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E-Bikes GmbH



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OPERATING INSTRUCTIONS

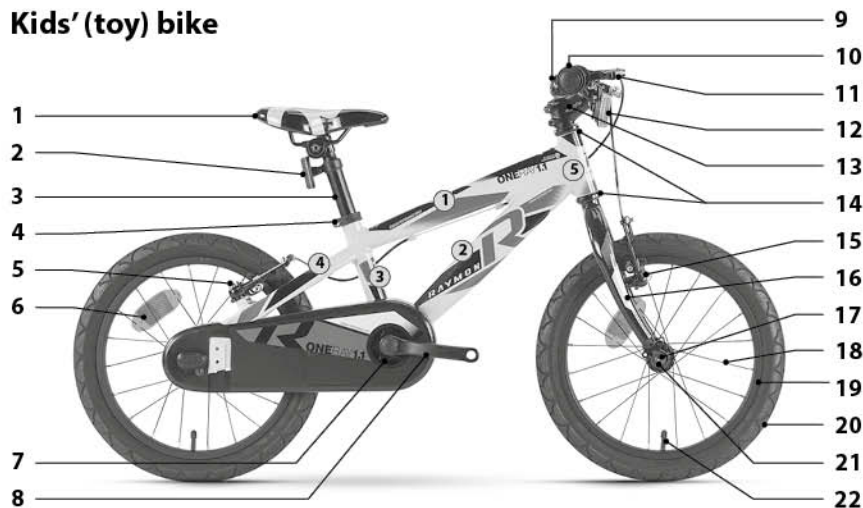
EN ISO 8124

Item 8959050105

KIDS' TOY BIKE

Read pages 3 to 7 before the first ride! Perform the functional check on pages 8 and 9 before every ride!

Kids' (toy) bike



Frame:

- ① Top tube
- ② Down tube
- ③ Seat tube
- ④ Rear stay
- ⑤ Head tube
- ⑥ Central tube



Balance bike



- 1 Saddle
- 2 Rear reflector
- 3 Seat post
- 4 Seat post clamp
- 5 Rear brake
- 6 Spoke reflector
- 7 Chainring
- 8 Crank

- 9 Bell
- 10 Handlebar
- 11 Brake lever
- 12 Reflector
- 13 Stem
- 14 Headset
- 15 Front brake
- 16 Fork

Wheel:

- 17 Wheel nut
- 18 Spoke
- 19 Rim
- 20 Tyre
- 21 Hub
- 22 Valve

Pay particular attention to the following symbols:

⚠ WARNING

This symbol indicates a hazardous situation which could result in death or serious injury – if the relevant operational instructions are not followed or if the relevant protective measures are not taken.

⚠ CAUTION

This symbol indicates a hazardous situation which could result in minor or moderate injury – if the relevant operational instructions are not followed or if the relevant protective measures are not taken.

NOTICE

This symbol is used to address practices not related to physical injury – which may, however, result in damage to property and the environment.

SAFETY INSTRUCTIONS

This symbol indicates specific safety-related instructions or procedures about how to handle the product or refers to a section in the operating instructions that deserves your particular attention.

The described possible consequences will not be repeated in the instructions for use every time one of the symbols appears.

For the sake of better readability, the male form is used with personal names and personal nouns throughout these operating instructions. The terms in question principally apply to all genders in the spirit of equal treatment. The abbreviated language form is used solely for editorial reasons and does not represent any value judgement.

SOME NOTES ON THIS MANUAL

The illustrations (c+d) show typical kids' (toy) bikes – one of these types may look similar to the bicycle you have purchased. Today's bicycles come in various types that are designed for specific uses and equipped accordingly.

These instructions for use are not intended to help you assemble a bicycle from individual components, to repair it or to make a partly assembled bicycle ready-for-use.

These operating instructions are not applicable to any other than the displayed or specified bicycle type.

Technical details in the text and illustrations of these operating instructions are subject to change.

These operating instructions comply with the requirements of the EN ISO standard 8124 Safety of toys.

Also observe the enclosed operating instructions of the component manufacturers. These operating instructions are subject to European law. If delivered to countries outside Europe, supplementary information has to be provided by the bicycle manufacturer, if necessary.



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GENERAL SAFETY INSTRUCTIONS

Dear Customer,

In purchasing this kids' (toy) bike you have chosen a product of high quality and technology. Each component of your new kids' (toy) bike has been designed, manufactured and assembled with great care and expertise. It has been fully assembled and subjected to a functional check by your authorised dealer. So your child can pedal with joy and a secure feeling from the very first metres (e+f).

This manual contains a wealth of information on the proper use of your bicycle, its maintenance and operation as well as interesting information on bicycle design and engineering. Please read these instructions thoroughly. We are sure that even if you have been cycling all your life you will find it worthwhile. Bicycle technology has developed at a rapid pace during recent years. Therefore, before letting your child set off on the new kids' (toy) bike, be sure to read at least the chapter **"Before the FIRST Ride"**.

To ensure that your child enjoys cycling as much as possible, be sure to carry out the functional check described in the chapter **"Before EVERY Ride"** before setting off with him/her.

Even a manual as big as an encyclopaedia could not describe every possible combination of available bicycle models and components. It therefore focuses on your newly purchased bicycle and standard components and provides useful information and warnings.

When doing any adjusting or servicing (g), be aware that the detailed instructions provided in your manual only refer to this kids' (toy) bike.

The information included here is not applicable to any other bicycle type. As bicycles come in a wide variety of designs with frequent model changes, the described operations may require complementary information. Be sure to also observe the instructions of the component suppliers that you have received from your authorised dealer.

Be aware that these instructions may require further explanation, depending on the experience and/or skills of the person doing the work. For some jobs you may require additional (special) tools (h) or supplementary instructions. This manual cannot teach you the skills of a bicycle mechanic.



Observe the following before your child sets off on his/her new kids' (toy) bike: Never let your child ride without a properly adjusted helmet (a+b) and make sure he/she always wears suitable, bright clothing, at least however straight-cut trousers.

Get into the habit of doing the checks as described in the chapter **"Before Every Ride"** together with your child. In this way, your child will learn to handle the bicycle properly and you will be able to detect any defects that have developed during use. Encourage your child to tell you, if anything should not be working properly on his/her bicycle. Eliminate the defect immediately or take the bicycle to your authorised dealer for repair.

This manual cannot teach your child how to ride. Be aware that cycling is a hazardous activity that requires your child to stay in control of his or her bicycle at all times.

Like any sport, cycling involves the risk of injury and damage. Tell your child to always ride carefully and to respect the other traffic participants.

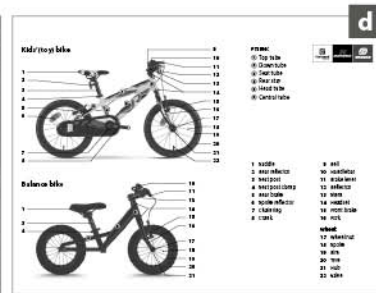
Observe the legal regulations concerning off-road cycling. These regulations differ in the different countries. Please respect nature when riding off-road with your child. When cycling with your child, only use signposted, well maintained trails and hard-surface roads (c).

First we would like to familiarise you with the components of the kids' (toy) bike. Unfold the cover of these operating instructions (d). Here you will find a kids' (toy) bike showing all the essential components. Leave the page unfolded as you read so that you can easily locate the components as they are referred to in the text.

⚠ WARNING

In the interest of your child's safety, never do work on the bicycle unless you feel absolutely sure about it. If you are not absolutely sure or have any questions, contact your authorised dealer.

Note: During cycling do not hold onto a moving vehicle or trailer. Keep both hands on the handlebar. The feet should only be taken off the pedals, if required by the condition of the road.



USEFUL INFORMATION FOR PARENTS

Children are among the most vulnerable road user groups, not only because of their lack of experience and practice, but also for the simple reason that they are smaller and may therefore have difficulties overseeing things and be easily overlooked by other road users.

If you want your child to use his/her bicycle on the road, you should be willing to invest time in road safety instruction and help him/her improve his/her riding skills. Children are not as observant as adults, and you should therefore get into the routine of checking the kids' (toy) bike and performing adjustments and maintenance as necessary. If you are not absolutely sure or have any questions, contact your authorised dealer.

Bear in mind that it is your responsibility to supervise your child on his/her first rides and do not overchallenge your child! Inform yourself about the traffic rules in your country. They vary from country to country. In the UK cycling on a pavement alongside a road is forbidden by law, unless it has been marked as a cycle track. Children aged under 10 are, however, below the age of criminal responsibility. Therefore, they can neither be prosecuted for a criminal offence.

