

Montage- und Betriebsanweisung

360°

330°

300°

270°

240°

210°

180°

150°

120°

90°

60°

30°

0°



www.pfiff-vertrieb.de

Amico

Advanced

Alluminio

Ally

Bene

Capo

Classic

Collettivo

Comfort

Compagno

Elegance

Famoso

Fusione

Grazia

Lesto

Merano

Mobile

Napoli

Pfautomatic

Picco

Prato

Primo

Primo-Heinzmann

Primo-Quad

Proven

Robusto Deluxe

Robusto Standard

Scootertrike

Special

Unione



Deutsch



England



Nederland



France

We would like to congratulate you on the purchase of your PFAU-Tec trike. Please read and comply with the following instructions carefully to ensure your long-term enjoyment of our vehicle.

Trike maintenance

Before each use

(by the owner):

- Check and if needed tighten all screws and nuts, and the quick releases of the wheels.
- Check handlebar and handlebar stem for any damage and have these replaced where needed.
- Check brake assembly for proper function and adjust as needed.
- Check tire pressure in compliance with the max. pressure value provided on the tires.
- Check the tire tread.
- Check the lighting system.
- Check the grips on the handlebars for proper seating and wear.
- Check the screw connections of the suspension for proper seating, and the suspension fork for proper function and clearance at the bearing points.

Monthly (by the owner)

- Check the steering head - if necessary, have it relubricated and adjusted by an authorised workshop.
- Check and oil cable pulleys. Ensure that cables are not twisted. Do not oil Teflon-covered cable sleeves.
- Check and where necessary adjust chain tension, and clean and lubricate chain. Check and adjust rear wheel track where necessary.

As needed, but at least once a year

(by authorised garage)

- Check bottom brackets and lubricate as needed.
- Lubricate pedal bearing, check and adjust bearing clearance (or replace) as needed.
- Check and adjust hub gear as needed.
- Check steering head bearing and lubricate and adjust as needed.
- Check handlebar and handlebar stem for any damage and replace as needed.
- Check brake system for proper function and adjust as needed. In case of diminished brake perform-

ance, check the condition of hand lever, cable pulleys, brake lever and brake lining; adjust or replace as needed. Lubricate joints and bearing points. Replace twisted or nicked cable strands.

- Check rims for radial and lateral run-out. Check and adjust spoke tension as needed.
- Check the tire tread.
- Check the lighting system.
- Check and lubricate rear wheel brake hub as needed.
- Check all screw connections for proper seating and suspension elements for clearance.
- Check all screw connections on suspension forks for proper seating and suspension elements for clearance.
- Check frame and fork for any damage and replace as needed.

As needed by the owner:

- Check and where necessary adjust chain tension, and clean and lubricate chain.
- Check chain for wear, lubricate or replace as needed.
- Check pedal bearing mounting and repair as needed.
- Check pedal clearance.
- Check hub gear settings.
- Check handlebar and handlebar stem for any damage and replace as needed.
- Check brake assembly for proper function and adjust as needed.
- Check the tire pressure and tread.
- Check the lighting system.

Inspection

The first inspection should be carried out after approx. 500 km. Work out a suitable maintenance schedule with your authorised dealer.

Note:

You will find a maintenance task table for future maintenance/inspection dates in the appendix of this manual.



Proper maintenance of the trike

The trike must undergo periodic maintenance to ensure its proper function and optimised appearance. Please note the following important points:



- Periodic maintenance carried out by specialists will ensure the conservation of the trike's value. The following steps will help prevent corrosion and other damage:
- Never attempt to remove dried in dirt. Always use water and a soft cloth or sponge. Do not clean the trike with a power washer, as this could lead to damage to bearings, paint or decor.
- Never use any aggressive cleaning additives.
- Always touch up any damage to the paint immediately.
- Treat corrodable parts with appropriate conservation and care products.
- Store your trike in a dry location, where temperatures remain constant.
- Check the tire pressure before long-term storage, and adjust the tire pressure as needed to comply with the value recommended by the manufacturer.



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Dear customer,

this brand name trike was an excellent choice. We have carefully packaged your trike, so that you will receive it in perfect condition. Nevertheless, please do check your trike thoroughly for any damage.

1.1 Safety instructions

In these assembly and operating instructions, all sections containing safety warnings are highlighted with a shaded background. Make sure to pass on these instructions to any other user as well.

The following table lists the max. load specifications for individual models:

	Max. load capacity (kg)	Max. luggage load (kg)
Model Amico (12", 16")	50 kg	5 kg
Model Amico (20", 24", 26")	100 kg	10 kg
Model Advanced	100 kg	20 kg
Model Ally	100 kg	20 kg
Model Aluminio	100 kg	20 kg
Model Bene	100 kg	20 kg
Model Capo	100 kg	20 kg
Model Classic	100 kg	20 kg
Model Collettivo	rear 100 kg, front 60 kg	10 kg
Model Comfort	100 kg	20 kg
Model Compagno	rear 80 kg, front 80 kg	10 kg
Model Elegance	100 kg	20 kg
Model Famoso	50 kg	5 kg
Model Fusione	rear 80 kg, front 80 kg	10 kg
Model Grazia	120 kg	25 kg
Model Lesto 12"	40 kg	10 kg
Model Lesto 16"	50 kg	10 kg
Model Lesto 20"	70 kg	10 kg
Model Merano	100 kg	20 kg
Model Mobile	100 kg	10 kg
Model Napoli	100 kg	20 kg
Model Pfautomatic	100 kg	20 kg
Model Picco	50 kg	5 kg
Model Prato	160 kg	20 kg
Model Primo	100 kg	20 kg
Model Primo-Heinzmann	100 kg	20 kg
Model Primo-Quad	160 kg	20 kg
Model Proven	100 kg	20 kg
Model Robusto Deluxe	120 kg	25 kg
Model Robusto Standard	120 kg	25 kg
Model Scootertrike	100 kg	20 kg
Model Special	100 kg	20 kg
Model Unione	rear 80 kg, front 80 kg	10 kg

The same information is also shown on the seat frame tubing of each model!

This vehicle is intended for use on level, solid surfaces only!

The package leaflet and additional sheets are part of the operating instructions!

2. Before you take your trike on the road

Check all essential systems before you take your trike on the road.

2.1 Pretrip checks & inspections

The following points are of special importance for your pretrip check:

a. Rigidity of the handlebars

Turn and rattle the handlebars to ensure their proper seating. Check the proper alignment of the handlebars with the front wheel. Any loose parts must be tightened.

b. Function of the bell

Check the function and sound of the bell.

c. Brake lever tension

Pull the front wheel and rear wheel brake and ensure that the brake pads touch the wheel rim with 50% of full lever tension.

d. Saddle & handlebar height

With the saddle at its correct height, you will be able to touch the ground with your toes. The handlebars are at the correct height, when you grab them with lightly angled elbows from a seated position.

e. Attaching the luggage rack

Ensure the proper seating of the luggage rack.

f. Cleanliness of reflector and tail light

Check reflectors and tail lights, clean off any dirt. Replace part in case of any damage. (Ask your authorised dealer).

g. Axle fitting

Check front and rear wheels for correct attachment and concentricity, tighten as needed.

h. Tire pressure, wear and condition

Ensure correct tire pressure. Incorrect tire pressure can cause punctures or wobbling. Check the tires for wear and for any foreign bodies in the tread. See the tire inscription for max. tire pressure. Otherwise ask your authorised dealer.

i. Chain slack

Check for proper chain slack (the chain should have about 10 to 25 mm slack in the middle). If the chain is too slack, it can jump out of its track, which too little slack could lead to the chain breaking.

j. Fixture of moving parts (e.g. pedals)

Ensure that all moving parts, like pedals, are properly attached and can turn freely. Tighten any loose screws.

k. Proper seating of the saddle height adjustment lever

Ensure the proper seating of the saddle height adjustment lever.

l. Battery charge in electric bicycles

Turn the main contactor to the ON position and check the battery charge indicators.

m. Proper seating of the battery in electric bicycles

Ensure the correct and proper seating of the battery.

2.2 Checks as you get going

n. Gear system function

Contact your authorised dealer immediately if the gear system is stiff or not functioning at all.

o. Function and alignment of the head lamp

Check if the beam of the head lamp illuminates a circular section of the road at distance of 10 m. A malfunction of the head lamp could be caused by a burned out bulb. Replace the bulb with a new bulb of the same type (activate/deactivate the dynamo only when the wheel is standing still).

p. Function of the power assist system in electric bicycles

Check the power assist system for proper function at the start of your drive. Stop immediately and contact your authorised dealer if you hear any unusual noises, see any smoke or smell any unusual odours coming from the system.

Warning

The power assist system consists of high-precision components.

Never attempt to remove the cover or disassemble the system yourself. Always contact your authorised dealer in case of faults or queries.



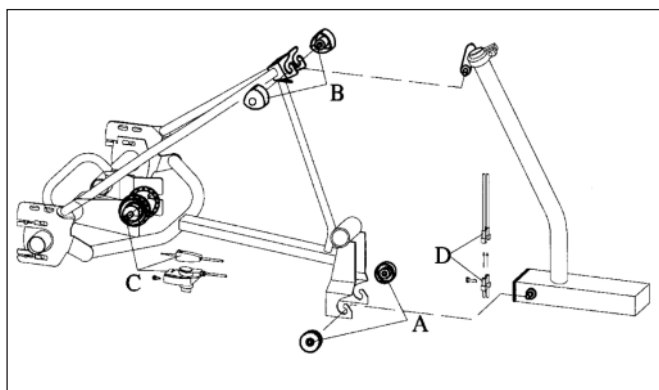


Fig. 1a

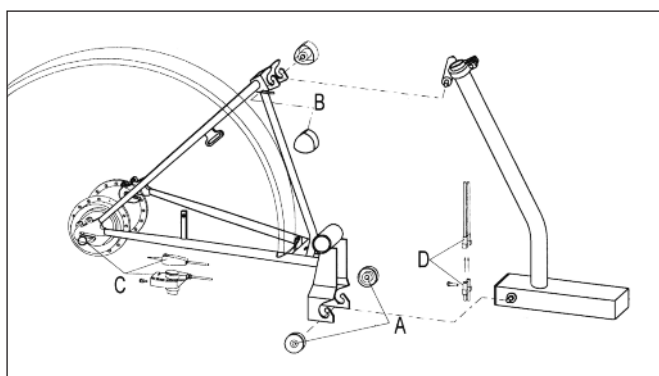


Fig. 1b

Models: Bene, Capo, Primo and Primo-Quad

2.3 Assembly and disassembly of the frame

The frame can be disassembled for easy transport of the trike. *(That does not apply for the models: Amico, Lesto, Proven, ScooterTrike Grazia, Merano, Prato, Napoli, Primo-Heinzmann and for all tandem versions!)* You must first disconnect the shift cable from the gear hub (Fig. 1-C) and pull out the plug on the lighting cable (Fig. 1-D). Loosen the two knurled nuts (Fig. 1-A) and the two star grip nuts (Fig. 1-B) with at least 4 revolutions, until the nut thread no longer holds the latch. Now move the frontal frame and pull the latch off the shaft. *(The front wheels of the models Bene, Capo, Primo and Primo-Quad, Primo-Heinzmann and Prato can be removed by pushing the button located in the wheel hub.)*

To restore the frame to drive-readiness, push the latch back over the shaft until the correct position for screwing on the start grip nut is reached. Turn the star grip nuts (Fig. 1-B) until the thread grips the latch and tighten the knurled nuts (Fig. 1-A); connect the lighting cable plug (Fig. 1-D), and the gear shift cable (Fig. 1-C) to the gear hub.

2.4 Screws & nuts

All screws and nuts must sit tightly! Your trike was assembled with utmost care, nevertheless, we do

recommend to always check the proper seating of all screws and nuts.

2.5 Brakes

The brakes must be properly aligned!

It is critically important for your safety that the brakes always function flawlessly. Familiarise yourself with the position of the hand brake lever in terms of its effect on the front wheel/s.

Make sure to check the brakes before each trip. Your first attention must be to the correct attachment of the brake. For rim brakes, the brake surfaces of the rims must be cleaned with an appropriate medium (dry cloth) before use to ensure that any residual preservative is removed. Check the correct alignment of the brake pads on the rim edges. Separate operating instructions will be supplied for drum brakes. The brakes must then be checked at walking speed.

Aligning the brake pads

Adjust the alignment if the brake pads are not flush with the rim edge. The brake pads on front trikes must be set in a way that both front brakes function evenly. (See also Section "Maintenance")

2.6 Saddle

If the saddle is included in the scope of delivery, position it on the saddle bar (Fig. 2-C) and attach it by tightening the nut (Fig. 2-A). In the models Deluxe, Spezial and Primo, the suspension saddle bars must be adjusted to the user's body weight by turning the adjustment screw in the support bar.

Adjusting saddle height

The saddle height is adjusted correctly if the user's foot is resting flat on the pedal at its lowest point, and the leg is not fully straightened. For proper adjustment, loosen the nut or the quick release lever (Fig. 2-B) and move the saddle into its correct position by slightly twisting it to the right and left. Retighten the nut or quick release lever.

Danger!

- An insufficiently locked quick release lever can reopen. The saddle could therefore move uncontrollably during travel, which could result in a serious accident.
- The length of the saddle support must remain at least 55 mm inside the saddle bar. The minimum insertion depth marker on the saddle support must not be visible.

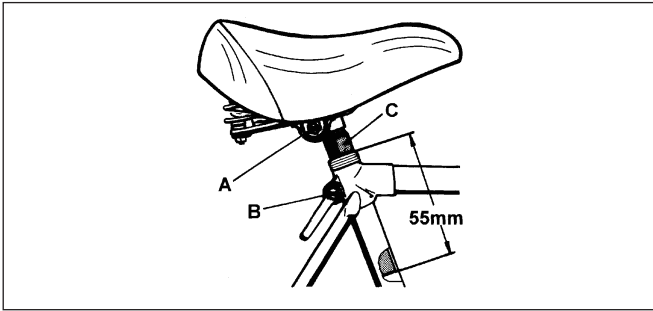


Fig. 2

Horizontal saddle adjustment

Check the horizontal position of the saddle by turning the pedal to its forward position, while keeping the pedal horizontal; place your foot onto the pedal (while sitting in the saddle). (Fig. 2)

The saddle is positioned correctly if the lower leg is in a vertical position. If that is not the case, loosen the nut (Fig. 2-A) and reposition the saddle backwards or forwards and retighten the nut.

2.7 Handlebars

The handlebars can be height-adjusted according to your needs.

Loosen the clamping spindle (Fig. 3-A) and adjust the handlebar uprights (Fig. 3-B) to the desired height. Lightly tapping a hammer on the head of the spindle helps adjusting the handlebar uprights. Retighten the clamping spindle when the handlebars are properly adjusted. (Fig. 3).

You can tilt the handlebars as desired by loosening the clamping screw (Fig. 3-D).

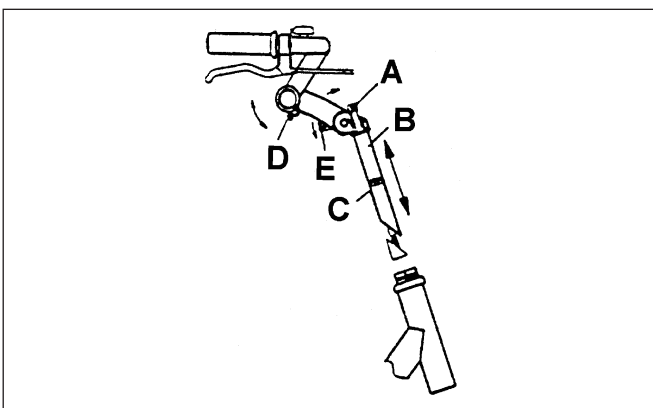


Fig. 3

Once the desired position is reached, retighten the clamping screw. The tilt angle of the handlebar uprights can be adjusted by loosening the clamping screw (Fig. 3-E). An adjustment here will change the distance between saddle and handlebars, as well as the grip height. Make sure to retighten all screws when finished.

Danger!

Ensure that the minimum insertion depth marker (Fig. 3-C) on the handlebar uprights remains inside the steering head and is not visible!

2.8 Pedals

Robust, non-slip pedals are mounted as standard.



2.9 Tire pressure

Your driving enjoyment will be optimised with accurate tire pressure.

