

CRA WATT OWNER'S MANUAL



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We are pleased that you have decided to buy a ROSE bike and are sure that you will enjoy riding your new bike every day.

Your bike is unique – before it has found its way to your home, this bike was individually assembled by hand by a skilled mechanic and carefully inspected by another specialist to ensure it meets our highest quality standards. We thus guarantee that your bike offers reliability and state-of-the-art technology. Easy-to-use gears and brakes, an excellent design and great value for money are just some of the reasons why you will love your bike.

Some components were removed or adjusted for shipping. However, they can be easily re-assembled or re-adjusted in just a few simple steps (see "3. Bike assembly" on page 14).

Regular care and maintenance (see "9. Maintenance" on page 35) will prolong the life of your beloved bicycle. This manual includes all information on handling, maintenance and care you need to properly care for your bike. We recommend you to carefully check and service your bike at regular intervals. Your safety and a long life of your bike should be worth the effort.

This manual describes all details you need for a safe use of your bike, as well as the most important and general facts about your bike. For more detailed information on single bike components, please see the respective owner's manual of the manufacturer. All manuals are included in the purchase documents of your bike or available online.

Please take the time to read this manual carefully. The sections marked with the signal words "DANGER" and "WARNING" are of particularly high importance. The instructions contained in these warnings must be followed. Moreover, we recommend you to follow the steps described in "7. Before and after your ride" on page 30 and to have your bike serviced regularly (see "9. Maintenance" on page 35) to ensure your safety on every ride.

Have fun with your dream bike! Your ROSE Bikes team

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1. General information

This manual is the most important element to prevent any damages and risks during the assembly, use and servicing of your new bike. It is provided to give you the most important technical information on your bike, to support you during bike assembly and to give you helpful tips over the entire life of your bicycle. If in doubt about maintenance works, please consult a qualified bicycle mechanic.

Please read this manual carefully before taking the first ride on your new bike and make sure you understand everything. Ensure that third-party users are also informed about the contents of this manual and that they understand and follow all instructions.

Keep this manual for future reference. If you sell or give away your bike, please also include the owner's manual.

This manual is additionally available as a pdf file on rosebikes.com/manuals.

1.1 Explanation of symbols and key words used

DANGER

...indicates a hazard with a high level of risk which, if not avoided, will result in death or serious injury.

...indicates a hazard with a medium level of risk which, if not avoided, may result in minor or moderate injury.

...indicates a potentially hazardous situation that may result in damage to property.

1.2 Target group

This manual is intended for you, the owner of the ROSE bike.

Assembly and maintenance works require basic knowledge in bicycle technology. If in doubt, please consult a qualified bicycle mechanic. Improper assembly or maintenance of your bike may result in serious injury or death!

1.3 Requirements to operate an e-bike

The rider must be mentally and physically able to safely operate the bicycle over a longer period of time and longer distances. For newcomers and those getting back into cycling after a long time special cycling skills courses are recommended.

1.4 Owner's manuals supplied by component manufacturers

This manual contains all information you need for a safe use of your bike. However, apart from this manual, the documents supplied with your bike also include some product information or manuals of different component manufacturers. If need be, you can use those documents for further information on the respective product, its assembly and setup. The owner's manuals of some manufacturers might only be available online.

1.5 Tools

All works on your bicycle require appropriate tools. All nuts and bolts must be tightened with an appropriate torque wrench.

A proper installation and removal of components can only be guaranteed when using perfectly functioning and undamaged tools.

1.6 Installation of components and accessories

Bicycle trailers must only be fixed to the rear axle of the bike using special hitching devices.

Only use child seats and trailers for clamp mounting on the seat tube of men's and unisex bicycle frames.

Do not mount any child seats and trailers with clamp mount on the seat tube of bicycles with a low entry.

It is not allowed to mount trailers or child seats on the seat post.

Racks must only be attached to special fixing points designed for this purpose.

Make sure to read the manufacturer's manual before installing components and accessories.

Make sure to not exceed the maximum system weight (see "1.10 Weight limit" on page 7) even with all add-on parts and accessories fitted!

1.7 Replacement of parts

As e-bike components are subjected to heavy loads, you cannot simply replace them. In most cases, you must obtain approval from ROSE Bikes or the component manufacturer before replacing a component. Also see "9.2 Replacement of parts" on page 36.

Please contact ROSE Bikes in case of any questions.

1.8 Warranty and guarantee

For all information on warranty and guarantee see rosebikes.com/termsandconditions.

Tuning the e-bike will invalidate the warranty.

If you have purchased a complete bike from us, you are obliged to return the entire bike to make a warranty claim, and not just the defective components. Only then we can check whether the legal requirements for a warranty claim are met.

1.9 Wearing parts

Therefore, the components listed below should be checked regularly and replaced, if necessary:

- Battery pack and drive unit
- Tyres and tubes
- Rims
- Brake pads
- Bearings (headset bearings, bottom bracket bearings, rear triangle bearings, hub bearings)
- Chain and drive belt
- Cassette and sprockets
- Handlebar, grips and stem
- Saddle and seat post
- Grease, lubricant, hydraulic oil and brake fluid
- Inner and outer brake and gear cables
- Suspension fork and rear shock
- Stickers and paintwork

1.10 Weight limit

Electric ROSE bikes are designed for a maximum weight of 140 kg. The system weight is derived from the weight of the cyclist, bicycle, gear (helmet, backpack, shoes, clothes) and luggage.

1.11 Exclusion of liability

The tasks described in this manual require special knowledge and should only be carried out by people with sufficient expertise.

The user is liable for damages resulting from:

- Misuse or any other cause beyond the range of the intended use (see "2.10 Intended use" on page 13)
- Non-compliance with safety regulations
- Improper assembly, repair and maintenance
- Use of unapproved replacement parts and accessories
- Change of construction
- Tuning

If in doubt, please consult the ROSE service or a qualified bicycle mechanic.

2. Safety

2.1 General safety

DANGER

Inadequate protective equipment can cause injuries!

Effective safety equipment contributes to your personal safety.

- Always wear a helmet.
- Always wear highly visible and reflective clothing.

DANGER

Improperly installed components can cause serious crashes!

Improperly installed components may loosen during the ride!

- Always follow the installation instructions included in this manual.
- If in doubt, please consult the ROSE service or a qualified bicycle mechanic.



DANGER

Risk of accident due to sudden total failure of pre-damaged components!

A fall or unforeseeable manoeuvres can pre-damage components of your bike. Even though you might not immediately notice those damages, it is always possible that pre-damaged components deform or break while riding.

