



# Operation manual

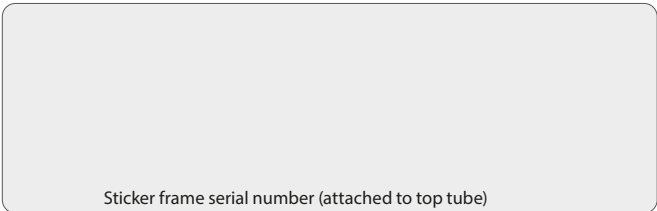
TRIKE HYBRID

## Legal notice

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23\_HY-CA-TRIKE, 1, en\_US  
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Sticker frame serial number (attached to top tube)

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# 1 About these original instructions

Dear Customer,

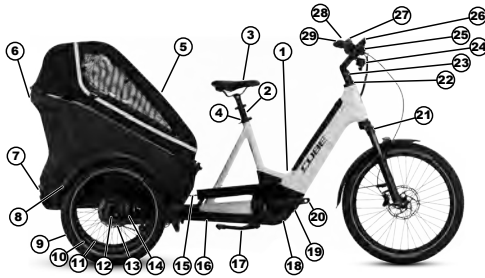
we would like to congratulate you on your choice of a Trike Hybrid from our company and thank you for your trust.

With the purchase of this Trike Hybrid, you have acquired a high-quality, environmentally friendly means of transport that you will enjoy whilst promoting your health.

Your specialist bicycle dealer is also very important for you after advice and final assembly. The dealer is your contact for maintenance, inspections, conversions and repairs of all kinds.

If you have any questions about our product, please contact your specialist bicycle dealer.

## Overview



- 1 Frame
- 2 Seatpost
- 3 Saddle
- 4 Seatpost clamp
- 5 Soft top
- 6 Box
- 7 Rear light
- 8 Mudguard
- 9 Tyre
- 10 Rim
- 11 Spoke
- 12 Hub
- 13 Brake disc
- 14 Brake
- 15 Chain
- 16 Chainguard
- 17 Kickstand
- 18 Chainring
- 19 Engine
- 20 Crank arm
- 21 Suspension fork
- 22 Headset
- 23 Stem
- 24 Front light
- 25 Brake lever

- 26 Display
- 27 Remote
- 28 Handlebars
- 29 Shifter

## 1.1 Conventions

### 1.1.1 Descriptions



#### CAUTION

The symbol for danger of burns indicates high temperatures above 45°C (coagulation of protein), which can cause burns in humans.



#### DANGER

The yellow warning triangle in combination with the signal word "Danger" indicates dangers that can lead to severe personal injury (up to death).



#### WARNING

The yellow warning triangle in combination with the signal word "Warning" indicates dangers that can lead to slight personal injury and damage to property.



#### NOTICE

The exclamation mark (without triangle) alerts you to information that requires special attention.

### 1.1.2 Positional designations

Whenever these original instructions refer to "right," "left," "front" or "rear," this information always refers to the position of the cyclist (in the direction of travel).

### 1.1.3 Definition of terms

#### Definition of terms



##### Trike Hybrid

Whenever these original instructions refer to "Trike Hybrid" in general, it refers to any of the models described here.

##### EPAC

**E**lectrically **P**ower **A**ssisted **C**ycles).

	All Trike Hybrid models described in these original instructions belong to the EPAC class of cycles.
<b>Wobble</b>	A concentricity deviation on the rim is colloquially referred to as a "wobble".
<b>bar</b>	Common unit for air pressure.
<b>Torque</b>	Also called tightening torque. Indicates how "firmly" a screw is tightened.
<b>DIN EN ISO</b>	German Institute for Standardization. European standard
<b>Specialist bicycle dealer</b> = <b>Authorised specialist bicycle dealer</b>	Our company only allows selected bicycle dealers to sell and repair our products.  Whenever these original instructions refer to "bicycle dealer" in general, they specifically mean specialist bicycle dealers authorised by us.
<b>Manual force</b>	The force that an average adult person with moderate to medium effort applies with one hand.
<b>HWK</b>	In Germany: Chamber of Trade
<b>IHK</b>	In Germany: Chamber of Commerce
<b>Nm</b>	newton-metre; Unit for torque
<b>psi</b>	pound per square inch; American unit for pressure; 1 psi = 0.06894 bar
<b>StVO</b>	German Road Traffic Act (Straßenverkehrsordnung)
<b>StVZO</b>	German Road Traffic Licensing Regulations (Straßenverkehrszulassungsordnung)

<b>Correct screw connection</b>	The "Correct screw connection" term refers to the condition in which the screw heads are firmly in contact with the part over their entire surface. 
<b>Screw connection, not correct</b>	A loose screw is often indicated by a protruding screw head. 

### 1.1.4 Figures



**NOTICE**

The figures shown in these original instructions are for illustrative purposes and apply to all model versions of the Trike Hybrid.

## 1.2 General notes on these original instructions



### DANGER

Dangers if the original instructions are not observed!

Failure to observe these original instructions can lead to dangerous cycling situations, falls, accidents and material damage.

- In addition to these original instructions, make sure that you have all documents that may be applicable in your national language (→ Chapter 1.2.2 “Additionally applicable documents” on page 7).
- Before using your Trike Hybrid for the first time, please read the original instructions and any other applicable documents carefully.
- Keep the original instructions (including the applicable documents) and pass them on together with your Trike Hybrid if you ever sell it or give it away.
- In addition to these original instructions, you will receive a separate delivery certificate for your Trike Hybrid. Make sure that all fields in the delivery certificate are filled out completely. It is your responsibility to check your Trike Hybrid as prescribed and to have any work done on it.
- If parts of this original operating manual are not clear to you, consult your bicycle dealer.

### 1.2.1 Scope

These original instructions were prepared on the basis of the DIN 79010-2020:02 standard. It applies exclusively to Trike Hybrid models from our company from model year 2023 onwards.

These original instructions are only valid if they were enclosed with the Trike Hybrid from our company when it was purchased.



### DANGER

Dangers due to (unfamiliar) technical innovations!

New technical findings may lead to changes in the models, their operation and to new models themselves.

- Ask your specialist bicycle dealer about the accuracy and validity of these original instructions.
- Have your specialist bicycle dealer confirm that you have received the correct set of documents (original instructions and component instructions) for your Trike Hybrid.

### 1.2.2 Additionally applicable documents

With the constant development in the bicycle sector, the range of components that you can use with your Trike Hybrid is also growing. It is therefore almost impossible to produce generally applicable original instructions that describe all available components in detail.

For this reason, it is possible that these original instructions – in addition to the delivery certificate – are accompanied by one or more separate component instructions.



### NOTICE

The enclosed **component instructions** contain **detailed information** from the component manufacturer on the respective component and are part of the **overall scope of the original instructions**.

- Refer to the delivery certificate to find out whether the original instructions for your Trike Hybrid includes additional separate component instructions.

## 2 For your safety



### NOTICE

In this chapter, you will find information on **intended use**, important **safety instructions** and a list of (unavoidable) **residual risks**.

## 2.1 Using your Trike Hybrid as intended



### DANGER

Dangers if not used as intended!

Your Trike Hybrid is designed for a specific use.

Design, material properties, etc. are designed for this intended use.

If you use your Trike Hybrid for purposes other than those for which it is intended, such misuse can lead to material failure, malfunctions of important assemblies (e.g. brakes) and other issues!

- Observe all information on intended use in ➔ Chapter 2.1.1 "What is your Trike Hybrid designed for?" on page 8 and ➔ Chapter 2.1.8 "Accessories and conversions" on page 10.
- Never use your Trike Hybrid in any way other than described here/not for its intended purpose.
- Consult your bicycle dealer if you are uncertain about the intended use of your Trike Hybrid.

### 2.1.1 What is your Trike Hybrid designed for?

Your Trike Hybrid is designed as a means of transport for transporting or taking along children and luggage (objects).

The tests of your Trike Hybrid or the tests of the components were carried out in accordance with the standard DIN 79010-2020:02.

### 2.1.2 Who can ride your Trike Hybrid?



#### NOTICE

Your Trike Hybrid is designed for one (single) cyclist. This cyclist controls and rides the Trike Hybrid.

The following requirements must be met for proper use:

- The seat position (saddle/handlebar) on the Trike Hybrid is correctly adjusted for the cyclist.
- The cyclist has the right height/stature for the Trike Hybrid. If you are unsure, ask your specialist bicycle dealer.
- The cyclist (including clothing) weighs a maximum of 115 kg (= maximum cyclist weight).
- The cyclist is at least 16 years old. Persons younger than 16 years of age are not allowed to ride this Trike Hybrid themselves/operate it as a cyclist.

### 2.1.3 How may you ride your Trike Hybrid?

- Sit with your rear end on the saddle or ride out of the saddle, i.e. with a standing pedalling motion.
- Hold the left grip of the handlebars with your left hand and the right grip of the handlebars with your right hand.
- Do not take your hands off the handlebars while cycling. Your Trike Hybrid is not suitable for hands-free cycling!
- Use your Trike Hybrid with or without the electric drive.
- Use your Trike Hybrid exclusively as a means of transport as described in these original instructions.
- When transporting children or luggage, observe the information in ➔ Chapter 7.9 "Using the box" on page 36
- Observe the national and regional regulations when cycling in road traffic.

### 2.1.4 How to use the box?



#### NOTICE

The box belongs to your Trike Hybrid as **intended**. The **box** and the **upper frame** must **never be removed or modified**.



#### NOTICE

Observe the information on the **permissible total weight** of your Trike Hybrid and the **maximum payload** (see ➔ Chapter 3.3 "Permissible total weight (Trike Hybrid)" on page 14 und ➔ Chapter 3.4 "Trike Family HybridMaximum payload" on page 15).

The box is designed for the transport of:



- **children** aged 9 months to 7 years, who can sit independently and have a max. body weight of 22kg.

Please also refer to chapter ➔ *Chapter 7.9 "Using the box" on page 36.*

- **Objects/luggage** (up to 60 kg).

Please also refer to chapter ➔ *Chapter 7.9 "Using the box" on page 36.*



#### NOTICE

Children and/or luggage must **not distract** or **obstruct** the cyclist (e.g. obstruct visibility).

## 2.1.5 What applies to rear carriers/child seats/bicycle trailers?



#### NOTICE

Please observe the information on the **permissible total weight** of your Trike Hybrid ➔ *Chapter 3.3 "Permissible total weight (Trike Hybrid)" on page 14.*

### Front carrier

Your Trike Hybrid is suitable for retrofitting with a front carrier.

Front carriers that you can use with your Trike Hybrid are suitable for carrying light luggage (e.g. in a bicycle basket).

