



**ACTIVE
TRAVEL HUB**
STIRLING

Transporting your electric bike

Electric bikes are heavier than ordinary bikes. The battery and the motor add substantially to the weight of the bike and this must be taken into consideration when moving, lifting, and transporting the bike.

Before taking a bike from the library think about when and how you will use the bike, and if there are any barriers like stairs at home, work, or wherever you plan to use the bike. Even getting them on and off trains requires a little bit more effort.

Transporting the bike by car

In the majority of cases the bike will not fit in your car fully assembled. You will likely need to remove a wheel, and we will run through a checklist of things to do so you can do so safely- for both the bike and for you as the rider! It will make life easier if the battery is removed too.

Please note that we don't recommend you use a roof-rack to carry your bike. Lifting it on and off will be very strenuous and the bike may be heavier than the roof-rack's maximum load. The same will apply to rear racks that are anchored by straps to the car boot. Tow-bar mounted racks are, generally speaking, stronger and easier to mount an electric bike onto. If transporting the bike on the outside of your vehicle, please note it is your responsibility to make sure the rack is strong enough to support it and also that the bike is safely secured.

Removing the wheel

The simplest way to get the bike into the car is to remove the front wheel. This is quick and easy, so long as the bike has a quick release and that the motor is not in the front hub. Never try and remove the front wheel if this is where the motor is (Hub staff will advise on this).

Undo the quick release and loosen the bolt on the other side. Carefully lift the front end of the bike whilst holding the wheel and it should pop out. If it does not please check that the quick release is loose enough to disengage the hub from the security tabs on fork dropouts (where the wheel hub mounts into the fork). At this stage place the supplied spacer into the brake.

A few important points if the bike has a disc brake:

- Never touch the metal rotor. Oils from your skin can contaminate the disc rotor and brake pads.
- Never put any weight on the rotor when it's in your car as this may bend it out of shape and foul the brake calliper when the wheel is placed back in the fork.
- Never allow oil to get on the pads or rotor.

- Never touch the front brake lever (right hand brake lever) when the wheel has been removed - doing so causes the brake callipers to seize closed and you won't be able to mount the wheel back into the fork. Bear this in mind when moving the bike in and out the car, and don't put anything on top of the bike that may press the lever.
- Load the bike into the car, taking care not to bend or apply pressure to the mudguards (where applicable) which may cause them to rub against the tyre when cycling the bike.

Putting the wheel back on

- Remove the spacer from the brake - retain this for further transportation of the bike.
- Holding the wheel upright carefully lower the bike's fork onto the wheel, taking care to align the brake rotor between the calliper's brake pads. Gently lower the fork onto the wheel hub.
- The wheel axle must be fully sat in the fork's dropouts, otherwise it will not run straight and braking and safety will be severely compromised.
- To tighten the quick release tighten the bolt on the opposite side of the wheel. The quick release lever should feel tight halfway through closing, otherwise the front wheel will be too loose and could fall out.
- Lift the front wheel and spin it- listen for any wear noises and look for any 'wobble' in the wheel. If either occur remove and replace the wheel.

Riding away from the Hub

Follow the advice of the Hub team when leaving on your bike. They can advise you on the safest and easiest route to and from the Hub, and any local regulations about where and when bikes can be ridden.