- Regularly check your components for damages.
- Components that are subject to high stress must be regularly replaced and checked by a qualified bicycle mechanic.

2.2 Carrying children on a bike

DANGER

Risk of injury when carrying kids in a bike seat or bike trailer!

Carrying children in a bike seat or bike trailer inappropriately may lead to accidents with a high injury potential.

- Please note the information in chapter "6. Cycling with kids" on page 29.
- Never carry a child in a bike seat or a bike trailer if not all of the conditions in chapter "6. Cycling with kids" on page 29 are complied with.

2.3 Safe use of the brakes

Risk of accident due to reduced braking performance caused by brake pads that are not broken in!

Disc brakes can only achieve full braking power when the brake pads are broken in. Choose a place off public roads to break in the pads.

- Brake 20 to 30 times with the front or rear brake from a speed of 30 km/h down to 5 km/h and repeat the process for the second brake. You should brake as hard as possible without locking one of the wheels.
- Please also see the brake manufacturer's instructions for more information (see enclosed manual).

DANGER

Risk of accident due to high braking power of the disc brakes!

Modern disc brakes have a very high braking power. Sudden braking may cause losing control of your bicycle.

• Make yourself familiar with the power and operation of your disc brakes off public roads.

2.4 Safe use of the e-bike system

DANGER

Using the on-board computer while riding increases the risk of accidents!

Reading from the computer display or changing settings while riding may distract from the traffic situation. This may result in accidents caused by delayed or hindered rider responses!

• For all settings other than those concerning the level of assistance, you should stop on the side of the road to enter respective data.

DANGER

Risk of accident due to misjudgement through other road users!

Other road users mostly misjudge the speed of e-bike riders.

• Always ride carefully and never rely on other road users to react properly.

DANGER

Danger caused by increasing the maximum speed or speed limitation of the e-bike!

Pedelec tuning bears incalculable liability risks as well as the risk of irreversible damage to the system!

- It is not permissible to modify the e-bike drive system.
- It is not permitted to mount any products that might be able to increase the power of the e-bike system.
- Improper use of the drive system endangers your safety and the safety of other road users.
- When causing accidents due to manipulations, you risk high liability costs and criminal prosecution.
- All components are adapted to the original performance data of the e-bike. Higher loads may overload the system, reduce its life and irreversibly damage the system on the long term.
- Guarantee and warranty claims are lost.

WARNING

Risk of injury due to accidental activation of the e-bike drive system!

• Always remove the battery pack from the e-bike before working on the electric bicycle (e.g. servicing, repair, assembly, maintenance works), as well as before transport (e.g. by car or plane) and storage.



NOTE

Risk of damage to the on-board computer!

Improper handling may cause irreparable damage to the on-board computer or its holder.

- Do not use the on-board computer as a handle. Lifting the e-bike up by the on-board computer can cause irreparable damage to the on-board computer.
- Do not stand your bicycle upside down on its saddle and handlebar. This may irreparably damage the on-board computer or holder.
- Remove the on-board computer before clamping the bike into a repair stand to ensure that the on-board computer does not fall off or get damaged.

2.5 Safety instructions for the use of Bluetooth devices®

NOTE

Special instructions for the use of the Bluetooth® function of the on-board computer

Using the on-board computer with Bluetooth® may cause interference affecting other devices and systems, aeroplanes and medical devices (e.g. pacemakers, hearing aids). Injury to people and animals in the immediate vicinity cannot be excluded entirely.

- Do not use the on-board computer with Bluetooth® in the vicinity of medical devices, petrol stations, chemical plants, areas with a potentially explosive atmosphere or on blast sites.
- Do not use the on-board computer with Bluetooth[®] in aeroplanes.
- Avoid using the on-board computer near your body for extended periods.
- Local operating restrictions, e.g. in aeroplanes or hospitals, must be observed.

The Bluetooth® word mark and logos are registered trademarks owned by Bluetooth SIG, Inc.

2.6 Safe use of the battery pack

In addition to the safety instructions below, please also follow the instructions described in "8. Transport, storage and disposal" on page 33.



DANGER

Short circuits, explosions and electrical fire can cause serious injuries!

- Batteries must not be subjected to mechanical impacts.
- Do not open the battery pack. Otherwise, there is the risk of a short circuit.
- Keep the battery away from heat (and out of permanent sunlight) and fire and never drop it into water.
- Do not store or operate the battery near hot or inflammable objects.
- Keep the battery away from paper clips, coins, keys, nails, screws or other metal items when not in use to prevent shorting exposed battery contacts.



DANGER

Risk of injury due to improper charging of the battery!

Improper charging may cause the battery or other inflammable materials nearby to catch fire.

- Only use the original charger.
- Do not locate the charger or battery near inflammable materials while charging.
- Only charge the battery when dry.
- Do not leave the battery unattended while charging it.

DANGER

Risk of injury due to escaping liquids or vapours!

- Damages or improper use may cause liquid to escape from the battery. This may cause skin irritation, eye irritation or burns!
 - Avoid contact with skin and eyes.
 - In case of contact with skin, wash off with water.
 - In case of contact with the eyes, seek medical assistance.
- Damages or improper use may cause vapours to escape from the battery. These may be irritant to the respiratory system!
 - Seek fresh air and medical attention, if need be.

Risk of accident due to incorrect handling of the battery or its use in a way that is not intended!

- Only use the battery in combination with the appropriate e-bike drive system.
- Only use approved models when replacing the battery pack.

2.7 Safe use of a pannier rack

WARNING

Improper handling of a pannier rack may cause you to fall!

Improper handling of a pannier rack or the luggage attached to it may lead to serious crashes.

- Never exceed the rack's maximum load limit. Check the pannier rack or the manufacturer's manual for the maximum load limit (also see "1.4 Owner's manuals supplied by component manufacturers" on page 6).
- Do not exceed the load limit of the bicycle even when the rack is loaded (see "1.10 Weight limit" on page 7).
- A loaded rear rack may change the steering and braking characteristics of your bike.
- Always attach additional accessories for the rack (e.g. panniers) according to the manufacturer's instructions.
- Ensure lights or reflectors are not obstructed when the pannier is attached.
- Distribute weight evenly on both sides of the rack.
- Secure luggage against sliding or falling down. Make sure there are no loose parts hanging down.
- Secure and regularly check the rack's mounting brackets.
- · Racks must not be modified.
- Do not attach trailers to the rack.

2.8 Safe use of an adjustable stem

WARNING

Risk of accident due to improper use of a stem with adjustable height and angle!