It is essential that your child has good control of his/her bicycle before riding on public roads. As a first step in this direction we recommend that you give your child a scooter or a balance bike so that he/she can train his/her sense of balance.

This being accomplished you will need to make your child familiar with the functioning of the brakes and gears before you let him/her sit on the bicycle. Find a place away from the road, ideally a backyard or park, where you can practise braking and shifting gears with your child under your supervision (e-h).

Once your child has progressed to a point where he/she can ride in traffic, teach him/her how to cross kerbs and railway tracks, i.e. to cross these obstacles, if possible, at right angle. Before that, they have to make sure that there is no danger from behind or in front.

Set a good example when it comes to wearing a cycling helmet and to riding on cycle lanes. It is also advisable to let your child take part in road safety lessons offered at schools or by local clubs and associations.



⚠ WARNING

It is important to tell children when they practise braking that in wet conditions the brake performance is less effective and the tyre grip reduced and that they should therefore ride more slowly and brake more carefully (a).

Make sure your child wears the helmet only for cycling. Due to unfortunate circumstances, e.g. when playing on a climbing frame, the helmet can get caught and strangulation can occur through the helmet straps.

Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.

Make sure your child always wears a properly fitting cycling helmet (b) and well visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.

Children can be vain. Therefore, buy a cycling helmet that your child feels happy with. Take your child with you to make sure you buy one which is comfortable and fits correctly. This will increase the chances that the helmet is actually worn, which one day might be a life-saver. Make sure the helmet straps are always closed!

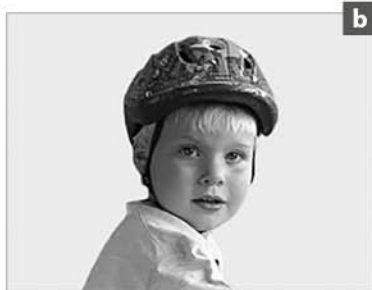
⚠ WARNING

When you buy the helmet, have yourself explained how to adjust the straps of the helmet to the head (c). A properly fitting helmet only can provide full protection in case of an accident!

SAFETY INSTRUCTIONS

Make sure the cycling helmet complies with the DIN EN 1078 standards.

In general, a toy bicycle does not comply with the requirements of the road traffic or road traffic licensing regulations. In these regulations it is often stipulated that bicycles must be equipped with two independently operating brakes, reflectors and a lighting set. Check the traffic regulations in the country where your child uses the toy bicycle (d).



BEFORE THE FIRST RIDE

1. **Kids' (toy) bikes** of the **category 0** are intended for use on paved and secured terrain (e), i.e. on tarred roads and bicycle lanes or gravel field tracks. They are not intended to be used on public roads.
2. The kids' (toy) bike (f) is designed for a **maximum permissible overall weight** including rider, bicycle and possibly luggage carried by your child. The maximum permissible overall weight is specified in the bike card of these instructions; if it is not, contact your authorised dealer.

Before you let your child set off you have to check the following points.

3. Is your child familiar with the brake system (g)? Practise with your child and let him/her operate the brakes in a safe area under your supervision.

For more information see the chapter "**Brake System**".

4. If the kids' (toy) bike has a gear system, contact your authorised dealer and ask them to explain you the functioning. Practise with your child the operation on a level road free of traffic.
5. Are both saddle and handlebar properly adjusted? The saddle should be set to a height from which your child can just reach the pedal in its lowest position with his/her heel. Check whether your child's toes reach to the floor when he/she is sitting on the saddle (h). The authorised dealer will be pleased to help you, if your child is not happy with his/her seating position.

For more information see the chapter "**Adjusting the Bicycle to Your Child**".

⚠ WARNING

Be sure that your child uses the bicycle only according to its intended use, as it may otherwise not withstand the stress and fail. Risk of a fall!

NOTICE

We recommend that you take out a private liability insurance. Make sure that coverage for this kind of damage is provided by your insurance. Contact your insurance company or agency.



BEFORE EVERY RIDE

Your kids' (toy) bike has undergone numerous tests during production and a final check has been carried out by your authorised dealer. Nevertheless, be sure to check the following points before every ride to exclude any malfunctioning that may be due to the transport of your bicycle or to the work a third person may have performed on your bicycle before delivery:

1. Are the bolted connections and the quick-release levers of the front (a) and rear wheel (b), seat post and other components properly closed?
2. Are the tyres in good condition and do they have sufficient pressure (c)? A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side.

For more information see the chapter **"Wheels and Tyre Equipment"** and the enclosed operating instructions.

3. Let both wheels rotate freely to check whether the rims run true. Poor concentricity can also be an indication of laterally burst tyres, broken axles or torn spokes.

For more information see the chapter **"Wheels and Tyre Equipment"** and the enclosed operating instructions.

4. Test the brakes in standing by firmly pulling the brake levers towards the handlebar (d). The brake pads of rim brakes must hit the rim evenly with their entire surface without touching the tyre during braking, in open condition or in between. You should not be able to pull the lever all the way to the handlebar! Also check the thickness of the brake pads.

For more information see the chapter **"Brake System"** and the enclosed operating instructions.

5. Let the kids' (toy) bike bounce on the ground from a small height. If there is any rattling, check where it comes from. Check the bearings and the bolts, if necessary.



6. If the kids' (toy) bike has a kickstand, make sure it has been fully raised (e) by your child before he/she sets off. **Risk of a fall!**
7. Do not forget to take a high quality D-, folding or chain lock (f) with you on your ride. The only way to effectively protect the kids' (toy) bike against theft is to lock it to an immovable object.

⚠ WARNING

Do not let your child use the bicycle, if it fails on one these points! Riding a defective bicycle can result in serious accidents! If you are not absolutely sure or have any questions, contact your authorised dealer.

Improperly closed fastenings (g+h) can cause components to come loose and result in severe accidents!

⚠ WARNING

During use the bicycle of your child is undergoing stress resulting from the surface of the road and through the child's action. These dynamic loads lead to wear and fatigue of the different parts. Check the kids' (toy) bike regularly for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may fail suddenly. Let the authorised dealer maintain and service the kids' (toy) bike regularly and in cases of doubt it is always best to replace components.

Get into the habit of doing the checks as described in the chapter **"Before Every Ride"** together with your child. In this way, your child will learn to handle the bicycle properly and you will be able to detect any defects that have developed during use.

Encourage your child to tell you, if anything should not be working properly on his/her bicycle. Eliminate the defect immediately or take the bicycle to your authorised dealer for repair.



ADJUSTING THE BICYCLE TO YOUR CHILD

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter **"Before Every Ride"** and let your child do a test ride in an area free of traffic (a). This will allow you to safely check whether everything is in good order.

If you are not sure, we recommend that you only check the seating position. Tell your authorised dealer what your child wants to change. They will see to the wishes of your child the next time you leave the bicycle at the workshop, e.g. for the first inspection.

WARNING

All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench (b) and never exceed the maximum torque values! You find the prescribed values in the chapter "Recommended Torque Values", on the components themselves and/or in the instructions of the component manufacturers.

Adjusting the Seating Position

Adjusting the kids' (toy) bike to the bodily proportions of a child is even more important than in the case of an adult. When determining the saddle height you should find a compromise that allows your child to reach the ground with both feet when sitting in the saddle and to pedal properly (c).

Adjusting the Saddle to the Correct Height

The correct saddle height is achieved when the leg of your child is fully extended and positioned with his/her heel on the pedal in its lowest position. In a cross-check the knee should be slightly bent, when the ball of your child's foot is positioned above the middle of the pedal (d).

Make sure during the check that the pelvis of your child remains horizontal. Finish by checking that your child still reaches the ground. If he/she does not, lower the saddle a little.

To adjust the saddle height you have to loosen the binder bolt of the seat post. Loosen the binder bolt by using the suitable tool and turn it anticlockwise by two to three turns.



The loosened seat post can now be adjusted in height.

Be sure not to pull out the seat post too far. The mark on the seat post (end, min, max, stop, limit etc.) should always remain within the seat tube (e).

Make sure that the part of the seat post inside the seat tube is always well greased. If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your authorised dealer for advice. Do not use brute force!

Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point.

Retighten the seat post. Tighten the seat post binder bolt in half turns clockwise (f). You should already achieve a sufficient clamping effect without using great manual forces. Otherwise the seat post does not match the frame.

Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube (g). If it does rotate, gently retighten the clamping bolt by half a turn and do the check again.

Due to their restricted field of view, children should sit as upright as possible. If the distance between the handlebar and the saddle is too big, your child is less relaxed than he/she could be. Therefore, the saddle can be adjusted.

