should block the wheel powered by the drive.** Do not leave the key in. To be on the safe side you can also remove the battery. A Pedelec must also be secured with a lock when parked outside residential areas (e.g. in a shed or basement).

- **Do not park your Pedelec in deserted locations – especially for long periods.** If possible, park your Pedelec in private or communal garages or individual bike lockers which have surveillance.

- **Attach your Pedelec to a fixed object (such as a tree, street lamp or fence)** so that it cannot be carried away.

- **Use a high-quality bike lock.** Invest about 10% of the purchase price of the bike in locks. Your cycle dealer will be able to fit a suitable frame lock if your bike does not already have one. You can also use other types of bike lock. Ask your cycle dealer for advice.

- **Make a note of the important details of your Pedelec** (e.g. in the service book ⇒ II.III Service book Page EN-6, bike passport) and get it registered with the police. This makes it easier to describe and identify if stolen.

- **Have the police code for your Pedelec:** the address and initials of the owner are engraved on the frame in an encrypted form. Coding makes the illegal resale of a bike more difficult and deters thieves. A coded bike also makes it easier to identify the owner.

- **Bicycle theft is often covered by household contents insurance.** Check the terms of your insurance policy as soon as possible.
3. **Before your first ride**

Make sure that your Pedelec is adjusted to your height and is ready to use. Familiarise yourself with the basic functions of your Pedelec.

**DANGER**

*Ask your cycle dealer to explain and show you how to use the special features of the Pedelec and its components. Please also follow the component guides. We recommend asking your cycle dealer to assemble and adjust the bike. Otherwise, components could become loose due to a faulty assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die. If you do have to tighten something yourself, a full list of torque settings is in Section ⇒ 6. Torque settings Page EN-35 (strict adherence to which is a requirement). Always use a torque wrench.*

**Adjusting the Pedelec to your height.** If the bike is not correctly adjusted to your height, you can lose control of the bike and fall badly.

**Practise braking and riding with the assist function in a safe place before venturing into traffic.** If you do not familiarise yourself with the operation and higher speed of your Pedelec, you could cause a serious accident. Ride in ECO mode until you feel confident enough to try the higher modes. Dismount if you ever feel unsafe.

#### 3.1 Attaching the pedals

1. Screw the right-hand pedal (marked ‘R’) into the right-hand pedal crank in a clockwise direction.

2. Screw the left-hand pedal (marked ‘L’) anticlockwise into the left-hand pedal crank.

**DANGER**

*Screw the pedals in straight, otherwise you could damage the thread on the pedal crank – if this happens when you are cycling, a severe fall could result.*

3. Tighten both pedals towards the front wheel to a torque of 40 Nm using a torque wrench.

*If no value is shown on the component, use the torque settings from Chapter ⇒ 6. Torque settings Page EN-35*
### 3.2 Adjusting the saddle height

**Determining the correct saddle height**

1. Sit on the Pedelec and at the same time lean against a wall.
2. Turn the foot pedal on the opposite side to the wall to its lowest point.
3. Place your heel on the pedal. Your leg should be fully extended.
4. If your leg is not fully extended when your heel is on the pedal, raise the saddle. Lower the saddle if you cannot reach the pedal.

**WARNING**

The seatpost is marked to indicate how far you may pull it out from the frame. Never pull the seatpost further out than the marking. This could cause it to bend or break and cause you to fall.

---

1. Undo the seatpost bolt by turning it anticlockwise with a 4 mm [0.16 in] Allen key.
2. Move the seatpost into the right position.

**PLEASE NOTE**

When lifting the seatpost completely out of the seat tube, be careful not to damage the light cable. The light cable for the rear light passes through the seat post into the seat tube.

3. Tighten the seat post bolt again by turning it clockwise with a torque of 12 - 15 Nm [8.9 - 11 ft-lb] using a torque wrench.
4. Test the tightness of the saddle by trying to move it.
DANGER

Observe the prescribed tightening torque. Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged.

If no value is shown on the component, use the torque settings from Chapter 6. Torque settings Page EN-35

3.3 Moving the saddle

DANGER

Screw the clamping screws fully in a straight position in the nuts. Failure to do so can result in the screws tearing out of the nuts.