An improperly adjusted or tightened stem can cause you to lose control and fall.

- Do not adjust the height of your stem while riding.
- Make sure the stem is positioned and tightened properly before riding the bicycle.

WARNING

Risk of accident due to the use of a conventional stem on a steerer that is designed for Speedlifter stems!

The installation of a Speedlifter system requires a modification of the steerer tube. A Speedlifter stem must not be replaced with a conventional stem.

• The replacement of a Speedlifter system with a conventional stem requires a special adapter and must be carried out by a qualified bicycle mechanic.

2.9 The rider's duty of care

Following the instructions specified in this manual does not absolve the riders from their duty of care to ensure that their bike is always in good condition. If there are any questions consult a qualified bicycle mechanic or the ROSE Service.

2.10 Intended use

The intended use of ROSE bikes is divided into five different categories – ranging from the use on paved roads through to downhill or freeride use. The bikes must only be used in accordance with their intended purpose/use. Otherwise, the user takes responsibility.

A sticker on the frame of your bike will show you the intended use.



Category 1: For use on paved roads only

Category 1 includes all bikes and components that should only be used on paved roads. The wheels are always in contact with the ground.



Category 2: For use on and off the road and for drops of up to 15 cm

Category 2 includes all bikes and components that can be used in conditions described under category 1, as well as on gravel roads and moderate trails. The wheels may also loose contact with the ground. Drops should not be higher than 15 cm.



Category 3: For use in rough terrain and for jumps of up to 61 cm

Category 3 includes all bikes and components that can be used in conditions described under category 1 and 2, as well as on rough trails and rough and unpaved roads that require good cycling skills. Jumps and drops should not be higher than 61 cm.



Category 4: For use in rough terrain and for jumps of up to 122 cm

Category 4 includes all bikes and components that can be used in conditions described under category 1, 2 and 3, as well as for higher speeds on rough and steep trails. Jumps should not be higher than 122 cm.



Category 5: Extreme biking (Downhill, Freeride, Dirt)

Category 5 includes all bikes and components that can be used in conditions described under category 1, 2, 3 and 4, as well as for extreme jumps and high-speed riding on rough trails and in bike parks.

Dirt and slopestyle bikes are not designed for downhill riding. For high drops or jumps with flat or rough landings, you need a long-travel bike (freeride or downhill bikes). Dirt bikes are designed for dirt jumping and for use in skateparks or on pump tracks. The riders should always wear protective clothing and armour like a helmet/full face helmet, knee pads, elbow guards, back protectors and gloves.

When using your bike regularly in conditions described under category 5, you should check and replace the most stressed components more often.

3. Bike assembly

This chapter aims at helping you remove your bike from the ROSE bike box and re-assemble it.

Depending on the bike model, different components may have been removed or repositioned for shipping. In addition, you have to fit the pedals and check whether your bike is in a roadworthy condition.

DANGER

Improperly installed components can cause serious crashes!

Improperly installed components may loosen during the ride!

- Always follow the installation instructions included in this manual.
- If in doubt, please consult the ROSE service or a qualified bicycle mechanic.

In addition to this manual, you will find some videos on how to assemble your bike at rosebikes.com.

Required tools

Depending on bike model and equipment, you will need the following tools for assembly:

- 4 mm, 5 mm, 6 mm, 8 mm hex wrench
- Torque wrench with a 4 mm, 5 mm, 6 mm and 8 mm hex drive
- 15 mm open-ended spanner

3.1 Opening the ROSE bike box and unpacking the contents

Before opening, check the ROSE bike box for any damages. After that, check the contents for completeness! Please notify all possible defects immediately!

The bike box of ROSE e-bikes is designed to allow you to wheel the bike out of the box. For this, please open the box on the small side.

- 1. Carefully open the ROSE bike box on one of the narrow sides. Make sure not to damage any parts especially when using a knife.
- 2. Wheel the bike out of the bike box and unpack all other contents.
- 3. Remove if present any transport locking devices from the frame.

Keep hold of the ROSE bike box! You might need it to return the bike for servicing or repair.



CAUTION

The adjusting bolt for the steering play does not serve to tighten the stem, but only to adjust the play in the steering bearing!



- 1. Open the quick-release lever (4).
- 2. Press the safety lever (5) to the top and hold it in position.
- 3. Turn the handlebar to the direction of travel.
- 4. Let the safety lever (5) go and close the quick-release lever (4).
- 5. Check the steering bearing for play by pulling the front brake and trying to push the bike gently backwards and forwards.

 \rightarrow There must be no play.

- 6. If you feel any movement inside the headset:
 - Turn the clamp bolt (2) on the Speedlifter (1) anti-clockwise for one to two turns.
 - Use a 36 mm combination wrench to turn the adjustment ring (5) clockwise in small increments until you do no longer notice any play.
 - \rightarrow After the steering head bearings have been adjusted, no more than 3 of the adjustment ring's (3) thread turns should be visible. If more than 3 thread turns are visible, ask a qualified bicycle mechanic to adjust the headset play.
 - Tighten the clamp bolt (2) to a torque of 6 to 8 Nm.
- 7. Check the headset once again for play and repeat the previous steps, if need be, until there is no more play inside the bearing. If in doubt, seek professional advice from a qualified bicycle mechanic.

3.3 Adjusting the angle of the handlebar

- 1. Loosen the handlebar clamp bolts by turning them anti-clockwise until the angle of your handlebar can be adjusted.
- 2. Check whether there is a protective film between handlebar and stem. If there is a protective film:
 - 2.1 Completely loosen the handlebar clamp bolts and remove the handlebar clamp(s).
 - 2.2 Remove the handlebar and take off the protective film.
 - 2.3 Re-install the handlebar and handlebar clamp(s).
 - 2.4 Turn the clamp bolts clockwise and tighten them just enough so that the handlebar can still be moved.

3. Centrally align the handlebar and adjust the angle.

4. Tighten the bolts of the handlebar clamp alternately in small increments until you have reached a tightening torque of 4 Nm.





DANGER

Extending the seat post past the minimum insertion mark may cause accidents or damage!

If the seat post is not inserted to the minimum insertion mark, it may break or damage the frame.

- The seat post must not be extended further than the limit mark.
- When cutting down the seat post, the original minimum insertion mark is no longer valid. Make sure to insert the seat post at least 10 cm into the frame.
- 1. Open the saddle clamp.
- Change the height of the saddle by sliding the seat post up or down and make sure the saddle is straight.

The seatpost comes with a minimum insertion line marked on it. Make sure that this line is not visible after adjusting the saddle height!