Adjusting the Saddle to the Correct Position

Your child needs to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, he/she will constantly have to lean against the handlebar in order not to slip off the saddle.

To adjust the saddle position release the nut of the saddle clamp at the top of the seat post by one to two turns with an open-end spanner.

Do not undo the nut fully, otherwise the whole assembly can come apart. Push the saddle into the desired position and tighten the nut again. Make sure the saddle is in horizontal position (h) and the indexing in the saddle clamp has "clicked into place" as you retighten the nut. Try to tilt the saddle a little, and then you can tell whether or not the mechanism has clicked into place. If it has, tighten the nut.

Finish by checking the reliable fit by trying to lower the saddle a little.



⚠ WARNING

Make sure that your child never rides the kids' (toy) bike with the seat post drawn out beyond the limit, maximum, or stop mark (a)! The seat post might break or cause severe damage to the frame. In the case of frames with a longer seat tube that extends beyond the top tube the seat post should be inserted at least to below the top tube or the rear stays! If the seat post and the frame require different minimum insertion depths, you should opt for the deeper insertion depth.

Improperly closed fastenings can cause components of the bicycle to come loose and result in severe accidents!

⚠ CAUTION

Children and adolescents need to have the saddle height checked at least every 3 months (b)!

SAFETY INSTRUCTIONS

If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your authorised dealer for advice. Do not use brute force!

If sitting on the saddle causes your child trouble, e.g. because it numbs his/her crotch, this may be due to the saddle. Your authorised dealer has various saddles available and can offer advice on position.



Adjusting the Handlebar

Adjusting the Tilt of the Handlebar

The handlebars of kids' (toy) bikes are usually slightly bent at the ends. Set the handlebar (c) to a position in which the wrists of your child are relaxed and not turned too much outwards.

The height and inclination of the handlebar can be adjusted by releasing the bolt at the front of the stem (d). Bring the handlebar into the desired position. Carefully retighten the bolt(s). Try rotating the handlebar once clamped in the stem and tighten the bolt a little more, if necessary. Make sure the handlebar is accurately centred in the stem.

⚠ CAUTION

Children and adolescents need to have the height of the handlebar checked at least every 3 months!

Adjusting the Height of the Handlebar

Release the expander bolt by two to three complete turns (e). The stem should now turn freely inside the fork. If it does not, release the bolt by tapping it gently with a rubber hammer. With Allen bolts, you need to stick the Allen key into its head first, as it is normally counter-sunk and therefore impossible to be hit directly.

NOTICE

Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play!

Now you can move the handlebar/stem-unit up and down as a whole. Be sure not to pull out the stem too far. The mark on the stem (end, min, max, stop, limit or the like) should always remain within the tube (f). Setting the stem to a lower position can only add to safety!

Retighten the expander bolt. Use a torque wrench (g) and never exceed the maximum torque values! You find the prescribed values in the chapter “**Recommended Torque Values**”, directly on the components and/or in the manuals of the component manufacturers.

Make sure the stem is firmly fixed by taking the front wheel between your legs and trying to turn the handlebar and stem relative to the wheel. If there is movement, you have to increase the torque value. If the handlebar is still too high or too low, you can replace the stem. This can be quite a big job, as it may mean taking off and remounting the entire handlebar equipment. Inform yourself at the authorised dealer about the various stem types available.

Never let your child set off on a kids' (toy) bike with a stem that has been drawn out beyond the mark for the maximum permissible height! Check all bolts before he/she sets off and test the brakes!



Adjusting the Brake Lever

Continue by checking whether the brake lever is within easy reach for your child (a).

If it is not, adjust the brake lever. Release the Allen bolt at the brake lever clamp (b).

Turn the levers on the handlebar. Make your child sit in the saddle and place his/her fingers on the brake lever. Check whether the brake levers are always within easy reach for your child. Ask your child to adopt various riding positions, e.g. riding out of the saddle and in the saddle. Retighten the brake levers and do a twist test!

Adjusting the Brake Lever Reach

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This allows you to adjust the brake lever reach to the hand size of your child. The position of the brake lever where the brake starts to act has also to be adjusted to the length of the fingers.

Check the point when the brake pads hit the rims. If this pressure point is reached after a short lever travel already, it is not only the brake lever reach which must be adjusted, but also the brake (c) (see the chapter **"Brake System"**). Otherwise the brake will drag along the rims after adjusting.

On most bicycles, there is a threaded pin near the point where the brake cable runs into the brake lever on the handlebar (d). Turn this bolt clockwise and watch how the lever adjusts as you do so.

When adjusting the lever reach, make sure the first knuckle of the index finger reaches around the brake lever. Check subsequently the correct adjustment and functioning of the brake system, as described in the chapter **"Brake System"**.

As soon as you have reached the desired brake lever reach for your child, check whether there is still enough free travel of the lever before the brake pads are in close contact to the rims (see the chapter **"Brake System"**).

WARNING

Make sure you cannot pull the brake levers all the way to the handlebar. The maximum brake force should be reached short of this point!



BRAKE SYSTEM

General Information on Brakes

By means of the brakes (e+f) you can adjust your riding speed to the terrain and the traffic conditions. In an emergency situation, the brakes must bring the bicycle to a halt as quickly as possible.

Practise braking with your child on a road free of traffic and instruct him/her to get used to actuating both brakes simultaneously, as due to the weight transfer the front brake can generate a far better braking effect.

On loose ground there are other conditions. There, overbraking the front wheel can make the wheel slip away. Therefore, be sure to practise braking on different surfaces.

WARNING

Practise braking with your child cautiously on wet and slippery roads, as the tyres can easily slip away. Therefore, instruct him/her to reduce the speed in general when riding in these conditions.



WARNING

Make sure your child gets carefully familiar with the brakes. Practise with your child emergency stops in a place free of traffic until he/she are comfortable controlling his/her bicycle.

Rim Brakes

V-Brakes and Cantilever Brakes

Operation and Wear

V-brakes and cantilever brakes have two brake arms mounted separately on either side of the rim. When actuating the brake lever, both arms are pressed together by the cable, the pads touching the rim.

The friction generated by braking causes wear to the brake pads as well as to the rims. Frequent rides in the rain and dirt and over hilly terrain can accelerate wear on both braking surfaces. Some rims are provided with wear indicators, e.g. grooves or circular indentations. If the rim is worn down to the point where the grooves or indentations are no longer visible, they need to be replaced. Once the abrasion of the rim has reached a certain critical point, the rim may break under the tyre pressure. This can make the wheel jam or the inner tube burst. **Risk of a fall!**

Functional Check

Check whether the brake pads (a) are accurately aligned with the rims and still sufficiently thick. You can judge the wear of the brake pads by the appearance of grooves.

If the pads are worn down to the bottom of the grooves (b), it is time to replace them. Be sure to observe the according instructions of the respective manufacturers.

See your authorised dealer and ask them to examine the remaining thickness of the rims when your child has worn through his/her second set of brake pads at the latest. They have special measuring devices for determining the remaining thickness of the rims.

The brake pads must hit the rim simultaneously, first touching it with the front portion of their surface. At the moment of first contact the rear part of the pads should be a millimetre away from the braking surface.

Viewed from the top the brake pads form a "V" with the trough pointing to the front. This setting is to prevent the brake pads from screeching when applied.

The brake lever must always remain clear of the handlebar. You should not even be able to pull them all the way to the handlebar in the event of an emergency braking. If this is the case, however, observe the following chapter "**Synchronising and Readjusting**".

The brake is correctly adjusted only when all these tests have been passed successfully.

⚠ WARNING

- **Brake cables which are damaged, e.g. frayed (c), must be replaced immediately, as they can otherwise fail in a critical moment, possibly causing a fall!**
- **Adjusting the position of the brake pads relative to the rims requires a considerable degree of skill. Replacing and adjusting the brake pads is a job best left to your authorised dealer (d).**
- **Have the rims inspected and measured regularly by the authorised dealer.**



Synchronising and Readjusting

Almost all brake designs have a bolt located next to one or both brake callipers for adjusting the spring preload (e). Turn the bolt slowly and watch how the gap changes between brake pads and rim.

Adjust the spring in a way that with an unapplied brake the gaps are equal on either side and the brake pads touch the rim simultaneously during braking.

The position of the brake lever where the brake starts to act, also referred to as pressure point, can be adjusted to the size of the hand as well as to individual convenience by readjusting the brake cable. Make absolutely sure you cannot pull the brake lever all the way to the handlebar grip. With an unapplied brake the brake pads should not be too close to the rim sides, otherwise they could drag along the rim during riding. Before doing this adjustment, observe the notes in the chapter **"Adjusting the Brake Lever Reach"**.