Overly hard tires will not be able to cushion small bumps in the road surface and can therefore diminish drive safety. Overly soft tires will make pedal resistance harder. You will tire yourself out needlessly. Excessively low pressure will damage the fabric of the tire and therefore increase wear.

Your tire pressure is correct if the side of the tire or the tread is barely impressed when squeezed with a thumb. Remove the dust cap from the tire valve. Press the air pump tightly against the valve and pump up the tire. Don't forget to replace the dust cap when finished. Where provided, the white reflector strip along the tire flanks replaces the spoke reflectors.

Tire pressure table (reference values)

Information regarding tire pressure can also be found on the flanks of the tires

Tire width		Tire pressure
mm	inches	bar
47	1,75 - 2	2,5 - 3
37 - 40	1 3/8 - 1 1/2	3,5 - 4
28 - 32	1 1/8 - 1 1/4	4,5 - 5
Tire pressure ScooterTrike		3,5 - 5

Note:

Choose a tire pump that matches the valve shape.

2.10 Adjusting the suspension

(Applies only for: Primo, Primo-Quad, Primo-Heinzmann, Prato, ScooterTrike, Amico and Therapy Support)

For optimised driving comfort, the vehicle suspension should deflect by about 30% with the user seated in driving position. You can adjust the suspension tension by manually turning the profiled adjustment ring on the threaded part of the suspension element.

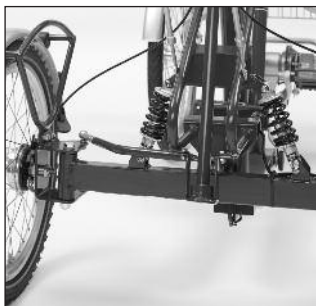


Fig. 4

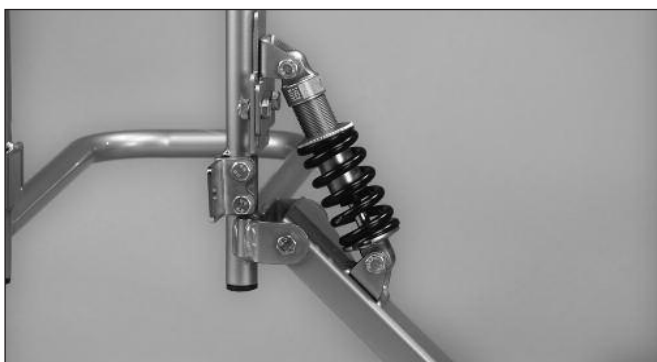


Fig. 4.1

The suspension's pre-tension is reduced by turning the ring in clockwise direction. Turning the ring in anti-clockwise direction will screw the ring tighter against the spring, thus increasing pretension. The adjustment process is simplified significantly if the spring is turned in conjunction with the ring.

Danger!

Ensure that the suspension deflection does not cause any part of the suspension to come into contact with the frame, mud guard or basket. Never put any load on the vehicle while reaching into the suspension assembly with your hands or a tool. The suspension deflection could crush your hand!

2.11 Lighting system

Check for proper function of the lighting system. Make sure that all cables are connected and all plug connections are correct. Check the following if the electrical system is not functioning:

- Is the cable detached?
- Is the cable damaged?
- Are all contact surfaces clean?
- Are all bulbs intact?

Defective bulbs must be replaced with the same bulb type. Detached cables must be reattached/reconnected.

Note:

The lighting system must be fully operational during daylight hours.

2.12 Adjusting the headlamp

The light cone of the headlamp must be tilted to an angle ensuring that its centre point at 5 m distance from the lamp is at half its height of exit from the lamp.

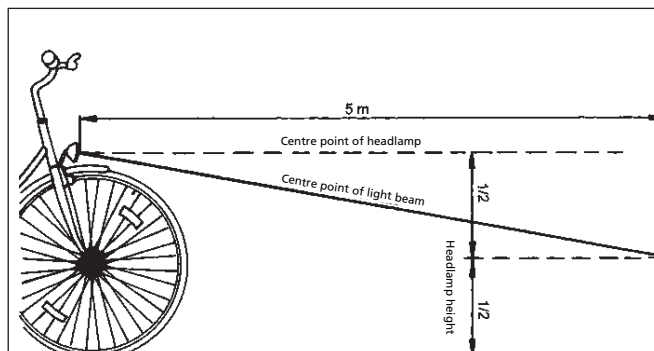


Fig. 5

2.13 Activating & deactivating the dynamo

Press down on the dynamo on its head or groove (Fig. 30) to tilt its friction edge onto the tire. Pull the dynamo away from its locking point on the wheel to deactivate it.

For integrated hub dynamos, toggle the switch to "ON" or "AUTO".

Danger!

Never activate or deactivate the dynamo while traveling. You must only do so at standstill.

2.14 Gear system

Your trike is equipped with a hub gear system. A detailed manufacturer's description is provided in the attachment. **Instructions for the operation and adjustment of the gear system can be found in the appended manufacturer's description. Please make sure to read the documentation before first use.**

2.15 Chain

Only a properly tensioned chain can guarantee optimised power transmission from the pedals to the driving wheel on the rear axle. Chain tension appropriate for driving if the chain can be moved about 1 cm up and down at its midpoint (Fig. 6) between rear axle and bottom bracket.

If the chain sits too loosely, remove the 4 screws on the dropout and pull back on the axle housing to tension the chain.

Please use a low viscosity silicon oil for chain care. Apply the oil only to the rollers in the centre of the

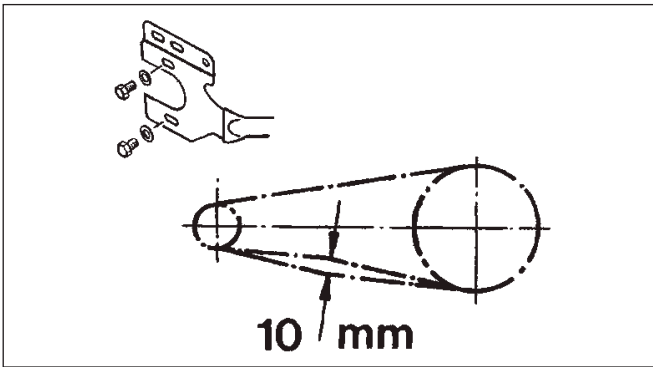


Fig. 6

chain and remove superfluous oil with a lint-free cloth. This will ensure that the chain is only lubricated where it is needed. A very dirty chain will not only soil your clothes, but will also diminish its effectiveness.

Caution!

All loosened screw connections must be carefully retightened after the axle housing has been aligned.

2.15.1 Chain tension in tandems

Tensioning the transmission chain via the cam:

The transmission chain is tensioned properly if it can be pressed down with the thumb at its midpoint by about 12 mm.

The tension can be adjusted by way of a cam underneath the frontal bottom bracket housing. Loosen the screw under the cam housing of the frame. Use an adjustable cup wrench to turn the cam in drive direction. Make sure that the cam sits centred in its housing. Then tighten the screws again (observe the max. torque value of 8 Nm!). Excessive torque could damage the thread of the cam housing.

Caution!

Excessive chain tension will result in an unpleasant cracking and could cause the transmission chain to tear. Insufficient tension can cause the chain to jump out of gear. Turn the cranks in free wheeling direction and look out for proper tension and atypical noise.

2.16 Initial test drives

Now that you have familiarised yourself with the various operating elements of your new trike and have adjusted the components to your body weight and height, it is time to take your first drive.

But be careful:

A trike has completely different driving characteristics than a traditional bicycle (with two wheels)!

The difference in behaviour is particularly apparent in curves:



Fig. 7; releasing the cam clamping screws



Fig. 7.1; Turning the cam to tension the power transmission chain

Never try to lean out of a curve! That would be wrong, as a trike reacts differently than you might expect: The wheel innermost to the curve will threaten to lift off! In other words: never lean out of the curve, but instead into it!

Please remember that you will have to experiment with your new trike regarding its driving behaviour (specifically in curves) in the presence of a second person before you take your first drive on your own.

Always drive curves as slowly as possible!!! Please also remember that the widest point of your trike is behind or in front of you. Practice your driving with appropriate obstacles to learn judging the width of your trike and to not get stuck or damage anything, once you take your trike on the road.

2.17 Special instructions/ Characteristics ScooterTrike

2.17.1 Seat position

Use the following rule of thumb to adjust your seat to the correct position: Position one pedal in an imaginary line from the midpoint of the seat vertically down via



Fig. 8

the bottom bracket axle. The pedal will thus reach the maximum distance from the hip. Take your seat on the trike. Your lumbar region should rest firmly against the back rest, your hip should be straight and not twisted forward on one side. The ball of your foot (!) should come to rest on the pedal with your leg straightened to optimise leverage and eliminate any hip movement.



Fig. 9



Fig. 10

As a cross-check of the proper position, position the ball of your foot - with your knee slightly bent - above the pedal axle. Start with an approximate position and correct it after a few meters as needed, since the position of the foot during travel may change the

value set at standstill. As the seat is easily adjusted, that is no problem at all.

The seat is adjusted by opening the two quick releases underneath the seat. The seat can now be easily moved in the desired direction. Once you have found the perfect position, simply snap closed the levers on the quick releases.

Danger!

Improperly fastened levers can open easily. The saddle could therefore move uncontrollably during travel, which could result in a serious accident. Always check the proper seating of the levers before you take your trike on the road!



Fig. 11

Note: Tighten the knurled nut only slightly to ensure proper function of the clamping.

Familiarise yourself with this mechanism in case of any doubt. Please note that traction is achieved with a tilting motion and not a screw movement!

Note: To avoid scratches on the seat rail, lubricate the rail with commercially available resinfree grease. Please also note sections 2.6 and 3.6.1 for the general use of quick releases.



Fig. 12

The tilt angle of the seat can be adjusted by your selection of the hole pairs in the seat adjustment bracket. Open and remove the quick release and select the other hole pair. Replace the quick release in the new hole pair and screw on the nuts. The seat position is fixed, once you lock the quick release.

Note:

Never release the quick release for the seat while traveling. Stop and dismount, before you make changes to the distance or inclination settings of the seat. Relock the quick release and check the new seat position. Adjust the position again where necessary, before driving on.

Adjusting the angle of the back rest: Release the clamps on the left and right of the back rest (Fig. 14) with an Allen key to adjust it to a position optimised for your needs. Adjust the back rest into a position that is comfortable for you by holding it at the top and moving it forward or back (Fig. 13). Once you have found the right position, retighten the lateral clamps with the Allen key.

Note:

Make sure to tighten the lateral clamps with a torque of at least 9 Nm on each screw connection, as an improperly fastened back rest could pose an immense safety risk during travel!



Fig. 13

2.17.2 Handlebar position

You can adjust the handlebar settings by loosening the screw at the top of the handlebar stem by way of the so-called "MultiMount". The MultiMount offers virtually unlimited setting options according to individual comfort.

Never attempt to change the settings further down



Fig. 14

on the assembly, by pulling up the handlebar stem from the steering column shaft. The lower clamp sleeve with the two screws must cover the entire area of the steering column shaft. (Fig.16)



Fig. 15



Fig. 16

2.17.3 ScooterTrike characteristics

Using the ScooterTrike is easily learned. We have put together a few pointers that will get you going in no time and ensure your optimised safety so that you get your full enjoyment of your new ScooterTrike quickly.

Note:

Make sure to try it out on a route with little traffic (without inclines if possible) and no obstacles (e.g.



parked cars), where you can concentrate fully on familiarising yourself with the new vehicle.

2.17.4 Starting and the first meters

First things first: Driving a ScooterTrike is a relaxing activity - and you should be seated accordingly. Lean back - the back rest will support your upper body weight. Don't cramp your grip around the handlebars of your ScooterTrike. Simply rest your hands lightly on it. To start, position the right pedal (for left-handed



Fig. 17



Fig. 18

people possibly the left pedal) in its top-back position (one o'clock position) (Fig. 17/18). Place both feet on the pedals. Don't worry - it might feel a bit strange at first, but you cannot tip over, because the three wheels offer secure stability. Once you have positioned yourself comfortably, push forward on the top pedal to get going and use your other leg to start accelerating.

2.17.5 Reversing option

Caution: The ScooterTrike is equipped with an integrated reversing option. This may be particularly helpful when you have manoevered yourself into a position, where turning would be very difficult (e.g. in a dead end).

Activating reverse drive:

bring the ScooterTrike to a complete standstill. Now

simply pedal backwards, as if you wanted to brake. The ScooterTrike will now travel backwards and will thus allow you to move into the desired direction.

Note:

Keep a watchful eye on your surroundings and traffic while reversing! Never exceed walking speed while reversing so that you can stop immediately. The reversing mode is not designed for prolonged use, instead, it should only be used as a manoeuvring aid for short distances and not for sustained travel!

In severe steering angles (tight curves) at low speeds, handlebars and knees could come into contact with each other (depending on body size). Familiarise yourself with this kind of condition so that you are prepared if the situation arises and are not taken by surprise!

2.17.6 Troubleshooting

With just a few trial runs under your belt, you should be able to use your ScooterTrike without any hitches. It is quite normal during the initial familiarisation phase to feel some muscle ache, particularly in your thighs. Depending on your driving habits and seat position, your knee joint could also be affected - because of too much pressure transfer between the back rest and pedals. Knees are not designed to take much pressure. It will help in this case to change into a higher gear for lighter, rounder pedaling movements with moderate pressure on the pedals.

Changing the distance between seat and pedals may also help, as the knee joint is forced into adverse movement if that distance is set either to short or too long. Try various different seat setting until you find a position in which you can drive your ScooterTrike over extended periods of time without any physical discomfort.

2.18 Special instructions/ Characteristics Tandems

2.18.1 Steering system/ Steering position

All our tandems are delivered with rear steering as standard. That means that the pilot is seated at the back and takes charge of all driving decisions, like steering, gear change and braking (unlike in traditional tandems, where all these tasks are performed in the front position). If you wish, a parallel steering option can also be activated. That will, however, require the front handlebars to be mounted in a standard handlebar upright, which has to be mounted properly in the frontal steering pipe (see Fig. 19).



Fig. 19

Parallel steering! Danger:

A serious accident or fall could be the result of the two riders on the tandem not agreeing on the direction in which to steer. We strongly recommend deactivating this function and leaving the steering to one person only - the pilot!

In exceptional cases, your tandem may have been designed for piloting from the front position only. In that case, all operating elements will have been moved to the front position.

Caution:

This version will not be equipped with an idling mode, which would allow pedal pauses. Every pedal motion done by the person in front will have to be seconded by the person in the back!

The rider in front should inform his co-rider of all route characteristics and actions well in advance, e.g. uneven ground, inclines or curves, as well as braking or gear changes, as the person in back may not always be able to see ahead.

2.18.2 The first meters

Remember that you will need more space to get around obstacles as with a regular trike or bicycle (because of the special length and width of the tandem)! Also your turning radius will be significantly larger! We therefore strongly recommend to do a little test run on your own, before going on your first two-person trip, so as to familiarise yourself with the peculiarities of your tandem in terms of its behaviour in curves or while braking. You will soon feel safe and comfortable to use your new vehicle.

Make sure to try your first two-person run on a route with little traffic (without inclines if possible) and no obstacles (e.g. parked cars). Talk to your co-pilot and inform him in good time of any braking or gear change manoeuvres, as this will build trust and ensure safety.

Children under 16 years of age should not steer the tandem. Kids are usually not yet able to judge driving situations accurately, and often do not yet have the necessary physical power to safely steer and operate a tandem.



2.18.3 Special driving characteristics

The co-pilot must continue pedaling as long as the pilot is doing so. That is why both riders should agree on pedaling brakes in advance to prevent premature fatigue and exhaustion.

As pilot, you must ensure that the pedals are left in horizontal position during pedaling brakes to prevent the co-pilot having to stop in mid-motion and maybe losing his balance. If the tandem is equipped with front idling, the co-pilot will be able to pedal and/or stop pedaling at any time for a pedal break. This will prevent premature exhaustion particularly in children and will prolong driving fun.

Note:

Check the seat position for children/ adolescents periodically - but at least every 6 months.

3.0 Care & maintenance

Proper care means less costs!