3. Tighten the bolt of the seat clamp to a torque of 6 Nm.

- 4. Get on your bike and check whether the saddle height is right.
 - \rightarrow It should be safe to get on and off the bike.
 - ightarrow Make sure your toes can touch the ground when standing still.

3.5 Installing the pedals

- One of the pedals has a right- and the other a left-hand thread. Most pedals have the letter "L" and "R" stamped on the end of the thread. Some pedals come with a groove in the flange of the left pedal. For more information see the manufacturer's manual.
- Check if your bike was supplied with washers and slide both washers onto the pedal axles – if present.

 Turn the left pedal counter-clockwise to screw it into the thread of the left crank arm and tighten the pedal to a torque of 35 Nm.

3. Turn the right pedal clockwise to screw it into the thread of the right crank arm and tighten the pedal to a torque of 35 Nm.

Your bike is now completely assembled. Before riding off, you should follow the steps described in the chapters "Getting started for your first ride and getting used to your new bike" and "Before your ride".



4. Before your first ride

4.1 Checking the battery before the first use

- 1. Switch on the e-bike system (see "5.4 Switching the e-bike system on" on page 23).
- 2. Check the battery charge (see "5.12 Battery charge indicator" on page 27).

4.2 Getting started for your first ride and getting used to your new bike

Make yourself familiar with the handling, brakes, shifting system and – if available – with the suspension elements of your bike away from public roads. Do not forget to wear a helmet! Only slowly increase the difficulty of the terrain or manoeuvres.

Requirements:

- The bike is assembled in accordance with chapter "Bike assembly" (see "3. Bike assembly" on page 14).
- The saddle height is properly adjusted to guarantee a comfortable ride and to ensure you will get on and off the bike easily.
- All tasks from chart "Before your ride" (see "7.1 Before your ride" on page 30) have been carried out.
- 1. Break in the brake pads.

Choose a road away from public roads and brake 20 to 30 times with the front or rear brake from a speed of 30 km/h down to 5 km/h. You should brake as hard as possible without locking one of the wheels. Repeat the process for the other brake. Only then the brake can show its full braking power.

Please note the brake manufacturer's instructions for more information (see enclosed manual).

2. Check the functioning of the brakes while riding.

Normally, the rear brake is located on the right-hand side of the handlebar, and the front brake is on the lefthand side. However, if required, the brake levers can also be mounted the other way around.

If the positioning of the brake levers on your bike is new and unfamiliar, you will have to be careful on your first rides. Make yourself familiar with the functioning and power of the brakes while riding at reduced speed.

Many brakes offer the possibility to adjust bite point and lever reach. Please see the brake manufacturer's instructions for more information (see enclosed manual).

Shifting system:

3. Shift through all gears while riding at reduced speed and choose the right gear.

5. Riding your e-bike

5.1 Information on the e-bike system

Your bike either comes with a Kiox display or a SmartphoneHub.

5.1.1 Kiox on-board computer



- 1 Display
- 2 Bike light button " D"
- 3 On/off button 🖒
- 4 Holder
- 5 USB port with cover

The Kiox on-board computer features a Bluetooth® interface and allows for a wireless connection to a smartphone via a respective app. For further information visit wwww.Bosch-eBike.com.

Technical data of the Bluetooth interface:

Frequency:	2400 - 2480 mHz
Transmission	< 10 mW
power:	

5.1.2 SmartphoneHub





- 1 Next page button >
- 2 Select button
- 3 Previous page button <
- 4 Reduce assistance level button -
- 5 Increase assistance level button +
- 6 Push assistance button \bigstar

5.1.4 Battery pack



5.1.5 Drive unit



1 Drive unit

2

2 Speed sensor 3 Spoke magnet

5.2 Fitting the Kiox on-board computer/Mounting a smartphone on the SmartphoneHub

Your bike either comes with a Kiox display or a SmartphoneHub.

Fitting the on-board computer

 Fit the lower part of the on-board computer into the holder first and tilt it forward gently until it is firmly seated inside the magnetic holder.

The on-board computer is supplied with power from the e-bike battery. When removing the computer from the electric bike, a built-in battery will be responsible for power supply.

If need be, the built-in battery can be charged via a USB port on the on-board computer. See the manufacturer's manual for more information.

Fitting the universal mount to the SmartphoneHub

The universal mount supplied with your bike allows you to fit your smartphone. There are specific iPhone mounts available, if you need one. All iPhone mounts do not require separate power supply. The universal mount comes with a separate USB cable (in the box) for power supply (5 V/1 A, max. 1.5 A) through the micro A/B USB port of the SmartphoneHub.

- 1. Slide the universal mount on the SmartphoneHub from the front until you hear it click into place.
- 2. The two included bolts allow you to additionally fix the universal mount, if need be.



Inserting the smartphone

- 1. Pull the front mounting bracket forwards.
- 2. Insert the smartphone with the long side of the phone positioned against the rear mounting bracket.
- Allow the front mounting bracket to slowly slide towards the smartphone and let it go.

Power supply for the smartphone (optional)

The smartphone can be supplied with power via the USB port of the SmartphoneHub using a separate USB cable (included with delivery). All you need to do is connect the smartphone to the USB port of the SmartphoneHub using the USB cable.

Connecting the SmartphoneHub with your smartphone

You can extend the features and functions of the SmartphoneHub with the COBI.Bike app. This app is available for free download. To connect the SmartphoneHub with your smartphone, open the COBI.Bike app on your phone and follow the instructions in the app.

5.3 Installing the battery

- 1. Unlock the lock with the key.
- 2. Make sure the contacts on the upper holder are free from dirt.
- 3. Place the battery pack with the contacts on the upper holder on the e-bike.
- Tilt the battery into the lower holder until it is secured by the safety restraint.
- 5. Press the battery down so that it clicks into place.
- 6. Check whether the battery pack is tightly seated.
- 7. Lock the battery pack and remove the key.

5.4 Switching the e-bike system on



You can activate the e-bike system via the Kiox on-board computer, the SmartphoneHub or the battery pack.

The e-bike system can only be activated when the following requirements are met:

- A sufficiently charged e-bike battery is inserted.
- When using the Kiox system, please make sure the Kiox on-board computer is properly fitted.

Switching the e-bike system on via the Kiox on-board computer or SmartphoneHub



- 1. When using the Kiox system, please make sure the Kiox on-board computer is properly fitted.
- 2. Press the on/off button " \mathbb{O} " on the Kiox display or SmartphoneHub.