1. To move the saddle, loosen the front and rear saddle clamping bolts (M6) by turning them anticlockwise with a 5 mm Allen key. Turn the saddle clamping bolts completely two to three times at most, otherwise the whole mechanism could fall apart.

2. Move the saddle backwards or forwards as required.

DANGER

Never clamp the saddle in the curve of the saddle rail; always do it in the straight section. Only shift the saddle within the straight section (fig. 1). Saddles that stay clamped outside this area can fail (fig. 2).

3. Tighten the two saddle clamping bolts by turning them clockwise with a torque of 12 Nm [8.9 ft-lb] using a torque wrench.
3.5 Handlebar height

**DANGER**

*Do not alter the handlebar height!* Otherwise, the fork steerer may break and you will seriously injure yourself.

3.6 Adjusting the headset

When the headset clicks or makes noises, it must be readjusted.

**DANGER**

*Observe the prescribed tightening torque.* Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged.

*If no value is shown on the component, use the torque settings from Section 6. Torque settings Page EN-35*

3.4 Tilting the saddle

1. To alter the tilt of the saddle, loosen the front saddle clamping bolt (M6) by turning it anticlockwise using a 5 mm [0.20 in] Allen key. Turn the saddle clamping bolt completely two to three times at most, otherwise the whole mechanism could fall apart.

2. Tilt the bicycle saddle to the desired angle.

3. Tighten the front saddle clamping bolt again by the same number of turns.

4. Ensure that the newly-tightened saddle does not tip; test it by pressing down on the front and back alternately.
1. Undo the M3 and M4 bolts by turning them anticlockwise with a 1.5 or 3 mm [0.05 in or 0.12 in] Allen key. Do not remove the bolts completely.

2. a) To secure the headset, insert the 3 mm [0.12 in] Allen key into the opening in the upper spacer and turn this clockwise until the headset is securely fastened.

   b) To loosen the headset, insert the 3 mm [0.12 in] Allen key into the opening in the upper spacer and turn this anticlockwise to loosen it. It is best to proceed in small steps. A quarter of a rotation is often enough to adjust the fit.

3. Check that the headset is now properly adjusted. There are two ways of doing this:

   a) Grip the lower bearing with your thumb and forefinger. Squeeze the brake and move the wheel backward and forward. You will feel significant bucking if there is too much play. In this case you will need to tighten the upper spacer using a 3 mm [0.12 in] Allen key.

   b) It is easy to check whether the headset is fixed too tightly - simply lift the front wheel and allow it to swing from left to right. The handlebar should swing it easily until the stop.

4. Once the headset has been adjusted as required, tighten the M3 bolt with a 1.5 Nm [1.1 ft-lb] torque. The M4 bolt must be tightened with a 2 Nm [1.4 ft-lb] torque. Tighten both bolts in the clockwise direction.
3.7 **Attaching the reflectors***

Your Pedelec comes supplied with reflectors. Mount the white reflector on the handlebar, the red reflector on the seat post and the remaining reflectors on the wheel.

3.8 **Switching the lights on and off**

There is a ring on the rear of the front light. Depending on the direction that you turn it, the front and rear light will turn **on or off**. You will need to step on the pedals to activate the lights.

3.9 **Changing the angle of the front light**

Proceed as follows to determine the correct light angle:

1. Position the Pedelec at a distance of 5 meters from a wall.
2. Measure the height of the front light with a measuring tape.
3. Mark the height of the front light on the wall.
4. Switch on the light.
5. Lift the front wheel slightly and rotate it so that the front head lamp lights up.
6. If the light beam hits the wall above the height marking, it will blind oncoming traffic. The brightest part of the light beam should preferably be midway between the ground and the height marking.

1. Loosen the M5 bolt slightly by turning it anticlockwise. At the same time, secure the locking nut with an 8 mm [0.31 in] open-end wrench.
2. Adjust the light angle so that it does not blind other people.
3. Tighten the M5 bolt again by turning it clockwise. At the same time, secure the locking nut with an 8 mm [0.31 in] open-end wrench.

*dependent on model
3.10 Braking

Make sure that you can always reach the brakes comfortably and that you are familiar with their operation and position. Note which brake lever operates the front and rear brakes.