A well cared-for vehicle has a longer lifespan and is also much more fun to drive. We have put together a couple of pointers for you, which you should consider for the care and maintenance of your trike:

3.1 Cleaning

Clean your vehicle each time it has accumulated dirt. Even the best quality vehicle will suffer if left encrusted with dirt and grime over extended periods of time. You should, however, refrain from hosing it down. Use a wet sponge instead, and dry with a soft cloth. If you then polish it up with a lightly oiled wool cloth, your trike will look like new every time. Please be careful with polishing products, because what may be good for clean metal parts, may not be so good for painted ones.

Never use a power hose for cleaning. A steam or water jet would be too hard, and could dissolve the lubricant needed for some parts.

3.2 Checks

Schedule your regular checks depending on the frequency of use - but perform all checks at least every 500 km or annually. Check for damage and make sure to tighten all screws and nuts.

Danger!

Never attempt to straighten any bends in safety-relevant parts, like the frame, fork, handlebars, pedal crank, saddle bar, and pedals. make sure to replace these parts instead to prevent breakage!

3.3 Spokes

Any loose spokes must be tightened by an authorised workshop. Torn spokes must be replaced immediately.

3.4 Brakes

3.4.1 Special safety instructions

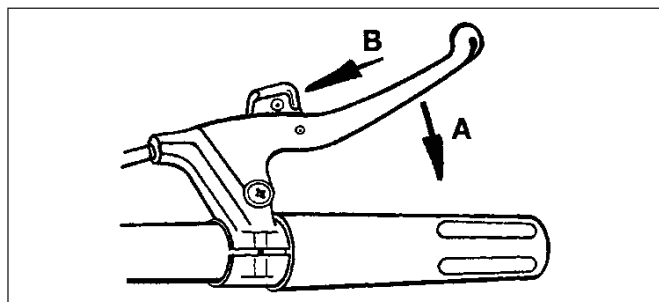
- Brake support assembly, cables and cable sleeves must only be replaced by an authorised technician
- Check the proper alignment and thickness of the brake pads along the wheel rim.
- Stop driving immediately if unusual brake characteristics occur. Contact an authorised workshop immediately.
- Brake pads with asbestos content must not be used.
- New brake pads will develop their full brake potential only after several braking actions.

Danger!

- Familiarise yourself with the effectiveness of your brakes. Practice emergency brake manoeuvres, as this may prevent accidents on the road. Develop a feel for the efficacy of the front wheel brake in particular. The front wheel must not lock during braking! A locked front wheel could cause you to fall.
- Brake pads must be replaced only with identical model versions. Check for a brand name or logo, and compare the type description.

3.4.2 Adjusting and loosening the brake lever

You can secure your trike with the hand brake. Pull the hand brake and simultaneously push the arrester forward (Fig. 20-B). Pulling the brake lever (Fig. 20-A) will release the arrester.



3.4.3 Adjusting the brake pads

Make sure that the brake reaction is instant (taking into consideration the relevant brake line clearance) when the lever is pulled. Brakes will have to be readjusted from time to time because of the “settling” of the brake cables and natural wear of the brake pads.

Fine tuning the cantilever brakes:

Release the counter nut (Fig. 21) and unscrew the knurled setting screw (Fig. 21-B) until the desired “clearance” is set. Retighten the counter nut. Should the setting range be insufficient, then tighten the setting screw up to 2-3 mm and release the cable clamp on

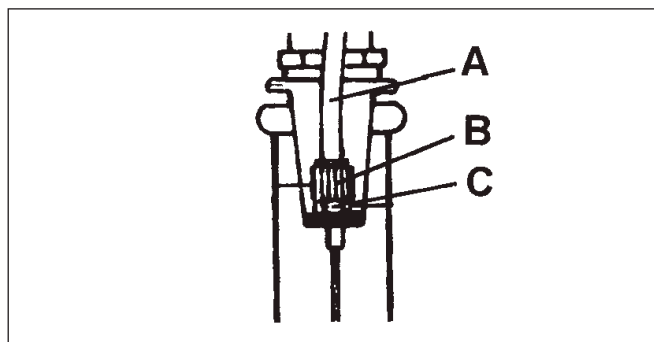


Fig. 21

the body of the brake assembly. Press both brake pads against the wheel rim, tension the brake cable and retighten the cable clamp. Ensure that the brake cable sleeve ends (Fig. 21-A) are held securely in the cable clamps. Repeat the fine tuning of the brake with the setting screw.

3.4.4 Brakes & brake pad adjustment

For drum brakes please read the separate operating instructions provided.

Measurement A must not be less than 39 mm when you press the brake shoe against the rim. Swap the grey setting rings where necessary (6 mm and 3 mm thickness). Use the attachment nuts to attach the brake shoes with a torque of 6-8 Nm. The steel plates must lie flat against the brake lever (Fig. 22).

Lead the brake cable through the cable guide tube and attach it with the cable attachment screw to the right-hand side brake lever. Make sure that the distance between the brake shoes and the rim is approx. 2 mm on both sides. Tighten the screw with a torque of 6-8 Nm (Fig. 22a).

Use the spring tension adjustment screw to adjust the distance, until it is approximately the same on both sides (Fig. 22b). Activate the brake lever at least 8 times in a row to check its proper function and then

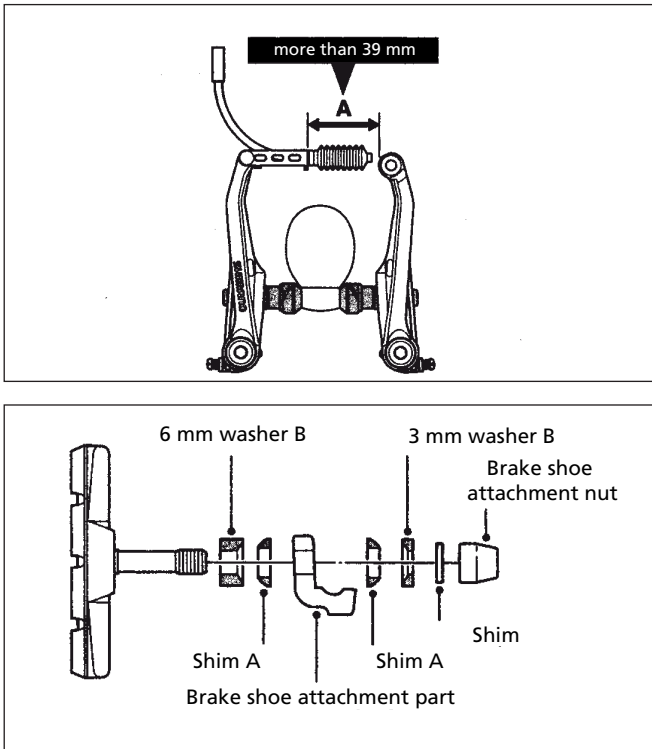


Fig. 22

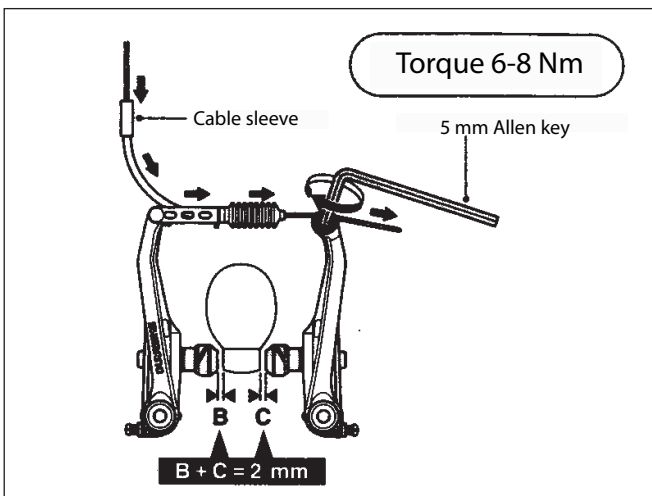


Fig. 22a

recheck the distance of the brake shoes to the rims. Adjust the distance once again if needed as described above, before using the brake system on the road.

Danger!

Brake adjustments should only be carried out by an authorised workshop! Brake testing is required after each adjustment!

If the adjustment of the brake does not have the desired effect of proper brake function, then the entire brake system must be overhauled. This should only be done by an authorised workshop.

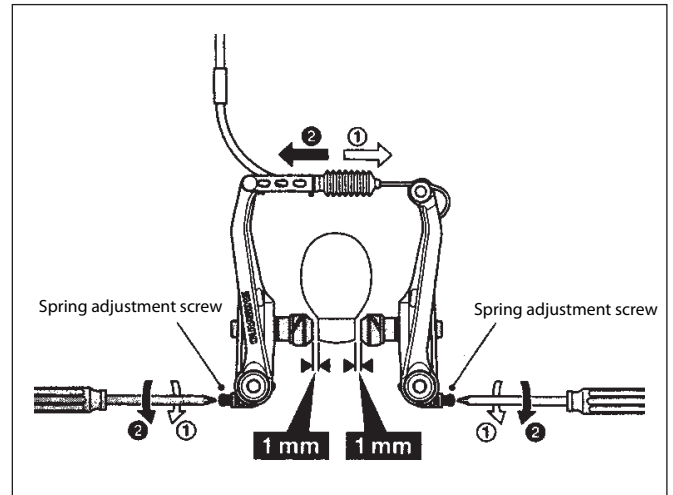


Fig. 22b

3.4.5 Replacing/ adjusting the brake pads

The gap between rim and brake pad should not exceed 1.5 mm. Adjust the alignment if the brake pads are not flush with the rim edge. This step requires technical expertise. Leave the replacement or adjustment of the brake pads to an expert. Release the clamp screw (Fig. 23-A) and press the brake pads together by hand; pull the brake cable tight and retighten the clamp screw. Where available, read the instructions provided by the brake manufacturer.

Danger!

Make sure to check brake function after each adjustment.

If the adjustment of the brake does not have the desired effect of proper brake function, then the entire brake system must be overhauled. This should only be done by an authorised workshop.

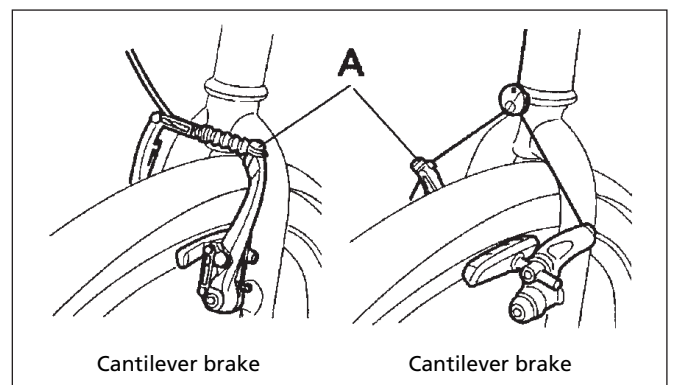


Fig. 23

3.5 Lubrication

All our models come without the customary oil nipple and eyelets on the hubs and on the bottom brackets. That is not a deficiency. Quite the opposite. All the

latest state-of-the-art brand name cycles are equipped with permanent lubrication, which lasts for several years.

Avoid the chain getting encrusted with dirt or rust. This critical component must be lubricated

frequently with either a brush and a light-weight multi-purpose oil or with a special chain spray. Never use grease for chain care. Remove all superfluous oil with a cloth right away, then you won't have to worry about splash stains on your clothes when you go on your next trip. Chains are wear parts.

Check the chain periodically for any signs of wear. Excessively stretched chains will result in increased wear of the pinion and chain gear, and will negatively affect gear shifting comfort in chain gear systems.

3.6 Front wheel

3.6.1 Attachment

The front wheel can be removed in a few easy steps for repair and maintenance work, and for easy transport of the trike. (Check if your trike is equipped with quick release levers or not.)

Quick release lever:

Release the V brake and turn the quick release lever (Fig. 24), then turn the adjustment nut (Fig. 25) until the wheel can be easily removed. Once the wheel is replaced, you must attach the block of the V brake to brake lever again.

Danger!

It is important to tighten the quick release properly, when mounting the front wheel. Only then can you be sure that the wheel is securely attached to the fork.

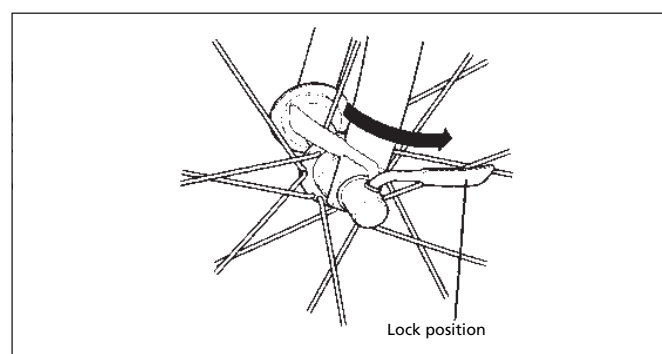


Fig. 24

Wheel fork attachment

Release the two axle nuts and push (where required) the two safety washers from the fork dropouts (Fig. 26). After replacing the front wheel, the axle nuts must be retightened with a torque of 25 Nm. Reattach the block of the V brake to the brake lever.

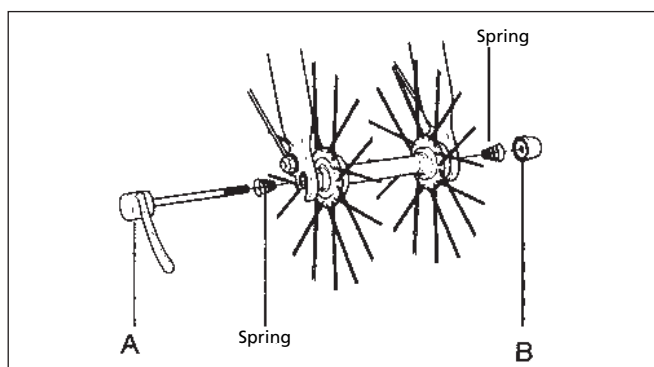


Fig. 25

Danger!

It is important to tighten the axle nuts properly, when mounting the front wheel. Only then can you be sure that the wheel is securely attached to the fork.

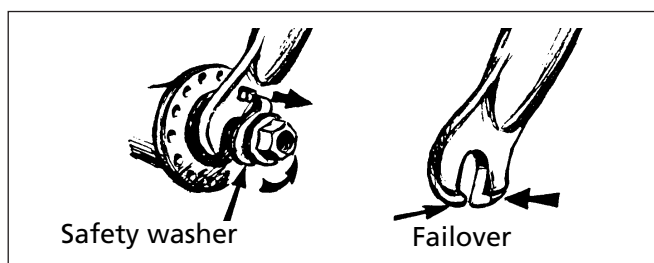


Fig. 26

Push button attachment

The front wheels can be detached by pressing the button in the wheel hub (Fig. 27).

Danger!

Ensure proper and secure seating of the front wheel when replacing it. The wheel must not be detachable from the snap-on axle without pushing the button.

Danger!

Conduct a test of the V brake each time the front or rear wheel is replaced.



Fig. 27

3.6.2 Bearing clearance

The axle cone mount must be set for easy wheel rotation. The cone counter nut (Fig. 28-C) must be tightened securely on the opposite side of the axle cone (Fig. 28-D) to secure the cone in place.

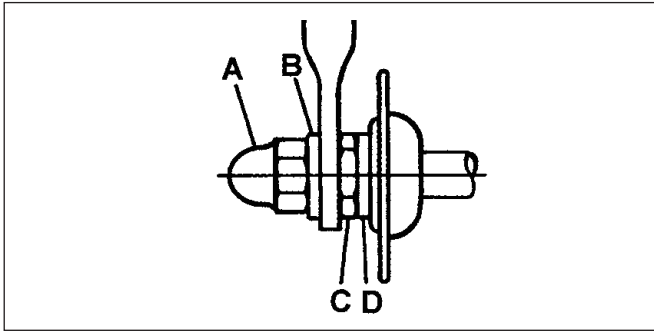


Fig. 28

3.7 Rear wheel

The rear wheels are removed by releasing the nuts and detaching the wheels from the rear axle or removal from the dropout.

Caution!

All screws must be retightened securely when the wheels have been replaced! When mounting the rear wheels, make sure that the camming wedges on the axles snap into the grooves of the rear wheel hubs.

3.8 Pedal crank

If the pedal crank is loose, unscrew or remove the protective cover (Fig. 29-A). Retighten the clamping screw (Fig 29-B) with a socket wrench. Screw or clip the protective cover (A) back in place. You will need a puller for the removal of the pedal crank. These are available for purchase in hardware stores.