- Ask your specialist bicycle dealer about suitable front carriers that you can use with your Trike Hybrid.
- For the use of the front carrier, please observe the information in ➔ *Chapter 7.10 "Using the front carrier" on page 41.*

### Child seats

Your Trike Hybrid is **not** designed for use with a child seat.

With the additional weight of a child seat including the child, the permissible total weight would be exceeded.



#### NOTICE

**Only** the **box** of your Trike Hybrid is **intended to carry children!**

### Bicycle trailer

Your Trike Hybrid is **not** designed for use with a bicycle trailer.

## 2.1.6 On which surfaces are you allowed to ride your Trike Hybrid?

All bicycles of our company are divided into categories, which specify the field of application of the respective bicycle.

Your Trike Hybrid corresponds to a **Category 2** bicycle and is therefore suitable for **trips on paved roads**, such as:

- Asphalt roads and bike paths,
- Hardpack paths with sand, gravel or similar surface materials,
- Hardpack hiking trails with no or only a few roots, bumps, stones and holes.

When cycling, all wheels must be in **constant contact with the ground** or may only briefly lose contact with the ground due to minor unevenness such as roots.

Expressly **not allowed** are cycling manoeuvres such as:

- Jumps
- Doing wheelies
- No-handed cycling,
- (Sudden) braking where the rear wheels loses contact with the ground

## 2.1.7 What legal requirements apply to riding the Trike Hybrid?



#### NOTICE

Your Trike Hybrid may not be used on public roads without equipment in accordance with StVZO.

To comply with the current StVZO, your Trike Hybrid must have the following equipment features, among others:

- Two independently operating brakes
- A bell
- Battery-powered lighting for the front (white light) and rear (red light) in accordance with StVZO
- Reflectors/reflective strips on the tyres in accordance with StVZO

- The full text of the regulations can be found in the StVZO for journeys in Germany.
- For use outside Germany, please observe the traffic regulations applicable in your country.
- If you have any questions about the legal regulations, please contact your bicycle dealer or the relevant authorities.

## 2.1.8 Accessories and conversions

Many cyclists want to convert their bike and adapt it to their specific needs. Fork, seat, handlebars, pedals, brakes, tyres, suspension elements – there are many ways to modify a bike after purchase. This also applies to the Trike Hybrid, although to a different extent due to its design.

**Always keep in mind, however:**



### NOTICE

**Working** on the Trike Hybrid, even work that seems to be easy, requires **sound training, in-depth knowledge and a wealth of experience.**

Improperly performed work and modifications to your Trike Hybrid and the use of unsuitable accessories can lead to **dangerous cycling situations, falls, accidents and material damage.**

If the Trike Hybrid is tampered with or altered in any way, all **liability, guarantee and warranty claims** against the manufacturer and dealer are **void.**

If you comply with the specifications listed below, you can equip your Trike Hybrid with suitable accessories.

- Only use ISO-certified accessories. Exceptions are bicycle computers and bottle cages if they are selected and fitted by a specialist bicycle dealer. Consult your specialist bicycle dealer when selecting accessories.
- Never exchange or modify components for which this is expressly prohibited by the manufacturer.

Our company prohibits the replacement/conversion of the following components:

- Stem
- Seat post
- Fork
- Brake system, including brake discs
- Wheels (exception: tyres, see blow).

- The handlebars may only be replaced with suitable ISO-certified handlebars by a specialist bicycle dealer (see ➔ *Chapter 4.5 "Handlebars, handlebar stem" on page 19*).
- Tyres may only be replaced with tyres of equal or higher load capacity in accordance with the manufacturer's approval.
- Retrofitting or converting the electric drive is **not** permitted on all Trike Hybrid models! In addition, no manipulation of the software or the like (tuning) is permitted.
- The composition of all parts of your Trike Hybrid must **not** be changed.
- Have all mounting, conversion, service and other work on your Trike Hybrid carried out exclusively by your bicycle dealer



### NOTICE

Please note that the person who makes changes to the Trike Hybrid is also liable for them.

## 2.2 Avoiding typical dangers

### Safety instructions

The use of your Trike Hybrid is naturally associated with certain risks. In the following sections, you will find corresponding safety instructions.

- Follow the safety instructions to reduce the general risks when using your Trike Hybrid.

### 2.2.1 Dangers due to faulty final assembly



### DANGER

**Danger in case of improper final assembly of the Trike Hybrid!**

**Improper final assembly of your Trike Hybrid can lead to dangerous cycling situations, falls, accidents and material damage.**

- Have your specialist bicycle dealer confirm the correct final assembly and the adjustment of the correct seat position for you.

## 2.2.2 Dangers for certain groups of people (e.g. children)



### DANGER

#### Danger when used unattended!

**Children or persons with physical or mental health conditions may not be able to correctly assess or handle dangerous situations in connection with the Trike Hybrid.**

- Observe the information in the original instructions for the electric drive.
- Hold the Trike Hybrid securely with both hands when children enter the box or when you sit children in the box.  
Never allow children to enter the box unattended or sit unattended in the box.  
Never lock the soft top when children are in the box, either while riding or when stationary.
- Children must not play with the battery and charger or handle them unattended.
- Secure your Trike Hybrid and place it so that children/unauthorised persons cannot access it.

## 2.2.3 Dangers when (first) cycling with your Trike Hybrid



### DANGER

#### Danger due to unfamiliar handling of the Trike Hybrid!

**Your Trike Hybrid behaves differently than a regular bicycle in many ways due to its design, electric drive and higher weight.**

**If you are not used to cycling the Trike Hybrid or underestimate its differences, this can lead to dangerous cycling situations, falls, accidents and material damage.**

- Familiarise yourself with the operation and handling of the components of the electric drive using the original instructions for the electric drive.
- Practice cycling your Trike Hybrid in a suitable environment away from traffic.
- When getting to know your Trike Hybrid, try out different typical cycling situations such as:
  - Kicking off and braking
  - Navigating corners and turning
  - Cycling with the box fully loaded and empty, etc.
- Never ride your Trike Hybrid no handed!

Hold the handlebars securely with both hands while cycling. Only take one hand off the handlebars when necessary (e.g. hand signal when turning) and hold the handlebars securely with the other hand while doing so. Never take both hands off the handlebars at the same time!

An unfavourable combination of speed, payload and ground conditions can affect the steering behaviour of your Trike Hybrid. This can lead to dangerous cycling situations (accident, fall, etc.).

**DANGER**

**Danger for inattentive and careless cyclists!**

**Riding your Trike Hybrid requires your attention – especially when cycling on the road.**

**Incautiousness, lack of consideration and failure to take precautions can lead to dangerous cycling situations, falls, accidents and material damage.**

- Observe the applicable traffic regulations in your country.
- Keep yourself informed about and observe any applicable national regulations for transport and cargo bikes.
- Wear a helmet when cycling.
- Ride with foresight and defensiveness.
- Do not ride under the influence of alcohol or if you are otherwise intoxicated (e.g. after taking medication, anaesthesia, etc.).
- Ride in such a way that you have your Trike Hybrid under control at all times and can react correctly in a sudden dangerous situation.
- In wet conditions, the effect of the brakes may diminish. The braking distance increases.
- When cycling the Trike Hybrid, wear suitable clothing that does not restrict your freedom of movement or visibility.
- Only ride with close-fitting leg-wear. Wide items of clothing can get caught on the Trike Hybrid and lead to serious falls.
- Do not exceed the permissible total weight (↪ *Chapter 3.3 "Permissible total weight (Trike Hybrid)" on page 14*).

## 2.2.4 Hazards during handling

**DANGER**

**Danger due to incorrect handling!**

**Compared to a regular bike without electric drive, your Trike Hybrid is, among other things, heavier, bulkier and probably more complex to operate (electric drive).**

**You may therefore want or need to handle your Trike Hybrid completely differently to a conventional bicycle.**

- Pay particular attention to the safety relevant specifications of the electronic components of the drive system (charger and battery). These can be found in the original instructions of the electric drive.  
There is a **risk of electric shock** if electronic components are handled improperly!
- Your Trike Hybrid is heavy and bulky: if necessary, please ask for help if you need to lift your Trike Hybrid, e.g. for adjustment work or testing.
- Do not take your hands off the handlebars while cycling. An unfavourable combination of load distribution and road surface may cause steering wobble. If you hold the handlebars securely, you reduce the associated risks.
- Do not ride over high curbs or ledges with your Trike Hybrid and avoid tight corners.

**CAUTION**

**Risk of burns on contact with heated components!**

**After longer descents the brake discs can be very hot. The components of the electric drive (battery, motor unit) can also heat up during operation.**

**Contact with heated components can cause burns!**

- Do not touch the brake discs immediately after a descent. Let the brake discs cool down before touching them.
- To check the temperature, tap the respective component very briefly with your naked finger: If it feels hot, wait a few minutes and repeat the test until the component has cooled down.
- With regard to a possible risk of burns on contact with components of the electric drive, please refer to the information in the manufacturer's instructions for the electric drive.

## 2.2.5 Dangers due to improper care, maintenance and repair

**DANGER**

**Danger if work is carried out improperly on the Trike Hybrid!**

**Correct and regular care and maintenance help to maintain the cycling comfort and safety of your Trike Hybrid.**

**If you carry out work on the Trike Hybrid without the necessary expertise, this can lead to malfunctions of important assemblies (e.g. brakes) etc.!**

- Observe the instructions for regular cleaning and care as well as for regular maintenance work and intervals (see → *Chapter 10 "Cleaning and maintaining the Trike Hybrid" on page 46* und → *Chapter 15 "Inspections/ service plan" on page 49*).
- Contact authorised bicycle dealers exclusively for any queries and repairs.
- Have your Trike Hybrid checked by your bicycle dealer after a fall/ accident or if your Trike Hybrid has been overloaded. Please also refer to → *Chapter 9 "After a fall or accident" on page 46*.

## 2.3 Residual risks

Naturally, you cannot take every danger into account and therefore cannot avoid every dangerous situation.

Even if all safety instructions are taken into account, unavoidable residual risks remain for you as cyclist of your Trike Hybrid, e.g.:

- Unexpected cycling manoeuvres or misconduct of other road users
- Sudden changes in the road surface (e.g. due to black ice)
- Unforeseen material defects/unforeseen wear and tear can lead to material breakage or malfunctions



**NOTICE**

Be **careful** when using/cycling on your Trike Hybrid.

This allows you to **detect dangerous situations** early on and **react** accordingly.

### 3 Scope of delivery, technical data

#### 3.1 Scope of delivery

- Complete bicycle (in some cases without pedals)
- Original instructions including delivery certificate, as well as all other relevant component instructions from manufacturers whose parts were installed.