**DANGER**

**Practise braking in a safe place before venturing into road traffic.**
In some instances, the braking effect can be different or stronger than what you are used to. If you do not take the time to familiarise yourself with the braking effect, you could cause a serious accident. Practise until you feel safe. Dismount if you ever feel unsafe.

**Replace the brake pads when they reach the safe wear limit.** Using worn brake pads can result in serious injuries with fatal consequences.

**CAUTION**

**Disc brakes: Avoid touching the brake discs after intensive use of the brakes** – they can become very hot. You could burn yourself if you touch them.

3.11 Chain

**WARNING**

**Always remove the battery before starting to work on the Pedelec.** The cycle could switch on without warning and you could be seriously injured.

**CAUTION**

**Check the chain for signs of wear before every trip.** A worn or damaged chain can break. If this happens while you are riding the bike, you can easily injure yourself.

3.11.1 Checking for chain wear

1. Remove the Pedelec battery.
2. Check chain wear with a chain wear indicator or vernier calliper.
3. Replace the chain if it is worn.
3.11.2 Chain cleaning and maintenance

Lubricate the chain after riding in the rain. Clean and lubricate it when you clean the wheel. Use lubricating oil applied with a dry rag. Be careful not to get lubricant on the brake discs and pads. Please also observe the operating instructions provided by the brake manufacturer.

1. Remove the Pedelec battery.
2. Brush the chain coarsely with a hand brush.
3. Then remove the old chain oil with a dry cloth.
4. Now you can oil the chain. Follow the application instructions from the chain oil supplier.
5. When you have finished, turn the crank to distribute the chain oil.

3.12 Gears

The gears are operated by the gear lever on the handlebars. The gear shift allows you to adjust the gears of your bicycle, and so the transmission, to current riding conditions. On a straight level stretch, a higher gear is sensible to achieve and maintain a higher speed without having to pedal too much. As soon as you start going uphill, a lower gear is beneficial because it is important to be able to climb the hill with a little effort. Select the gears so that your legs are always moving at a steady pace.

Derailleur

This system lifts the chain on to a sprocket when the gear is changed. The chain must continue moving so that the teeth of the sprocket can engage with the chain links easily and smoothly. For a successful gear change, therefore, you must keep pedalling forwards, never backwards – but at the same time pedal lightly without force.
3.13 Wheel

3.13.1 Changing the wheel

3.13.1.1 Axle nut*

Removing the rear wheel
1. Remove the Pedelec battery.
2. Change the gear to the one recommended by the gear manufacturer for disassembly.
3. Remove the gear shift cable from the rear wheel.
4. Undo the axle nuts using a 15 mm [0.59 in] spanner turning anticlockwise.
5. Take off the belt/chain.
6. Remove the rear wheel.

Replacing the rear wheel
1. Attach the belt/chain.
2. Insert the rear wheel centrally in the drop-outs as far as it will go.
3. Reattach the gear shift cable.
4. If necessary, fasten the brake anchor.
5. Tighten the axle nuts using a 15 mm [0.59 in] spanner turning clockwise.
6. Reinsert the battery.

*dependent on model

3.13.2 Fastening quick-release wheels*

DANGER
Front wheel: The quick-release skewer must be positioned on the opposite side to the brake disc (where fitted). If the quick-release skewer is on the same side as the brake disc, there is a risk that they can clash and lock the front wheel (see diagram) which can cause a serious accident.

All quick-release systems must be correctly tightened before you set off. Otherwise the components can loosen – if that happens while riding you could fall off resulting in serious injuries.

Removing the front wheel
1. Remove the Pedelec battery.
2. Open the axle lever by folding it by 180°. You will now usually be able to see the word ‘OPEN’ on the inside of the lever.
3. Undo the adjustment nut by turning it slightly anticlockwise.
PLEASE NOTE

Detach all cables from the wheel (e.g. lighting cables), otherwise you could tear them.

4. Remove the front wheel.

Replacing the front wheel

1. Insert the wheel into the front fork ends.
2. Gently turn the adjustment nut on the quick-release skewer (in a clockwise direction).
3. Close the quick-release skewer by swinging the lever back 180°. You will now usually be able to see the word ‘CLOSE’ on the outside of the lever.