Switching the e-bike system on via the battery pack

- 1. When using the Kiox system, please make sure the Kiox on-board computer is properly fitted.
- 2. Press the on/off button " \mathbf{O} " on the battery.

The pedal assistance is activated once you start to pedal (except when in WALK mode or OFF). The power of the motor depends on the assistance level selected.



5.5 First use of the e-bike system

The bike is supplied with a partially charged battery. Before using it for the first time, this battery must be charged for at least 1h via the USB port (see "5.1 Information on the e-bike system" on page 20) or via the e-bike system.

Your first ride with Kiox

Fit the on-board computer in the holder and proceed as follows with the bicycle standing:

Go to the status page (use the "<" button on the control unit to get to the first display) and call up the <Settings> with the select button (1).

Use the "--" and "+" buttons to select the setting of your choice and open the setting as well as any additional sub-menus with the select button (1).

You can use the "<" button to go back to the previous menu from any settings menu.

In the <Sys settings> section you can make various settings. For reasons of safety, you cannot change the settings while riding.

This manual only describes the basic features of the e-bike system. For information on further settings and functions, please see the enclosed manual of the manufacturer.

Your first ride with the SmartphoneHub

Install the COBI.Bike app on your smartphone and follow the instructions.

5.6 Setting the assistance level

You can set the level of assistance by using the buttons "+" or "-" on the control unit. You may change the assistance level at any time, even while riding.

To increase the assistance level, press the "+" button on the control unit until you can see the desired assistance level on the Kiox display or in the COBI.Bike app. To reduce the assistance level, press "-". You can choose between the following assistance levels:

- "OFF": The motor assistance is switched off, the e-bike can be pedalled as a regular bicycle. In this assistance level, you cannot switch on the walk assistance.
- "ECO": Effective assistance at maximum efficiency for maximum range.
- "TOUR": Constant assistance, for long tours.
- "SPORT": Powerful assistance for sporty off-road riding, as well as for urban traffic.
- "TURBO": Maximum assistance for high cadence, for sporty riding.





5.7 Switching bike lights on/off

Switching your bike lights on/off with Kiox

You can use the *D* button on the on-board computer to simultaneously switch the front and rear light on and off (if present). The light symbol *D* is displayed when the light is on.

Switching the bike lights on and off has no effect on the backlight of the display.

Switching bike lights on/off with the SmartphoneHub

Press and hold the "+" button to switch front and rear light on/off. You can also switch on/off the light via the app.

A symbol on the display of the SmartphoneHub or in the app shows you whether the light is switched on or not.



5.8 Switching the walk assist function on/off

The walk assistance may help you push your e-bike. The assistance

provided depends on the selected gear and may reach up to 6 km/h. The lower the selected gear, the lower the speed in the push assistance mode (at full power).

Only use the walk assist function when pushing the e-bike. There is a risk of injury, if the wheels of the e-bike are not in contact with the ground while using the walk assistance.

Briefly push the \checkmark button on the control unit to activate the walk assistance. Push the "+" button within 3 secs after activation and hold it down.

 \rightarrow The e-bike drive is activated.

Note: You cannot activate the walk assist function when assistance is switched "**OFF**".

The walk assistance will switch off, if:

- you release the "+" button,
- the wheels of the e-bike are locked (e.g. through braking or knocking against an obstacle),
- the speed exceeds 6 km/h.



5.9 Interrupting your ride

If no power output from the e-bike drive unit is requested (e. g. because the e-bike is parked) and no button on the on-board computer or control unit is pressed for approx. 10 minutes, the e-bike system and battery pack will automatically switch off to save energy.

Please remove the on-board computer when parking your e-bike.

5.10 Switching the e-bike system off

You can deactivate the e-bike system via the Kiox on-board computer, the SmartphoneHub or the battery pack.

If no power output from the e-bike drive unit is requested (e. g. because the e-bike is parked) and no button on the on-board computer or control unit is pressed for approx. 10 minutes, the e-bike system and the battery pack will automatically switch off to save energy.

Switching off the e-bike system via the Kiox on-board computer or SmartphoneHub



- 1. Press the on/off button """ on the on-board computer/SmartphoneHub and hold for at least 1 second.
- 2. If need be, you can remove the on-board computer/smartphone from its holder.

Switching off the e-bike system via the battery pack

1. Switch off the e-bike battery by pressing the on/off switch \bigcirc .



DANGER

Risk of injury due to improper charging of the battery!

Improper charging may cause the battery or other inflammable materials nearby to catch fire.

- Only use the original charger.
- Do not locate the charger or battery near inflammable materials while charging.
- Only charge the battery when dry.
- Do not leave the battery unattended while charging it.

The battery pack can be charged at any time when removed or installed without shortening its service life. Interrupting the charging process does not damage the battery pack.

The battery pack comes with a temperature control that only allows you to charge the battery within a temperature range of 0 °C to +40 °C. If the battery pack is outside the charging temperature range, three LEDs of the battery charge indicator $\square \square \square \square \square \square$ will start to flash (2). Disconnect the battery from the charger until the temperature has adjusted. Only connect the battery pack to the charger when the permissible charging temperature has been reached.

5.12 Battery charge indicator

Battery charge indicator on the Kiox on-board computer

The symbol "3" (1) on the display of the on-board computer indicates the battery charge.



If the battery is removed from the e-bike, you can also read the battery capacity from the battery charge indicator LEDs "______" (2) on the battery pack itself.

Battery charge indicator on the SmartphoneHub

The symbol "COM" on the display of the SmartphoneHub indicates the battery charge.

Once connected with the mount, your smartphone will show the battery charge via the app.



Charging the battery while fitted to the e-bike

- 1. Press the on/off button " \mathbf{O} " to switch off the battery pack.
- 2. Clean the cover of the charging port (1) and the area around it.
 - → Make sure the charging port doesn't get dirty when plugging in the charging cable.
- 3. Remove the cover of the charging port (1).
- 4. Plug the charging cable (3) into the port (2) on the bicycle frame.
- 5. Plug the mains cable (5) into the socket on the charger (4).
- 6. Connect the mains cable to a 230 V mains socket.
 - → Once the mains cable is connected, the battery is charged automatically.
 - → During the charging process, the charge indicator LEDs on the battery light up. Each permanently lit LED is equivalent to approximately 20% capacity. The flashing LED indicates the charging of the next 20%.
 - → Once the e-bike battery is fully charged, the LEDs turn off immediately and the on-board computer is switched off. Charging is completed.
- 7. Disconnect the charging cable (3) from the socket (2), if need be, and unplug the mains cable (5).