#### 3.2 Identification/type plate

The following information can be found on your Trike Hybrid:

- Designation of the series/class and type
- Serial number on the underside of the frame (consists of year/month of manufacture and manufacturer abbreviation)
- Permissible total vehicle weight for the Trike Hybrid (↪ Chapter 3.3 "Permissible total weight (Trike Hybrid)" on page 14)
- Maximum permissible payload for the box (↪ Chapter 3.4 "Trike Family Hybrid Maximum payload" on page 15);
- Information/markings of the electric drive components.



**NOTICE**

If a carrier has been retrofitted, the indication for its maximum payload is located on the rack itself (as an embossing).

### 3.3 Permissible total weight (Trike Hybrid)



**NOTICE**

The permissible total weight is a **fixed, unchangeable value** that must not be exceeded!

On the basis of the specified permissible total vehicle weight **you are responsible for determining the maximum permissible payload** for your Trike Hybrid.

Please also note the information in ↪ Chapter 3.4 "Trike Family Hybrid- Maximum payload" on page 15.

The following example calculation shows which **influencing factors** must be taken into account for the determination of the actual total weight.

**Example calculation**

	tare weight of the <b>Trike Hybrid</b>
+	body weight of the <b>rider</b> (with clothing)
+	weight of the <b>payload</b> in box
+	weight of additional <b>luggage</b> (e.g. backpack/luggage bags)
+	Weight of additional <b>attachments</b>
≤	<b>Permissible total weight</b>

The unladen weight of your Trike Hybrid model and the maximum permissible total weight are shown in the following table.



**NOTICE**

To find out **which model** your Trike Hybrid is, please refer to the **delivery certificate**.

Unladen weight	Permissible total weight
<b>Trike Family Hybrid</b> 75 kg	220 kg

**NOTICE**

Please note that the **unladen weight** specified here is the weight in the **basic equipment**.

If you subsequently replace **components** or add **attachments** to your Trike Hybrid, the **unladen weight** of your Trike Hybrid will **change**.

### 3.4 Trike Family Hybrid Maximum payload

The wording "maximum payload" distinguishes between:

- the maximum permissible **payload** for the **box** (=design dependent load capacity of the box) → Chapter 3.4.1 "Maximum payload for the box" on page 15.
- vs.**
- the maximum permissible **payload** for your **Trike Hybrid** (in total) considering the permissible total weight for your Trike Hybrid → Chapter 3.4 "Trike Family Hybrid Maximum payload" on page 15.

The maximum permissible payload for your Trike Hybrid (in total) includes all loads that are transported with the Trike Hybrid, including, for example, luggage that you transport on a retro-fitted carrier or in a backpack.

#### 3.4.1 Maximum payload for the box

**DANGER**

**Dangers in case of changes to the box!**

**The Trike Hybrid is designed as a means of transport for people and objects. If you modify the box provided for this purpose or even remove it from the frame, this can lead to unforeseeable dangerous situations.**

- Never disassemble or modify the box and/or the upper frame.

The **theoretically** maximum permissible **payload** for the box of your Trike Hybrid is **60 kg**.

**NOTICE**

The **maximum payload** in the **box**, i.e. the weight of the load (children or objects) must **not exceed 60 kg**.

The specification of "60 kg" refers to the load capacity/construction of the box, not to the Trike Hybrid as a whole. This means that the box of your Trike Hybrid can basically withstand a load (children/objects) weighing up to 60 kg.

In order to determine the **actual** maximum permissible **payload** for the box, you must take into account not only the load capacity of the box but also the permissible **total weight** for your **Trike Hybrid**.

If a payload of 60 kg in the box would exceed the permissible total weight for your Trike Hybrid, the actual maximum permissible payload is less than 60 kg.

- To determine the **actual** maximum permissible **payload** in the box, observe the examples in → Chapter 3.4 "Trike Family Hybrid Maximum payload" on page 15.

#### 3.4.2 Maximum payload depending on the permissible total weight (calculation examples)

Depending on the design of some components of your Trike Hybrid, you will find information on the maximum weight with which you may load the respective component.

If all these theoretically permissible individual load capacities are fully utilised, you will usually exceed the permissible total weight for your Trike Hybrid:

**Calculation with theoretically permissible individual load capacities**

Unladen weight of Trike Family Hybrid 750:

**+ 75 kg**

Max. cyclist weight:

**+ 115 kg**

Max. payload of box (Family version with child seat):

**+ 44 kg**

Max. payload of permissible carrier models:

**+ 20 kg**

Total weight of the Trike Family Hybrid 750:

**= 254 kg (permissible total weight exceeded by 34 kg)**

**Result/conclusion:**

The actual total weight (254 kg) would in this case exceed the permissible total weight (220 kg).

**You are not allowed to use your Trike Hybrid in this way!**

The following calculation examples no. 1-3 show how to determine the maximum payload for your Trike Hybrid depending on the permissible total weight.

**Calculation example no. 1**

Intrinsic weight of the Trike Family Hybrid 750:

**+ 75 kg**

Actual cyclist weight:

**+ 101 kg**

Actual payload of the box:

**+ 44 kg**

Actual total weight of the Trike Family Hybrid 750:

**= 220 kg (permissible total weight reached)**

**Result/conclusion on calculation example no. 1:**

In this case, the actual total weight (220 kg) equals the permissible total weight).

**You may use the Trike Hybrid in this way, but you cannot transport any other load (e.g. on the carrier)!**

**Calculation example no. 2**

Unladen weight of the Trike Family Hybrid 750:

**+ 75 kg**

Actual cyclist weight:

**+ 99 kg**

Actual payload of the box:

**+ 25 kg**

Unladen weight of the carrier:

**+ Approx. 1 kg**

Actual payload of the carrier:

**+ 20 kg**

Actual total weight of the Trike Family Hybrid 750:

**= 220 kg (permissible total weight reached)**

**Result/conclusion on calculation example no. 2:**

In this case, the actual total weight (220 kg) equals the permissible total weight). Since the box is not loaded with the full weight of the maximum permissible payload for the box, the additional load can be transported on the carrier.

**You may use the Trike Hybrid in this way!**

**Important:** The unladen weight of the carrier (as a retrofitted attachment) must be taken into account.



**Calculation example no. 3**

Unladen weight of the Trike Family Hybrid 750:

+ 75 kg

Actual cyclist weight:

+ 80 kg

Actual payload of the box:

+ 44 kg

Intrinsic weight of the carrier:

+ Approx. 1 kg

Actual payload of the carrier:

+ 20 kg

Actual total weight of the Trike Family Hybrid 750:

= 220 kg (permissible total weight reached)

**Result/conclusion on calculation example no. 3:**

In this case, the actual total weight (220 kg) equals the permissible total weight. If the (lower) cyclist weight permits, the box and carrier can each be loaded with the full weight of their maximum permitted payload.

**You may use the Trike Hybrid in this way**

**Important:** The unladen weight of the carrier (as a retrofitted attachment) must be taken into account.

**3.5 Screw connections****3.5.1 Which screw connections may you tighten yourself?****DANGER**

**Danger if work is carried out improperly!**

**If you tamper with bolts or connections not mentioned here, you may unknowingly damage your Trike Hybrid or even impair its construction/stability.**

**This can lead to unforeseeable dangerous situations.**

- If, e.g. when checking your Trike Hybrid, you discover that bolts have loosened that are **not** listed in the following overview, consult your bicycle dealer immediately.
- Do not use your Trike Hybrid until the screw connections have been tightened by your bicycle dealer.

**NOTICE**

**Screw connections**, that are **not** in the following **overview** may **only** be **tightened/fixed** by a **specialist bicycle dealer**.

You may retighten the following screw connections yourself – **under consideration of the corresponding torques** – if the screw connection has loosened:

Part	Connection
Seat post	Seat clamp
	Height adjustment of the seat post
	Seat post clamp on the frame
Cable guide screw	

### 3.5.2 Torques and screw connections

Part	Manufacturer	Model/type	Connection	Type of connection	Tightening torque (Nm)
Seat post	Satori	Sorata	Seat clamp	1 screw	9-10
			Height adjustment of the seat post	Quick release	
	Aluminium frame		Seat post clamp on the frame	1 screw	8-10
Cable guide screw				1 screw each	1.5

## 4 Structure and functions

### 4.1 General information/model overview



**NOTICE**

The Trike Hybrid is currently available in **one model version** with **three different colours**.

Model designation	Model number	Equipment features (excerpt)
Trike Family Hybrid 750	689612	Disc brake,
	689622	hub gear system,
	689632	1x battery (750 Wh)



**NOTICE**

To find out **which model** your Trike Hybrid is, please refer to the **delivery certificate**.

### 4.2 Electric drive



**NOTICE**

**Detailed information** on the e-drive and its components can be found in the **original instructions for the electric drive**.

Your Trike Hybrid is equipped with an electric drive and belongs to the class of electrically assisted bicycles (EPAC).

The electric drive consists of different components. The core of the drive is the electric motor, which is supplied with energy for operation by at least one battery.

The electric drive supports you when pedalling up to a maximum speed of 25 km/h. If you reach a speed of more than 25 km/h, the electric motor stops supporting you and you drive the Trike Hybrid exclusively with muscle power.

As soon as your speed drops below 25 km/h, the electric motor starts up again and supports you when pedalling.

The electric motor is controlled by at least one control element (e.g. on the handlebars). This allows you to set, among other things, how strongly the electric motor supports you when pedalling (assist level).



*Observe the original instructions for the electric drive.*

### 4.3 Brakes



**NOTICE**

**Disc brakes** must be run in. The **full braking power** develops only **after the running-in procedure** (see **Chapter 5.2 "Getting to know your Trike Hybrid"** on page 21).

Your Trike Hybrid has two independent disc brakes on the front and rear wheel hubs.

Furthermore, the brake on the rear wheels has a parking lock lever to always be able to park the bike safely.



Fig. 1: Brake disc on the front wheel



Fig. 2: Brake disc on the rear wheel

Both disc brakes are operated with the corresponding brake levers (hydraulic).



Fig. 3: Brake lever on the handlebars

## 4.4 Shifting

### Hub gear system (Enviolo)

Your Trike Hybrid is equipped with a hub gear system.

The hub gear system allows you to continuously adjust the gear ratio to the cycling conditions and thus enjoy optimum cycling comfort.

The continuously variable hub gear system works with NuVinci® technology. Using the planetary transmission in the rear wheel hub, you change from one gear ratio to the next (stepless shifting).

#### High ratio (=high gear):

High effort when pedalling, low cadence.

#### Low ratio (=low gear):

Low effort when pedalling, high cadence.