DANGER

It should be so hard to close the quick-release skewer that you need to use the balls of your hands (120 N: corresponds to a weight force of 26.5 lb). You should have the mark of the lever imprinted on your hand. Otherwise it could open when you are cycling which can lead to the wheel becoming loose and cause you to fall.

Quick-release skewer is too easy to close

1. Open the quick-release skewer.
2. Turn the adjustment nut clockwise.
3. Swing the quick-release skewer closed again.
4. Repeat if necessary.

Quick-release skewer is not easy to close.

1. Open the quick-release skewer.
2. Turn the adjustment nut anticlockwise.
3. Swing the quick-release skewer closed again.
4. Repeat if necessary.

WARNING

Reattach any cables disconnected before (such as light cables), otherwise they can get caught in the spokes. If that happens while you are riding the bike you could be thrown off and seriously injured.
3.13.3 Quick-release axle*

Removing the front wheel

1. Remove the Pedelec battery.

2. Open the quick-release skewer on the front wheel by turning it down 180°. You will now usually be able to see the word ‘OPEN’ on the inside of the lever.

3. Hook the quick-release skewer into the slot and turn it anticlockwise until the quick-release axle protrudes from the axle hole about 1 cm.

4. Lift out the front wheel and remove the quick-release axle.

**PLEASE NOTE**

Detach all cables from the wheel (e.g. lighting cables), otherwise you could tear them.

5. Remove the front wheel.

Replacing the front wheel

1. Apply a thin layer of grease to the quick-release axle.

2. Push the wheel into the front forks and align with the axle holes.

3. Reinsert the quick-release axle.

4. Move the quick-release lever to the open position.

5. Hook the quick-release skewer into the slot and turn it clockwise. This will screw the axle in the thread. Ensure that the wheel is correctly centred.

6. Close the quick-release skewer by swinging the lever by 180°. You will now usually be able to see the word ‘CLOSE’ on the outside of the lever.

**DANGER**

It should be so hard to close the quick-release skewer that you need to use the balls of your hands (120 N: corresponds to a weight force of 26.5 lb). You should have the mark of the lever imprinted on your hand. Otherwise it could open when you are cycling which could lead to the wheel becoming loose and cause you to fall.

*dependent on model
### Quick-release skewer is too easy to close.

1. Open the quick-release skewer.
2. Hook the quick-release skewer into the slot and turn it clockwise. This will screw the axle in the thread. Make sure that your wheel is correctly centred.
3. Close the quick-release skewer.
4. Repeat if necessary.

### Quick-release skewer is not easy to close.

1. Open the quick-release skewer.
2. Hook the quick-release skewer into the slot and turn it anticlockwise until the quick-release axle protrudes from the axle hole about 1 cm.
3. Close the quick-release skewer.
4. Repeat if necessary.

### WARNING

**Reattach any previously disconnected cables (e.g. light cables), otherwise you could tear them.**

### 3.13.4 Replacing the front wheel

**Removing the front wheel**

1. Remove the Pedelec battery.

**PLEASE NOTE**

*Detach all cables from the front wheel (e.g. light cables), otherwise you could tear them.*

2. Insert a 6 mm [0.24 in] Allen key into the threaded axle and turn anticlockwise until it releases.
3. Remove the threaded axle.
4. Remove the front wheel.

**Inserting the front wheel**

1. Push the front wheel into the front forks and align with the axle holes.
2. Lift the frame is slightly and screw in the threaded axle.
3. Tighten the threaded axle with 12 - 14 Nm [8.9 ft-lb - 10.3 ft-lb] torque clockwise using a 6 mm [0.24 in] Allen key.
**DANGER**

Observe the prescribed tightening torque. Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged.

If no value is shown on the component, use the torque settings from Section 6. Torque settings Page EN-35

**WARNING**

Reattach any cables disconnected before (such as light cables), otherwise you could tear them.

---

### 3.13.6 Tyres

**DANGER**

Do not either overinflate or underinflated the tyres. If the air pressure is too high, this could lead to a worst-case scenario of the tyres bursting and you could fall. On the other hand, if the air pressure is constantly too low, the tyre can wear prematurely. The maximum permissible pressure is marked on the side of the tyre in bar and psi (pounds per square inch). You can measure the tyre pressure yourself by using a tyre gauge. Alternatively, you can contact your cycle dealer.