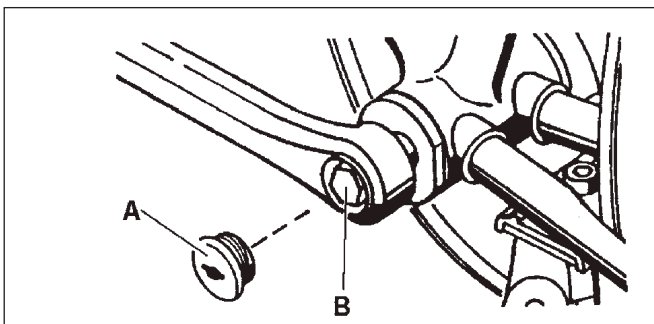


Fig. 29

Caution!

A lose pedal crank must be repaired immediately. Ir-reparable damage may be the result if you continue driving with a lose pedal crank.

3.9 Lighting system components

When replacing any components of the lighting system, please ensure that you use only parts of equal quality with an official certification mark. The certification mark consists of a waveline, the letter "K" and a 5-digit number.

3.10 Dynamo setting

The central axis of the dynamo must be aligned with the wheel hub. If any adjustments are needed, release the attachment (Fig. 30-A) and retighten it after finishing the alignment. The same applies for front wheel-mounted dynamos. This is a task for your authorised workshop.

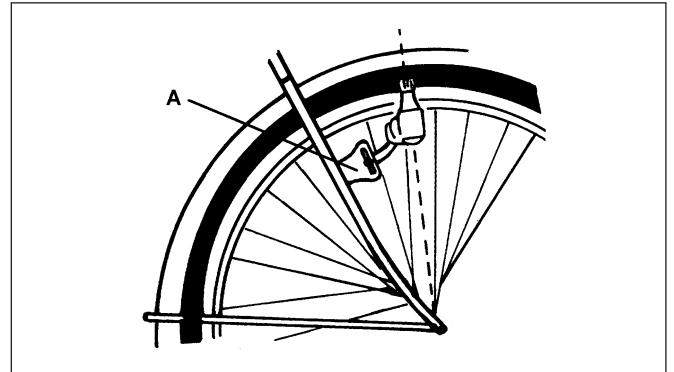


Fig. 30

4.0 Intended use

4.1 Load specifications

Maximum user weight (see table on page 6) must not be surpassed. Baggage loads must not exceed the weight listed in the table (page 6).

4.2 Street trikes

Please note the following with regard to street trikes:

- Do not attempt any jumps with your trike
- Do not drive over curbs
- Avoid potholes and ditches

4.3 Tips on environmental protection

Drive only on designated paths and not across fields, forest, water, waterways and meadows. Use environmentally friendly care products.

4.4 Tips for your safety

Danger!

Immediately replace bent handlebars or handlebar stems! Continued use or straightening attempts may cause BREAKAGE!

4.5 General information

- Always wear practical, bright coloured and noticeable clothing.
- Be considerate to walkers and hikers!
- Always be ready to brake, particularly on steep downhill stretches and bends!

- Do not suspend any loads from the handlebars, as this will impede driving safety.
- A hub brake (drum brake) may only be retrofitted if the fork is marked with an "N".
- Periodically check the attachments of the pedal cranks and pedals.
- For your safety we recommend always wearing a helmet when driving. The quality of the helmet is very important. It should comply at least with legal recommendations and requirements (relevant standard: EN 1078 or ANSI).

Danger!

On wet roads, the braking distance increases significantly. You should therefore always moderate your speed so that you can always stop in time when needed.

Danger!

If you leave your cycle standing in direct sunlight, the saddle, handlebars and other parts of your vehicle can heat up considerably within a short space of time.

You can burn yourself!

4.6 Road traffic

What do I have to think of in traffic?

Your answer is defined in paragraph 1 of the German Road Traffic Act (StVZO): Each traffic participant on public roads is required to behave in a manner that does not endanger, encumber or inconvenience any other participant unless dictated by circumstance.

As a cyclist, you are subject to the following rules:

- Extend your arm in the relevant direction ahead of time, before turning off: check behind you to see that no other vehicle is close behind you! If turning off to the left, align yourself with traffic towards the centre of the road and navigate the crossing with a wide arc. When turning right, take the turn as narrowly as possible.
- Always comply with the hand signals of traffic wardens and observe traffic lights. The hand signals of a traffic warden supercede all other traffic signals, including traffic lights.
- It is not courageous to drive free-handed or while hanging on to another vehicle - such behaviour is life threatening.
- Similarly, cycling side by side is not permitted. You don't only endanger yourself, but other traffic participants as well.

- Make sure that your vehicle complies with legal requirements.
- Only drive roadworthy vehicles.
- Don't cycle with earphones as they will prevent you from hearing warning signals.
- Check brakes, lights and bell for proper function before each trip.

The following components are required for street cycles in accordance with the Road Traffic Act:

- Two independently functioning brakes
- A loud sounding bell
- Headlamp, tail light with reflector, large-area reflector at the rear, pedal reflectors, 2 yellow spokes reflectors per wheel or white reflective rings, as well as a frontal reflector in a type-approved design.
- A bicycle trailer may only be used on cycles with a sturdy frame and fork construction. Additionally important are robust trike brakes at the front and back. The user must keep in mind that the driving behaviour of a vehicle with a loaded trailer is significantly different from that of a trike without trailer.
- Trailer transport of persons over 7 years of age and 22 kg in weight is strictly prohibited.

Danger!

The driver faces challenges specifically when starting, in curves, while braking and on slopes.

- Children under the age of 7 may only be carried on the trike by persons over the age of 16.
- Children must only be transported with an appropriate child seat. Use only safety-certified child seats for cycles. make sure to read and comply with the operating instructions supplied by the child seat manufacturer.
- Only use type-approved carriers for transporting your trike with your car. Make sure that the trike is properly and securely fastened, and that it causes no improper stresses due to insufficient load distribution during transport. Any loose parts must be removed to prevent any danger for other traffic participants.

4.7 Liability

Street cycles are designed and equipped for use on public roads and paved paths. All relevant safety equipment provided by the manufacturer must be periodically checked by the user and repaired or replaced as needed. The manufacturer accepts no liability

for any other use of the vehicle and/or for non-compliance with safety-related instructions included in this manual and any resulting damage. That applies specifically for the use of the trike in offroad conditions, when overloaded (see technical data), and if faults of or damages to the trike's components have not been rectified.

Intended use includes compliance with the instructions and conditions provided by the manufacturer in terms of operation, maintenance and service. Trikes must not be retrofitted with any components or modified if these changes may result in any hazard.

Caution!

Any modifications done by the user will cancel manufacturer liability.

4.8 Warranty information

General legal requirements apply.

5.0 Power assist systems

5.1 Basic information on power assist systems

What is a power assist system?

A power assist system will make cycling easier, as your own pedaling power is supplemented. Compared with regular cycles, you will only need about half the power. Cycling therefore becomes a comfortable and easy pastime, as an "invisible helper" is pushing you forward.

Two systems can be supplied:

Motion sensor:

The power assist system is activated only if the motion sensor (integrated in the pedal crank area) detects pedaling. You won't have to put any effort into pedaling, as it is only important for the sensor to detect the rotation of the crank. You can then control the level of assistance and therefore also the speed by twisting the "gas" throttle. These vehicles are equipped with a start-up help up to 6 km/h to help you get started.

Power sensor:

The power sensor, which is usually connected to the crank arms, will register the power used on the pedals by the rider. A selection via the display adds either equal power (Normal mode), half power (Eco mode) or double the power (Sport mode) from the electromotor to your own efforts. Most of these systems are not equipped with a start-up help, as they don't have a twist throttle.

Individuals that don't have enough power to push the pedals due to some physical limitation (e.g. on an incline), will not be able to utilise the power assist system.

Under what conditions is it most useful to have a power assist system?



On inclines, with headwind, when transporting loads, or at night, when lighting conditions are impaired, or generally under conditions where regular cycles require significant power reserves for traveling.

What is the power source on an e-cycle?

E-cycles use a rechargeable Lilon battery, which, however, does not automatically reload during cycling. Charging is easy, however - simply plug the charger into any regular household socket.

Do the batteries last forever?

No. All batteries have a limited lifespan. You should replace the battery when you start noticing that the cycling reach achieved with a full battery decreases significantly. Operating conditions, temperatures and/or the charging process significantly influence the lifespan of the battery. (Please read the attached manual provided by the manufacturer.)

(Battery replacements are not free of charge.)

Note:

The timing for battery replacement is not part of the regular product warranty; please note the separate warranty conditions supplied.

Can an e-cycle overcome any kind of incline?

A certain percentage of the drive power in an e-cycle must be provided by the rider. The rate of incline the e-cycle can handle therefore depends on your own physical power. Some inclines may be too much to cope with, even with the power assist system on an e-cycle.

Note:

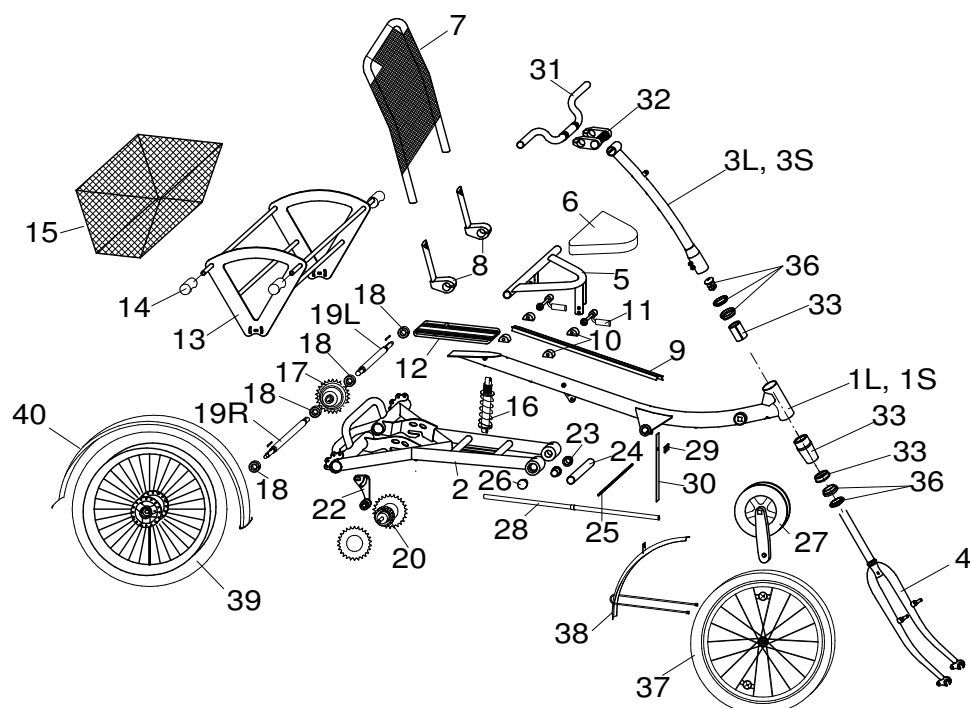
Detailed information on the various power assist systems are provided in the documentation provided by the relevant manufacturer, which is supplied separately in the appendix.

Exploded drawing

Part ScooterTrike No: 16"-20"

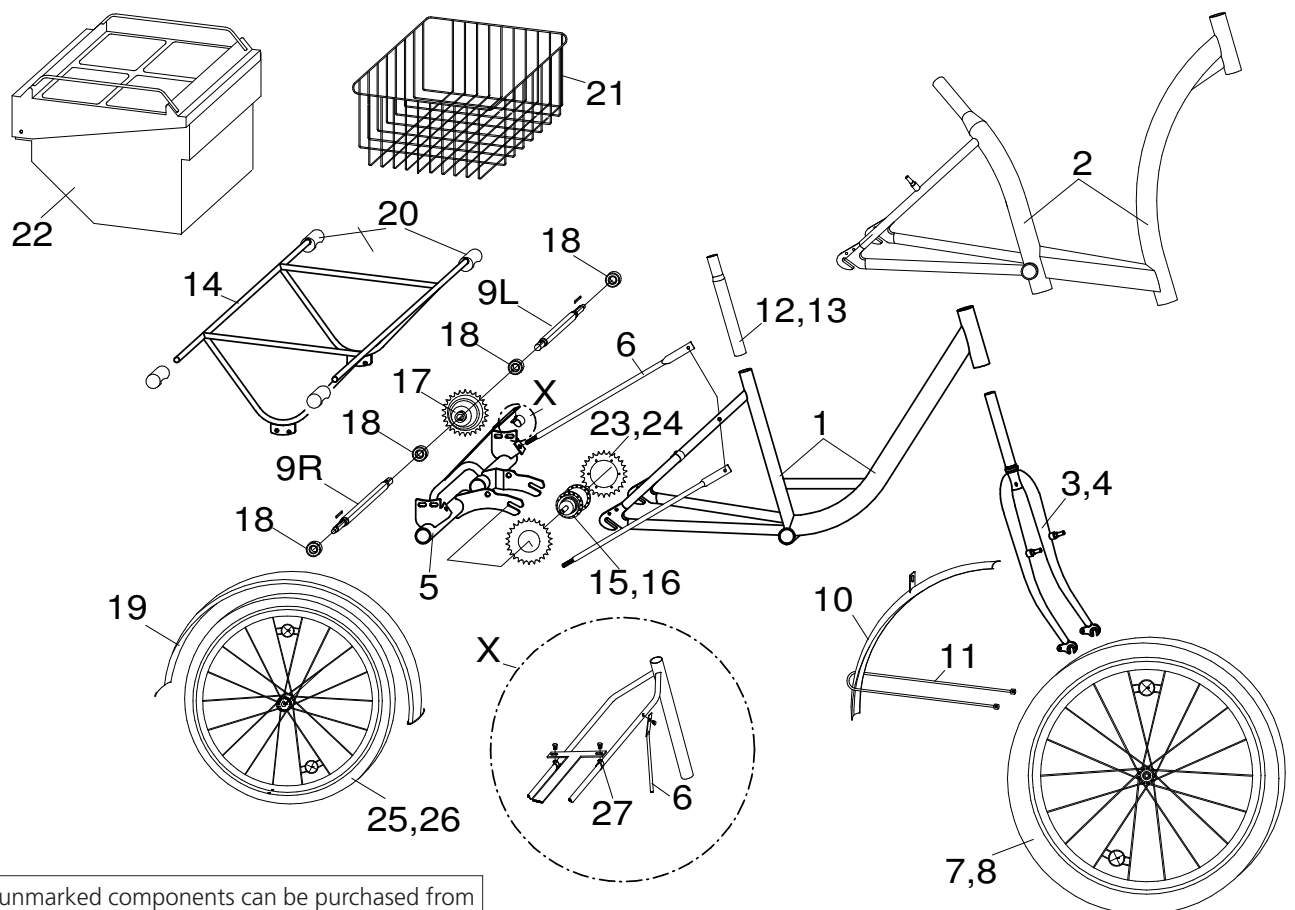
Item

1L	10-000-00068 "L"	SCT frame Scooter "L"
1S	10-000-00068 "S"	SCT frame Scooter "S"
2	10-000-00070	SCT rocker Scooter
3L	10-000-00069 "L"	SCT handlebar stem Scooter "L"
3S	10-000-00069 "S"	SCT handlebar stem Scooter "S"
4	10-000-00067	SCT fork 16" rigid
5	10-080-00049	SCT seat frame 2-part, incl. back rest
6	10-080-00041	SCT seat cushion
7	10-080-00045	SCT seat cover
8	10-040-00023	SCT clamping parts back rest
9	10-080-00042	SCT seat rail
10	10-080-00043	SCT Rail Stone for seat rail
11	10-080-00044	SCT quick release
12	10-030-00026	SCT baggage rack
13	09/0035.31	basket brace
14	10-060-00020	Mud guard brace
15	10-030-00024	Basket
16	10-000-00071	SCT spring element
17	10-070-00007	Differential gearing
18	10-070-00005	Deep groove ball bearing 6003
19L	10-070-00035	SCT axle short left 312.1 mm
19R	10-070-00036	SCT axle long right 382.2 mm
20	10-010-00061	SCT gear hub 7 gear RFN w. pinion
22	10-070-00038	SCT chain tensioner
23	10-000-00072	SCT slide bush for rocker bearing
24	10-000-XXXXX	Rocker bearing 132x20x16
25	10-000-00073	SCT threaded rod
26	10-000-XXXXX	Glider 32
27	10-070-00037	SCT crank set 38Z with double protection
28	10-070-00029	Chain protection tube
29	10-070-XXXXX	Spacer plate
30	10-070-XXXXX	Webbing for chain protection tube
31	10-040-00035	SCT handlebar black
32	10-040-00036	SCT handlebar adjustment unit
33	10-040-00037	SCT Spacer 3-part
36	10-040-00038	SCT control set 1 1/8" Ahead
37	11-060-XXXXX	Impeller front 16" aluminium hollow chamber black hub dynamo
38	10-060-00101	SCT mud guard 16" front black
39	11-060-XXXXX	Impeller rear 20" aluminium hollow chamber black
40	10-060-00100	SCT mud guard 20" rear black



Any unmarked components can be purchased from specialist shops, as they are not model-specific!