For the number of gears of your hub gear system, please refer to the indication on the hub body or on the shift lever.

## 4.5 Handlebars, handlebar stem



### DANGER

**Dangers if the components are not replaced properly!**

**Due to its design, the steering assembly of your Trike Hybrid is usually more complex than that of a regular bike (without box).**

**The handlebars and handlebar stem of your Trike Hybrid must meet special requirements and must not be replaced without further precautions.**

**If, for example, you intend to combine a longer handlebar stem with wider handlebars, this circumstance could lead to a blockage or complete loss of function of the steering and/ or brakes!**

- Always keep in mind, however: The handlebars and/or handlebar stem may only be replaced with suitable **ISO-certified** components by a **specialist bicycle dealer**.



Fig. 4: Handlebars with handlebar stem

## 4.6 Suspension fork

Your Trike Hybrid has front suspension damping in the form of a suspension fork.



Fig. 5: Suspension fork

- Please also refer to ➔ Chapter 7.4 "Adjusting the suspension fork" on page 32.

## 4.7 Box

Your Trike Hybrid has a box for transporting children or objects/luggage.

The box, frame and overall construction are optimally matched, therefore no changes may be made to the box or the overall construction.

To be able to cope with everyday use, the box is made of robust EPP, a material that is also used for motorcycle helmets.

As intended, always use the box with the mounted soft top. This protects the load and children from the weather (e.g. wind, rain) and from ersetzen durch: objects (stones, insects) etc. In addition, the lockable canopy provides protection against unauthorized access to the load.



Fig. 6: Closed soft top, key is in the lock

- To lock or unlock the soft top, turn the key counterclockwise or clockwise.
- Never close the soft top when children are in the box, either while cycling or when stationary.

For transporting children, install the child seat included in the scope of delivery or optionally available in the box. The child seat and the fastening system used to install the child seat in the box are specially designed for the Trike Hybrid and the box.

- Only use the original child seat designed and approved by the manufacturer of the Trike Hybrid with the Trike Hybrid. Do not use any other child seats with the Trike Hybrid.

Depending on the model, unused belt parts can be stowed in a recess under the seat.



Fig. 7: Belt buckles in recess

## 5 Before using for the first time

### 5.1 Getting your Trike Hybrid ready to ride



#### DANGER

**Dangers due to improper handling/testing!**

**A Trike Hybrid that is not ready for cycling can lead to dangerous cycling situations, falls, accidents and material damage.**

**The same danger exists if you are not yet familiar with your new Trike Hybrid and its operation.**

- Handle your Trike Hybrid carefully from the beginning and follow the instructions regarding the (regular) inspection of your Trike Hybrid.

1. → Have your bicycle dealer confirm the correct final assembly and check the readiness of your Trike Hybrid for cycling.



#### NOTICE

You may make certain **fine adjustments** and **small changes** yourself. Please note the information in → *Chapter 7 "Adjusting and using the Trike Hybrid" on page 30.*

2. → Have your bicycle dealer adjust the correct saddle position for you.

3. → Do not use your Trike Hybrid until your bicycle dealer has familiarised you with the technology and operation of your Trike Hybrid through instruction.
4. → Perform a test on your Trike Hybrid as described in the sections of → *Chapter 6 "Before every trip" on page 22.*



#### NOTICE

If you familiarise yourself with the **correct condition** of your Trike Hybrid when **new**, you will be able to recognise **deviations** from the correct condition **more easily later**.

Self-made **photos** can be a valuable help.

### 5.2 Getting to know your Trike Hybrid



#### NOTICE

For **inexperienced cyclists**, the general **risk of accidents and injuries** increases massively.

- Familiarise yourself step by step with the functions and cycling characteristics of your Trike Hybrid so that you can use your Trike Hybrid safely.
- In particular, make yourself familiar with the function and operation of the following components.

#### Brakes

- Familiarise yourself with the assignment of the brake levers.  
Which brake lever actuates the front brake, which brake lever actuates the rear brake?
- Familiarise yourself slowly with the braking performance of your Trike Hybrid on safe terrain.  
The brakes have a strong braking effect. Excessive use of the brake levers can cause the respective wheel to lock and thus cause a fall.
- Be aware that the load distribution of the load in the box also affects the braking performance of your Trike Hybrid.
- Run in your disc brakes. To run in your disc brakes, follow the instructions in the component instructions of the brake manufacturer.



**NOTICE**

**Disc brakes** must be run in. The **full braking power** develops only **after the running-in procedure**.

**Electric drive**

- Familiarise yourself with the operation of the control element.  
What adjustments can you make while cycling and how?
- Familiarise yourself slowly with the different levels of support of your Trike Hybrid on safe terrain. Observe the information in the manufacturer's original operating manual of the electric drive regarding setting options, performance, etc.

**Steering**

- Please note the special design features in the steering of your Trike Hybrid.  
If you steer and brake hard at the same time or ride too fast with little weight (unloaded box) on loose ground (e.g. gravel), the wheels can lose traction when you turn.

**Box**

- Pay attention to how the load in the box influences the handling of your Trike Hybrid.  
How does your Trike Hybrid handle when riding with the box fully loaded?  
How is the handling affected when the box is partially loaded or empty?
- Practice cycling with the load that you are likely to transport most often with your Trike Hybrid in everyday life.  
What influence the load in the box has on the handling of your Trike Hybrid also depends on what it is: Is the load moving (e.g. children)? How is the load distributed (a heavy object or uniform distribution)? etc.
- If you primarily want to transport your child(ren) with the Trike Hybrid, practice cycling with your children in the box.  
If children are not used to cycling in the box, are anxious or do not remain calm in the box, this can lead to dangerous cycling situations, falls and accidents.
- Familiarise yourself with the handling of the soft top (opening/closing) and, if applicable, the child seat (seat belt system, etc.) so that you can act quickly if necessary.

## 6 Before every trip

### 6.1 Checking the Trike Hybrid as a whole



**DANGER**

**Dangers if the check is omitted!**

**A Trike Hybrid that is not ready for cycling can lead to dangerous cycling situations, falls, accidents and material damage.**

**There is a possibility that your Trike Hybrid may have fallen over during the unattended time or that strangers may have tampered with it.**

- Before each journey, check that your Trike Hybrid is safe to ride.
- Contact your bicycle dealer immediately if you notice that the actual condition of the Trike Hybrid deviates from the target condition.
- Only use your Trike Hybrid again when it has been properly repaired by your bicycle dealer.

- 1.** Perform a **visual inspection** of the entire Trike Hybrid.

In the process, check the following:

- all fixing screws for a **correct screw connection**.
- the entire Trike Hybrid for dents, chipping, deep scratches and other mechanical **damage**.
- whether **loose parts** have become caught somewhere on the Trike Hybrid, e.g. twigs, pieces of fabric.
- whether the reflective strips on the tyres are clean and clearly visible. If the tyres do not have reflective strips, clearly visible, clean reflectors must be fitted.

- 2.** If necessary, **remove** loose parts (e.g. twigs) and **check** whether, for example, your wheels have been damaged by the loose parts.

- 3.** **Fix** screw connections that have loosened, if these are **screw connections that you are allowed to tighten yourself** (see *Chapter 3.5 "Screw connections" on page 17*).

4. ➤ If necessary, clean the reflective strips on the tyres or clean and attach spoke reflectors.
- If the reflective strips are no longer visible or it is not possible for you to securely reattach the spoke reflectors, consult your bicycle dealer immediately.



#### NOTICE

Always make sure that the **reflective strips** on the tyre or alternatively spoke reflectors in accordance with **StVZO** on your Trike Hybrid are **present**, securely **fastened** and **not covered or dirty**.

5. ➤ Contact your **specialist bicycle dealer** if the visual inspection reveals defects of any kind which you cannot remedy as described here.

## 6.2 Checking the wheels



#### NOTICE

Front and rear wheels are also called wheels.

Your Trike Hybrid has three wheels: one front and two rear wheels.

Each wheel consists of the following:

- **Hub,**
- **Brake Disc,**
- **Spokes,**
- **Rim,**
- **Rim tape**
- **and tyres.**

### 6.2.1 Checking the installation

1. ➤ Vigorously shake both wheels at right angles to the direction of travel:
- The wheels must not move in the clamp mechanism.
- No cracking or crunching noises must be audible.
2. ➤ Contact your bicycle dealer if the inspection reveals defects.

### 6.2.2 Checking the rims

- Check the rims for wobbling:

To do so, lift up your Trike Hybrid and turn the front and rear wheels in turn. Pay attention to the distance between the frame stay or fork leg.

The maximum permissible deviation per revolution is 2 mm.

### 6.2.3 Checking the spokes

1. ➤ **Check** the spokes on the front and rear wheels regularly.

All spokes must be tight and undamaged.

Even individual spokes that have become loose or damaged can cause consequential damage.



#### NOTICE

**Do not use** your Trike Hybrid if spokes have become **loose** or **damaged** or if **spokes are missing!**

2. ➤ Consult your bicycle dealer if spokes have become loose or damaged.

### 6.2.4 Checking the tyres



#### DANGER

**Risk of a burst tyre or sudden loss of pressure!**

**If the valves are tilted, the valve base can break off while cycling, which causes a sudden loss of pressure in the tyre.**

**Incorrect tyre pressure reduces cycling comfort and in the worst case the tyre can burst at full speed.**

- Check the tyres of your Trike Hybrid regularly as described here.
- Only carry out the work on the tyres mentioned here yourself if you have the necessary expertise.
- If you do not have the necessary expertise for certain work or are unsure, contact your bicycle dealer.

**1. Check the valve position.**

The valves must point towards the centre of the wheel. Angled valves can shear off while cycling, causing a sudden loss of pressure in the tyre (= the air escapes abruptly, high risk of accident/fall).

Correct incorrectly aligned valves if you have the necessary expertise or consult your specialist bicycle dealer.

**2. Check the air pressure.**



**NOTICE**

The **optimum air pressure** depends on the **type of tyre** with which your Trike Hybrid is equipped.

As a rule, you will find an indication of the **maximum permissible air pressure** directly on the **rims** (sticker) and **tyres** (printed on).

If you are unsure, ask your specialist bicycle dealer.



**NOTICE**

Some air pressure values are given in "psi."

You can use the following table to convert the values.

<b>psi</b>	30	40	50	60	70	80
<b>bar</b>	2.1	2.8	3.5	4.1	4.8	5.5



**NOTICE**

The higher the body weight, the higher the tyre pressure must be.

- Check the air pressure with a tyre pressure gauge. Simple devices often accompany bicycle inner tubes, high-quality devices are available in specialist shops.
- Observe the relevant operating instructions for handling the tyre pressure gauge or have your specialist bicycle dealer show you how to use it.