### 3.13.5 Rims

**Cleaning**

1. Remove the Pedelec battery.
2. Brush the rims with a hand brush. Heavier soiling can be removed with a soft, damp cloth.

**PLEASE NOTE**

When you are cleaning the rims, make sure that no water gets into the drive. Water ingress can damage the drive.

3. Leave to dry.

*dependent on model

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The suspension forks support the front wheel.

The distance travelled by the wheel between its unloaded and fully loaded positions is called the total suspension travel.
3.14.1 Lockout system

If your suspension forks are fitted with a lockout system, it is possible to lock the suspension. There are some riding situations where that can be useful: for example, if you are riding up a hill or if you are standing up from the saddle when accelerating. To switch the suspension to fixed, turn the rotary control on the right-hand side of the fork to ‘LOCK’ (or alternatively: 🗑️). To reactivate the suspension, turn the control to the ‘OPEN’ position.

<table>
<thead>
<tr>
<th>LOCK/🗑️</th>
<th>Suspension locked</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPEN</td>
<td>Suspension activated</td>
</tr>
</tbody>
</table>

**DANGER**

Do not ride over rough terrain with the suspension locked. It can damage the suspension forks. A broken fork could cause you to fall off and seriously injure yourself.

3.14.2 Air system*

On some suspension forks it is possible to alter the air pressure. You will need assistance from your cycle dealer to do this, or if you feel confident of doing it yourself, then you use the suspension fork pump with a pressure gauge and the suspension fork manufacturer’s installation manual. The valve with cap (e.g. marked ‘AIR’) is usually located on the left-hand side of the fork.

4. Before every trip

**DANGER**

Replace any damaged (e.g. cracks, grooves) or bent components before using the Pedelec again. Not doing so can lead to essential parts failing and cause a serious fall.

Do not ride the Pedelec if it is not in a technically satisfactory condition. If you are unsure, ask a cycle dealer to check it over.

We recommend asking your cycle dealer to assemble and adjust the bike. Otherwise, components could become loose due to a faulty assembly. If this happens whilst you are cycling, you could injure yourself very seriously or even die.

Inspect your Pedelec before every trip and after each time it has been transported anywhere or left unattended. Use the following checklist to help you.

*dependent on model
5. Tips
5.1 Safety information

**DANGER**

Do not allow yourself to be distracted by the display on the display element. If you do not fully concentrate on the traffic, you risk being involved in a serious accident or fall with fatal consequences.

**WARNING**

Do not attempt any modifications to the drive. For example, it is not permitted to raise the cut-off speed above 20 mph. Pedelecs with modified drive power may no longer comply with the legal requirements of the relevant country. You may be liable to prosecution if you ride on public roads with a “tuned” Pedelec. There is also a risk of a technical failure. Modified bikes of this type are excluded from the warranty and guarantee.

Always remove the battery before starting to work on the Pedelec. Accidental activation of the button may lead to severe injuries.

---

### Checklist

<table>
<thead>
<tr>
<th>Type</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame / forks</td>
<td>Check the frame and forks for visible warping, cracks and damage.</td>
</tr>
<tr>
<td>Handlebars / front stem</td>
<td>Check they are seated securely. Check that the bell is working and attached correctly and securely.</td>
</tr>
<tr>
<td>Wheels</td>
<td>Check the condition (damage, foreign bodies), concentricity and pressures of the tyres. The maximum permissible pressure is marked on the side of a tyre in bar and psi (pounds per square inch). Tyres should not be inflated above or below this pressure. Check the valves are seated securely. Visually inspect the rims for damage and wear.</td>
</tr>
<tr>
<td>Chain</td>
<td>Check the chain, pinions and sprockets for wear and damage. Check that the through-axe is attached correctly and securely.</td>
</tr>
<tr>
<td>Brakes</td>
<td>Check that the brake system (including brake levers) is working and attached correctly and securely. Visual inspection of the brake pads/disks.</td>
</tr>
<tr>
<td>Lights</td>
<td>Check that the light system is adjusted and in working condition. Check that reflectors are affixed in accordance with applicable national traffic regulations.</td>
</tr>
<tr>
<td>Threaded joints</td>
<td>Check that all threaded joints are tightened as specified.</td>
</tr>
<tr>
<td>Luggage</td>
<td>Check it is attached securely.</td>
</tr>
<tr>
<td>Battery</td>
<td>Check it is attached securely.</td>
</tr>
</tbody>
</table>
5.2 Transporting your Pedelec

**WARNING**

Remove panniers and other attachments during transport. Also remove the battery from the down tube. They can come off and cause serious accidents. The battery could also fall from the down tube and be damaged. We recommend using a special battery bag that protects the battery from heat, shocks and impacts.