Removing the battery pack for charging

- 1. Open the lock (2) with the key (3).
 - \rightarrow The battery pack is released and secured by a safety restraint (4).
- 2. Press down the safety restraint (4) to completely unlock the battery.
- 3. Remove the battery pack from the frame.

Charging the battery when removed from the e-bike

- 1. Plug the charging cable (3) into the port on the battery pack (2).
- 2. Plug the mains cable (5) into the socket on the charger (4).
- 3. Connect the mains cable to a 230 V mains socket.
 - \rightarrow Once the mains cable is connected, the battery is charged automatically.
 - → During the charging process, the charge indicator LEDs □□□□□□ (1) light up. Each permanently lit LED is equivalent to approximately 20% capacity. The flashing LED indicates the charging of the next 20%.
 - → Once the e-bike battery is fully charged, the LEDs turn off immediately and the battery is switched off. Charging is completed.
- 4. Disconnect the charging cable (3) from the socket (2), if need be, and unplug the mains cable (5).
- 5. Fit the battery pack to the frame of your bicycle if need be (see "5.3 Installing the battery" on page 23).



6. Cycling with kids

6.1 Carrying kids in a bike seat

There are some basic things you should pay attention to when carrying a child in a bike seat:

- Children over seven years of age are not permitted to sit in a child seat.
- If you want to carry a child with a bike seat, you must be at least 16 years old.
- The child (from approx. 9 months) must be able to sit upright when carried in a bike seat.
- Do not mount any child seats on bicycles with a low entry.
- The weight and movements of the child might change the steering and braking behaviour of your bicycle.
- Do not exceed the bicycle's maximum load (see "1.10 Weight limit" on page 7).
- If the bike seat is installed on a rear rack, the rack should be approved to carry a child bike seat and the resulting additional weight.
- Please note the child seat manufacturer's instructions!
- The bike seat must be approved for the weight and size of the child.
- The installation of a bike seat may affect the handling of your bike (balance, steering and braking). Please adapt your riding style accordingly.
- Ride carefully: Sudden movements of your child may affect the riding safety.
- Check all bike parts for proper functioning with the bike seat attached.
- Never attach luggage to the bike seat. Check even when riding alone whether the bike seat is securely attached and make sure that no parts can get caught in moving bicycle parts.
- Always fasten the child restraint.
- The bike mustn't be parked as long as a child sits in the seat.
- Additionally protect your child with a bike helmet.
- Make sure neither your child nor clothes can get caught in moving bike parts. Always use the foot straps. Stow away loose straps, garments etc.
- When using a saddle with coil springs, your child might pinch their fingers and get seriously injured. Use an appropriate cover for the coil springs of your saddle to effectively prevent the risk of pinching the fingers.
- Remove the key of your frame lock, if it is removable.

6.2 Carrying kids in a bike trailer

There are some basic things you should pay attention to when carrying a child in a bike trailer:

- Children over seven years of age are not permitted to sit in a bike trailer.
- No more than 2 kids of up to 7 years may be carried in a bike trailer.
- Only drive on cycle paths with a maximum speed of 30 km/h.
- The minimum age of the child is half a year. In addition, a baby protection shell or infant sling is required.
- If you want to carry a child in a bike trailer, you must be at least 16 years old.
- Children should also wear a helmet when carried in a bike trailer.
- Fasten the child restraint before every ride and also for short distances.
- Please note the trailer manufacturer's instructions!
- The bike trailer must be approved for the weight and size of the child.
- Bicycle trailers must only be fixed to the rear axle of the bike using special hitching devices. Do not fix it on the seatpost!
- The installation of a bike trailer may affect the handling of your bike (balance, steering and braking). Please adapt your riding style accordingly.
- Check all bike parts for proper functioning with the bike trailer attached.

7. Before and after your ride

7.1 Before your ride

To make sure your bike is safe to ride, you should carry out certain tasks before your ride. This is for your own safety in particular, yet also for riding enjoyment. Nothing is more annoying than having a defect on a bike tour.

If there are any defects or flaws, you should have your bike inspected and repaired by a qualified bicycle mechanic. Never ride with a defective bicycle!

	Task/Check					
		Before your first ride	Before every ride			
	 Check that the wheels are straight. Lift the wheels one after the other and spin them. → The wheels must spin smoothly. → The wheels must run true, without moving up and down or from side to side. → The tyres must not rub against the frame. 	Х	х			
Wheels	Check the wheels for play in the hubs. Lift the wheels one after the other and move the wheels to the side. \rightarrow There must be no play.					
	Check the freehub mechanism of the rear hub to ensure proper engagement: Sit down on your bike, pull the front brake and pedal with moderate force when standing. → The power must be transferred to the rear wheel. → The freehub must not slip.					
	Check the tyre pressure: The best way to check the pressure of the tyres is to use a floor pump with a pressure gauge. → The tyre pressure must not fall below or exceed the minimum or maximum value (see "9.3 Tyre pressure" on page 37).					
	Check the tyres for damages and wear. \rightarrow There must be no damages.	Х				
	→ The tyres must not be worn so that the puncture protection belt or the carcass threads can be seen through the tread.		х			
	Check whether the quick-release skewers and thru axles are properly attached.	Х	Х			
	Check the bite point of the brakes: Pull one brake lever after the other while standing. → The bite point must be felt around half way down the brake lever travel.	Х	Х			
	Check the braking performance: Pull one brake lever after the other while standing and push the bike backwards and forwards.					
ses	Check the brake bade for wear					
Brak	\rightarrow The brake pads for wear. \rightarrow The brake pad on the metal backing plate must be at least 0.5 mm thick.		Х			
	Check the disc rotor for wear. \rightarrow Minimum thickness of brake rotors: Avid: 1.55 mm, Magura: 1.8 mm, Shimano: 1.5 mm.		Х			
	Check whether the brake hoses and connections are losing brake fluid and check them for defects. \rightarrow Brake fluid must not escape at the connections.	Х	Х			

	Verify the tight fit of the stem: Stand in front of the bike with the front wheel between your knees and try to turn the handlebar left and right.					
	\rightarrow It should not be possible to turn the handlebar with normal force.					
	Check the headset for play: Stand next to your bike with both hands on the handlebar. Pull the front brake lever and gently push the bike backwards and forwards.					
arts	ightarrow There should be no play in the headset.					
L	Verify the tight fit of the seat post: Stand behind your bike, hold the saddle with one hand and try to turn it left and right.					
	ightarrow It should not be possible to turn the saddle or seat post.					
	Make sure that all parts are tight.					
	ightarrow Tighten the parts to the proper torque, if need be.					
	Check the frame for damages and deformation.					
Ъ	\rightarrow There must be no damages.					
Fra	Check whether all cables and hoses are in the cable clips and verify the tight fit of the clips.					
	ightarrow All cables must fit firmly in the cable clips.					
ω.	Check the suspension elements for damages.					
ent	\rightarrow There must be no damages.					
elen						
one		Х	Х			
ensi						
dsng						

DANGER

Brake failure or reduced braking power due to dirty brake pads or brake contact areas!