**3. If necessary: Correct the air pressure,** taking into account the maximum permissible air pressure for rims and tyres.

- Excessively **low air pressure**: Increase the air pressure with a suitable pump.
- Excessively **high air pressure**: Release an appropriate amount of air through the valve and then check the air pressure again.
- Using a **bicycle pump with pressure gauge**, you can check the air pressure while inflating: First let some air out of the tyre and then increase the air pressure to the desired level.



**NOTICE**

There are **different types of valves**.

All valves can be covered with a dust protection cap. After removing the cap, both **Schrader** and **Dunlop valves** can be pumped up by placing the pump head directly on the valve.

With the **Sclaverand valve**, you must first unscrew the small locknut from the valve as far as it will go, and after pumping, screw it all the way back towards the valve.

If necessary, your specialist bicycle dealer will show you how to operate the valves on your tyres.

**4. Check the tyre tread.**

The tyre rubber must be present over its entire surface with the original profile.

Consult your bicycle dealer if you find that the tread pattern is worn or if you do not know how to check the tyre tread correctly.



**NOTICE**

Always pay attention to an optimal tyre profile.

With a **worn profile**, the general **risk of accidents and injuries** increases massively.



Fig. 8: Optimum tyre tread (left); Worn tyre tread (right)

**5. ➤ Check your tyres for external damage and wear.**

- The tyre fabric under the rubber layer must not be visible.
- There must be no bulges or cracks.

**6. ➤ Check the mounting of your tyres.**

- Lift the front and rear wheels and turn them by hand. The tyre must run true. There must be no vertical or lateral runout.

## 6.3 Checking the saddle and seat post

**DANGER**

**Danger if the minimum insertion depth is not observed!**

**If the insertion depth is too shallow, the seat post may come loose.**

**A loose seat post can lead to dangerous cycling situations, falls, accidents and material damage.**

- Make sure that the seat post is inserted to the correct depth (see ➤ Chapter 7.1.2 "Note the minimum insertion depth of the seat post" on page 30).

**Check the seat and seat post** for tightness.

- Try to twist the seat and seat post into the frame with your hands. The seat and seat post must not be able to be twisted.
- Try to move the saddle in its clamp by using opposite up and down movements with manual force.
- If the saddle and/or seat post can be moved, tighten them (see ➤ Chapter 7.2 "Adjusting the seat position" on page 31 and ➤ Chapter 7.3 "Adjusting the seat height" on page 31).

## 6.4 Checking the handlebars and handlebar stem

**DANGER**

**Risk if damaged or tampered with.**

The handlebars and handlebar stem are very important components for your cycling safety.

Damage and alterations as well as errors in assembly can result in very serious falls.

- If you discover defects on the handlebars or the handlebar stem or if you have doubts about them, you must not continue to use your Trike Hybrid under any circumstances.
- Under no circumstances should you attempt to remedy defects in the handlebars or handlebar stem yourself or attempt to replace the components yourself.  
Contact your specialist bicycle dealer if you discover any defects in the handlebars or handlebar stem.

1. ➤ If necessary, **align the handlebar stem and handlebars correctly:**

The handlebar stem must be aligned parallel to the front wheel rim for the check, while the handlebars must be at right angles to the front wheel rim.



Fig. 9: Stem and handlebars correctly aligned

2. ➤ **Check the assembly of the handlebars and handlebar stem** as described below.



**NOTICE**

It **must not be possible to twist or move** any of the parts.

There must be **no cracking or crunching noises**.

- Lean the front wheel against a wall or let a second person hold the front wheel.

Try to twist the handlebars in the handlebar stem by hand.

3. ➤ **Contact your specialist bicycle dealer** if you discover any **defects** in the handlebars or handlebar stem.

## 6.5 Checking the handlebar attachments

1. ➤ Check shifters, brake levers and grips for their attachment.
  - Hold the handlebars with one hand.
  - Try to turn the brake lever with the other hand.
2. ➤ Retighten the fixing screw(s) if attachments on the handlebars have become loose.

## 6.6 Checking the headset



**NOTICE**

The headset contains the bearings for the steerer tube to rotate in the head tube.



Fig. 10: Headset on handlebars

- Check the headset as described below.



**NOTICE**

It must be possible to steer the front wheel **freely and without play in both directions**.

- Stand next to your Trike Hybrid and hold it with both hands on the handlebar grips.
- Pull the front brake, keep it pulled.
- Push your Trike Hybrid back and forth with short, jerky movements.

There must be no play in the headset: There should be no audible or palpable knocking or any grating sounds.

- ➔ If you notice that the headset has play, contact your specialist bicycle dealer, to have the steerer clamp adjusted correctly.

## 6.7 Checking the suspension fork

Check your suspension fork as described below.

- Pull the front brake and keep it applied.
- Press with your body weight on the handlebars so that the suspension fork compresses.

The fork must spring in and out smoothly.

There must be no cracking or crunching noises.

- Clamp the front wheel between your legs and try to pull up the Trike Hybrid by the fork crown. Take care not to move or damage the headlamp and fender.

The stanchions must not come loose from the lower legs or from the fork crown.

For testing, also observe the instructions in the separate component instructions for your suspension fork.

## 6.8 Checking the brakes



### DANGER

#### Danger of brake failure!

#### A malfunction of the brakes is life threatening.

- Check your brake system particularly carefully.
- Clean dirty brake discs immediately: Dirty brake discs can reduce the braking effect.

1. ➔ **Check the function** of your hydraulic disc brake as described below.
  - Press both brake levers as far as they will go while standing still.
  - Make sure that the brake levers cannot be pulled completely onto the handlebar grip: There must always be a gap between the

brake lever and the handlebar grip, even when the brake lever is pulled to the maximum limit stop.



Fig. 11: Brake lever fully applied

- ➔ ■ Try to push the Trike Hybrid with the brakes applied. All wheels must remain locked.
2. ➔ **Pull the brake caliper** alternately in all directions with manual force.
 

The brake caliper must not move.
  3. ➔ Check the tightness of your brake system:
    - Operate the respective brake lever while standing still and hold it.
    - Check the brake system from the brake lever through the lines to the brakes.

Hydraulic fluid must not leak out at any point.
  4. ➔ Check the brake disc for damage:
 

There must be no notches, chips, deep scratches or other mechanical damage and the brake disc must be of the optimum thickness.
  5. ➔ Lift the front and rear wheels and turn them by hand:
 

The brake disc must not have any lateral runout.
  6. ➔ Have the wear on the brake pads and the brake disc checked by your specialist bicycle dealer (see ➔ *Chapter 16 "Handover checklist" on page 49*):
 

The brake disc must not fall below the minimum thickness. The minimum thickness can be found in the enclosed component instructions of the brake manufacturer.

7. ➤ Check your brake discs for dirt, especially oil and grease.



**NOTICE**

Dirty brake discs must be **cleaned immediately**.



**NOTICE**

During multi-day trips, the brake disc and brake pads can wear heavily.

Accordingly, **replacement brake pads** can be helpful on such trips.

- Only carry out the replacement yourself if you are familiar with this work. For more information, consult your specialist bicycle dealer.
- If you are not able to carry out the replacement yourself, have it carried out by your bicycle specialist.

## 6.9 Checking the manual drive (chain)

1. ➤ Check the chain ring for concentricity without lateral movements while standing.

The chain rings and sprockets must not have any lateral runout and there must be no foreign bodies between the individual chain rings/sprockets. Remove foreign bodies if this is easily possible.

2. ➤ Check the chain for damage.

The chain must not be damaged at any point by e.g. bent chain link plates, protruding rivet pins, etc. or have fixed, immovable chain links.

3. ➤ Check that the chain runs smoothly over the jockey wheels and does not jump.

4. ➤ Have the chain wear checked by a specialist bicycle dealer using a suitable measuring tool.

## 6.10 Checking the electric drive components



**NOTICE**

Observe the **separate original instructions** for the electric drive: In it, you will find all detailed information of the component manufacturer.

- Perform a visual inspection of the electric drive components.  
Check whether any components show visible damage.
- Refer to the original instructions for the electric drive to find out about the necessary test steps for the components of the electric drive.

## 6.11 Checking the lighting



**DANGER**

**Danger if the lighting fails!**

**The failure of front headlights and rear lights can lead to dangerous cycling situations in darkness and/or poor visibility.**

- Only use your Trike Hybrid in such visibility conditions if your lighting system is fully functional.

Check the function of your lighting as described below:

Switch on the light at the control element when the bike is parked.

The front headlight and the rear light must be on.



Fig. 12: Headlight (front)



Fig. 13: Rear light (rear)

## 6.12 Checking the box

Perform a **visual inspection** of the box.

Check whether the side walls of the box or the floor show **visible damage** (inside and outside).

## 6.13 Checking the front carrier



### NOTICE

If your Trike Hybrid is equipped with a front carrier (optional), you must also check it regularly.

Observe the **separate component instructions** for the **front carrier**: In them, you will find all detailed information of the component manufacturer.



### DANGER

#### Danger from loose parts!

**Loose front carrier parts can block the wheel and lead to serious falls.**

Contact your specialist bicycle dealer and have the front carrier correctly fastened.

Do not use your Trike Hybrid again until the front carrier has been secured.

- ➔ Shake the rear carrier by hand at right angles to the direction of travel.
  - The front carrier fastenings must not become loose.
  - The front carrier must not touch the tyre.

## 6.14 Checking the mudguards (wheel guards)



### DANGER

#### Danger from loose parts!!

**Loose mudguards can block the wheel and lead to serious falls.**

- Contact your specialist bicycle dealer and have all mudguards correctly fastened.
- Do not use your Trike Hybrid again until the mudguards have been secured.

- Check the mounting of your mudguards.



### NOTICE

The mudguard and its fastening stays must not be bent or damaged.

- While standing, move the front wheel vigorously back and forth using steering movements.
- Carefully shake the front mudguard with your hand.
  - The fastening stays must not become loose.
  - No part of the mudguards may touch the wheels.

## 7 Adjusting and using the Trike Hybrid

### 7.1 Essential factors to take into consideration

#### 7.1.1 Adjustments require expert knowledge



##### DANGER

**Danger due to incorrect adjustment or operation of your Trike Hybrid!**

**Many adjustments to the Trike Hybrid require expert knowledge. If you carry out adjustment work on the Trike Hybrid without the necessary expertise, this can lead to dangerous falls, accidents and material damage.**

- Only carry out the adjustment work on the Trike Hybrid described in these original instructions yourself if you have the appropriate basic technical knowledge and experience, as well as the appropriate tools.
- Only carry out adjustment work on the Trike Hybrid itself for which you will find descriptions in this original operating manual or other applicable documents.
- In case of doubt and/or if you have any questions, please contact your specialist bicycle dealer.