By car: The bike rack must be designed for the higher weight of the Pedelec \[\text{VI.I Overall weight Page EN-10}\], otherwise it can break and cause a serious accident. It is important to follow the guidance of the bike rack manufacturer.

**CAUTION**

Do not open up the drive. There is a risk of electric shock. It will also invalidate any warranty claim. Only have repairs to the drive carried out by trained cycle dealers.

Do not touch the drive after a long downhill ride - it can become very hot. You could burn yourself if you touch it.

**PLEASE NOTE**

All components mounted on the drive and all other drive components may only be replaced with identical components or those approved specially for your Pedelec by the manufacturer. Otherwise it may result in overloading and damage.

Do not open up the display element. You may damage it beyond repair.

**PLEASE NOTE**

Pedelecs carried on a rear-mounted bike rack must have a suitable weather protection. Water ingress can damage the drive and its components.

**Bus, train and plane:** Find out from your travel company well in advance if their regulations allow you to take your Pedelec with you.
5.3 Trailer bikes and trailers

The use of trailer bikes and trailers is generally permitted for the Pedelec Bosch Integrale 0.5 but please observe the following safety instructions:

**DANGER**

Do not exceed the overall weight of the Pedelec because parts important for safety might fracture or fail. If this happens while you are riding the bike, it can lead to severe falls – with fatal consequences ⇒ VI.I Overall weight Page EN-10.

**Trailer bikes and trailers alter the riding characteristics.** Adapt your riding style accordingly. If you do not adapt your riding style, you could seriously injure or kill yourself or the child in the trailer. The braking distance becomes longer, thus you should start braking earlier, and the steering response becomes more sluggish. Practise starting, braking, going around corners and up and down hills, start with an empty trailer bike or trailer.

**Only use trailer bikes and trailers that conform to the relevant national regulations.** In addition, they should be designed and tested in accordance with DIN EN 15918. Otherwise components could break while you are riding the bike resulting in serious or even fatal injuries for you and/or your child. Please consult your cycle dealer if you want to purchase a trailer bike or trailer.

We recommend Weber (www.weber-products.de), Croozer (www.croozer.com) and Thule Chariot (www.thule.com) bike trailers and couplings. Ask your cycle dealer for advice.

5.4 Luggage rack

<table>
<thead>
<tr>
<th>Position</th>
<th>Over the rear wheel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum carrying capacity</td>
<td>55 lbs*</td>
</tr>
<tr>
<td>Tested</td>
<td>in accordance with DIN EN 14872.</td>
</tr>
</tbody>
</table>

**DANGER**

*Check for different specifications on the luggage rack itself or in the luggage rack manufacturer's installation instructions. Otherwise it may result in the luggage rack fracturing. If this happens while you are riding the bike, you can seriously injure yourself. The maximum carrying capacity is specified on the luggage rack carrier or on the mounting of the rear light.
5.4.1 Safety information

**DANGER**

Attach any luggage securely and regularly check it. If it is not secure, straps, etc. can get caught up in the spokes and/or rotating wheels. Serious falls can result.

**Do not exceed the overall weight of the Pedelec because parts important for safety might fracture or fail.** If this happens while you are riding the bike, it can lead to severe falls – with fatal consequences. ⇒ VI.I Overall weight Page EN-10.

**Modifying the luggage rack in any way is not permitted,** otherwise it may result in the luggage rack fracturing. If this happens while you are riding the bike, you can seriously injure yourself.

**The maximum carrying capacity of the luggage rack must not be exceeded,** otherwise it may result in the luggage rack fracturing. If this happens while you are riding the bike, you can seriously injure yourself.