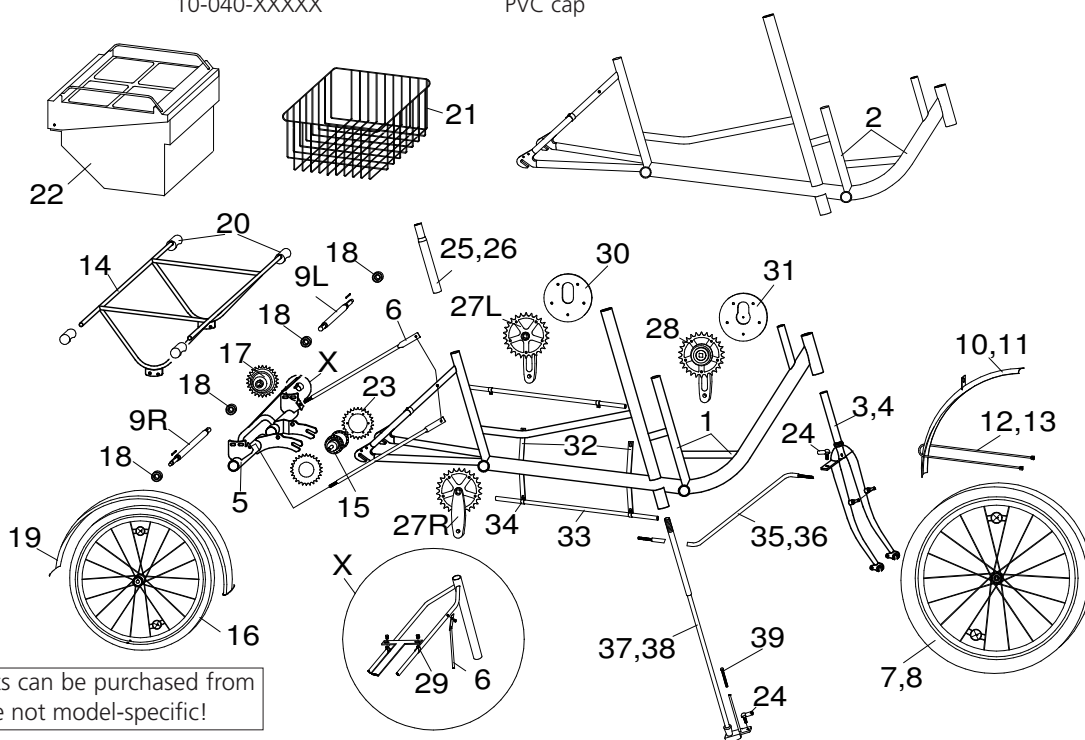
Part No:	Proven 26"-24"	Special 26"-24"	Item
1	10-000-00059		Frame Proven 26"
2		10-000-00063	Frame aluminium Special 26"
3	10-000-00052		Fork 26" rigid
4		10-000-0002	Fork 26" silver sprung
5	10-000-00061	10-000-00061	Axle housing Proven/Special
6	10-000-00060	10-000-00060	Tie rod
7	11-060-00002		Impeller front 26" aluminium box hub dynamo
8		11-060-00010	Impeller front 26" aluminium hollow chamber hub dynamo
9L	10-070-00002	10-070-00002	Axle f. 24"/26" short 299.9 mm
9R	10-070-00001	10-070-00001	Axle f. 24"/26" long 369.9 mm
10	10-060-00009/silver	10-060-00008/black	Mud guard 26" front
11	10-060-00023	10-060-00023	Wheel protection strut 26"
12	10-080-00030		Saddle bar Ø 28.6 mm rigid
13		10-080-00036	Saddle bar Ø 27.2 mm sprung
14	10-000-00008/silver	10-000-00051/black	Basket brace
15	10-010-00002 cpl.	10-010-00002 cpl.	Gear hub 3-gear back pedal brake cpl.
16	10-010-00016 cpl.	10-010-00016 cpl.	Gear hub 7-gear back pedal brake cpl.
17	10-070-00007	10-070-00007	Differential gearing
18	10-070-00005	10-070-00005	Deep groove ball bearing 6003
19	10-060-00011/silver	10-060-00010/black	Mud guard 24" rear
20	10-060-00020	10-060-00020	Mud guard brace
21	10-030-00002/silver	10-030-00001/black	Basket
22	11-030-00001	11-030-00001	Box cpl. mounted lockable
23	10-010-00045	10-010-00045	Laser pinion 3-gear
24	10-010-00047	10-010-00047	Laser pinion 7-gear
25	11-060-00014		Impeller rear 24" aluminium box
26		11-060-00004	Impeller rear 24" aluminium hollow chamber
27	10-000-00062/11-15 mm	10-000-00062/21-23 mm	Articulated pipe clamp for axle mounting nut M8



Any unmarked components can be purchased from specialist shops, as they are not model-specific!

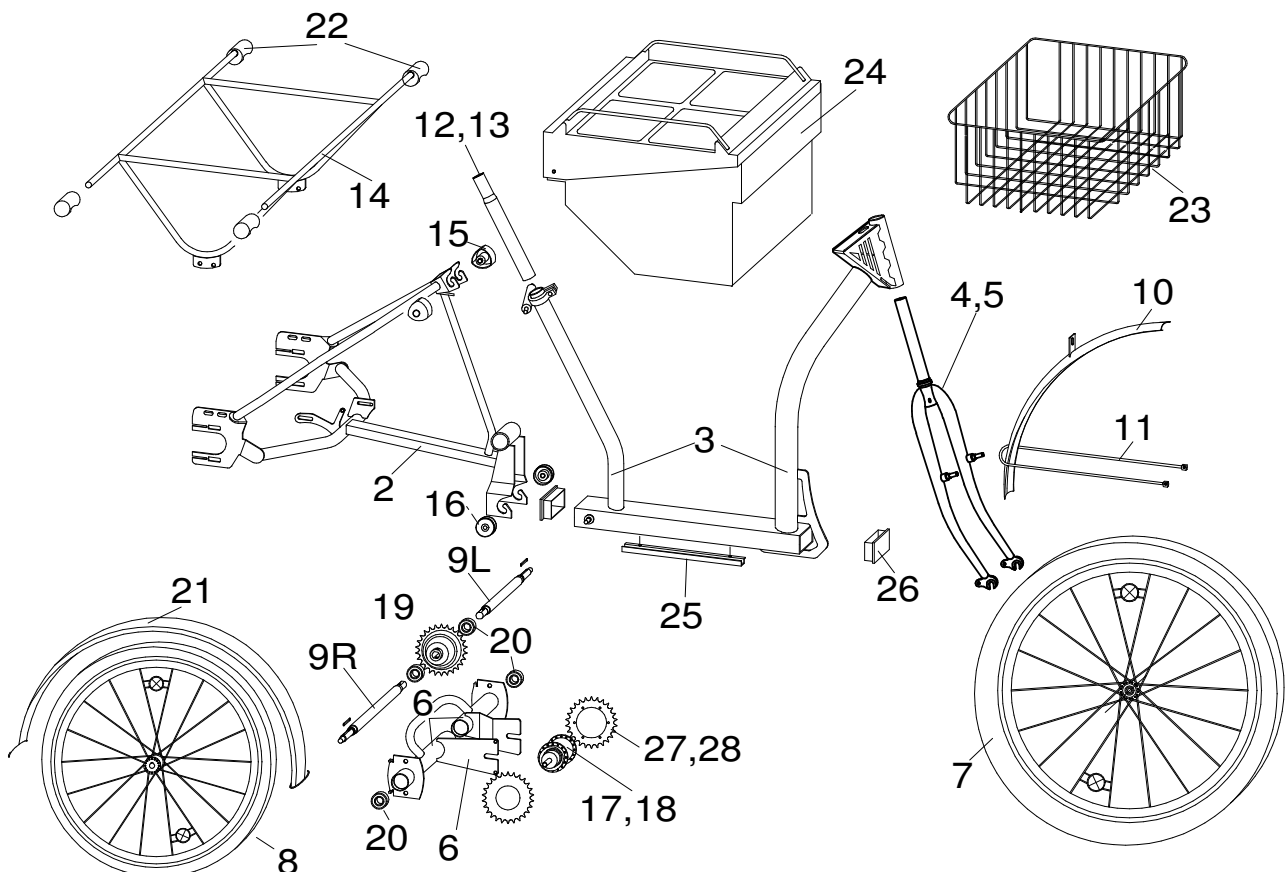
Exploded drawing

Part No:	Fusione/Compagno	Unione/Collettivo	Item
1	10-000-00074		Tandem frame Fusione/Compagno
2		10-000-00066	Tandem frame Unione/Collettivo
3	10-000-00026		Fork 26" rigid
4		10-000-00028	Fork 24" rigid
5	10-000-00061	10-000-00061	Axle housing
6	10-000-00060	10-000-00060	Tie rod
7	11-060-00010		Impeller front 26" aluminium hollow chamber hub dynamo
8		11-060-XXXXX	Impeller front 24" aluminium hollow chamber hub dynamo
9L	10-070-00002	10-070-00002	Axle f. 24"/26" short 299.9 mm
9R	10-070-00001	10-070-00001	Axle f. 24"/26" long 369.9 mm
10	10-060-00008/black		Mud guard 26" front
11		10-060-00012/black	Mud guard 24" front
12	10-060-00023		Wheel protection strut 26"
13		10-060-00024	Wheel protection strut 24"
14	10-000-00008	10-000-00008	Basket brace
15	10-010-00016 cpl.	10-010-00016 cpl.	Gear hub 7-gear back pedal brake cpl.
16	11-060-00004/Fusione	11-060-00004/Unione	Impeller rear 24" aluminium hollow chamber
16	11-060-00005		Impeller rear 26" aluminium hollow chamber Sram 7-gear
16		11-060-XXXXX	Impeller rear 24" aluminium hollow chamber Sram 7-gear
17	10-070-00007	10-070-00007	Differential gearing
18	10-070-00005	10-070-00005	Deep groove ball bearing 6003
19		10-060-00010	Mud guard 24" rear, Fusione & Unione
19		10-060-00012/black	Mud guard 24" rear, Collettivo
19		10-060-00050/black	Mud guard 26" rear, Compagno
20	10-060-00020	10-060-00020	Mud guard brace
21	10-030-00001	10-030-00001	Basket
22	11-030-00001	11-030-00001	Box cpl. mounted lockable
23	10-010-00047	10-010-00047	Laser pinion 7-gear
24	10-040-00016	10-040-00016	Ball and socket head
25	10-080-00040	10-080-00040	Saddle bar Ø 27.2 mm rigid
26	10-080-00036	10-080-00036	Saddle bar Ø 27.2 mm sprung
27L&R	10-070-00039	10-070-00039	Crank set 38Z. left and right, rear
28	10-070-00040	10-070-00040	Crank set 38Z. left, crank right, front
29	10-000-00062/21-23 mm	10-000-00062/21-23 mm	Articulated pipe clamp for axle mounting nut M8
30	08/0065.06	08/0065.06	Sprocket
31	08/0065.04	08/0065.04	Idling sprocket
32	08/0065.05	08/0065.05	Chain pipe brace
33	10-070-00029	10-070-00029	Chain protection tube
34	10-100-00037	10-100-00037	Pipe clamp D=12 mm
35	08/0065.23		Steering bar frame 50/50
36		08/0065.22	Steering bar frame 50/30
37	08/0065.21		Steering column frame 50/50
38		08/0065.20	Steering column frame 50/30
39	10-040-XXXXX	10-040-XXXXX	PVC cap



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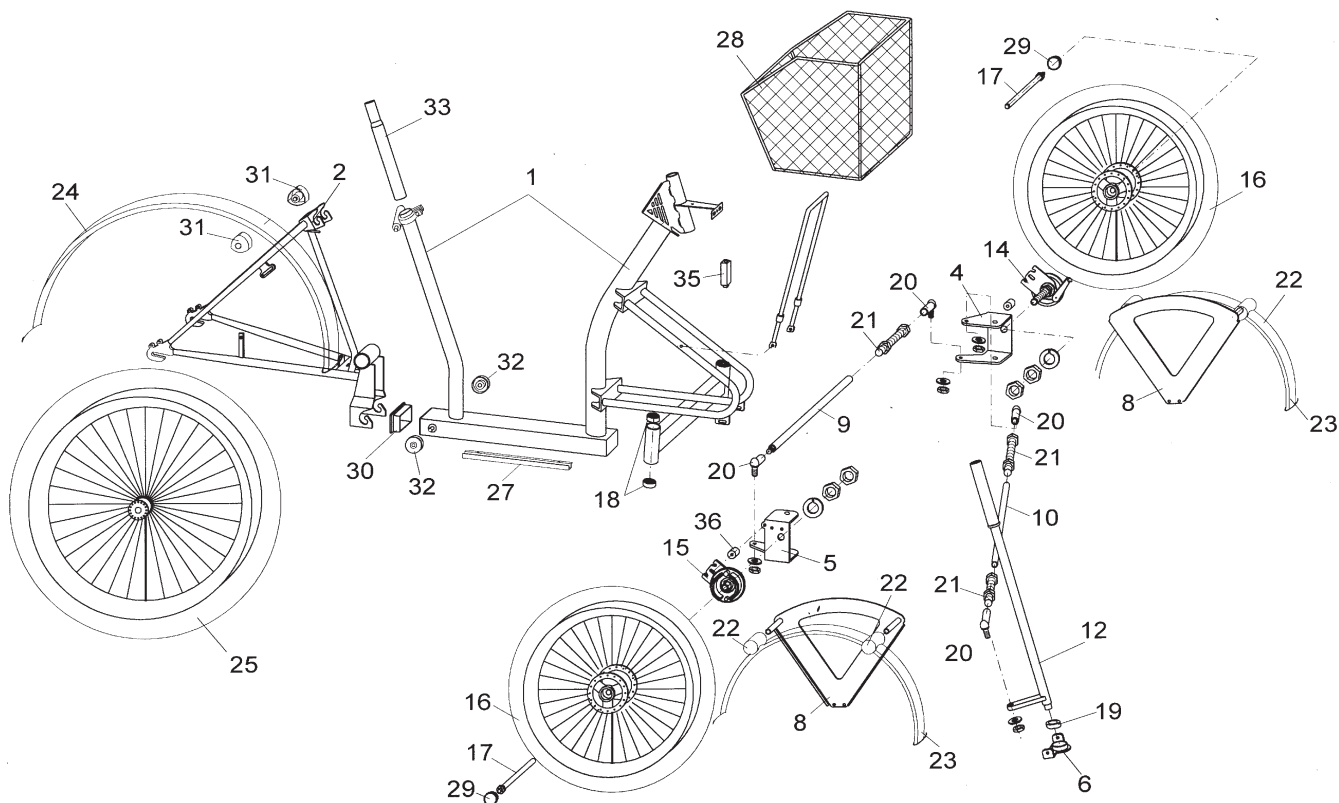
Part No:	Robusto 26"-24"	Standard (S) Deluxe (D)	Mobile 24"-20"	Picco 18"-16"	Famoso 12"	Item
2	10-000-00006	S+D	10-000-00010	10-000-00014	10-000-00018	Chainstays
3	10-000-00005	S+D	10-000-00009	10-000-00013	10-000-00017	Main frame
4	10-000-00027	D				Fork 26" silver sprung
5	10-000-00026	S	10-000-00028	10-000-00029	10-000-00030	Fork rigid
6	10-000-00007	S+D	10-000-00011	10-000-00015	10-000-00019	Axle housing
7	11-060-00003	S+D	11-060-00009	11-060-00007	11-060-00011	Impeller front
8	11-060-00004	S+D	11-060-00015	11-060-00016	11-060-00017	Impeller rear
9R	10-070-00001	S+D	10-070-00003	10-070-00003	10-070-00003	Axle right
9L	10-070-00002	S+D	10-070-00004	10-070-00004	10-070-00004	Axle left
10	10-060-00008	S+D	10-060-00012	10-060-00014	10-060-00016	Mud guard front
11	10-060-00023	S+D	10-060-00024	10-060-00025	10-060-00026	Wheel protection strut
12	10-080-00047	S	10-080-00047	10-080-00005	10-080-00005	Saddle bar rigid
13	10-080-00036	D				Saddle bar Ø27.2 mm sprung
14	10-000-00008	S+D	10-000-00012	10-000-00016	10-000-00020	Basket brace
15	10-020-00003	S+D	10-020-00003	10-020-00003	10-020-00003	Star grip nut M8
16	10-020-00002	S+D	10-020-00001	10-020-00001	10-020-00001	Knurled nut M8
17	10-010-00002 cpl. S		10-010-00002 cpl.	10-010-00002 cpl.	10-010-00002 cpl.	Gear hub 3-gear back pedal brake cpl.
18	10-010-00016 cpl. D					Gear hub 7-gear back pedal brake cpl.
19	10-070-00007	S+D	10-070-00007	10-070-00007	10-070-00007	Differential gearing
20	10-070-00005	S+D	10-070-00005	10-070-00005	10-070-00005	Deep groove ball bearing 6003
21	10-060-00010	S+D	10-060-00013	10-060-00015	10-060-00017	Mud guard rear
22	10-060-00020	S+D	10-060-00020	10-060-00020	10-060-00020	Mud guard brace
23	10-030-00001	S	10-030-00003	10-030-00003	10-030-00003	Basket
24	11-030-00001	D				Box cpl. mounted lockable
25	10-000-00032	S+D	10-000-00033	10-000-00034	10-000-00035	Cable duct
26	10-000-00037	S+D	10-000-00037	10-000-00038	10-000-00038	Ribbed insert for footboard
27	10-010-00045	S	10-010-00045	10-010-00045	10-010-00045	Laser pinion 3-gear
28	10-010-00047	D				Laser pinion 7-gear