To adjust the brakes, unscrew the knurled lock ring located at the point where the brake cable enters the brake lever on the handlebar (f). Unscrew the knurled, slotted adjusting bolt by a few turns.

This reduces the free travel of the brake lever. Keeping the adjusting bolt firm, tighten the lock ring against the brake lever unit. This prevents the adjusting bolt from coming loose by itself. Ensure that the slot of the bolt faces neither forward nor upward, as this would permit water or dirt to enter more easily.

⚠ WARNING

- **Test the brakes' function in standing after adjusting them, making sure the brake pads engage fully with the rim side when you pull them hard.**
- **Wet weather reduces the braking effect and makes the tyres slip easily. Instruct your child that he/she should be aware of longer stopping distances when riding in the rain and that he/she should reduce the speed!**
- **Make sure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of accident!**

SAFETY INSTRUCTIONS

- **When replacing any parts, be sure to only use suitable original spare parts that bear the appropriate mark. Your authorised dealer will be pleased to help you.**

Back-Pedal Brakes

This type of brake has an enclosed design. Some models are coupled with a hub gear (a). The back-pedal brake is actuated by turning the pedals backwards. With back-pedal brakes maximum brake force is achieved by stepping on one of the pedals in its rearmost position with the cranks horizontal.

The risk of overheating is particularly high with these brake systems. Brake overheating occurs on prolonged (steep) downhill rides with permanent brake dragging. Brake fading is a result thereof which, in extreme cases, can lead to brake failure.

Therefore, if you notice that the braking effect deteriorates, stop and let the brake system cool down. Sometimes, it will be enough to operate the front and rear brake in an alternating pattern. If that will not suffice, your child has to stop for a couple of minutes before he/she sets off again.

Checking and Readjusting Back-Pedal Brakes

In the case of back-pedal brakes the chain tension has to be checked from time to time (b). You should not be able to pull the chain upwards by more than two centimetres in the middle between sprocket and chainring. For more details read the chapter “Chain – Care and Wear”.

To properly adjust the chain tension and to fasten the torque support (c), release the wheel nuts (d) and tighten the chain by pulling the wheel backwards before retightening the wheel nuts. Make sure there is not more than two centimetres of play midway between sprockets and chainring.

Check the centred position of the wheel between the drop-outs. Tighten the wheel nuts and the bolts of the torque arm to the prescribed torque values (see the chapter “**Recommended Torque Values**”). Make sure there is no excessive chain slack!

⚠ WARNING

- **Check regularly whether the torque arm is firmly attached to the frame or fork. Use a torque wrench and do not exceed the maximum torque values!**
- **Keep in mind that the back-pedal brake is ineffective with a fall-en-off chain. Risk of a fall!**
- **Check the tight fit of the torque arm at the frame at regular intervals.**



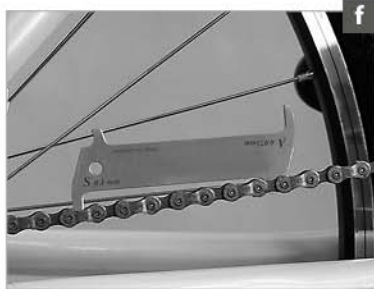
CHAIN – CARE AND WEAR

To ensure a long service life of the chain and its noise-free running, it is not the quantity but the distribution and regular application of lubricant that counts. Clean the dirt and oil off your chain with an oily rag from time to time. Special degreasers are not necessary; they even have a damaging effect.

Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links (e). Turn the crank and apply the lubricant to the rollers on the inner side of the chain. Once this is done, turn the chain a few more times; then let the bicycle rest for a few minutes so that the lubricant can disperse. Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.

Although chains are wearing parts on a bicycle, you can have an influence on its service life. Make sure the chain is lubricated regularly, especially after riding in the rain.

Your authorised dealer has accurate measuring instruments for checking the chain wear (f). The replacement of the chain is a job for a skilled mechanic, as you need specific tools.



⚠ WARNING

- Make sure the braking surfaces of the rims and the brake pads remain clear of lubricants. This would render the brake ineffective!
- An improperly joined or heavily worn chain can break and cause an accident.

NOTICE

- For the sake of the environment, only use biodegradable lubricants, because in operation there is always some chain lubricant that ends up on the ground, especially in wet conditions.

SAFETY INSTRUCTIONS

- When replacing your chain, only use appropriate and suitable original spare parts (g). Your authorised dealer will be pleased to help you.

WHEELS AND TYRE EQUIPMENT

The wheel (a) consists of the hub, the spokes and the rim. The tyre is mounted onto the rim so that it encases the tube. A rim tape protecting the sensitive inner tube is placed or glued on the spoke nipples and the rim base which is often sharp-edged.

The wheels are subjected to considerable stress through the weight of the rider and any carried baggage as well as through bumpy road surfaces and terrain. Although wheels are manufactured with great care and delivered accurately trued, spokes and nipples can lose a little tension on the first kilometres/miles. Therefore, ask your authorised dealer to check and true up the wheels of the kids' (toy) bike after a short "break-in" period of about 5 to 15 hours of use or 4 to 6 weeks already.

After the initial "break-in" period, check the wheels regularly. It will, however, rarely be necessary to tighten the spokes (b).



Tyres, Inner Tubes, Rim Tape, Inflation Pressure

The tyres should provide grip and traction. At the same time, they should run smoothly and absorb minor shocks from the road surface. There is a wide range of different types of tyres on the market. Your authorised dealer will be pleased to advise you.

If you want to mount a new tyre, you have to take into account the system and the dimension of the previously mounted tyre. The latter is specified in two different units on the side of the tyre. One of the sizes is the standardised size in millimetres which is more precise, e.g. the number sequence 47-305 means that the tyre is 47 mm wide when fully inflated and has an inner tyre diameter of 305 millimetres. The other size is indicated in inches (e.g. 16 x 1.75 x 2") (c).

Tyres must be inflated to the proper inflation pressure to provide an optimal compromise between smooth running and riding comfort. Properly inflated tyres are also more resistant to punctures. An insufficiently inflated tyre can result in a "snakebite" by pinching the inner tube, when it goes over a sharp kerb.

The air pressure recommended by the manufacturer is given on the tyre side (d) or on the tyre label.



The lower limit of the pressure specifications means maximum suspension comfort. Rolling resistance decreases with growing pressure, but so does comfort. A high tyre pressure is therefore most suitable for riding over tarred roads.

Inflation pressure is often given in the old system of units, i.e. in psi (pounds per square inch). The table (e) gives the most common pressure values.

The tyre alone with the rim does not hold the air. To maintain the pressure inside an inner tube is placed inside the tyre and filled through a valve.

⚠ WARNING

If you mount a tyre of another size than the standard one, it may be that your child's foot will collide with the front wheel or that the mudguard etc. gets stuck with the tyre. In both cases there is the risk of an accident!

Treat the tyres of the kids' (toy) bike with care. Never inflate the tyres beyond the maximum permissible pressure, otherwise they might burst or come off the rim during the ride. Risk of a fall!

e

psi	bar	kPa
30	2.1	210
40	2.8	280
50	3.5	350
60	4.1	410

f



g



h



Valves

There are two valve types in general use on kids' (toy) bikes:

1. **Schrader** or **American valve** (f) – This is an adapted car tyre valve.
2. **Dunlop** or **Woods valve** (g) – The usual valve.

All valve types come with a plastic cap to protect them from dirt.

The **Schrader** and **Dunlop valve** can be inflated with a suitable pump directly after removing the protective cap.

Tyres with **Schrader valves** and with a special adapter **Dunlop valves** as well can be inflated with a compressed air dispenser at a car filling station. A compressed air pump must be used very carefully as you may otherwise overinflate the tyre and make it burst. To let out air, press the needle in the centre of the Schrader valve.

It can be hard to inflate tyres to the necessary pressure by using hand pumps. It is much easier with a track pump equipped with a pressure gauge (h).

⚠ WARNING

Replace tyres with a worn tread or with brittle or frayed sides. Dampness and dirt penetrating the tyre can cause damage to its inner structure. The inner tube could burst. Risk of a fall!

SAFETY INSTRUCTIONS

Let your child always ride his/her bicycle with the prescribed tyre pressure (a) and check the pressure at least once a week.

Your authorised dealer has adapters for all valve types. The respective adapter allows you to inflate tyres with Dunlop valve at the car filling station.