#### 7.1.2 Note the minimum insertion depth of the seat post



##### DANGER

**Danger if the minimum insertion depth is not observed!**

**If the insertion depth is too shallow, the inserted component may become unstable, break or come loose.**

**A loose seat post can lead to dangerous cycling situations, falls, accidents and material damage.**

- Always ensure the correct insertion depth when adjusting the seat post.
- Never go below the minimum insertion depth of the seat post.
- If necessary, observe the information on the minimum insertion depth in the component instructions for the seat post.



##### DANGER

**Danger if inserted to the wrong depth!**

**Many adjustments to the Trike Hybrid require expert knowledge. If you carry out adjustment work on the Trike Hybrid without the necessary expertise, this can lead to dangerous falls, accidents and material damage.**

- Only carry out the adjustment work on the Trike Hybrid described in these original instructions yourself if you have the appropriate basic technical knowledge and experience, as well as the appropriate tools.
- Only carry out adjustment work on the Trike Hybrid itself for which you will find descriptions in this original operating manual or other applicable documents.
- In case of doubt and/or if you have any questions, please contact your specialist bicycle dealer.

### Minimum seat post insertion depth

There is a mark on the seat post which indicates the minimum insertion depth of the seat post in the seat tube.

When the clamp is fixed, the marking on the seat post must not be visible, but must be in the seat tube.



Fig. 14: Marking for the minimum seat post insertion depth

## 7.2 Adjusting the seat position



### NOTICE

To adjust the seat position, you need a hex bit socket and a torque wrench of the appropriate size.

To adjust the horizontal position or inclination of your seat:

1. ➤ Loosen the clamping bolt by a few turns until the seat can be moved easily and/or the inclination can be adjusted.
2. ➤ Move the seat to the desired position.



### NOTICE

When changing the **horizontal position**, pay attention to the **adjustment range** on the **saddle rails**.

3. ➤ Fix the adjustment by tightening the clamping screws as follows:

Tighten the clamping screws alternately by a quarter to half turn until the prescribed torque is reached (see chapter ➔ *Chapter 3.5 "Screw connections" on page 17*).

4. ➤ If the marking on the seat post cannot be found in chapter ➔ *Chapter 3.5 "Screw connections" on page 17* under "Tightening Torques," consult your specialist bicycle dealer.

## 7.3 Adjusting the seat height



### NOTICE

The **telescopic seat post** is fixed with a **clamp** in the seat tube of the frame.

The clamp is fixed with an **integrated lever**.

When attaching an (additional) clamp (e.g. for anti-theft protection), observe the information in the manufacturer's instructions for the clamp.

1. ➤ Loosen the clamp by turning the integrated lever counterclockwise.
2. ➤ Bring the saddle with the seat post into the desired position for your saddle height.



### NOTICE

Please note the minimum insertion depth of the seat post (see chapter ➔ *Chapter 7.1.2 "Note the minimum insertion depth of the seat post" on page 30*).



Fig. 15: Adjusting the seat height

3. ➤ The saddle nose points in the direction of travel.

4. ➤ Fix the clamp by turning the integrated lever clockwise.

Make sure that the post is completely fixed, cannot be twisted and that the integrated lever of the saddle clamp is aligned in the direction of travel.



Fig. 16: Fixed seat clamp

5. ➤ For further fine adjustment, the telescopic part of the seat post can still be adjusted to your needs.

To do this, open the quick-release lever of the seat post and adjust the height accordingly, then close the lever again completely so that the seat post is fixed.



## 7.4 Adjusting the suspension fork



### NOTICE

Observe the **separate component instructions** for the **suspension fork**. In them, you will find all detailed information of the component manufacturer.

### 7.4.1 What is the total weight range?

Suspension forks with elastomers and/or steel springs are each suitable for a certain **total weight range** (= cyclist weight + luggage). This weight range usually covers a span of 20 kg.



### NOTICE

The **weight range** for which the suspension elements in your suspension fork are suitable can be found in the separate **component instructions** of the suspension fork manufacturer and/ or consult your specialist bicycle dealer.

Contact your specialist bicycle dealer if your total weight is outside the specified range.

Your specialist bicycle dealer can replace the suspension fork elements if necessary and thus adapt them to your needs.

### 7.4.2 Adjusting the preload

You can adjust the preload of the suspension fork. To do this, increase the preload on the fork using the adjuster.



Fig. 17: Suspension fork preload adjuster

By changing the preload, the breakaway torque of the fork changes, i.e. with a higher preload the fork only compresses at higher operating forces.

If the fork is preloaded too much, the suspension travel will be reduced accordingly.

- To **adjust** the preload and for **basic set-up** of the suspension fork, follow the instructions in the enclosed **component instructions** of the suspension fork manufacturer.



## 7.5 Operating the electric drive



### NOTICE

Observe the **separate original instructions** for the **electric drive**: In them, you will find all detailed information of the component manufacturer.

- For **adjusting** and **operating** the electric drive and for the **basic set-up** of the electric drive and its components, follow the instructions in the included **original instructions** of the drive manufacturer.

## 7.6 Setting up and operating the shifting



### NOTICE

Please note the **separate component manual** for the **hub gears**: In them you will find all the detailed information from the component manufacturer.

- To **adjust** the hub gears and for **basic handling** of the hub gears follow the information in the enclosed **component instructions** of the gear manufacturer.

## 7.7 Operating the brakes



### DANGER

**Danger when cycling without braking!**

**Incorrect operation of the brakes can lead to dangerous cycling situations, falls, accidents and material damage.**

- Familiarise yourself with the operation of the brakes.
- Determine which brake lever actuates the front or rear brake. Operate the respective brake lever several times while standing still:  
You can observe the opening and closing of the brake pads on the corresponding brake disc.
- Be careful not to brake and steer hard at the same time.  
If you steer and brake hard at the same time or ride too fast with little weight (unloaded box) on loose ground (e.g. gravel), the front wheel can lose traction when you turn.
- Furthermore, the rear wheel brake has a parking lock lever. This lever can be used to park the wheel on a slope, to additionally secure it when loading and unloading the box or getting into and out of the box. The operation of the parking lever is explained in the chapter → *Chapter 7.8 "Operating the kickstand / parking brake" on page 34.*

- To apply the brake, pull the brake lever towards the handlebars.



### NOTICE

You will achieve the best **braking effect** if you operate **both** brake levers in the correct dosage **at the same time**.

## 7.8 Operating the kickstand / parking brake

### Park your Trike Hybrid / activate parking function



#### NOTICE

#### Danger in case of improper parking!

Ideally, park your Trike Hybrid on flat terrain.

If you park the bike on a slope, always park it in the direction of travel uphill (= front wheel points uphill).

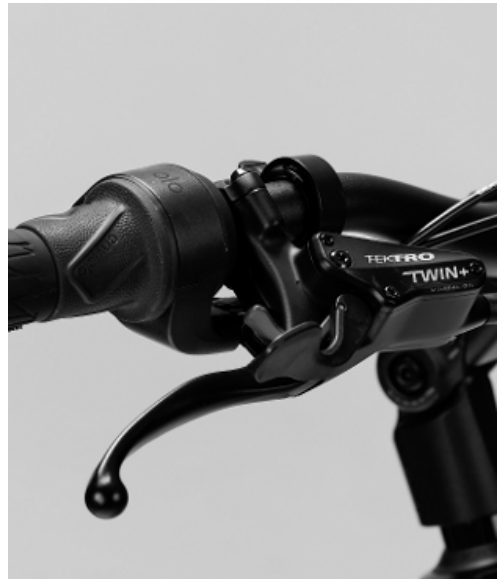
1. ▶ Stand next to your Trike Hybrid and hold it with both hands on the handlebars.
2. ▶ Fold out the kickstand with your foot and tilt the front frame onto the stand.



3. ▶ Activate the rear brake parking function by pushing the larger of the two levers away from the handlebars. The smaller lever automatically folds out as well.



4. ▶ Turn the lever until you hear a click and it locks into place. The smaller lever springs away from the larger lever and locks in place.



5. ➤ Pull the brake lever towards the handlebar until you hear several clicks.



- ➔ The parking function is now activated and the bike is safely parked.



**Setting off/releasing the parking lever**

1. ➤ To release the parking function, push the smaller lever towards the larger lever.



2. ➤ To fold in, pull both levers fully back towards the handlebars.

Be careful when doing this, as the wheels can now move freely again.



3. ➤ Tilt the front frame and unload the stand, then fold it in with the foot.

➔ Your bike is now ready to ride.

## 7.9 Using the box



**WARNING**

**Risk of injury by using without soft top or with open soft top.**

When the soft top is removed or open, children can reach into moving parts of the Trike Hybrid (e.g. rear wheel) during the ride or be hit by objects such as stones that have been thrown up and thus be injured.

- Use the box only with the soft top.
- Always make sure that the soft top is closed and fastened correctly before start the ride.

For ventilation, the canopy has vents on the front and back and adjustable vents.

- To open or close the adjustable vents, manually adjust the slats in the appropriate direction.



Fig. 18: Adjustable air vents

For additional ventilation, the plastic windows on both sides can also be opened. The mesh underneath lets in more fresh air and at the same time prevents stones and other objects from flying up into the box.

### 7.9.1 Opening the soft top



**WARNING**

**Risk of injury**

If the footboard is not properly unfolded and engaged, the Trike Hybrid can tip over when children get on or off or when the box is loaded.

- Always fold the footboard down completely and snap it into place on the seat stay.

1. ➤ Press the two buttons on the soft top.



Fig. 19: buttons pressed - soft top slightly open

2. ➤ Lift the soft top only slightly.

- ➔ The gas strut continues to raise the soft top until it is fully open.



Fig. 20: Soft top open, footboard folded in

3. ➔ Pull the footboard upwards out of its lock.



Fig. 21: Pull the footboard upwards

4. ➔ Lower the footboard towards the front.



Fig. 22: Fold out the footboard

- ➔ If the footboard is fully unfolded, it locks onto the seat stay and stabilizes the standing Trike Hybrid.



Fig. 23: Unfolded footboard

## 7.9.2 Closing the soft top

1. ➔ Pull the footboard upwards out of its lock on the seat stay.



Fig. 24: Fold in footboard

2. ➔ Fold the footboard up completely so that it is fully vertical.
3. ➔ Press the footboard down vertically to lock it in position.



Fig. 25: Push the footboard down into the locking device

4. ➔ Press the soft top carefully down, so that it lowers onto the box from above.

- To lock the soft top in the closed position, press down the front of the soft top with a little pressure so that it audibly engages on both sides.