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Exploded drawing

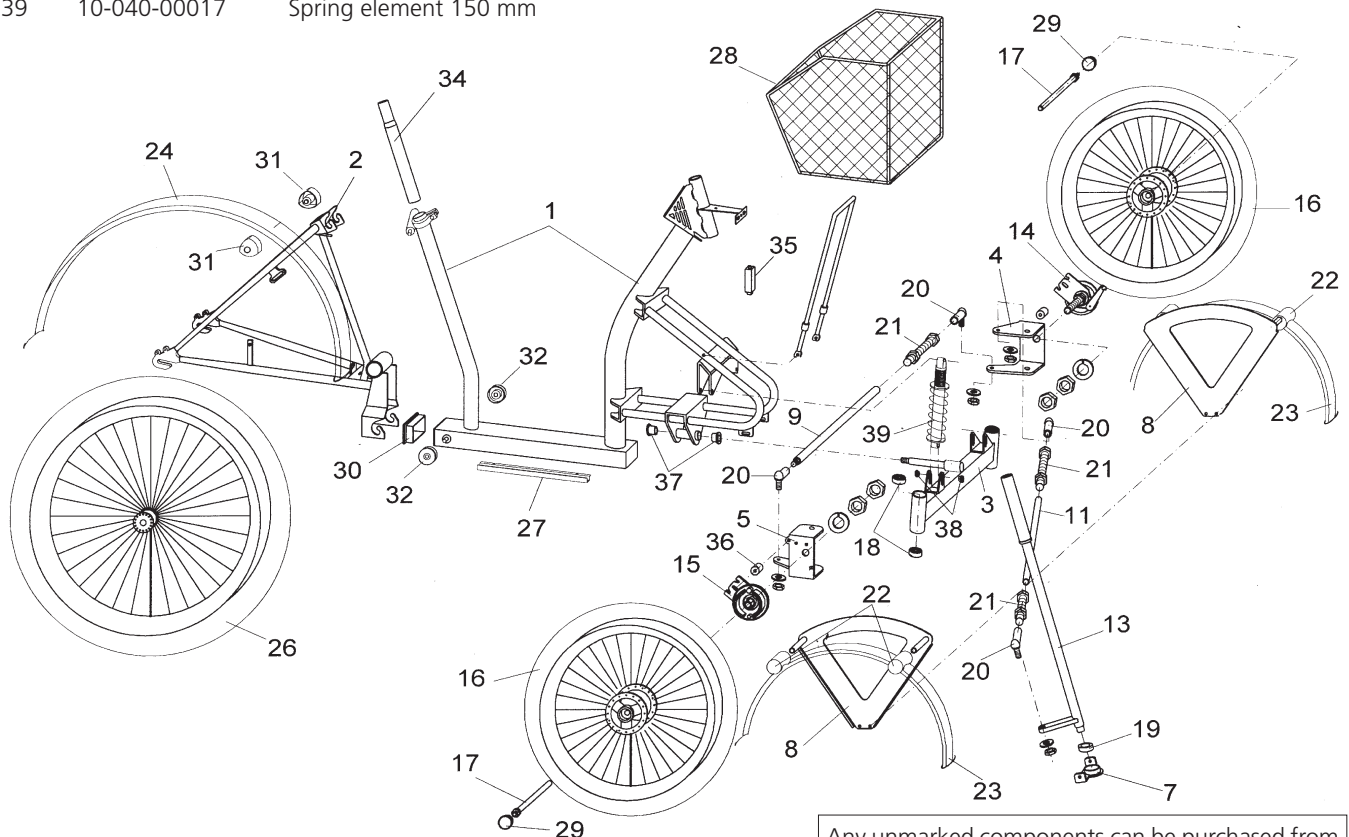
Part No:	Capo 20"-26"	Bene 24"-20"	Item
1	10-000-00045	10-000-00048	Frame cpl.
2	10-000-00057	06/0045.16	Chainstays T-Bike
4	05/0045.34	06/0045.34	Steering plate left
5	05/0045.37	05/0045.37	Steering plate right
6	05/0045.25	06/0045.25	Bearing seat steering bar
8	05/0045.33	06/0045.33	Mud guard seat
9	05/0045.16	06/0045.16	Tie rod
10	05/0045.19	06/0045.19	Steering bar
12	05/0045.31	05/0045.31	Steering column
14	10-050-00016	10-050-00016	Brake anchoring left
15	10-050-00017	10-050-00017	Brake anchoring right
16	11-060-00008	11-060-00008	Impeller front 20" with drum brake
17	10-060-00053	10-060-00053	Quick release axle
18	10-040-00015	10-040-00015	Deep groove ball bearing 6201 wheel mount
19	10-070-00005	10-070-00005	Deep groove ball bearing 6003 steering column
20	10-040-00016	10-040-00016	Ball and socket head
21	10-040-00018/21	10-040-00018/21	Threaded pin M8x40/M8x50
22	10-060-00020	10-060-00020	Mud guard brace
23	10-060-00049	10-060-00049	Mud guard 20" front silver
24	10-060-00050	10-060-00045	Mud guard rear silver
25	11-060-00006	11-060-00018	Impeller rear 3-gear
27	04/0020.35	04/0020.35	Cable duct
28	10-030-00014	10-030-00014	Basket front
29	10-060-00007	10-060-00007	Plug hub
30	10-000-00037	10-000-00037	Ribbed insert for footboard 80x40
31	10-020-00003	10-020-00003	Star grip nut M8
32	10-020-00002	10-020-00002	Knurled nut M8 49 mm
33	10-080-00047	10-080-00047	Saddle bar Ø 31.0 mm rigid
36	10-050-00015	10-050-00015	Distance piece 25 x 17.5 x 8.4



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Part Primo
No: 20"-26"

1	10-000-00046	Frame cpl.
2	10-000-00057	Chainstays T-Bike
3	05/0045.32	Pendulum axle Primo
4	05/0045.34	Steering plate left
5	05/0045.37	Steering plate right
7	05/0045.25	Bearing seat steering bar
8	05/0045.33	Mud guard seat
9	05/0045.16	Tie rod
11	05/0045.30	Steering bar Primo
13	05/0045.38	Steering column Primo
14	10-050-00016	Brake anchoring left
15	10-050-00017	Brake anchoring right
16	11-060-00008	Impeller front 20" with drum brake
17	10-060-00053	Quick release axle
18	10-040-00015	Deep groove ball bearing 6201 wheel mount
19	10-070-00005	Deep groove ball bearing 6003 steering column
20	10-040-00016	Ball and socket head
21	10-040-00018/21	Threaded pin M8x40/M8x50
22	10-060-00020	Mud guard brace
23	10-060-00049	Mud guard 20" front silver
24	10-060-00050	Mud guard 26" rear silver
26	11-060-00005	Impeller rear 7-gear
27	04/0020.35	Cable duct
28	10-030-00014	Basket front
29	10-060-00007	Plug hub
30	10-000-00037	Ribbed insert for footboard 80x40
31	10-020-00003	Star grip nut M8
32	10-020-00002	Knurled nut M8 49 mm
34	10-080-00036	Saddle bar sprung
36	10-050-00015	Distance piece 25 x 17.5 x 8.4
37	10-000-00044	Slide bush Ø16 f. axle
38	10-040-00019	Glide bush Ø 8 f. spring element
39	10-040-00017	Spring element 150 mm



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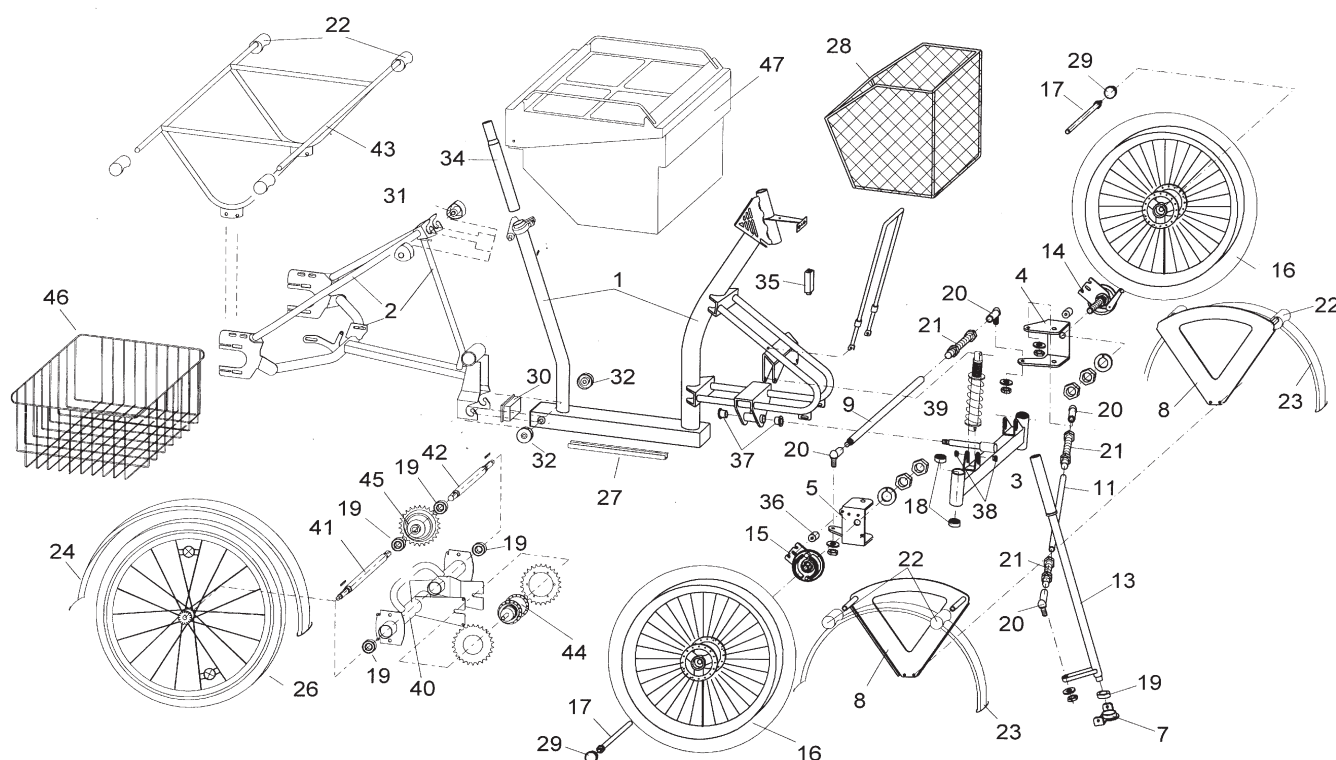
Exploded drawing

Part Primo-Quad No: 20"-24"

1	10-000-00047	Frame cpl.
2	10-000-00006	Chainstays
3	05/0045.32	Pendulum axle Primo
4	05/0045.34	Steering plate left
5	05/0045.37	Steering plate right
7	05/0045.25	Bearing seat steering bar
8	05/0045.33	Mud guard seat
9	05/0045.16	Tie rod
11	05/0045.30	Steering bar Primo
13	05/0045.38	Steering column Primo
14	10-050-00016	Brake anchoring left
15	10-050-00017	Brake anchoring right
16	11-060-00008	Impeller front 20" with drum brake
17	10-060-00053	Quick release axle
18	10-040-00015	Deep groove ball bearing 6201 wheel mount
19	10-070-00005	Deep groove ball bearing 6003
20	10-040-00016	Ball and socket head
21	10-040-00018/21	Threaded pin M8x40/M8x50
22	10-060-00020	Mud guard brace
23	10-060-00049	Mud guard 20" front silver
24	10-060-00011	Mud guard 24" rear silver

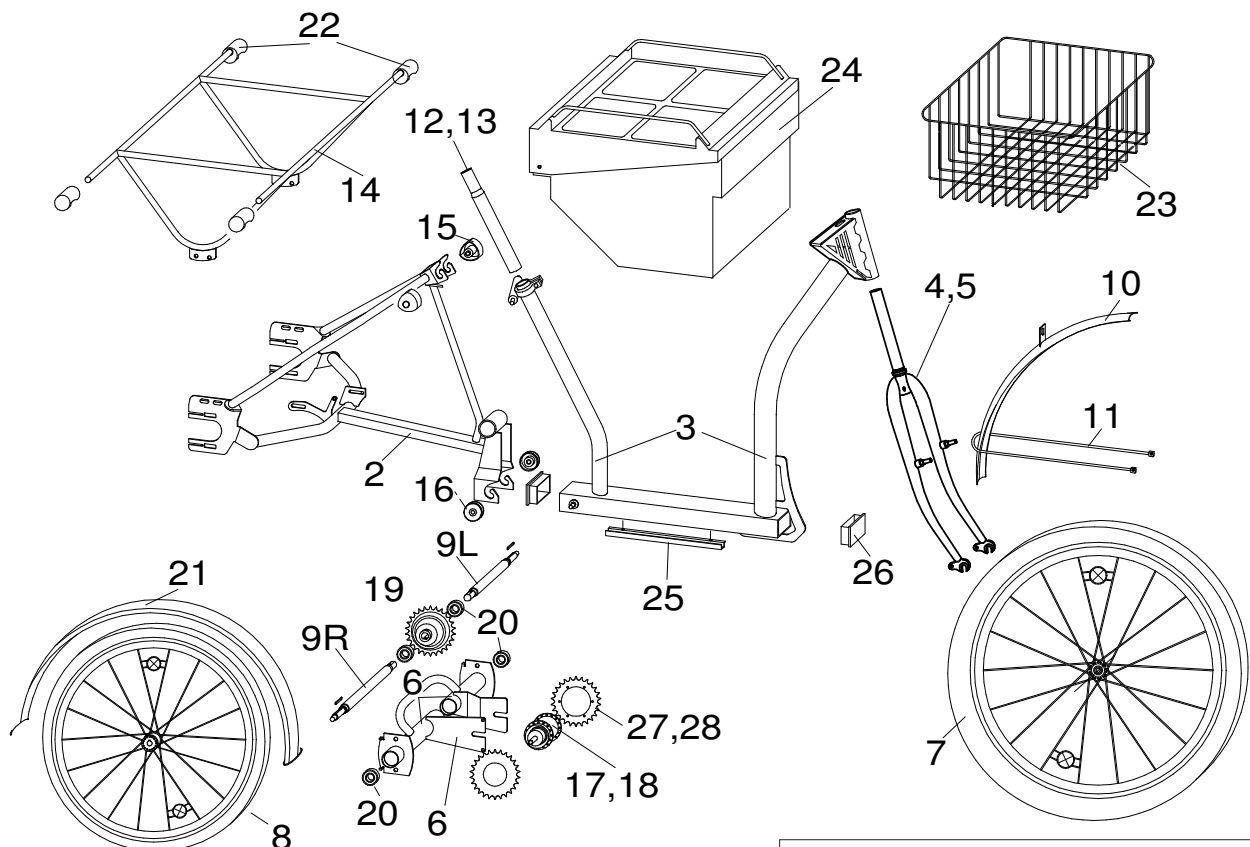
Part Primo-Quad No: 20"-24"