Rim Trueness and Spoke Tension

For the true running of the kids' (toy) bike's wheel (b) it is imperative that the tension exerted by the spokes is distributed evenly around the rim (c). The tension of individual spokes can change when you ride e.g. too fast over a kerb or a nipple comes loose. This brings tensile forces out of balance. The functioning of the kids' (toy) bike may even be impaired before you notice the wobbling appearance of a wheel that has gone out of true.



With rim brakes the sides of the rims also serve as braking surfaces (d). An untrue wheel can impair the braking effect. Therefore, check the wheels from time to time for trueness. For this purpose lift the wheel off the ground and spin it with your hand. Watch the gap between the rim and the brake pads. If the gap varies by more than a millimetre, you should ask an authorised dealer to true up the wheel.

⚠ WARNING

Do not let your child set off with untrue wheels. In the case of extreme side-to-side wobbles, the brake shoes of rim brakes can brake surprisingly strongly! This normally instantly jams the wheel and throws you off your bicycle.

Loose spokes must be tensioned at once. Otherwise the load on the other spokes and the rim will increase.

NOTICE

Truing (retruing) wheels is a difficult job which you should definitely leave to your authorised dealer.

Wheel Fastening with Wheel Nuts

The wheels are fastened to the frame with the axles of the hubs. The axle is fastened with hex nuts in the drop-outs (e+f).

Wheel nuts are normally released or tightened with a 15-mm open-end spanner. You should take this tool with you on a cycle tour, as it would be very difficult to repair a tyre puncture without this tool. The bicycle fork is normally equipped with drop-out safety tabs, which are to prevent the loss of the wheel in case the fastening fails.

WARNING

Never let your child set off on a bicycle without having checked first whether the wheels are securely fastened! Risk of a fall!

TYRE PUNCTURE

Flat tyres are the most common cause of puncture during cycling. However, as long as you carry the necessary tools and a spare tube or a repair kit with you, this need not mean the end of your cycle tour.

SAFETY INSTRUCTIONS

Before removing a wheel, read chapter "Wheel Mounting". If you are not absolutely sure or have any questions, contact your authorised dealer.

Wheel Removal

In the case of **mechanical rim brakes** (g) (cantilever and V-brakes) you first have to unhook the brake cable from the brake arm (h). To do this, grip the rim with one hand and press the brake pads or the brake arms together. In this position the usually barrel-shaped nipple of the lateral brake cable or the brake hose (of V-brakes) can easily be disengaged.



In the case of **back-pedal brakes** the torque arm supporting the drive and brake forces at the frame must be released (a).

Release the wheel nuts (b). If you still cannot remove the front wheel, this is due to the dropout safety tabs. These are tabs in the fork ends (dropouts). You must remove the wheel from the safety tabs.

Lift the bicycle rear off the ground and give the wheel a gentle tap with your hand so that it drops out.

SAFETY INSTRUCTIONS

Also observe the operating instructions of the brake manufacturer.

Tyre Removal

Remove the cap and the fastening nut from the valve and deflate the tyre completely. Press one tyre side from the rim sides towards the centre of the rim (c). This will ease the removal.

Apply a plastic tyre lever under one bead of the tyre about 5 cm next to the valve and lever the tyre out of the rim in this area (d). Hold the lever in this position. Slip the second tyre lever between the rim and the tyre at a distance of about 10 centimetres on the other side of the valve and lever the next portion of the bead over the edge of the rim.

After levering a part of the tyre side over the edge of the rim you should normally be able to slip off the whole tyre on one side by moving the tyre lever around the whole circumference. Now you can remove the inner tube. Make sure the valve does not get caught in the rim, as this can damage the inner tube. If necessary, you can remove the whole tyre by pulling the other tyre side off the rim. Repair the puncture according to the instructions of the repair kit manufacturer or replace the inner tube.

When you have removed the tyre, you should also check the rim tape. It should be positioned evenly, covering all spoke nipples and holes, and must not be damaged or brittle.

⚠ WARNING

If the fabric of the tyre is destroyed by the perforating object, replace the tyre to be on the safe side.



NOTICE

If you have a puncture en route, inflate the inner tube and bring it close to your ear. In most cases you can hear the air coming out. At home you can help yourself with a bucket of water where you can locate the hole by the bubbles. When you have found the hole, look for the corresponding place on the tyre and check it, as well. The foreign object is often still in the tyre. Remove it, otherwise the next puncture is bound to occur.

Tyre Mounting

When mounting a tyre make sure no foreign matter, such as dirt or sand, gets inside the tyre and you do not damage the inner tube in the process.

Slip one bead of the tyre onto the rim. Using your thumbs, press one bead over the edge of the rim and then around the entire circumference (e). This should normally be possible without using tools.



Stick the valve of the inner tube through the hole in the rim. Inflate the inner tube slightly so that it becomes round and push it into the tyre all the way round. Make sure not to leave any folds in the inner tube.

Finish the tyre mounting on the side opposite the valve. Press the tyre as far as possible with your thumbs all around over the rim side.

Make sure the inner tube does not get pinched and squashed between the tyre and the rim. You can prevent this by pushing the inner tube into the hollow of the tyre with a finger as you work along.

Work the tyre into the rim by approaching the valve symmetrically from both sides. Towards the end, you will have to pull the tyre forcefully downwards to make the already mounted portion of the tyre slip towards the deepest part of the rim base. This will ease mounting noticeably on the last centimetres.

Before fitting the tyre completely on the rim check again whether the inner tube lies properly inside the tyre and press the last stretch of tyre over the edge of the rim using the balls of your thumbs.

If this does not work, you have to use the tyre levers (f). Make sure the bent ends point towards the inner tube and do not damage the inner tube.

Push the valve a little into the tyre so that the inner tube does not get caught between the rim and the tyre beads. Check that the valve stands upright. If not, dismount one tyre side again and reposition the inner tube.

To make sure the inner tube is not pinched between the rim and the bead, move it sideways back and forth between the sides of the rim. While doing so, also check whether the rim tape has shifted.

Inflate the inner tube to the desired pressure. The maximum pressure is mostly indicated on the tyre side (a).

Check whether the tyre is properly seated by inspecting the fine indicator line just above the rim edge. This line should be even to the rim all around the tyre. Now adjust the pressure through the valve by starting with the maximum tyre pressure. Observe the recommended tyre pressure range.

Wheel Mounting

Mounting the wheel is done in the reverse order of dismounting. Make sure the wheel is correctly seated in the dropouts and accurately centred between the fork legs or the seat and chainstays. Make sure the drop-out safety tabs are correctly seated.

In the case of **back-pedal brakes** check the proper assembly of the individual components and tension the chain before tightening the wheel nuts by pulling the wheel backwards. Make sure there is not more than two centimetres of play midway between sprockets and chainring. Make sure there is no excessive chain slack!

Pull the brake lever (b) after you have mounted the wheel. To do so lift the bicycle off the ground and spin the wheel with your hand. The rim must keep off the brake pads.

⚠ WARNING

- *In the case of rim brakes, make sure you hook up the brake cable immediately after the wheel mounting (c)! Make sure the brake calliper does not touch the rim, the tyre or the spokes, when the wheel rotates.*
- *Retighten the torque arm in the case of back-pedal brakes.*
- *Before setting off again check that the brake surfaces are still free of grease or other lubricants after the mounting.*
- *Check that the brake pads hit the brake surfaces of the rims (d). Make sure the wheel is properly seated and firmly fixed in the dropouts. Always do a brake test as described in the chapter "Before Every Ride"!*



HEADSET

The headset (e) connects the fork to the frame, but allows it to move freely. It must turn with virtually no resistance, if the bicycle is to run straight, stabilising itself as it travels. Shocks caused by wavy road surfaces expose the headset to considerable stress. It may loosen and need to be readjusted.

⚠ WARNING

If your child rides with a loose headset the loads acting on the fork and the headset itself are very high. The fork can break. Risk of a fall!!

Checking and Readjusting

Check the headset for play by placing your fingers around the upper headset cup.

Bring your weight to bear on the saddle, pull the front brakes with your other hand and push the bicycle firmly back and forth with the wheel remaining on the ground (f). If the bearing has play, you will feel the upper headset cup moving in jerks relative to the lower headset cup – visible as a small gap between the headset cups.



To check whether the headset runs smoothly, lift up the frame until the front wheel no longer touches the ground. The handlebar should turn from far left to far right without feeling roughness or tightness at any point. With a gentle tap on the handlebar (g) the fork should turn easily from the middle position.

If you face any problems during the test, contact your authorised dealer.

⚠ WARNING

Check the secure seat of the stem after having adjusted the headset, by holding the front wheel between your knees and trying to turn the handlebar relative to the front wheel (h). Otherwise, a loose stem can cause an accident.