Brake pads and brake contact surfaces must be free from lubricating substances such as grease, oil (also skin oil), wax, silicone etc.! Brake pads or brake contact surfaces contaminated in this way must no longer be used!

7.2.1 Cleaning your bike

After your ride, you should clean your bike thoroughly using a soft cloth and clear water. Never use a high pressure washer!

Stubborn bits of dirt can be removed with a gentle cleaning agent. In this case, it is best to use washing up liquids for domestic needs. Pay attention to the notes and recommendations for use printed on the respective cleaner.

In addition, you will find numerous cleaning and care products for your bike on www.rosebikes.com.

After having cleaned your bike, you must lubricate the chain (see "7.2.2 Chain maintenance" on page 32).

If your bike comes with suspension elements, make sure all moving parts in this area are free from dirt. Dirt in this area may cause premature wear and thus decrease the performance of your suspension elements.

7.2.2 Chain maintenance

The bicycle chain is the most important part of the drivetrain system. An oily chain attracts dirt and thus accelerates wear.

Please regularly follow the steps below to ensure a long and reliable service life of your chain:

- 1. Clean the chain with an oil-soaked cloth.
- 2. Lubricate the chain using chain oil.
- 3. Wipe away excess oil with a dry, lint-free cloth.

7.2.3 Parking your bike

Bicycles should always be protected against falling down. Especially for lightweight bikes, it is often enough to fall down from a standing position to permanently damage frame or components. Also see "8. Transport, storage and disposal" on page 33.

7.3 After a crash

DANGER

Damaged or broken components can cause serious crashes!

Crashes or exceptional stresses may cause unnoticed and invisible damages.

- Riding with damaged, bent or even torn parts is extremely dangerous.
- After a fall, you should have the bike and its components checked by the ROSE service or a qualified bicycle mechanic.
- Never fix bent parts yourself, but replace them for your own safety.

Especially for lightweight bikes, it is often enough to fall down from a standing position to permanently damage frame or components. When suspecting a damage, you should always consult the ROSE service or a qualified bicycle mechanic.

Damages on aluminium parts are indicated by dents, cracks, deformations or discolorations. If you notice any sign of damage, the component or bike must no longer be used. When suspecting a damage, you should always consult the ROSE service or a qualified bicycle mechanic.

8. Transport, storage and disposal

8.1 Transport by car

The best and safest way to transport your bike is by car. Here, your bike is perfectly protected from the elements and from theft. Yet there are some things you should bear in mind:

- Do not expose the battery pack to direct sunlight. Cover the battery for protection. It's best to use a battery cover that protects the battery pack from heat and impacts.
- Keep the battery securely inside the car during transportation and make sure it won't move around.
- When removing the wheels, make sure to fit a protective spacer between the dropouts of frame or fork.

8.2 Transport on a hitch or roof rack

Before transporting your e-bike on a car bike rack you should remove the battery and the on-board computer. Cover the contacts on battery pack and bicycle. Keep the battery securely inside the car during transportation and make sure it won't move around. It's best to use a battery cover that protects the battery pack from heat and impacts.

Rims must be padded before fitting lashing straps or ratchet systems.

When transporting several bikes on one hitch or roof rack, please make sure that there is sufficient space or padding between the bikes.

Child seats must be removed before transport.

Please also note the instructions of the bike rack manufacturer.

8.3 Battery storage

We recommend you to remove the battery pack from the bike before storage.

Store the battery in a dry, well ventilated place. Protect the battery pack from moisture and water. In unfavourable weather conditions, it is recommended to remove the battery pack from the bike and store it in an enclosed area until it is used again.

The battery may be stored at temperatures between -10 °C to +60 °C. However for a long battery life, it's advantageous to store it at approx. +20°C. Do not exceed the maximum storage temperature. Do not leave the battery pack in the car during summer and do not expose it to direct sunlight.

Recharge the battery before and during storage

When not using the battery for a longer period of time, make sure to charge it to approximately 60% (until 3 to 4 charge indicator LEDs light up). Check the charge level again after 6 months. If only one LED on the battery charge indicator lights up, charge the battery to around 60% again.

Note: Storing an empty battery pack for a longer period may damage the battery despite its low self-discharge and reduce the battery capacity. It is not recommended to have the battery pack permanently connected to the charger.

8.4 Bike storage

You should park your bike using an appropriate cycle stand which ideally only holds the rear wheel. Make sure to check the tyre pressure when the bike has stood for a long time. You should not park your bike for longer with no air in the tyres.

8.5 Bike shipping

The e-bike can be pushed into the bike box for shipping.

- 1. Turn the handlebar down.
- 2. Turn the handlebar through 90 degrees.
- Secure or cover all loose or moving parts properly. Sharp or pointed components should be wrapped additionally to make sure they won't damage other parts of your bike and won't tear through the outer packaging.
- 4. Position the cardboard box at the rear on the side of the rear derailleur.
- 5. Protect the top tube from damages through the handlebar by using appropriate material (e.g. foam tubing).

8.6 Battery shipping

The battery is subject to the Transportation of Dangerous Goods (TDG) Act and its regulations. Private users can transport undamaged battery packs by road without further requirements.

When shipped by commercial users or transported by third parties (e.g. air transport or forwarding company) though, the battery must meet special packing and labelling instructions (e.g. as laid out in the transport regulations of the ADR):

- Only ship the battery pack when the housing is undamaged.
- Mask off all battery contacts and carefully wrap the battery pack so it won't move inside the packaging.
- Make the parcel service aware of the fact that the package contains dangerous goods.
- Additionally observe any supplementary national regulations.

If you have any questions regarding the transport of your battery pack, please contact a qualified bicycle mechanic or the ROSE service.

8.7 Disposal

Information in accordance with the German Batteries Act (BattG)

In connection with the distribution of batteries and battery packs, we as a distributor are obliged according to the German Batteries Act to inform you as our customer about the following: You are legally obliged to return batteries. You can return them after use in one of our stores, at a local collection point or in a local store. Batteries containing harmful substances are labelled with the symbol of a crossed out, wheeled bin as well as with the chemical symbol (Cd, Hg or Pb) that represents the decisive factor for the classification as a heavy metal containing hazardous substances. Used batteries can be handed over to:

ROSE Bikes GmbH - Logistics Centre-Isselburger Str. 17 46395 Bocholt Germany

The possibility to return batteries is limited to those types of batteries we have or have had in our range as well as to the quantity end consumers usually dispose.

Information in accordance with the German Electrical and Electronic Equipment Act (ElektroG)

In connection with the distribution of electrical appliances, we as a distributor are obliged according to the German Electrical and Electronic Equipment Act to inform you as our customer about the following: You are legally obliged to return waste electrical and electronic equipment. You can return them after use in one of our stores, at a local collection point or in a local store. Waste electrical and electronic equipment can be handed over to:

ROSE Bikes GmbH - Logistics Centre-Isselburger Str. 17 46395 Bocholt Germany

The possibility to return waste electric and electronic equipment is limited to those types of equipment we have or have had in our range as well as to the quantity end consumers usually dispose.



9. Maintenance

Regular care and maintenance will prolong the life of your new bicycle. You should carry out easy cleaning, servicing and repair tasks yourself (see "7. Before and after your ride" on page 30). The required services must be performed by a qualified bicycle mechanic.

9.1 Bike servicing



DANGER

Risk of accident due to overdue maintenance and service!

When neglecting maintenance and servicing, worn components may cause accidents.

- The service works and intervals mentioned in this manual must be observed.
- Service and maintenance works must be carried out by the ROSE service or a qualified bicycle mechanic.

A bike service includes a complete check of all components. Servicing is required after a specific period of time or after a certain amount of kilometres ridden, whichever comes first.

Service intervals and tasks

- 1. servicing after 500 to 1000 km, six months after purchase date at the latest
- 2. servicing after 3000 to 4000 km or two years after purchase date
- 3. servicing after 5000 to 7000 km or three years after purchase date

Task	1. Servicing	2. Servicing	3. Servicing
Visual inspection of all components	Х	Х	Х
Check of all bearings and screw connections	Х	Х	Х
Check of spoke tension	Х	Х	X
Wheel truing	Х	Х	Х
Adjustment of gears	Х	Х	Х
Adjustment of the brake	Х	Х	X
Check of brake rotors for wear	Х	Х	Х
Check of chain, brake pads and tyres for wear and replacement, if necessary		Х	X
Check of software status and update, if need be	Х	Х	Х

9.2 Replacement of parts

Not all components of your e-bike might be changed or replaced without approval. The two German associations "Zweirad Industrie Verband" (ZIV) and "Verbund Service und Fahrrad" (VSF) have agreed on a uniform guideline. This guideline defines the conditions under which e-bike components may be replaced. The document divides the e-bike components into four different categories:

Category 1: Components which can only be replaced after approval by the electronic drive system provider or ROSE Bikes

- Motor
- Sensors
- Electronic control unit
- Electronic cables
- Control unit on handlebar/display
- Battery pack/charger

Category 2: Components which can only be replaced after approval by ROSE Bikes

- Frame
- Rear shock
- Rigid or suspension fork
- Brake system
- Pannier rack (racks directly affect the load distribution on a bicycle. Both negative and positive changes result in a
 different road behaviour than the one originally intended by the manufacturer.)

Category 3: Components which can only be replaced after approval by ROSE Bikes or the component manufacturer

- Crank (provided that the distance between crank centre of the frame (Q factor) is observed)
- Wheel (provided that the ETRTO is observed)
- · Chain/belt (provided that the original width is observed)
- Rim tape (rim tape and rim must be compatible with each other. Modified combinations may result in rim tape shifting and thus in defective inner tubes.)
- Tyres (stronger acceleration, additional weight and more dynamic cornering require the use of tyres approved for e-bike use. It is important to observe the ETRTO.)
- Brake cables/brake hoses
- Brake pads
- Handlebar and stem (provided that there is no need to change the length of cables and/or hoses.)
- Saddle and seat post (provided that the offset to the rear does not exceed 20 mm compared to the original saddle/ seat post combination. A modified load distribution beyond the intended adjustment range may possibly lead to critical steering properties. The length of the saddle rails and the shape of the saddle are also important.)
- Headlight (headlights are designed for a specific voltage which must be compatible with the battery pack of the respective e-bike. In addition, the electromagnetic compatibility (EMC) must be guaranteed, whereas the headlight may be responsible for a part of the potential disturbance.)

Category 4: Components which can be replaced without approval

- Headset
- Bottom bracket
- Pedals (provided that the pedals are not wider than the series/original pedals)
- Front and rear derailleur (all shifting components must be suitable with the number of gears and compatible with each other)
- Shifter/twist shifter
- Shift cables and housings
- Chainrings/cassette (provided that number of teeth and diameter are identical to the original)
- Spokes
- Inner tube (with identical design and identical valve)
- Rear light, reflector, spoke reflectors
- Kickstand
- Grips with bolt-on clamp
- Bell

9.3 Tyre pressure

The maximum tyre pressure depends on tyre width and inner rim width. The following table might be of help when adjusting the tyre pressure. Do not exceed the maximum tyre pressure!

On bicycles with originally fitted tyres, the maximum tyre pressure can be determined from the tyre width. You can find the tyre width on the sidewall of the tyre.

On many bikes, it makes sense to choose a tyre pressure that is lower than the maximum pressure for a more comfortable ride. The minimum tyre pressure is also marked on the tyre sidewall and you should not fall below this value either.

Inner rim width						Tyre width		Maximum tyre pressure				
						[mm]	[inches]	[bars]	[psi]			
							23	0.9	9	131		
							25	1	8.5	123		
							28	1,1	7.8	113		
							30	1.2	7.2	104		
E							32	1.25	6.8	99		
17 r							35	1.35	6	87		
							37	1.4	5.7	83		
							40	1.5	5.5	80		
	Ę						42	1.6	5.2	75		
	19 r						44	1.7	5.0	73		
	1	E					47	1.8	4.7	68		
	1	21 r					50	1.9	4.4	64		
	1				2 mr				52	2	4.1	59
]		5				54	2.1	3.8	55		
				E L			57	2.2	3.5	51		
				25 r	щ	E	60	2.3	3.2	46		
					27 r	Ē	62	2.5	2.9	42		
						- 4	66	2.6	2.7	39		
]			50	69	2.7	2.5	36		
							71	2.8	2.3	33		
							74	2.9	2.1	30		
							76	3				
							81	3.2	2.0	29		
							89	3.5				



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