26	11-060-00004	Impeller rear 24" alu. hollow chamber
27	04/0020.35	Cable duct
28	10-030-00014	Basket front
29	10-060-00007	Plug hub
30	10-000-00037	Ribbed insert for footboard 80x40
31	10-020-00003	Star grip nut M8
32	10-020-00002	Knurled nut M8 49 mm
34	10-080-00036	Saddle bar sprung
36	10-050-00015	Distance piece 25 x 17.5 x 8.4
37	10-000-00044	Slide bush Ø16 f. axle
38	10-040-00019	Glide bush Ø 8 f. spring element
39	10-040-00017	Spring element 150 mm
40	10-000-00007	Axle housing
41	10-070-00001	Axle f. 24"/26" long 369.9 mm
42	10-070-00002	Axle f. 24"/26" short 299.9 mm
43	10-000-00008	basket brace
44	10-010-00002 cpl.	Gear hub 7-gear back pedal func. cpl.
45	10-070-00007	Differential gearing
46	10-030-00002	Basket
47	11-030-00001	Box cpl. mounted lockable



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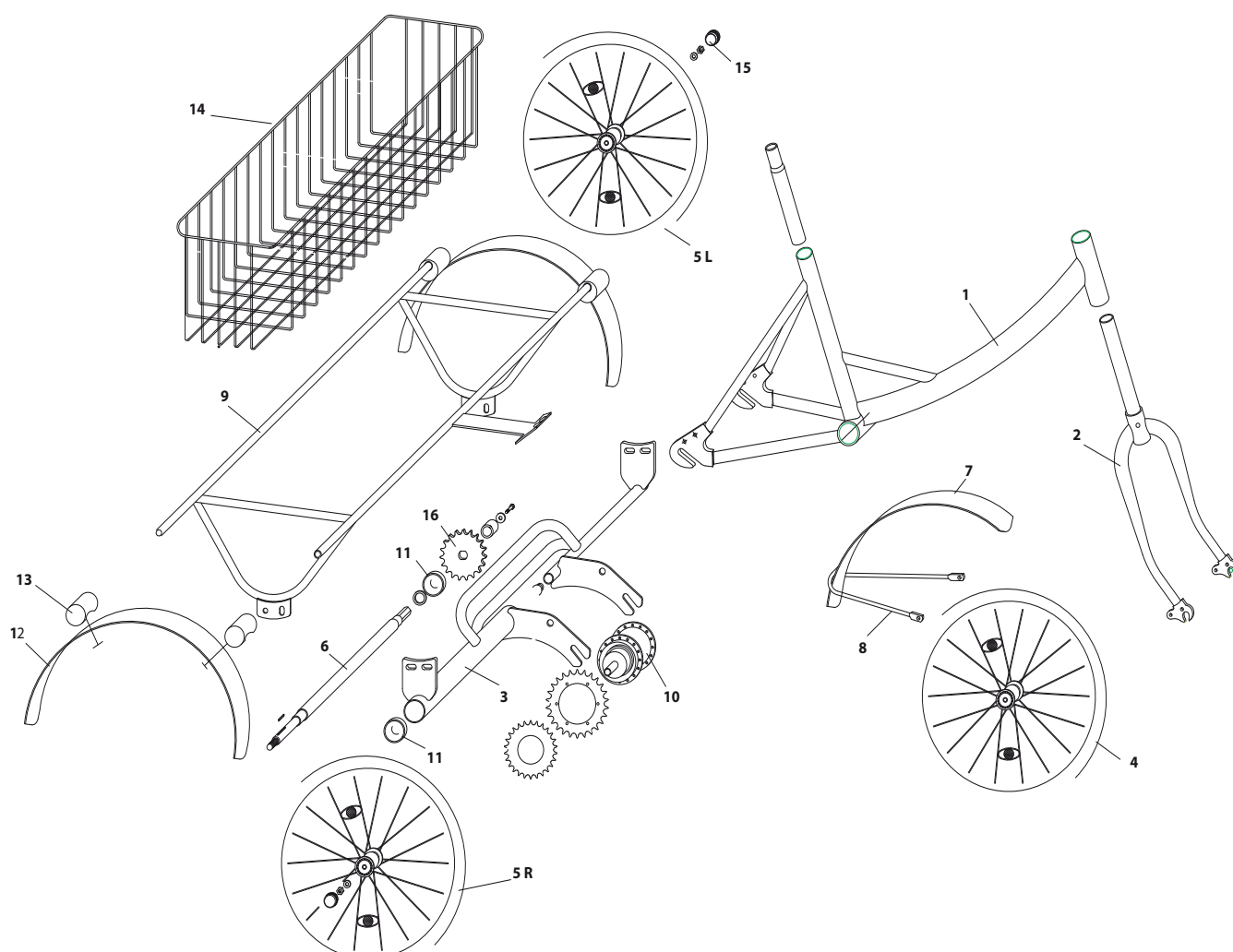
Part No:	Advanced 26"-24"	Elegance 26"-24"	Classic 26"-24"	Alluminio	Item
1	04/0020.36	04/0020.36	04/0020.36	04/0020.36	Frame
2	10-000-00002	10-000-00002	10-000-00002	10-000-00050	Chainstays
3	10-000-00001	10-000-00001	10-000-00001	10-000-00054	Main frame
4	10-000-00027				Fork 26" silver sprung
5		10-000-00025	10-000-00025	10-000-00052	Fork 26" rigid
6	10-000-00003	10-000-00003	10-000-00003	10-000-00055	Axle housing
7	11-060-00002	11-060-00002	11-060-00002	11-060-00002	Impeller front 26" aluminium box hub dynamo
8	11-060-00014	11-060-00014	11-060-00014	11-060-00014	Impeller rear 24" aluminium box
9R	10-070-00001	10-070-00001	10-070-00001	10-070-00001	Axle f. 24"/26" long 369.9 mm
9L	10-070-00002	10-070-00002	10-070-00002	10-070-00002	Axle f. 24"/26" short 299.9 mm
10	10-060-00009	10-060-00009	10-060-00009	10-060-00009	Mud guard 26" front silver
11	10-060-00023	10-060-00023	10-060-00023	10-060-00023	Wheel protection strut 26"
12		10-080-00047	10-080-00047	10-080-00047	Saddle bar Ø 31.0 mm rigid
13	10-080-00036				Saddle bar Ø 27.2 mm sprung
14	10-000-00004	10-000-00004	10-000-00004	10-000-00051	basket brace
15	10-020-00003	10-020-00003	10-020-00003	10-020-00003	Star grip nut M8
16	10-020-00002	10-020-00002	10-020-00002	10-020-00002	Knurled nut M8 49 mm
17			10-010-00002 cpl.		Gear hub 3-gear back pedal brake cpl.
18	10-010-00016 cpl.	10-010-00016 cpl.		10-010-00016 cpl.	Gear hub 7-gear back pedal brake cpl.
19	10-070-00007	10-070-00007	10-070-00007	10-070-00007	Differential gearing
20	10-070-00005	10-070-00005	10-070-00005	10-070-00005	Deep groove ball bearing 6003
21	10-060-00011	10-060-00011	10-060-00011	10-060-00011	Mud guard 24" rear silver
22	10-060-00020	10-060-00020	10-060-00020	10-060-00020	Mud guard brace
23		10-030-00002	10-030-00002	10-030-00002	Basket
24	11-030-00001				Box cpl. mounted lockable
25	10-000-00031	10-000-00031	10-000-00031	10-000-00053	Cable duct
26	10-000-00037	10-000-00037	10-000-00037	10-000-00037	Ribbed insert for footboard 80x40
27			10-010-00045		Laser pinion 3-gear
28	10-010-00047	10-010-00047		10-010-00047	Laser pinion 7-gear



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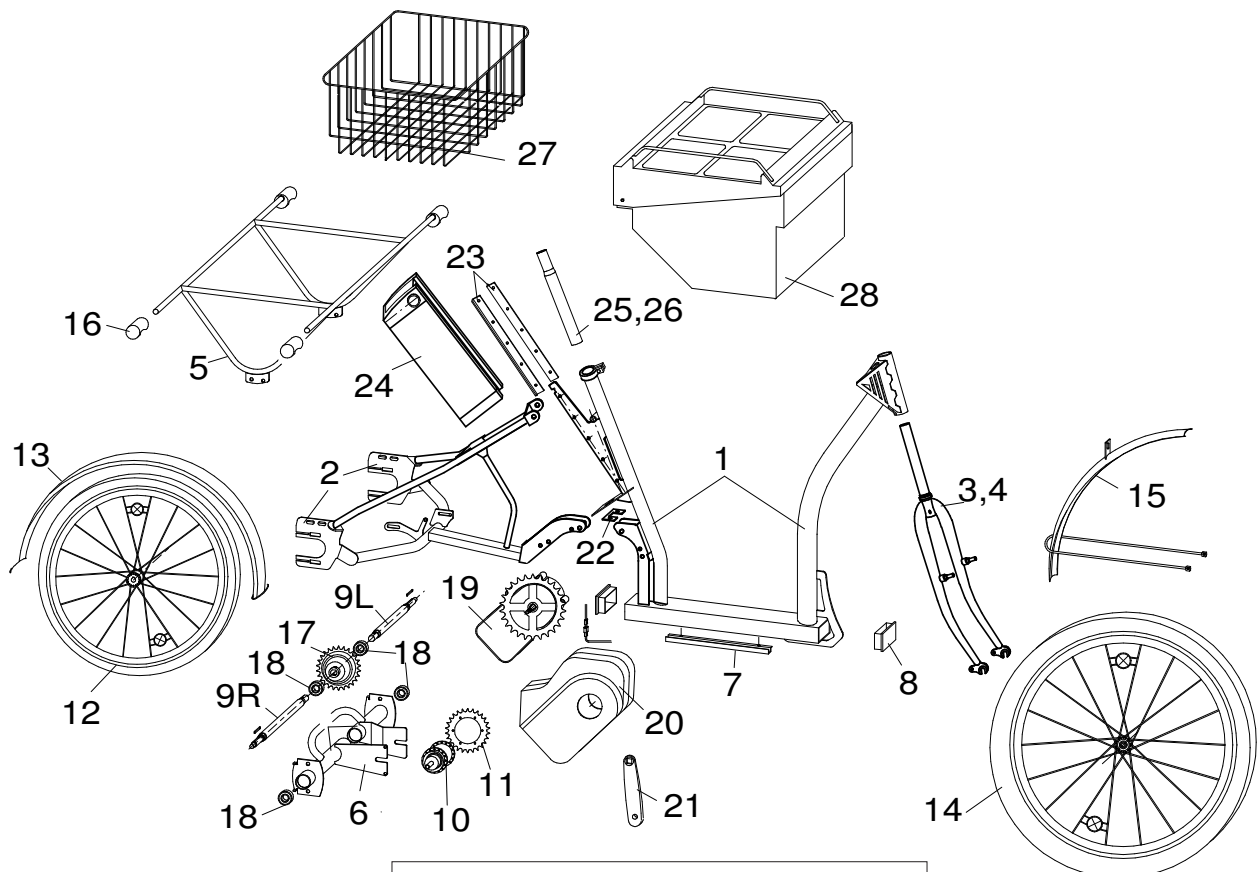
Exploded drawing

Part No:	Lesto 12"	Lesto 16"	Lesto 20"	Item
1	08/0020.25	08/0020.27	08/0020.28	Frame
2	08/0000.03	08/0000.04	08/0000.05	Fork rigid
3	08/0020.07	08/0020.11	08/0020.11	Axle housing
4	08/6000.14	08/6000.25	08/6000.26	Front wheel
5R	08/6020.03	08/6020.02	08/6020.05	Impeller rear right
5L	08/7020.10	08/7020.11	08/7020.12	Impeller rear left
6	08/7020.03	04/7020.05	04/7020.05	Axle left
7	08/6000.24	08/6000.37	08/6000.40	Mud guard front
8	08/6000.45	08/6000.45	08/6000.45	Wheel protection strut
9	08/0020.09	08/0020.13	08/0020.17	basket brace
10	10-010-00002 cpl.	10-010-00002 cpl.	10-010-00002 cpl.	Gear hub 3-gear back pedal brake cpl.
11	10-070-00005	10-070-00005	10-070-00005	Deep groove ball bearing 6003
12	08/6000.22	08/6000.38	08/6000.39	Mud guard rear
13	10-060-00020	10-060-00020	10-060-00020	Mud guard brace
14	10-030-00024	10-030-00003	10-030-00003	Basket
15	10-060-00007	10-060-00007	10-060-00007	Plug hub
16	08/1020.20	08/1020.20	08/1020.20	Drive pinion