SAFETY INSTRUCTIONS

Adjusting the headset requires a certain amount of experience and should therefore be left to your authorised dealer.



THINGS WORTH KNOWING ABOUT KIDS' (TOY) BIKES

Cycling Helmets

Cycling with a helmet (a) is absolutely recommendable. Your authorised dealer has a variety of styles and sizes.

Cycling helmets are only approved for use during cycling. Observe the manufacturer's instructions.

Therefore, buy a tested cycling helmet that your child feels happy with. Take your child with you to make sure you buy one which is comfortable and fits correctly. Have him/her wear the desired helmet for a while. This will increase the chances that the helmet is actually worn, which one day might be a life-saver! A good helmet should fit snugly without pinching. When buying a helmet, make sure it complies with the test standards.



⚠ WARNING

- **Never let your child ride without a helmet! But even the safest helmet is useless unless it fits snugly and the straps are correctly adjusted and fastened (b).**
- **Make sure your child wears the helmet only for cycling. Due to unfortunate circumstances, e.g. when playing on a climbing frame, the helmet can get caught and strangulation can occur through the helmet straps.**
- **When you buy the helmet, have yourself explained how to adjust the helmet straps to the head of your child. A properly fitting helmet only can provide full protection in case of an accident!**

Clothing

⚠ WARNING

- **Never let your child ride with flared trousers or skirts. These may get caught in the spokes, the chain or the chainrings. Risk of a fall!**
- **Make sure your child always wears a properly fitting cycling helmet and well visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.**

Shoes

Not all shoes are suitable for cycling. They should have a stiff sole and provide sufficient support. A too soft sole bears the risk of the pedal pressing into the foot which may cause pain to the foot. In the area of the heel the sole should not be too wide. This might prevent your child from adopting the natural foot position as he/she gets in contact with the crank or the rear or chainstay during pedalling. Knee pain may be the result thereof.

Training Wheels

Training wheels are designed to prevent the bicycle from toppling over, even when your child is yet unskilled. According to expert opinion, training wheels are suitable to learn cycling to only a limited extent; often they are even counterproductive. If these cycling aids are mounted try to do without as early as possible. Otherwise your child will get used to a completely wrong riding technique. We recommend that you let your child practise with a tricycle, a scooter or a balance bike. Experience has shown that if your child masters one of these vehicles, getting familiar with the bicycle is less difficult.

The bicycle of your child is probably equipped with training wheels (e+f). Start, if necessary, by mounting the wheels to the arm. Loosen and remove the wheel bolts completely at one side. Fasten the arm together with the support device to the chainstay.

Make sure to properly mount the support device to the chainstay. Turn the wheel nut without tightening it (g) and repeat the steps with the training wheel on the other side. Bring both training wheels in the correct position, i.e. make sure they are both in contact with the ground when the bicycle is in upright position (h). Finish by tightening the wheel nuts to the prescribed torque value.

⚠ WARNING

- When taking fast bends and riding over uneven ground, there is the risk that your child topples over with the kids' (toy) bike and the mounted training wheels. Practise with your child how to handle the training wheels.
- Be sure to only buy tested training wheels, e.g. DIN/GS tested training wheels.

SAFETY INSTRUCTIONS

- If you want to mount training wheels, ask your authorised dealer about suitable models. Read the mounting instructions of the supplier and ask an authorised dealer for more information, if necessary.
- The training wheels are only an unsatisfactory riding aid for very small children and should be removed as soon as possible to train the sense of balance of your child.



Kids' Tandem Bicycles/Trailer Systems

There are different systems on the market (a+b) that allow a kids' (toy) bike to be attached to an adult bicycle to cycle together with your child on public roads.

Inform yourself at your authorised dealer about the different types of trailer systems.

They also affect the braking behaviour of your bicycle. Therefore, before riding with a kids' (toy) bike tandem on public roads, practise riding and brake behaviour without passengers in an area free of traffic!

⚠ WARNING

Trailer systems strongly affect the riding characteristics of your bicycle. The weight of the hitched bicycle and the child make the ride relatively unstable. It may tend to wobble. Practise getting on and off your bicycle as well as cycling. Keep in mind, in particular in bends, that your bicycle including trailer system is much longer!

⚠ WARNING

It is also important for you to practise with your child how to behave on a hitched bicycle during the ride. Make sure your child wears a helmet even when riding on a tandem bicycle. Set a good example by wearing a helmet, as well!

Be sure to only buy tested trailer systems (e.g. BS/GS tested systems) and always make sure they are mounted properly. Detailed information is also provided in the instructions of the manufacturers included in the delivery of your trailer system.

When riding in the dark the attached kid's bicycle should be fitted with the prescribed lighting, i.e. the latter should be marked with a wavy line and the letter "K" (c). If you are not absolutely sure or have any questions, contact your authorised dealer. If the bottle dynamo's roller does not spin, we recommend a tested battery-powered rear light (d).

SAFETY INSTRUCTIONS

Before mounting a trailer system to your bicycle, check whether it is approved for towing. Have a look at the bike card or ask your authorised dealer.



Kids' Balance Bikes

As a good preparation, we recommend that you let your child start with a kids' balance bike (e) before letting your child sit on a kids' (toy) bike or children's bicycle. On a balance bike your child gets a good feeling for balance (f). Experience has shown that children learn to keep their balance more quickly than with training wheels.

Read the chapters "Before the First Ride", "Before Every Ride" and "Useful Information for Parents" as well as the chapter "Adjusting the Bicycle to Your Child" thoroughly before reading this chapter. Keep in mind that all tips and warnings given in the mentioned chapters apply all the more and with still greater importance to kids' balance bikes. Practise with your child using the kids' balance bike in an area free of traffic.

Kids' balance bikes are only permitted for use in safe areas free of road traffic (g), e.g. on playgrounds, in play areas suitable for this purpose or on private property. Kids' balance bikes typically have weak or no brakes at all. Therefore, let your child ride on flat surfaces only.



WARNING

- Risk of accident and injury to the child when using the kids' balance bike without supervision by an adult responsible for the child. Be sure to supervise the child during the use of the kids' balance bike.**
- Children are not able to participate in traffic with a kids' balance bike! It is therefore not permitted to participate with a kids' balance bike in public road traffic.**
- In general, kids' balance bikes do not comply with the requirements of the road traffic or road traffic licensing regulations. In these regulations it is often stipulated that bicycles must be equipped with two independently operating brakes, reflectors and a lighting set. Be sure to check the traffic regulations in the country where your child uses the kids' balance bike. In addition, kids' balance bikes are not intended for off-road use, for riding over rough terrain and for jumps. Do not let the appearance of the bike mislead you.**

The kids' balance bike is designed for a maximum permissible overall weight including child, kids' balance bike and possibly luggage carried by your child. The maximum permissible overall weight is specified in the bike card (h) of these operating instructions; if it is not, contact your authorised dealer.

BIKE CARD		Intended Use	
Manufacturer:	PIRELLA Götting	Use in accordance with	<input type="checkbox"/> category
Model:		Maximum permitted overall weight	<input type="checkbox"/> kg
Frame no.:		Brake, rear and front	<input type="checkbox"/> yes <input type="checkbox"/> no
Frame type:		Frontal crash	<input type="checkbox"/> yes <input type="checkbox"/> no
Frame size:		Frontal crash	<input type="checkbox"/> yes <input type="checkbox"/> no
Size of wheels and frame:		Frontal crash	<input type="checkbox"/> yes <input type="checkbox"/> no
Color:		Frontal crash	<input type="checkbox"/> yes <input type="checkbox"/> no
Special features:		Frontal crash	<input type="checkbox"/> yes <input type="checkbox"/> no
<p>WARNING</p> <p>Read all other chapters "Before the First Ride", "Before Every Ride" and "Useful Information for Parents" and "Before Every Ride" in these operating instructions.</p>		<p>Stamp a signature of the authorized dealer</p>	

Adjust the saddle height in a way that the soles of your child's feet can easily reach the ground (a). The legs should be slightly bent during walking. Due to their restricted field of view, children should sit as upright as possible. If the distance between the handlebar and the saddle is too big, your child is less relaxed than he/she could be. Therefore, the saddle can possibly be adjusted.

⚠ WARNING

Be sure not to pull out the seat post too far. The mark on the seat post (end, min, max, stop, limit etc.) should always remain within the seat tube.

⚠ CAUTION

Check the saddle height of children at least every three months.