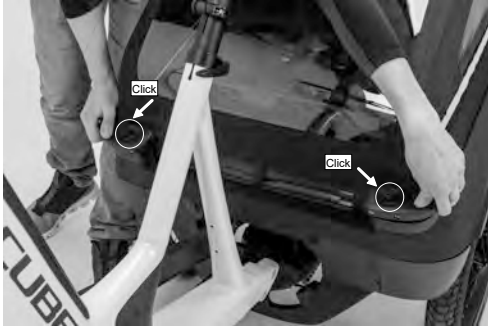


Fig. 26: closed soft top

### 7.9.3 Removing/attaching the soft top



**NOTICE**

You can remove the soft top to clean the interior of the box. However, always note that use of the Trike Hybrid is only permitted with the soft top mounted and fully closed.

**To remove the soft top:**

- Fold up the soft top ➔ *Chapter 7.9.1 "Opening the soft top" on page 36.*
- Hold down the safety button on the cotter-pin and pull it out of its guide.



Fig. 27: Cotter-pin with safety button

- Unhook the gas strut.

- Lift the soft top out of the hinges on both sides of the box.



Fig. 28: Lift the soft top out of the hinges



Fig. 29: Soft top lifted

**To reattach the soft top:**

- Hook the soft top into the hinges on both sides of the box.
- Re-attach the gas strut.
- Push the cotter-pin into its guide as far as it will go. Make sure that the safety button on the cotter-pin pops out and locks the cotter-pin securely.



Fig. 30: Inserted cotter-pin

4. ➤ Close the soft top ➔ *Chapter 7.9.2 "Closing the soft top" on page 37.*

## 7.9.4 Installing the child seat in the box



### WARNING

Risk of injury if the child seat is not correctly installed.

If the child seat is not correctly installed in the box or properly locked, children can be injured during transport.

- Only use the child seat when it is properly installed and correctly locked.
- Do not use the child seat if it does not lock correctly. In this case, contact your specialist bicycle dealer.



### NOTICE

The child seat has recessed grips on the front and back.

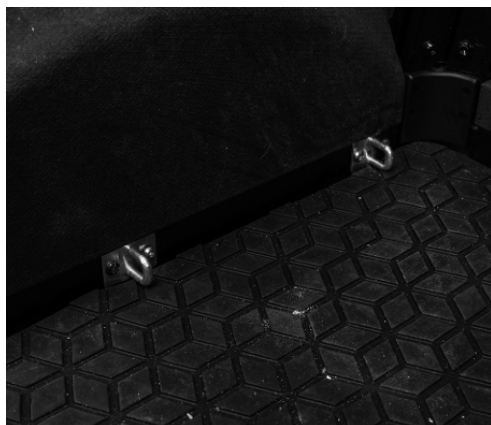
1. ➤ Pull the latches on the side rails forward to open the latches.



*Fig. 31: Bolt on rail pulled forward, lock opened*

2. ➤ Insert the child seat at first in to the back of the box

The hooks on the two rails must engage with the corresponding eyelets in the box.



*Fig. 32: Eyelets for child seat in box*

3. ➤ Press down the front part of the child seat with a little pressure so that it audibly engages 2x on both sides.



*Fig. 33: Press child seat into locking position*



### NOTICE

The child seat has two locking stages at the front. The first engagement only indicates the first, lighter locking stage. The child seat is not fully locked in the box until it has engaged 2x on both sides at the front.

## 7.9.5 Use child seat

1. Place the child in the middle seat (when using as a single-seater) or in one of the outer seats (when using as a two-seater).



Fig. 34: Left: single-seater - right: two-seater



*If you are using the child seat as a single-seater, pull the two outer free belts as tight as possible. Loose hanging belts can pose a safety risk to the child (risk of strangulation!).*

2. Guide the shoulder straps of the harness system over the child's shoulders. The harness buckle is located between the child's legs.
3. To **close the belt system**, insert the two belt tongues together into the belt buckle. The belt tongues audibly engages in the belt buckle.



Fig. 35: Insert both belt tongues into the belt buckle

4. Check the proper fit of the shoulder straps. If necessary, adjust the shoulder strap to the right length for your child.



### NOTICE

Depending on the size of the child to be strapped in, the belt position can also be changed.

Contact a CUBE dealer to change the belt position.

5. To **open the belt system**, proceed as follows: Press the two release buttons at the top and bottom of the buckle simultaneously.



Fig. 36: Open belt system



## 7.9.6 Removing the child seat from the box

1. ➤ Pull the latches on the side rails forward to open the locking mechanism.



Fig. 37: Latches pulled forward (open)

2. ➤ Lift the front part of the child seat.



Fig. 38: Lift child seat at the front

3. ➤ Unhook the rails of the child seat at the rear and remove the child seat from the box.



Fig. 39: Lift out child seat

## 7.9.7 Cleaning the child seat

1. ➤ If necessary, clean the child seat with warm water and a neutral cleaning agent.
2. ➤ Let the child seat air dry completely afterwards.

## 7.10 Using the front carrier

### 7.10.1 Retrofitting the front carrier

1. ➤ Ask your specialist bicycle dealer about suitable front carriers that you can use with your Trike Hybrid.
2. ➤ Have your specialist bicycle dealer fit the desired suitable front carrier to your Trike Hybrid.

### 7.10.2 Loading the front carrier



#### NOTICE

The luggage carrier may be loaded with a maximum of 20 kg, provided that you comply with the permitted total weight for your Trike Hybrid (even with the additional load).

Therefore, when loading the rear carrier, observe the information on the **permissible total weight** of your Trike Hybrid and the **maximum payload** (see ➤ Chapter 3.3 "Permissible total weight (Trike Hybrid)" on page 14 ➤ Chapter 3.4 "Trike Family Hybrid Maximum payload" on page 15).

1. ➤ Place your luggage in the middle of your carrier.
2. ➤ Secure your luggage with a spring clamp or with a specially designed tensioning belt.
3. ➤ Shake your Trike Hybrid after loading.

The luggage (or parts of it) must not:

- become loose.
- obstruct your freedom of movement when cycling.
- touch the wheels.
- Do not obscure your lighting and reflectors.

## 8 Malfunctions while cycling



### DANGER

**Danger in case of unprofessional maintenance!**

**If you perform maintenance work for which you are not authorised, this can lead to dangerous cycling situations, falls, accidents and material damage.**

- Have abnormalities not listed in the following table checked immediately by your specialist dealer and, if necessary, rectified.
- If the listed measures do not remedy the problem, consult your bicycle dealer immediately.

## 8.1 Trike Hybrid (general cycling behaviour)

Fault description	Cause	Remedy
Unsafe or unstable cycling behaviour	Box is not securely fixed/screws on the box have loosened	Contact your specialist bicycle dealer immediately for remedy.
	Load is unevenly distributed/ not placed centrally in the box	Make sure that the weight is evenly distributed when loading.
	Load is insufficiently secured (e.g. against slipping)	Use tensioning straps or luggage nets to secure loose objects.
	Screw connections have loosened	Contact your specialist bicycle dealer immediately for remedy.

## 8.2 Electric drive



### NOTICE

Observe the **separate original instructions** for the **electric drive**: In them, you will find all detailed information of the component manufacturer.

## 8.3 Shifting, manual drive (chain)

Fault description	Cause	Remedy
Unusual noises such as cracking, loud grinding and/or knocking	Drive/shifting components damaged	Contact your specialist bicycle dealer immediately for remedy.
Irregular resistance during pedalling	Drive/shifting components damaged	Contact your specialist bicycle dealer immediately for remedy.

## 8.4 Brakes

Fault description	Cause	Remedy
Brakes do not work	Brake not mounted correctly	Contact your specialist bicycle dealer immediately for remedy.
	Brake damaged	Contact your specialist bicycle dealer immediately for remedy.
Decreasing braking effect, brake lever can be pulled too far	Brake pads worn	Have brake pads replaced immediately by your specialist bicycle dealer.
	Hydraulic lines/brake system leaking	Contact your specialist bicycle dealer immediately for remedy.

## 8.5 Frame, seat post and suspension fork

Fault description	Cause	Remedy
Noises: Creaking, banging, grinding or similar sounds.	Frame and/or suspension damaged	Contact your specialist bicycle dealer immediately for remedy.
Seat post slips into the frame or twists	Tightening torque too low	Check and correct the tightening torque (see chapter <a href="#">↪ Chapter 3.5 "Screw connections" on page 17</a> ).
	Incorrect installation	Fix the fastener/clamp (see chapter <a href="#">↪ Chapter 7.3 "Adjusting the seat height" on page 31</a> ).
	Seat post has too small a diameter	Install a seat post with the correct diameter.
Poor suspension performance	Suspension fork/preload not correctly adjusted	Adjustment and tuning according to the enclosed component operating instructions for the suspension fork (see chapter <a href="#">↪ Chapter 7.4 "Adjusting the suspension fork" on page 32</a> ).

Fault description	Cause	Remedy
Poor suspension performance	Suspension fork damaged	Contact your specialist bicycle dealer immediately for remedy.

## 8.6 Mudguards, lighting

Fault description	Cause	Remedy
Noises: Creaking, banging, grinding or similar sounds.	Mudguards or rear carrier have come loose	If the parts cannot be reattached, contact your bicycle dealer immediately for remedy.
Lighting partially or completely without function	Light LEDs have reached the end of their service life.	Contact your specialist bicycle dealer immediately for remedy.
	Cables damaged	Contact your specialist bicycle dealer immediately for remedy.

## 8.7 Wheels and tyres

Fault description	Cause	Remedy
Wheels "bounce"	Tyre damage	Contact your specialist bicycle dealer immediately for remedy.
	Spoke broken	Contact your specialist bicycle dealer immediately for remedy.
Noises: Creaking, banging, grinding or similar sounds.	Foreign object is caught in the wheel	<ul style="list-style-type: none"> <li>■ Remove the foreign body.</li> <li>■ Use your Trike Hybrid with special care afterwards. Have your Trike Hybrid checked by your bicycle dealer for any consequential damage.</li> </ul>
	Damage to the wheel	Contact your specialist bicycle dealer immediately for remedy.
Spongy handling	Excessively low air pressure	<ul style="list-style-type: none"> <li>■ Increase air pressure (= inflate tyres)</li> <li>■ If the same cycling behaviour occurs again soon afterwards, there is a slow puncture (see next line).</li> </ul>
Increasingly spongy handling, very unusual rolling behaviour (you feel every little stone)	Flat tyre	<ul style="list-style-type: none"> <li>■ Replacement of tyre/inner tube.</li> <li>■ Contact your bicycle dealer immediately for remedy and do not use your Trike Hybrid until then.</li> </ul> <p>You must <b>not</b> replace the inner tube, tyre and rim tape for the Trike Hybrid yourself.</p>

## 9 After a fall or accident



### DANGER

**Danger from unrectified damage!**

**Damage after a fall or accident can lead to dangerous cycling situations, falls, accidents and material damage.**

- Contact your bicycle dealer immediately after a fall or accident.
- Only continue to ride your Trike Hybrid when it has been properly repaired by your bicycle dealer.