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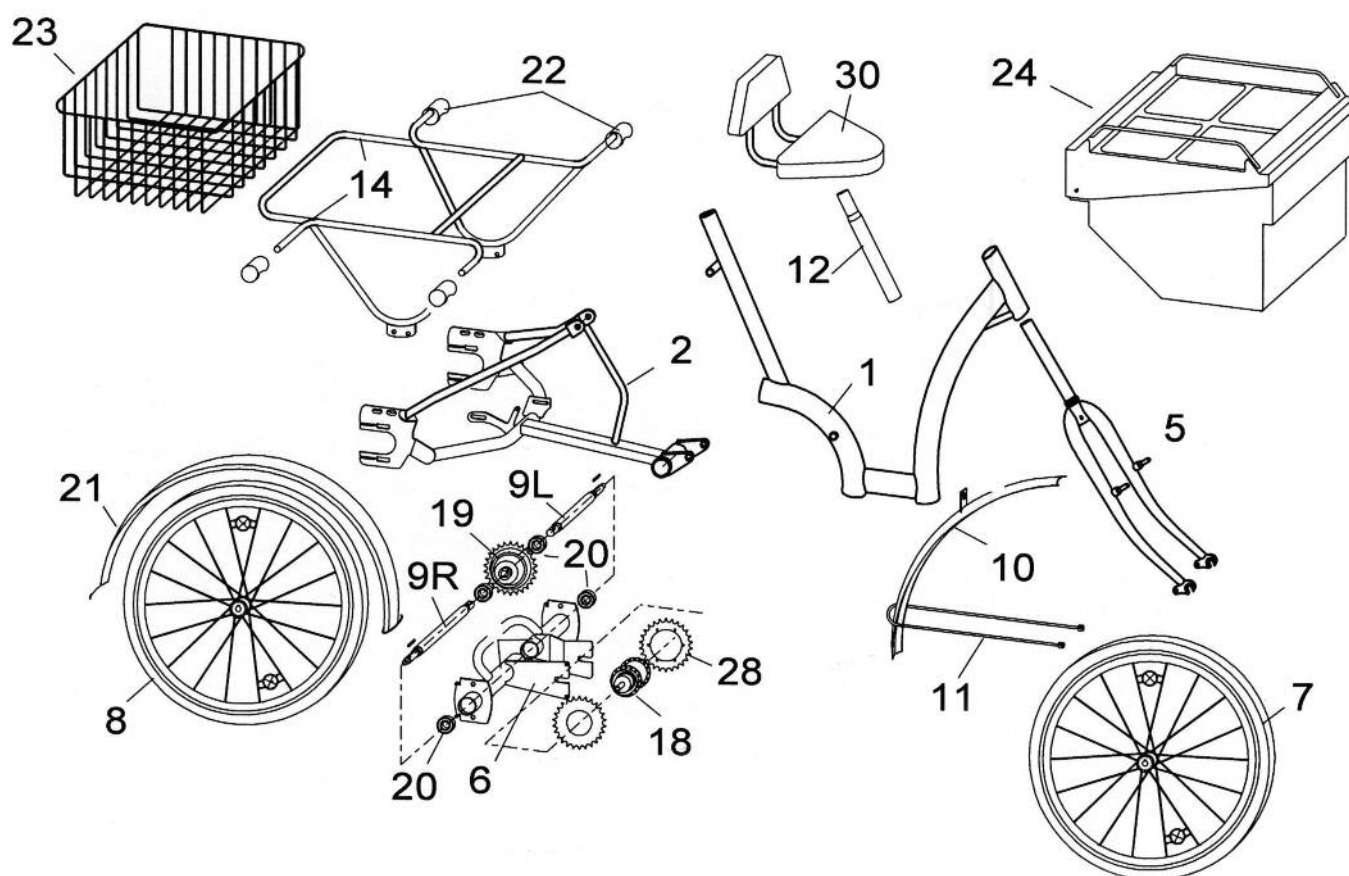
Part No:	Grazia 26"-24"	Merano 26"-24"	Item
1	10-000-00021	10-000-00021	Main frame Grazia/Merano
2	10-000-00022	10-000-00022	Chainstays Grazia/Merano
3	10-000-00027		Fork 26" silver sprung
4		10-000-00025	Fork 26" rigid
6	10-000-00023	10-000-00003	Axle housing
7	10-000-00036	10-000-00031	Cable duct
8	10-000-00037	10-000-00037	Ribbed insert for footboard 80x40
9R	10-070-00001	10-070-00001	Axle f. 24"/26" long 369.9 mm
9L	10-070-00002	10-070-00002	Axle f. 24"/26" short 299.9 mm
10	10-010-00029 cpl.	10-010-00029 cpl.	Gear hub 5-gear drum brake cpl.
11	10-010-00046	10-010-00046	Laser pinion 7-gear
12	11-060-00004		Impeller rear 24" aluminium hollow chamber
12		11-060-00014	Impeller rear 24" aluminium box
13	10-060-00010/black	10-060-00011/silver	Mud guard 24" rear
14	11-060-00010		Impeller front 26" aluminium hollow chamber hub dynamo
14		11-060-00002	Impeller front 26" aluminium box hub dynamo
15	10-060-00008/black	10-060-00009/silver	Mud guard 26" front
16	10-060-00020	10-060-00020	Mud guard brace
17	10-070-00007	10-070-00007	Differential gearing
18	10-070-00005	10-070-00005	Deep groove ball bearing 6003
19	11-100-00012	11-100-00012	Central motor Daum
20	10-100-XXXXX	10-100-XXXXX	Motor cover
21	10-100-00004	10-100-00004	Crank arm set
22	10-000-XXXXX	10-000-XXXXX	Holder for plug contact
23	10-000-XXXXX	10-000-XXXXX	Battery brace
24	10-100-XXXXX	10-100-XXXXX	Power pack/ battery
25	10-080-00036		Saddle bar Ø 27.2 mm sprung
26		10-080-00047	Saddle bar Ø 31.0 mm rigid
27		10-030-00002	Basket
28	11-030-00001		Box cpl. mounted lockable



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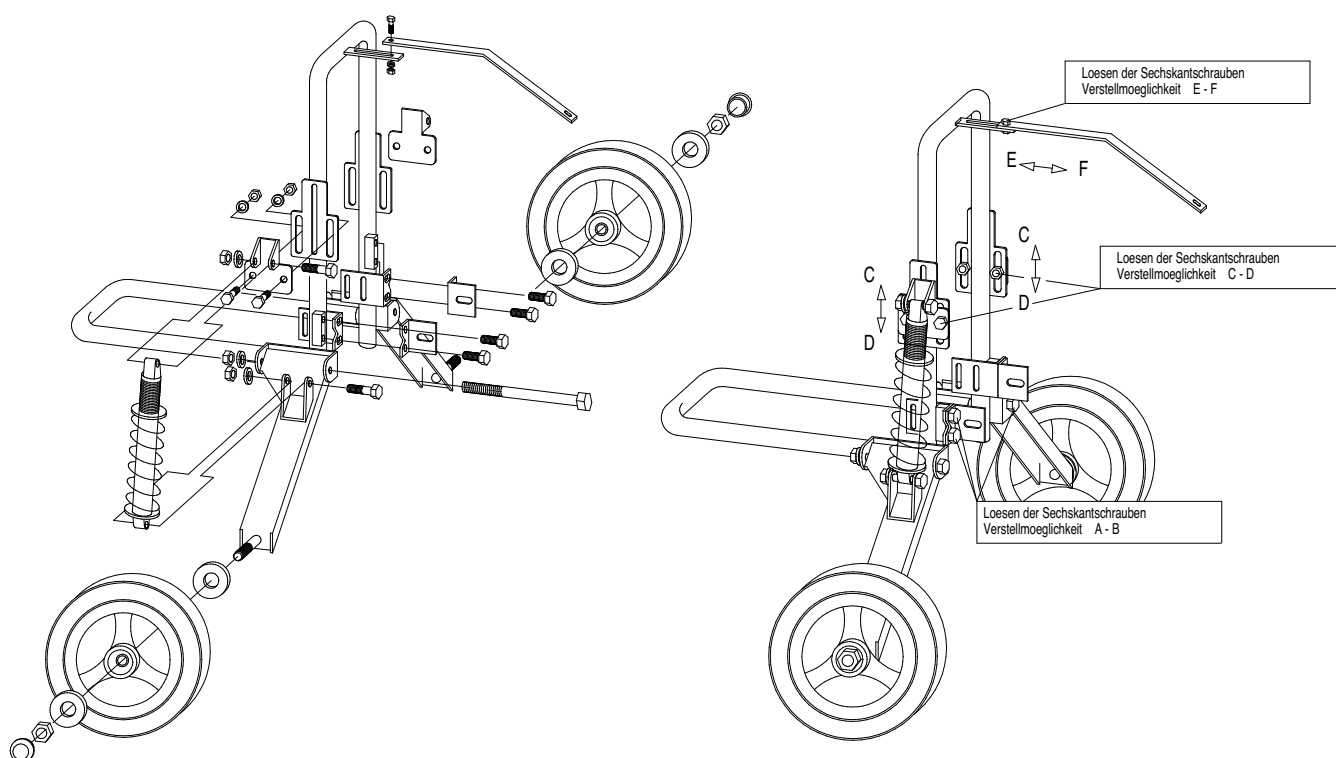
Exploded drawing

Part No:	Comfort	Item
1	11.0090.01	Frame
2	11.0090.02	Chainstays
5	10.000.00028	Fork 24" rigid
6	10.000.00007	Axle housing
7	11.060.XXXXX	Impeller front 24" aluminium hollow chamber
8	11.060.00004	Impeller rear 24" aluminium hollow chamber
9R	10.070.00001	Axle right
9L	10.070.00002	Axle left
10	10.060.00012	Mud guard front black
11	10.060.00024	Wheel protection strut
12	10.080.00047	Saddle bar, rigid
14	10.000.00008	Basket brace
18	10.010.00016	Gear hub 7-gear back pedal brake cpl.
19	10.070.00007	Differential gearing
20	10.070.00005	Deep groove ball bearing 6003
21	10.060.00010	Mud guard rear black
22	10.060.00020	Mud guard brace
23	10.030.00001	Basket
24	11.030.00001	Box cpl. Mounted lockable
28	10.010.00047	Laser pinion 3-gear
30	10.080.00048	Saddle with backrest



All loosened screw connections must be carefully retightened after any component adjustment!

Part No:	Therapy supports						Item
	12"	16"	20"	24"	26"	28"	
1	03/0015.13	03/0015.16	03/0015.22	03/0015.01	03/0015.26	03/0015.50	Frame
2 L	03/0015.25 L	03/0015.25 L	03/0015.03 L	03/0015.03 L	03/0015.03 L	03/0015.03 L	Jib left
2 R	03/0015.25 R	03/0015.25 R	03/0015.03 R	03/0015.03 R	03/0015.03 R	03/0015.03 R	Jib right
3	03/0015.33	03/0015.33	03/0015.31	03/0015.08	03/0015.33	03/0015.08	Connecting strut
4	03/0015.02	03/0015.02	03/0015.02	03/0015.02	03/0015.02	03/0015.02	Upper alignment angle for spring element
5	03/0015.32	03/0015.32	03/0015.32	03/0015.32	03/0015.32	03/0015.32	Lower alignment angle for rear wheel axle
6	03/0015.43	03/0015.43	03/0015.43	03/0015.43	03/0015.43	03/0015.43	Mounting plate for rivet nut
7	10-040-00017 150 mm	10-040-00017 150 mm	10-040-00017 150 mm	10-040-00017 150 mm	10-040-00017 150 mm		Spring element 150 mm
7						10-040-00017 165mm	Spring element 165mm
8	03/1015.10	03/1015.10	03/1015.10	03/1015.10	03/1015.10	03/1015.10	Impeller ball bearing mounted w. cap



All loosened screw connections must be carefully retightened after any component adjustment!

Details of dealership:



Company name	
Street	Street No.
ZIP/City	
Telephone	

Customer details:

Name	
Street	Street No.
ZIP/City	
Email	
Product Name	
Brand	Delivery Date

Confirmation

- ☐ I have thoroughly checked the above named product.
- ☐ The delivery was complete and without any apparent damage.
- ☐ Comments: _____
- ☐ I have received the operating manual including service and maintenance instructions, and I have received an oral introduction to the product.
- ☐ I am aware that a seller's warranty exists for product faults only. For damage due to wear, resulting from the use of the product, no warranty is extended, specifically for wear attributable to "normal use".

Date

Signature

7.0 Maintenance log

Periodic maintenance by an authorised workshop is prerequisite to successful warranty claims. The maintenance intervals should not surpass 6 months in order to guarantee traffic safety and a technically sound vehicle!

Have all maintenance work documented here:

[illegible]

Bicycle Passport

Some good advice

Note down the specific data of your cycle immediately after purchase.

You will then be able to provide an accurate description of your vehicle, should it be stolen. This point is of particular importance if you will be making an insurance claim.

Register your vehicle with the police if possible.



Name	
Street	Street No.
ZIP/City	
Telephone	
Date of Purchase	Purchase Price

Vehicle Description

Model: _____

Frame Number (to be found on the pedal crank housing)

Frame Colour

Mud Guard Colour

Tires (brand and size)

Hub Gearing

Number of Gears

Accessories

Special Features



EC DECLARATION OF CONFORMITY

In compliance with Appendix VII of the Directive 93/42/EEC on Medical Products

I/ We	PFIFF Vertriebs GmbH	
Name and address of the manufacturer Wilhelmstraße 49		
D-49610 Quakenbrück		
declare in sole responsibility that the products: Therapy Trikes		
Model Bene Model Primo Model Famoso Model Lesto Model Picco Model Robusto Standard		Model Capo Model Primo-Quad Model Grazia Model Mobile Model Robusto Deluxe
comply with the basic requirements of Directive 93/42/EEC, Appendix 1.		

01.04.2008

Date

Signatures

Martin Schroedter / Theodor Buschermöhle



EC DECLARATION OF CONFORMITY

In compliance with Appendix VII of the Directive 93/42/EEC on Medical Products

I/ We	PFIFF Vertriebs GmbH	
Name and address of the manufacturer		
Wilhelmstraße 49		
D-49610 Quakenbrück		
declare in sole responsibility that the products: Therapy Cycles		
Model Amico 12" Model Amico 20" Model Amico 26"	Model Amico 16" Model Amico 24" Therapy supports	
comply with the basic requirements of Directive 93/42/EEC, Appendix 1.		

01.04.2008

Date

Signatures

Martin Schroedter / Theodor Buschermöhle



EC DECLARATION OF CONFORMITY

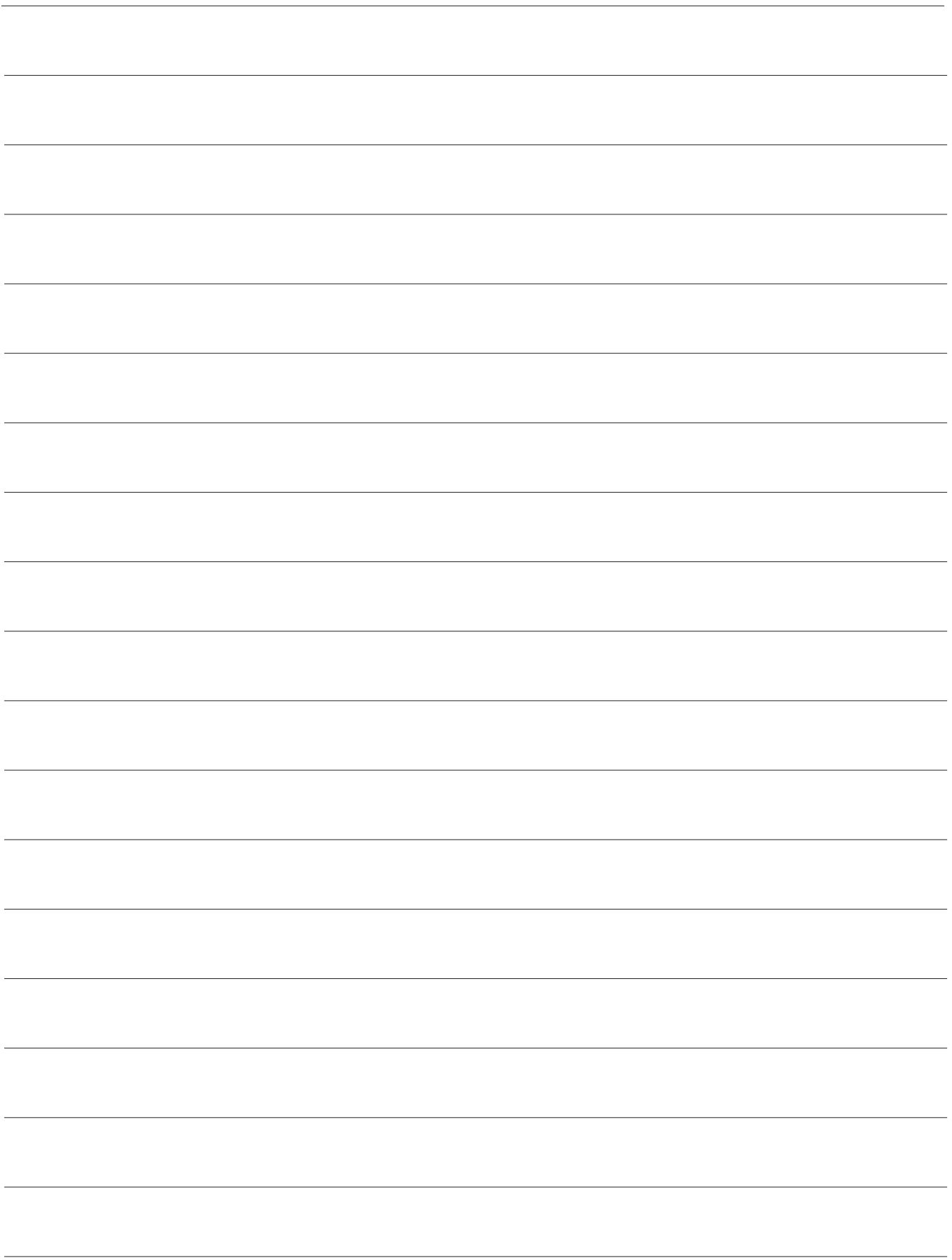
PFIFF Vertriebs GmbH I/ We	
Name and address of the manufacturer Wilhelmstraße 49	
D-49610 Quakenbrück	
declare under our sole responsibility that the products:	
Model Advanced Model Alluminio Model Ally Model Classic Model Comfort Model Elegance Model Proven	Model ScooterTrike "L" + "S" Model Special Model Collettivo Model Compagno Model Fusione Model Unione
fulfils the requirements of the standard and regulations of the Directive EN14764 therefore corresponds to the regulations of the Directives.	

01.04.2012

Date

Signatures

Martin Schroedter / Theodor Buschermöhle





PFAU-Tec

reha-technik · entwicklung · konstruktion

by



PFIFF Vertriebs GmbH

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