For more information on adjusting the handlebar and the saddle read the chapter **"Adjusting the Bicycle to Your Child"**. Note: You will not necessarily find all possibilities of adjustment described there. If you are in doubt, ask your authorised dealer or the seller of the kids' balance bike.



⚠ WARNING

- Always make sure your child not only wears solid shoes, but also a properly fitting cycling helmet as well as visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.
- Make sure your child wears the helmet only for cycling. Due to unfortunate circumstances, e.g. when playing on a climbing frame, the helmet can get caught and strangulation can occur through the helmet straps.
- Keep in mind that children are often not yet able to stop their kids' balance bike by means of the possibly mounted hand-brake. Therefore, practise with your child stopping the kids' balance bike as quickly as possible.
- On loose ground there are other conditions. Therefore, be sure to practise braking on different surfaces.
- Practise with your child how to brake cautiously on wet and slippery roads, as the tyres can easily slip away. Explain to your child why he/she should generally reduce the riding speed in these conditions.

SAFETY INSTRUCTIONS

- If the kid's balance bike has a rim brake (b) read the chapter "Brake System" before practising with your child how to brake.

Transporting Luggage

For reasons of riding safety, children should not transport heavy loads. The pannier rack which may be mounted to the kids' (toy) bike should not be used for the transport of heavy loads. If necessary, your child should carry any baggage in a small rucksack.

Bicycle Locks

Do not forget to take a high quality D- or chain lock with you on your ride. The only way to effectively protect the kids' (toy) bike against theft is to lock it to an immovable object.

Accessories

⚠ WARNING

Unsuitable accessories may change the qualities of the kids' (toy) bike and even cause an accident. Therefore, before fitting any accessories always contact your authorised dealer and observe the instructions regarding the intended use of the bicycle.

Taking the Kids' (Toy) Bike by Car

Kids' (toy) bikes are usually transported in the boot of a car. Protect the kids' (toy) bike with blankets or the like to make sure your vehicle remains clean. Secure the kids' (toy) bike against shifting.

If you want to transport the kids' (toy) bike outside the boot, use one of the carrier systems which nearly every car accessory dealer and car company have in their product range.

Bicycles are usually transported on the car roof in rails and fixed with a clamp around the down tube or on a rear carrier.

Whatever system you opt for, make sure it complies with the relevant safety standards of your country. Check the safety standards in the country where you use the bicycle.

Read the operating instructions of your bicycle carrier and comply with the maximum load capacity and recommended or prescribed driving speed.

⚠ WARNING

Check whether your bicycle is properly fastened before and at regular intervals during the ride. A bicycle that detaches from the roof carrier may endanger other road users.

Make sure to remove all parts of the bicycle (bottles, baskets etc.) which may come loose during transport. Risk of accident!

Make sure the lights and the number plate of your car are not hidden from view. For some carriers, a second exterior rear view mirror is required by the road traffic regulations.

NOTICE

Observe the greater height or width of your vehicle. If you use a roof carrier, measure the overall height and place a sign stating the height somewhere in the cockpit or on the steering wheel so that it can be easily seen.

SAFETY INSTRUCTIONS

Not all carrier systems are designed to transport kids' (toy) bikes. Contact your authorised dealer and ask them for advice.

GENERAL NOTES ON CARE AND SERVICING

Maintenance and Servicing

Your authorised dealer will have assembled and adjusted the kids' (toy) bike ready for use when you come to collect it. Nevertheless, the bicycle needs regular servicing (a). Have your authorised dealer do the scheduled maintenance work. This is the only way to ensure the durable functioning of all components.

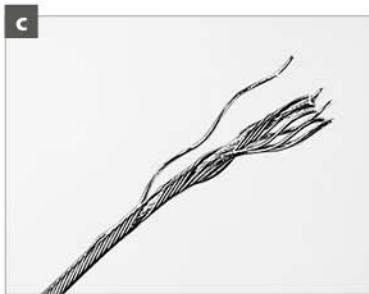
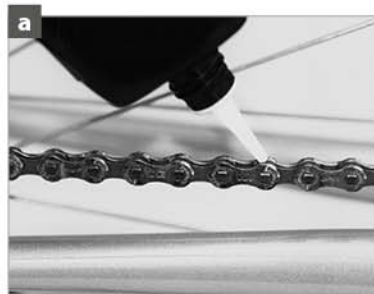
A first service is due as early as after four to six weeks. The "break-in period" typically involves spokes slightly losing tension, so there is every reason to have your dealer service the kids' (toy) bike at this stage. This "break-in period" is unavoidable. Therefore, remember to make an appointment with your authorised dealer for the first inspection of the new bicycle. The first service is very important for both functioning and durability of your bicycle.

The intended use of the bicycle includes regular servicing and the replacement of worn out parts in time, e.g. brake pads (b) or brake cables (c), and therefore has an influence on the liability for material defects and the warranty, as well.

It is advisable to have the kids' (toy) bike serviced regularly by your authorised dealer after the "break-in period". If you ride a great deal on poor road surfaces or cross-country, it will require correspondingly shorter service periods.

⚠ WARNING

- Servicing and repairs are jobs best left to your authorised dealer. If you have your bicycle serviced by anyone else than an expert, you run the risk that parts of your bicycle will fail. Risk of accident! When working on your bicycle restrict yourself to jobs for which you are equipped e.g. with a torque wrench including bits (d) and have the necessary knowledge.**
- If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or tyres that are not of identical size, may cause harm to the safety of the bicycle. Risk of accident!**
- For your own safety, bring the kids' (toy) bike to your authorised dealer for its first inspection after 5 to 15 service hours or four to six weeks, at the very latest however after three months.**



Cleaning and Caring for the Kids' (Toy) Bike

Dirt and salt from riding during the winter harms the kids' (toy) bike. You should therefore make it a habit of cleaning all components at regular intervals.

Avoid cleaning your bicycle with a pressure water washer. The high-pressure water ejected in a narrowly focused jet may pass through seals and penetrate bearings. This leads to the dilution of lubricants and consequently to greater friction. This destroys and impairs the functioning of the bearing races in the long term. Pressurised water also tends to abrade frame stickers.

A much more gentle way of cleaning your bicycle is with a low pressure water jet or a bucket of water and a sponge or a large brush. When cleaning the bicycle by hand you can also identify defects in the paint (e) as well as worn or defective components at an early stage.

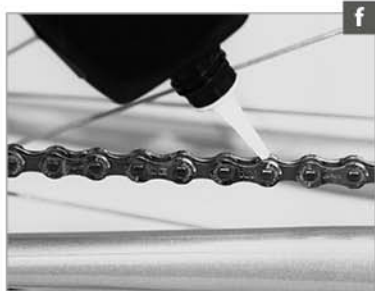
After cleaning you should check the chain for wearing and lubricate it (f) (see the chapter **"Chain – Care and Wear"**). Apply a coat of standard hard wax (g) on painted, metal surfaces (except from brake surfaces). Polish after drying.

⚠ WARNING

- While cleaning, watch out for cracks, scratches, dents as well as bent or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are not absolutely sure or have any questions, contact your authorised dealer.
- Keep the brake pads and the brake surfaces of the rims free of cleaning agents and chain oil. This could render the brake ineffective (see the chapter **"Brake System"**)!

NOTICE

- Do not clean the kids' (toy) bike with a high-pressure water or steam jet and if you do, be sure to keep it at a distance.
- Remove tough oil or grease stains from paint surfaces with a petroleum-based cleaning agent (h). Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents that could attack the surface!



Sheltering and Storing the Kids' (Toy) Bike

If you service the kids' (toy) bike during the season at regular intervals, you need not take particular precautionary measures, except from anti-theft measures.

It is recommended that you store the bicycle in a dry, well ventilated place.

If you want to store the kids' (toy) bike away for winter, there are some points which have to be observed:

When the kids' (toy) bike is not used during a long period of time, the inner tubes will gradually lose air. A long period of non-use on flat tyres can result in damage to the frame. Therefore, hang the wheels or the entire bicycle or check the tyre pressure at regular intervals.

Clean the bicycle and protect it against corrosion. Your authorised dealer will be pleased to help you with special cleaning agents, such as spray wax.

Dismount the seat post and let dry away possibly penetrated humidity. Finish by applying a little amount of spray oil into the seat tube. Store the kids' (toy) bike in a dry room.

SAFETY INSTRUCTIONS

There is usually hardly any waiting time at the authorised dealer during the winter months. In addition, many shops offer an annual check-up at a special price. Benefit from the idle time and ask your authorised dealer to do the scheduled maintenance work!

SERVICE AND MAINTENANCE SCHEDULE

It is advisable to have your kids' (toy) bike serviced regularly after the "break-in period". The intervals indicated in the table are meant as reference for standard kids' (toy) bike use. If your child cycles regularly on poor road surfaces or on paved field tracks, the service periods will shorten according to the harder use.

⚠ CAUTION

Check the seating position of children and adolescents at least every 3 months!

Component	What to do	Before Every Ride	Monthly	Annually	Other intervals
Lighting	Check function	■			
Tyres	Check pressure	■			
	Check tread and side walls		■		
Brakes (rim brakes)	Check lever travel, thickness of brake pads and position relative to rim; brake test in standing	■			
Brakes, brake pads (rim brakes)	Clean		■		
Brake cables, pads, hoses	Visual inspection		■		
Brakes (back-pedal brakes)	Check pedal travel; test brakes in stationary	■			
	Chain tension, check brake torque arm		■		
Rims (of rim brakes)	Check thickness, replace if necessary				✗ After 2nd set of brake pads at the latest
Bottom bracket	Check for bearing play		■		
	Dismount and regrease (cups)			✗	
Chain	Check and grease, if necessary	■			
	Check wear, retension or replace, if necessary		■		
Crank	Check and retighten, if necessary		■		
Painted/anodised surfaces	Polish				■ At least every 6 months
Wheels/spokes	Check for trueness and tension		■		
	True or retension				✗ If necessary
Handlebar and stem (aluminium)	Check and replace, if necessary				✗ Every 2 years at the latest
Headset	Check for bearing play		■		
	Regrease			✗	
Metal surfaces	Polish (except: rims sides (of rim brakes)				■ At least every 6 months
Hubs	Check for bearing play		■		
	Regrease			✗	
Pedals	Check for bearing play		■		
Seat post/stem	Check bolts		■		
	Disassemble and regrease			✗	
Bolts and nuts	Check and retighten, if necessary		■		
Valves	Check seat	■			
Cables gears/brakes	Dismount and regrease			✗	

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked ■ by yourself. If you come across any defects, take appropriate measures without delay. If you are not absolutely sure or have any questions, contact your authorised dealer. Jobs marked ✗ are best left to your authorised dealer.

RECOMMENDED TORQUE VALUES

All bolted connections of the bicycle components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of the kids' (toy) bike. This is best done with a torque wrench that disengages as soon as the desired torque value is reached or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0,5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

If no maximum torque value is indicated start with 2 Nm. Observe the indicated values and follow the enclosed manuals of the component manufacturers.

WARNING

Some components have the torque values printed on them. Use a torque wrench and do not exceed the maximum torque values! If you are not absolutely sure or have any questions, contact your authorised dealer.

Component	Bolted connections	Shimano* (Nm)	SRAM/Avid** (Nm)
Brake lever unit	Bolt of brake lever clamp (screw driver)	2.5–3	
	Bolt of brake lever clamp (Allen key)	6–8	5–7
Brake (cantilever and V-brake)	Fastening bolt at down tube cable stop	5–9	5–7
	Cable clamping nut	6–8	8–8
	Fastening bolt of brake shoe	8–9	6–8
Hub	Lock nut for bearing adjustment	10–25	15–20
	Axle nuts	30–40	30–40
Crank	Crank mount (grease-free square-head)	34–44	
Pedal	Pedal axle	34	31–34

* <https://si.shimano.com>

** www.sram.com

These values are reference values of the above-mentioned component manufacturers. Observe the values in the enclosed operating instructions of the component manufacturers, if available. These values do not apply to the components of other manufacturers.

WARRANTY AND GUARANTEE

The kids' (toy) bike was manufactured with care and delivered to you by your authorised dealer fully assembled.

Within the first two years after purchase you are fully entitled to claim liability for material defects. Contact your authorised dealer in the event of defects.

To ensure a smooth handling of your complaint, it is necessary to present your receipt, your bike card, the handover report and the service reports. Therefore, keep these documents in a safe place.

To ensure a long service life and good durability of your kids' (toy) bike, use it only for its intended purpose (see the chapter **"Before the First Ride"**). Observe the permissible weight specifications indicated in the bike card. In addition, be sure to follow the manufacturers' mounting instructions (above all, the torque values of the bolts) as well as the prescribed maintenance schedule.

Observe the checks and routines listed in this manual or in any other instructions enclosed with this delivery (see the chapter **"Service and Maintenance Schedule"**) as well as any instructions as to the replacement of safety-relevant components, such as handlebars, brakes etc.

SAFETY INSTRUCTIONS

This warranty law is only valid in the countries where the law has been ratified according to the renewed European regulations. Inform yourself about the regulations in your country. In the United Kingdom, see the respective regulations in the Consumer Rights Act 2015 (CRA 2015).

A Note on Wear

Some components of your kids' (toy) bike are subject to wear due to their function. The rate of wear will depend on care and maintenance and the way you use your bicycle (mileage, riding in the rain, dirt, salt etc.). Bicycles that are often left standing in the open may also be subject to increased wear through weathering.

Regular care and maintenance increase the service life. Parts that have reached their limit of wear must be replaced.

This concerns:

- Drive chain
- Brake pads
- Brake cables
- Brake cable housings
- Rims of rim brakes
- Rubber grips
- Chainrings
- Tyres and inner tubes
- Saddle covering
- Lubricants

SAFETY INSTRUCTIONS

Ask your authorised dealer about any additional guarantee given by the manufacturer of your bicycle and insist on having it as printed version.

Stamp and signature
of the authorised dealer:

4th service

After three years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealer:

5th service

After four years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealers:

6th service

After five years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealer:



7th service

After six years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealer:

8th service

After seven years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealer:

9th service

After eight years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealer:

10th service

After nine years at the latest

Order no.: _____

Date: _____

Mileage: _____

☐ All necessary maintenance work carried out (see service and maintenance schedule); replaced or repaired parts:

Stamp and signature of the authorised dealer:



HANDOVER REPORT

The above-described bicycle was delivered to the customer ready for use, i.e. after its final assembly, inspection and functional check as described below (additionally required routines in parentheses).

- ☐ Lighting ☐ Brakes front and rear
- ☐ Wheel set (trueness/spoke tension/tyre pressure)
- ☐ Handlebar/stem (position/bolts checked with torque wrench)
- ☐ Pedals (adjustment of release force, if necessary)
- ☐ Saddle/seat post (saddle height and position adjusted to suit customer, bolts checked with torque wrench)
- ☐ Gears (limit stops!)
- ☐ Bolted connections of add-on parts (check with torque wrench)
- ☐ Other routines performed _____
- ☐ Test ride

Name
authorised dealer _____

Street _____

ZIP code/city _____

Phone/Fax _____

E-mail _____

Delivery date,
stamp, signature of
authorised dealer _____



The customer confirms with his signature that he received the bicycle in proper condition along with the accompanying documents specified below and that he was instructed on the proper use of the bicycle.

- ☐ Manual/operating instructions

Additional instructions

- ☐ Brake system ☐ Seat post, stem ☐ Pedal system
- ☐ Gear system ☐ Others

Name customer _____

Street _____

ZIP code/city _____

Phone/Fax _____

E-mail _____

City, date _____

Signature of
customer _____

- ☐ I hereby expressly consent that my above-mentioned data are stored by the authorised dealer and made available to the manufacturer so that I can be contacted directly e.g. in the event of a recall. The data will not be transmitted to third parties or used otherwise.

Signature of
customer _____

BIKE CARD

Manufacturer PIERER E-Bikes GmbH

Model _____

Frame no. _____

Frame type _____

Frame size _____

Size of wheels
and tyres _____

Colour _____

Special features _____

Intended Use

Use in accordance with

☐ category 0

Maximum permissible overall weight

Bicycle, rider and luggage _____ kg

Pannier rack allowed ☐ yes ☐ no

Permissible load _____ kg

Child seat allowed ☐ yes ☐ no

Trailer allowed ☐ yes ☐ no

Permissible trailer load _____ kg

Brake levers – Brake assignment

Right lever: ☐ front wheel brake
☐ rear wheel brake

Left lever: ☐ front wheel brake
☐ rear wheel brake



WARNING

Read at least the chapters "Before the First Ride", "Useful Information for Parents" and "Before Every Ride" in these operating instructions.

Stamp and signature of the authorised dealer

(Hint to the dealer: Copy the bike card and the handover report and keep one copy in your customer file. Send another copy to the bike manufacturer, if necessary. Make sure the customer confirms by his signature on the handover report that his personal data are made available to the manufacturer.)

PIERER

E-Bikes GmbH 

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Gewerbegebiet Nord 20

5222 Munderfing, Austria



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