### DANGER

**Danger from prohibited spare parts!**

**Prohibited spare parts may not meet the special requirements of your Trike Hybrid and may fail. These can lead to dangerous cycling situations, falls, accidents and material damage.**

- Only use original spare parts.

After a fall, you must always replace the opened components listed below if hit during the impact:

- Handlebars,
- Handlebar ends,
- Handlebar stem,
- Crank.

All other components or parts must be checked and replaced if necessary by your specialist bicycle dealer.

## 10 Cleaning and maintaining the Trike Hybrid

Good care increases the life of your Trike Hybrid and its components. Therefore clean and maintain your Trike Hybrid regularly.



### NOTICE

**Before cleaning, remove the battery or batteries from your Trike Hybrid.**

Observe the **original instructions** for the electric drive for cleaning and care of the **components of the electric drive**.



### CAUTION

**Danger due to incorrect care or incorrect cleaning agents!**

**Cleaning agents, lubricants and preservatives are chemical products.**

**Incorrect use can damage your Trike Hybrid.**

- Use a gentle stream of water or a bucket of water and a sponge for wet cleaning.  
Use only clean fresh or desalinated water. Salt water contributes to corrosion.
- Only use products that are expressly suitable for bicycles.
- Make sure that this agent does not attack paint, rubber, plastic, metal parts, etc.  
For more information, consult your specialist bicycle dealer.
- Follow the respective manufacturer's instructions in the component manuals.

1. ➤ Remove coarse dirt such as earth, stones, sand, etc. with a gentle stream of water.
2. ➤ Let your Trike Hybrid dry out a little.
3. ➤ Spray your entire Trike Hybrid with a suitable cleaning agent.

For many cleaning agents and light soiling, simply spraying on and rinsing off after the prescribed soaking time is sufficient.

Stubborn dirt can be removed after the soaking time, e.g. with a radiator brush before rinsing.

4. ➤ Rinse the entire Trike Hybrid with a gentle stream of water and let it dry.

5. ➤ Clean the chain as described below.

- Drip a suitable chain cleaning agent into a clean, lint-free cotton cloth and wipe the chain with it. Slowly operate the crank in the opposite direction to the drive direction.
- Repeat this process with a clean area of the cotton cloth until the chain is clean.
- Let the cleaning agent evaporate for about 1 hour.

If there is still cleaning agent between the chain links, the new lubricant is immediately decomposed and is therefore ineffective.

- Apply a lubricant suitable for bicycle chains sparingly to the chain links.
- Remove excess lubricant on the chain with a clean, dry and lint-free cotton cloth.

6. ➤ Clean remaining heavily soiled areas by hand with a clean, lint-free cotton cloth using a suitable cleaning agent.



#### NOTICE

Clean and lubricate your chain as described after every ride in the wet, every longer ride on sandy ground, at the latest every 200 km.

7. ➤ Spray the entire Trike Hybrid with suitable spray wax or a similar protective agent.

Exceptions:

- Brake blocks or brake pads,
- Brake discs,
- Grips, brake/shift lever,
- Saddle,
- Tyres.

8. ➤ Polish your Trike Hybrid after the prescribed exposure time with a clean, lint-free cotton cloth.

9. ➤ Clean brake pads and brake discs by hand with a clean, dry, lint-free cotton cloth using a suitable degreasing agent.

## 11 Transporting the Trike Hybrid



#### NOTICE

The Trike Hybrid **must never be dismantled** for transport! **Also the box must not be modified or removed!**

An exception is the removal of the soft top, this can be removed for transport. ➔ *Chapter 7.9.3 "Removing/attaching the soft top" on page 38*

You may **only** transport the Trike Hybrid **in one piece** (including the box)!

1. ➤ Before transport, remove the battery or batteries from your Trike Hybrid.



#### NOTICE

**Batteries must be transported separately.**

Observe the information in the **original instructions** for the **electric drive**.

2. ➤ If necessary, remove other optional attachments that could be damaged during transport of your Trike Hybrid (e.g. smartphone cradle).

3. ➤ Transport your Trike Hybrid upright and secure it against falling over or slipping.

## 12 Decommissioning the Trike Hybrid for a longer period



#### CAUTION

**Danger in case of incorrect storage!**

**Incorrect storage can damage bearings and tyres and promote corrosion.**

- Please observe the following instructions.



**NOTICE**

**Remove the battery** or batteries from your Trike Hybrid if you are going to park it for a long time.

Observe the information about storage in the **original instructions** for the electric drive.

- Clean and maintain your Trike Hybrid regularly as described in chapter ➔ *Chapter 10 "Cleaning and maintaining the Trike Hybrid" on page 46.*
- Store your Trike Hybrid only in dry and dust-free rooms.
- Protect your Trike Hybrid against access by unauthorised persons or children.
- Check the brakes when you put your Trike Hybrid back into operation.  
In case of longer periods of non-use, the disc brakes may have to be run in again.  
In case of doubt, consult your specialist bicycle dealer.

## 13 End-of-life disposal



**NOTICE**

The integrated electric motor turns your Trike Hybrid into an **electrical appliance** that must be disposed of in accordance with national regulations.

Electrical and electronic devices as well as batteries and accumulators **must not be disposed of with household waste.**

As a consumer, you are legally obliged to return electrical and electronic equipment as well as batteries and accumulators at the end of their service life to the public collection points set up for this purpose or to specialist dealers.



**NOTICE**

**Remove the battery** or batteries from your Trike Hybrid before disposing of it.

**Batteries must be disposed of separately!**

Observe the **original instructions** for the electric drive for the disposal of the **components of the electric drive.**

## 14 Guarantee/warranty

### 14.1 Warranty

As a rule, we grant a 2-year warranty on all Cube frames and rigid forks from the date of sale as required by law.

Your contact for warranty claims is the dealer from whom you purchased our product.

### 14.2 Warranty services

In addition, we offer extended warranties some of our CUBE frames and rigid forks beyond the statutory warranty period as follows:

For some alloy frames and rigid forks, we grant 6 years warranty from date of sale.

Should a break occur within this period (from the date of sale), we undertake to replace this article with an identical or similar article.

We reserve the right to repair defective frames or parts, or replace them with the corresponding successor model.

If a frame of the same type is no longer available for a pending exchange of a frame, we reserve the right to supply a replacement frame, which may differ in shape and colour from the original frame.

There shall be no entitlement to delivery of goods of the same type.

Conversion work outside the statutory warranty period (2 years) will not be carried out free of charge or reimbursed by us.

### 14.3 Warranty conditions

The services exclusively relate to the frame and rigid fork and not to the paintwork and decor.



Costs for necessary add-on parts due to frame changes (e.g. front derailleur, headset, rear shock, etc.) are not included in the warranty and are to be borne by the customer.

### 14.4 The claim to warranty/ guarantee is invalidated

No claim may be made under warranty/guarantee in the following cases:

- In case of changes to the Trike Hybrid without prior consent of the manufacturer.
- In case of a retrofit of electric drives of any kind (e.g. front hub motor, rear hub motor, centre motor, etc.)
- In case of defects and damage:
  - Due to add-on parts (such as bags, locks, rack systems, etc.),
  - which are attributable to the fact that they have not complied with the specifications in these original instructions.
  - which are due to force majeure, accidents, improper use, repairs not carried out professionally, lack of maintenance / care or wear and tear.
  - which are due to improper use (see chapter ➔ Chapter 2.1 "Using your Trike Hybrid as intended" on page 8).
  - which are due to the fact that you have not used original specified parts or spare parts approved by CUBE when replacing components/parts.

Type of inspection/ service work	Intervals: During normal use	During frequent use with maximum load/payload/heavy weights
(Regular) follow-up inspections	Every 2000 km or 1x per year	Every 500 km or every 2 months
Check of spoke tension	Every 500 km or 1x per year	Every 250 km or every 2 months
Check of the brake pads	Every 400 km	Every 100 km
Check of brake discs	Every 400 km	Every 100 km
Check of chain wear	Every 500 km	Every 250 km
Exchange of handlebars and handlebar stem	After an accident/fall (see ➔ Chapter 9 "After a fall or accident" on page 46)	After an accident/fall (see ➔ Chapter 9 "After a fall or accident" on page 46)

## 15 Inspections/service plan



**NOTICE**

Have your **specialist bicycle dealer regularly** inspect your Trike Hybrid and carry out the necessary service work at the intervals specified here.

Type of inspection/ service work	Intervals: During normal use	During frequent use with maximum load/payload/heavy weights
First inspection	After 200 km or 2 months at the latest	After 100 km or 1 month at the latest

## 16 Handover checklist

### Brake inspection:

- Brake line routing
- Brake line check
- Brake pad adjustment
- Visual leak test of the brake system.
- Check of all fastening screws of the brake system.
- Test of function and correct operation of front and rear brake.

### Shifting inspection:

- Shift cable routing
- Shift lever or grip shift set-up
- End stop set-up
- Cable tension adjustment
- Shifting function and smooth operation
- Check of all fastening screws of the shifting system.

### Chassis inspection:

- Basic function and leak check of the front fork.
- Adjustment / smoothness of the headset bearing
- Check of all chassis screw connections

### Wheel inspection:

- Concentricity and centring of the rims, concentricity and centring of the tyres.
- Check of spoke tension and air/tyre pressure.
- Correct installation and fixed position of the wheels.

### Other inspections:

- Adjustment and correct tightening of the handlebars, handlebar stem and of the crank arms.
- Adjustment and correct tightening of the saddle seatpost, correct tightening of the handles.
- Correct installation of the assembly rivet of the chain.
- Functioning of lights (if applicable).
- Adjustment and correct tightening of the carrier, mudguards and kickstand (if applicable).
- Assembly and correct tightening of other attachment parts.

### When handing over the bicycle:

- The purchased object was handed over in a complete and perfect condition including the operating manual.
- Verbal instructions were given on the safe use of the bicycle, particularly guidelines on running in the disc brake - if applicable.
- Reference was made to the respective instructions in the operating manual which are to be observed.
- Reference was made to the warranty obligations in the CUBE operating manual.

### Please check off items after inspection

Comments

Place, date

Retailer signature

Purchaser signature (legal guardian for children under 18 years of age)