**Luggage alters the handling characteristics of the bike.** Adapt your riding style accordingly. If you do not adapt your riding style, you could seriously injure or kill yourself. The braking distance becomes longer, thus you have to start braking earlier, and the steering response becomes more sluggish.

**WARNING**

Make sure that the luggage does not obscure the view of the reflectors and rear lights, and that they are easily visible to other road users. Otherwise there is a risk of not being seen in unfavourable light conditions (fog, rain, dusk, darkness) which could result in you being seriously injured.

---

**Carry your luggage in side-mounted panniers.** Distribute the weight evenly to ensure safer riding characteristics.

**The luggage rack on your Pedelec is delivered without a flap.** One can be fitted later. Please contact your cycle dealer. Visit http://www.racktime.com for more luggage rack accessories.

5.4.2 Assembly

![Diagram of Pedelec assembly with annotations for outer and inner protective plates.](image)
5.5 Storage

1. Remove the battery from the Pedelec.
2. Store the battery in a dry, not excessively warm room. The battery should not be exposed to direct sun. The recommended storage temperature range is from 64 to 73 °F.

5.6 Cleaning

**WARNING**

Remove the battery before cleaning the Pedelec. Accidental activation of the button can result in severe injuries.

**PLEASE NOTE**

Do not clean the Pedelec and its components with a water hose or high pressure washer. Damage may still result even though the components are sealed. Clean the bike with a soft damp cloth.

Do not immerse the drive or components into water. Damage may still result even though the components are sealed.

Do not use any alcohol, solvent-based or abrasive cleaners for cleaning. No coarse sponges or brushes may be used either. They leave scratches and cause the surface to become dull. Clean the bike with a soft damp cloth.

Drive

**CAUTION**

Do not clean the drive when it is warm (e.g. straight after a ride). You may burn yourself otherwise. Wait until the drive unit has cooled down.

1. Remove the battery from the Pedelec.
2. Clean the outside of the drive with a soft damp cloth.

Display element

1. Clean the outside of the display element with a slightly moist soft cloth.
5.7 Unlocking and removing the battery

1. Twist the key anticlockwise. The lock is now open.

2. Grip the battery in its recess with one hand. With the other, grip the upper part of the battery and lift the battery out of the holder.

3. Turn the key clockwise and remove.

5.8 Inserting the battery

1. Insert the battery from above into the holder.

2. Push the battery into the holder until it clicks into place.

**PLEASE NOTE**

Always remove the battery key immediately. There is a risk of breakage, e.g. when the crank is turned.
6. Torque settings

**DANGER**

Only use appropriate tools to tighten screws and bolts. Observe the specified torque setting. The component manufacturer's torque settings take precedence (where available). Failure to comply can result in screws/bolts becoming loose, tearing away or fracturing. If that happens while you are riding the bike, components may come off and you could have a severe crash. If screws are overtightened, components can also be damaged. Tighten all screws and bolts that are relevant for safety with a torque wrench. This indicates the corresponding torque in newton metres (Nm).

If no values are shown on the component or component manuals, use the torque settings from the following table.

<table>
<thead>
<tr>
<th>Screw fixing</th>
<th>Thread</th>
<th>Tightening torque</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nm</td>
<td>ft·lb</td>
</tr>
<tr>
<td>Front light</td>
<td>M5</td>
<td>3</td>
</tr>
<tr>
<td>Handle bars</td>
<td>M4 / M5</td>
<td>M4: 3 / M5: 5</td>
</tr>
<tr>
<td>Foot pedal</td>
<td>M8</td>
<td>35 - 40</td>
</tr>
<tr>
<td>Pedal</td>
<td>9/16</td>
<td>40</td>
</tr>
<tr>
<td>Seat post bolt</td>
<td>M8</td>
<td>12 - 15</td>
</tr>
<tr>
<td>Seat clamping bolt</td>
<td>M6</td>
<td>12</td>
</tr>
<tr>
<td>Gear lever clamp</td>
<td>M5</td>
<td>5</td>
</tr>
<tr>
<td>Brake lever</td>
<td>M5</td>
<td>Ref. manufacturer's spec.</td>
</tr>
</tbody>
</table>

Find a cycle dealer near you:


User guides, service book and declarations of conformity are available for download in PDF format at:
