



ELECTRIC BIKE | E-BIKE

EPAC BICYCLES (ELECTRICALLY POWER ASSISTED CYCLES) – EN 15194

TRANSLATION OF THE STEVENS ORIGINAL OPERATING INSTRUCTIONS //

For more information see the operating instructions on our website www.stevensbikes.de



Translation of the STEVENS original operating instructions

The translation of the STEVENS original operating instructions is meant as start assistance. Together with your comprehensive STEVENS user manual, the system instructions of your drive system manufacturer and the instructions of the component manufacturers this start assistance is part of a system.



The translation of these STEVENS original operating instructions together with the other instructions complies with the requirements of the EN ISO standard 4210-2, the EN 15194 Cycles – Electrically power assisted cycles – EPAC bicycles as well as the Machinery Directive 2006/42/EC.



Caution:

Be sure to also observe the comprehensive STEVENS user manuals, the system instructions of your drive system manufacturer and the instructions of the component manufacturers on our website www.stevensbikes.de/manual. The translation of these original operating instructions is subject to European law. If the STEVENS e-bike is delivered to countries outside Europe, supplementary instructions may have to be provided by the manufacturer.



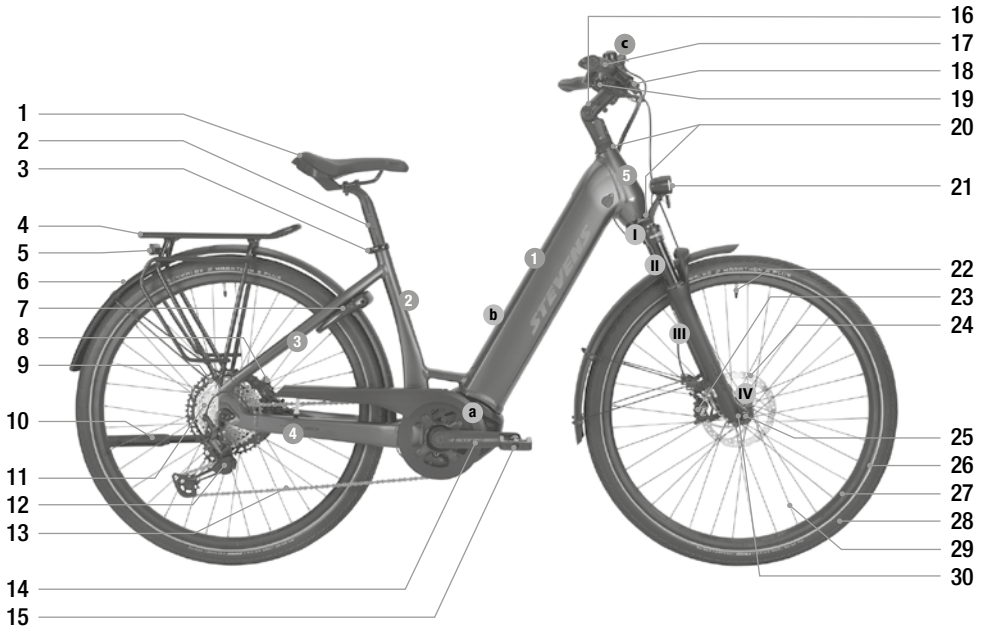
Caution:

Read pages 5 to 24 before your first ride!
Perform the functional check on pages 25 to 27 before every ride!
Observe the bike card and the handover report!



Note:

You find the comprehensive STEVENS bicycle manuals, the system instructions of your drive system manufacturer and the instructions of the component manufacturers as well as the respective weblinks on our website www.stevensbikes.de/manual



Component Description

Frame:

- ① Central tube
- ② Seat tube
- ③ Rear stay
- ④ Chainstay
- ⑤ Head tube

- 1 Saddle
- 2 Seat post
- 3 Seat post clamp
- 4 Pannier rack
- 5 Rear light
- 6 Mudguard
- 7 Lock
- 8 Rear brake
- 9 Rotor
- 10 Kick stand
- 11 Cassette sprockets
- 12 Rear derailleur

- a Motor
- b Rechargeable battery
- c Display and control unit

- 13 Chain
- 14 Crank arm
- 15 Pedal
- 16 Stem
- 17 Handlebars
- 18 Brake lever
- 19 Shifter
- 20 Headset
- 21 Front light
- 22 Valve
- 23 Front brake
- 24 Rotor

Suspension fork:

- I Fork crown
- II Stanchion tube
- III Lower leg
- IV Drop-out

Wheel:

- 25 Quick-release/ thru axle
- 26 Reflector ring
- 27 Rim
- 28 Tyre
- 29 Spoke
- 30 Hub



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Notes on the Translation of these STEVENS Original Operating Instructions

The illustrations on the first pages of the translation of the STEVENS original operating instructions show a typical STEVENS e-bike.

Today you find many types of electric bicycles that are designed for specific intended purposes and equipped accordingly. The translation of the STEVENS original operating instructions include the following types of electric bicycles:

- E-city and E-trekking bicycles
- E-kids' and E-junior bicycles
- E-cross bicycles
- E-cross-country, E-marathon and E-touring mountain bikes
- E-enduro and E-all mountain bikes
- E-dirt and E-freeride
- E-cyclocross bicycles
- E-gravel bikes

Pay particular attention to the following symbols:



Danger:

This symbol indicates an imminent risk to your life or health unless you comply with the instructions given or take preventive measures.



Caution:

This symbol warns you of wrongdoings which may result in damage to property and environment.



Note:

This symbol provides you with information about how to handle the product or refers to a passage in the operating instructions that deserves your special attention.

The described possible consequences will not be repeated in the translation of the STEVENS original operating instructions every time one of the symbols appears.

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

This translation of the STEVENS original operating instructions are not applicable to any other than the displayed bicycle types.





General Safety Instructions

Dear Customer,

In purchasing this STEVENS e-bike you have chosen a product of high quality and technology. Each component of your new STEVENS e-bike has been designed, manufactured and assembled with great care and expertise. Your STEVENS dealer gave the electric bicycle its final assembly and adjustment to guarantee proper operation and many enjoyable riding experiences with complete peace of mind from the very first metres.

This manual contains a wealth of information on the proper use of your STEVENS e-bike, its maintenance and operation as well as interesting information on its design and engineering. Read this manual thoroughly. We are sure that even if you have been cycling bicycle or e-bike all your life you will find useful and detailed information. STEVENS e-bikes differ markedly from usual bicycles.

Therefore, before setting off on your new STEVENS e-bike, read at least the chapters *“Before Your FIRST Ride”* and *“Riding a STEVENS E-bike – Special Features”* in this translation of these original operating instructions. For more information see the system instructions of your drive system manufacturer.

To have as much fun as possible during cycling, be sure to carry out the functional check described in the chapter *“Before EVERY Ride”* before setting off on the STEVENS e-bike.

Even a manual as big as an encyclopaedia could not describe any possible combination of e-bike models and components or parts on the market. It therefore focuses on your newly purchased STEVENS e-bike and standard components and provides useful information and warnings. When doing any adjusting and servicing, be aware that the detailed instructions provided in your manual only refer to this STEVENS e-bike. The information included here is not applicable to any other bicycle or e-bike type. As bicycles come in a wide variety of designs with frequent model changes, the routines described may require complementary information. Be sure to also observe your comprehensive STEVENS user manual as well as the instructions of the component suppliers that you have received from your STEVENS dealer.

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

Before you set off, let us point out a few things that are very important to every cyclist: Never ride without a properly adjusted helmet and without glasses and take care to always wear suitable clothing. As a minimum you should wear straight cut trousers and shoes fitting the pedal system. Always ride carefully on public roads and observe the traffic rules so as not to endanger yourself or others.

This manual cannot teach you how to ride an electric bicycle. Be aware that riding anelectric bicycle is an activity that can also be dangerous, in particular on public roads.



Note:

Register your STEVENS bike at www.stevensbikes.de. You will be informed about technical upgrades, if necessary.



Danger:

For your own safety, never do work on your electric bicycle unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact your STEVENS dealer.

You should therefore always be able to keep your STEVENS e-bike under control. Be aware from the moment you set off that you ride at a higher speed. Always keep this fact in mind and ride considerately!

Like any sport, cycling involves the risk of injury and damage. Keep this in mind. When you decide to ride a STEVENS e-bike you need to accept the risk inherent to cycling. Note that on a STEVENS e-bike you have no protection technique around you (e.g. ABS, bodywork or airbag) like you have in a car. Therefore, always ride carefully and do respect the other traffic participants. Never ride under the influence of prescription drugs, drugs, medication, alcohol or when you are tired. Do not ride with a second person on your STEVENS e-bike and never ride without having both hands on the handlebars.

Observe the legal regulations for the off-road use of bicycles and electric bicycles. These regulations may differ in each country. Respect nature when riding through the forest and in the open countryside. Ride on signposted, well maintained trails and hard-surface roads only.



You find the comprehensive STEVENS user manuals, the instructions of the component manufacturers as well as detailed information on your STEVENS e-bike on our website www.stevensbikes.de/manual

Have a lot of fun with your new STEVENS e-bike!



Note:

Be sure to also read the comprehensive STEVENS user manual that you have received from your STEVENS dealer.



Note:

Keep the translation of these original operating instructions in a safe place and hand it over to the respective user, in case you sell, lend or pass on the electric bicycle otherwise.

**Danger:**

There are different types of bicycles and electric bicycles that are subject to different legal framework conditions. Therefore, be sure to observe the sticker on your STEVENS e-bike.

**Danger:**

Strictly observe the category to which your STEVENS e-bike belongs. From the category you can conclude which grounds and riding actions are suitable for your STEVENS e-bike.

**Note:**

Inform yourself at www.stevensbikes.de and check the category your STEVENS e-bike belongs to.

Intended Use

Keep in mind that every bicycle or e-bike type is built for a specific intended use. Be sure to use your STEVENS e-bike only according to its intended use, as the STEVENS e-bike may otherwise not withstand the stress, fail and cause an accident with unforeseeable consequences! Using it for another than the intended use will also void the warranty.

Categories

Keep in mind that every type of electric bicycle, referred to in the following as category, is built for a specific intended purpose. Be sure to use your STEVENS e-bike exclusively according to its intended use. Otherwise your STEVENS e-bike may not withstand the stress, fail and cause an accident with unforeseeable consequences!

Any improper use will invalidate the warranty.

The category of your STEVENS e-bike is specified on the category sticker on your STEVENS bicycle.

**Note:**

Detailed information on your STEVENS e-bike is provided at www.stevensbikes.de/manual



Category 1 E: STEVENS E-city and E-trekking bikes

This category describes STEVENS E-city and E- trekking bikes.

- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and electric bicycle) should not exceed **140 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- STEVENS E-city and E- trekking bikes are designed for a trailer load of **40 kg** without and **80 kg** with trailer brake.
- Child seats are permitted on STEVENS E-city and E-trekking bikes. For more information see the chapter *"Use of Child Seats"*.



Danger:

STEVENS e-bike of the categories 1 E and 1 E-Plus are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks, etc.!



Category 1 E-Plus: STEVENS E-city and E-trekking bikes

This category describes STEVENS E-city and E-trekking bikes with a higher maximum permissible overall weight.

- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and electric bicycle) should not exceed **180 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- STEVENS E-city and E- trekking bikes are designed for a trailer load of **40 kg** without and **80 kg** with trailer brake.
- Child seats are permitted on STEVENS E-city and E-trekking bikes. For more information see the chapter *"Use of Child Seats"*.





Danger:

STEVENS e-bikes of the category 3 E are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks, etc.!

Category 3 E: STEVENS E-cyclocross and E-gravel bikes

This category describes STEVENS E-cyclocross and E-gravel bikes.

STEVENS E-cyclocross and E-gravel bikes are intended for use on hard-surface terrain, i.e. for asphalt roads and bicycle lanes or gravel field tracks, where the wheels remain in permanent contact to the ground.

In addition, they are suitable for well maintained gravel field and forest tracks as well as for off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur.

They are suitable for cycling in easy terrain, however not for off-road use (mountain bike use), namely all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops and in bike parks etc.

- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and electric bicycle) should not exceed **120 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- On STEVENS E-cyclocross and E-gravel bikes made of aluminium the use of trailers is permitted. On STEVENS E-cyclocross bikes made of carbon, however, the **use of trailers is not permitted**.
- On STEVENS E-cyclocross and E-gravel bikes made of carbon **child seats are not permitted**. On STEVENS E-cyclocross bikes made of aluminium child seats are permitted. For more information see the chapter "*Use of Child Seats*".



Category 4 E: STEVENS E-cross bikes

This category describes STEVENS E-cross bikes.

STEVENS E-cross bikes are intended for use on hard-surface terrain, i.e. for asphalt roads and bicycle lanes or gravel field tracks, where the wheels remain in permanent contact to the ground. In addition, they are suitable for well maintained gravel field and forest tracks as well as for off-road trails with a slight slope where a temporary loss of tyre contact with the ground due to small steps may occur. They are not suitable for off-road use (mountain bike use), namely all mountain, enduro, downhill (DH), freeride, dual slalom, downhill/freeride parks, jumps, drops, and the use in bike parks etc.

- Due to their design and equipment, STEVENS E-cross bikes are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter *“Legal Requirements for Riding on Public Roads”* in your comprehensive STEVENS user manual.
- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and electric bicycle) should not exceed **140 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- STEVENS E-cross bikes are designed for a trailer load of **40 kg** without and **80 kg** with trailer brake. On STEVENS E-cross bikes made of carbon, however, the **use of trailers is not permitted**.
- On STEVENS E-cross bikes made of carbon **child seats are not permitted**. On STEVENS E-cross bikes made of aluminium child seats are permitted. For more information see the chapter *“Use of Child Seats”*.

Category 4 E-Plus: STEVENS E-cross bikes

This category describes STEVENS E-cross bikes with a higher maximum permissible overall weight.

- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and electric bicycle) should not exceed **180 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.
- STEVENS E-cross bikes are designed for a trailer load of **40 kg** without and **80 kg** with trailer brake.
- On STEVENS E-cross and E-gravel bikes made of carbon **child seats are not permitted**. On STEVENS E-cross and E-gravel bikes made of aluminium child seats are permitted. For more information see the chapter *“Use of Child Seats”*.



Danger:

STEVENS e-bikes of the categories 4 E and 4 E-Plus are not suitable for off-road use, jumps, slides, stair riding, stoppies, wheelies, tricks, etc.!



STEVENS E-mountain bikes

- Due to their design and equipment STEVENS E-mountain bikes of the categories 5 E and 6 E are not always suitable for being used on public roads. If you want to use them on public roads, these bikes must be equipped with the prescribed equipment. Observe the traffic rules when riding on public roads. For more information see the chapter *“Legal Requirements for Riding on Public Roads”* in your comprehensive STEVENS user manual.
- The **maximum permissible overall weight** (comprising rider, luggage, possibly trailer load and electric bicycle) should not exceed **140 kg**. Under certain circumstances this maximum permissible overall weight can be further limited by the component manufacturers' recommendations for use.



Category 5 E: STEVENS E-cross-country, E-marathon and E-touring mountain bikes

This category describes STEVENS E-cross-country, E-marathon and E-touring mountain bikes. STEVENS hardtail E-mountain bikes and full suspension STEVENS E-MTB with short suspension travel are typical for this category.

STEVENS E-cross-country, E-marathon and E-touring mountain bikes are suitable for off-road use, but not for blocked terrain, tricks, stair riding, etc., training and competitive use in the categories freeride, dirt, downhill. STEVENS bikes of this category can be used on surfaces permitted for electric bicycles of the categories 1 and 3 and are in addition suitable for rough and unpaved terrains. Sporadic jumps are also included in the field of use of these STEVENS bikes. But particularly inexperienced riders doing jumps may land inappropriately, thus increasing the acting forces significantly which may result in damage and injuries. We recommend that you train your skills in a riding technique course. If necessary, ask your STEVENS dealer to inspect your STEVENS e-bike at shorter intervals than according to the service and maintenance schedule.



Danger:

STEVENS e-bikes of the category 5 E are not suitable for use on blocked terrain, for high and long jumps, slides, stair riding, stoppies, wheelies, tricks, etc.!

- On full suspension STEVENS E-mountain bikes made of aluminium the use of trailers is permitted. On full suspension STEVENS E-mountain bikes made of carbon **the use of trailers is however not permitted**.
- On full suspension STEVENS E-mountain bikes (made of aluminium and carbon) as well as on STEVENS hardtail E-mountain bikes made of carbon **child seats are not permitted**. On STEVENS hardtail E-mountain bikes made of aluminium child seats are permitted. For more information see the chapter *“Use of Child Seats”*.

Category 6 E: STEVENS E-enduro and E-all mountain-bikes

This category describes STEVENS E-enduro and E-all mountain bikes. Full suspension STEVENS E-mountain bikes with medium suspension travel are typical for this category.

STEVENS E-enduro and E-all mountain bikes are designed for being used off-road (Alpcross etc.). STEVENS bikes of this category can be used on surfaces permitted for electric bicycles of the categories 1, 3, 4 and 5. Furthermore, STEVENS bikes of this category are suitable for very rough and partly blocked terrain with steeper slopes and higher speeds as a result thereof. On official tracks regular jumps by experienced riders up to a height of 1.2 m are not a problem for these STEVENS bikes. The regular and durable use of these STEVENS bikes in bike parks, must however be excluded by STEVENS. In addition, these STEVENS bikes are not suitable for tricks, stair riding, etc. as well as training and competitive use in the categories freeride, dirt, downhill.

- On full suspension STEVENS E-mountain bikes made of aluminium the use of trailers is permitted. On full suspension STEVENS E-mountain bikes made of carbon **the use of trailers is however not permitted.**
- On full suspension STEVENS E-mountain bikes **child seats are not permitted.**



Danger:

Due to the higher loads, STEVENS bikes of the category 6 E should be checked for possible damage after every ride. Two inspections per year at least carried out by your STEVENS dealer are obligatory.



Note:

Inform yourself at www.stevensbikes.de and check the category your STEVENS e-bike belongs to.



Note:

The category of your STEVENS e-bike is specified on the category sticker on your STEVENS bicycle.



Danger:

Due to the higher loads, STEVENS bikes of the category 7 E should be checked for possible damage after every ride. Three inspections per year at least carried out by your STEVENS dealer are obligatory.

Category 7 E: STEVENS E-dirt and E-freeride

This category describes STEVENS E-dirt and E-freeride bikes. Hardtail frames with special strengthenings and designated dirt forks are typical for STEVENS E-dirt bikes. Full suspension bikes with very long suspension travels are typical for STEVENS E-freeride bikes.

STEVENS E-freeride bikes are intended for harder use on secured terrain. There are different types which are either designed for jumps and freestyle in special obstacle parks, whereas others are intended for races.

STEVENS bikes of this category are intended for very challenging, highly blocked and extremely steep terrains, which can only be mastered by well-trained riders with technical skills. Rather high jumps at very high speeds as well as the intensive use in specific, identified bike parks or on downhill trails are typical for this category. In the case of these STEVENS bikes it is imperative to carry out a thorough check for possible damage after every ride. Preliminary damage with clearly inferior further stress can result in failure. A regular replacement of safety-relevant components must also be taken into account. Wearing special protectors is strongly recommended.

- STEVENS E-freeride bikes are suitable for jumps and drops in most challenging terrains and in bike parks. Full suspension bikes with very long suspension travels are typical for this category.
- On full suspension STEVENS E-mountain bikes made of aluminium the use of trailers is permitted. On full suspension STEVENS E-mountain bikes made of carbon **the use of trailers is however not permitted.**
- On full suspension STEVENS E-mountain bikes **child seats are not permitted.** For more information see the chapter *“Use of Child Seats”*.



Note:

Detailed information on your STEVENS e-bike is provided at www.stevensbikes.de/manual



Note that there are different types of e-bikes which are subject to different legal framework conditions. Check the class of your STEVENS e-bike in the bike card. Keep the specific regulations for your e-bike class in mind when riding on public roads and through the landscape.

1. **Pedelects (Pedal Electric Cycles) or EPACs (Electrically Power Assisted Cycles)** are bicycles with auxiliary drive that only switches on when the pedals are moved by the rider. When you stop pedalling, the motor switches off.

A driving licence is not required for riding an electric bicycle, if the motor assistance switches off automatically at a speed of 25 km/h (15.5 mph). The legal regulations for riding an electric bicycle with regard to driving licence, registration, type approval, requirement to wear a helmet, insurance, regulations on the use of cycle lanes etc. are listed in the *“Overview on E-Bikes and Speed Pedelects – Legal Regulations in Great Britain”* at the end of this chapter. Do not confuse your electric bicycle with a **“speed pedelec”** (45 km/h/28 mph, see item 2.).

More information about the parts replacement on your STEVENS e-bike is provided in the “Guidelines for the parts replacement of CE marked e-bikes / pedelecs up to a pedal assist of 25 km/h (15.5 mph)” in the chapter “Guidelines”.



Note:

For more information about the intended use of your STEVENS e-bike as well as the maximum permissible overall weight (rider, luggage, possibly trailer load and electric bicycle) see the bike card and the chapter *“Before your First Ride”*.



Danger:

Do not modify or manipulate (“tune”) your STEVENS e-bike. Risk of accident! Modifications and manipulations (e.g. dongles, etc.) will render the warranty void and result in a loss of the private liability insurance cover. The electric bicycles are then possibly no longer approved for use on public roads and on forest trails. For more information read the *“Guidelines: Things to know about pedelec/e-bike 25 tuning”* in the chapter *“Guidelines”*.



Caution:

Prior to towing a trailer with your STEVENS e-bike or to mounting a child seat, read the chapters *“Use of Child Seats”* and *“Use of Trailers”* and have a look at the bike card. If you are in doubt or if you have any questions, ask your STEVENS dealer.



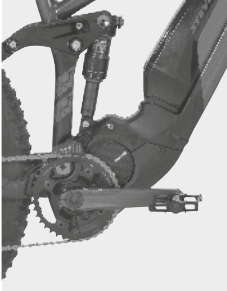
Caution:

The weight distribution on STEVENS e-bikes differs markedly from the weight distribution on bicycles without drive assistance. A STEVENS e-bike is markedly heavier than a bicycle without drive assistance. For this reason pushing, lifting and carrying the STEVENS e-bike is more difficult. Bear this in mind when loading your electric bicycle into a car and unloading it or when mounting it on a bicycle carrier system.



Caution:

Keep in mind that both the BOSCH as well as the SHIMANO StePS system will switch off after a certain period of time without power output for reasons of energy saving. The system is restarted by pressing the ON/OFF button once.



There are now nearly all types of bicycles also available as electric bicycles. Be sure to use your STEVENS e-bike only according to its intended use, as the STEVENS e-bike may otherwise not withstand the stress, fail and cause an accident with unforeseeable consequences!

Be sure to read the chapters *“Intended Use”* and *“Before Your First Ride”*. There you will find detailed instructions on how to use the electric bicycles of the respective category, or contact your STEVENS dealer.

The **starting or walk assistance** provides assistance when you push the STEVENS e-bike or when you do a hill start, even without pedalling, up to a speed of 6 km/h (3.7 mph). For riding on public roads these STEVENS e-bikes are not required to be insured.

2. **Speed pedelecs** are considered to be motor vehicles or according to EU law as “light motorcycle with low power” (L1e) with auxiliary motor which provide assistance to the rider even beyond a speed of 25 km/h to max. 45 km/h (15.5 mph to max. 28 mph), as long as you continue pedalling. Without pedalling a speed pedelec provides assistance to a maximum speed of 20 km/h (12.4 mph).

The legal regulations for riding a speed pedelec with regard to driving licence, registration, type approval, requirement to wear a helmet, insurance, regulations on the use of cycle lanes etc. are listed in the *“Overview on E-Bikes and Speed Pedelecs – Legal Regulations in Great Britain”* at the end of this chapter. Speed pedelecs are considered motor vehicles and therefore subject to strict regulations relating to the replacement of component and to changes.

More information about the parts replacement on your STEVENS speed pedelec is provided in the “Guidelines for the parts replacement of speed e-bikes / pedelecs up to a pedal assist of 45 km/h (28 mph)” in the chapter “Guidelines”.

**Note:**

According to the Highway Code in the UK you do not need a driving licence for riding an electric bicycle with starting or walk assistance.

**Note:**

The regulations and rules for electric bicycles and speed pedelecs are being revised permanently. Read the daily press to keep you informed about current legislative changes.

**Note:**

It is recommendable that you take out a private liability insurance. Make sure your insurance grants coverage for these kinds of damage. Contact your insurance agency.

**Caution:**

STEVENS e-bikes are approved for towing trailers up to 40 kg trailing load (towed load). STEVENS advises you to use only trailers with brakes. On full suspension STEVENS E-mountain bikes made of aluminium the use of trailers is permitted. For full suspension STEVENS E-mountain bikes made of carbon the use of trailers is however not permitted. If you are in doubt or if you have any questions, contact your STEVENS dealer.

**Note:**

For more information see the system instructions of your drive system manufacturer.

In addition, you must not use one-way streets in the opposite direction, even when they are allowed to bicycles. You must not use your STEVENS speed pedelec on lanes which are closed to motor vehicles, motorcycles and mopeds. You must only use your STEVENS speed pedelec on public roads and on private premises, if authorised by the owner.

When you ride a speed pedelec in the **UK** wearing a motorcycle helmet is compulsory. Be sure to also read the chapter *“Riding a STEVENS Speed Pedelec – Special Features”*.

STEVENS speed pedelecs are designed for cycling exclusively on lanes and roads with a smooth surface. Be sure to only use trails that are allowed for speed pedelecs / e-bikes. Typical STEVENS speed pedelecs are generally not suitable for off-road use. Using STEVENS speed pedelecs off-road can result in crashes with unforeseeable consequences.



Caution:

If your STEVENS speed pedelec does not look like a typical city or trekking bike (see cover), read the chapters *“Intended Use”* and *“Before Your First Ride”*.



Note:

For more information about the intended use of your electric bicycle as well as the permitted overall weight (rider, luggage, possibly trailer load and electric bicycle) see the system instructions of your drive system manufacturer and the chapter *“Before Your First Ride”*.

Overview on E-Bikes and Speed Pedelecs – Legal Regulations in Great Britain¹

	EPAC/EAPC (also with pushing aid)	Speed pedelec
Pedal assistance up to max. km/h (mph)	25 km/h (15.5 mph) MDS ² without pedal assistance 6 km/h (3.7 mph)	45 km/h / 28 mph (with pedalling) 20 km/h / 12.4 mph (without pedalling) MDS ²
Helmet	recommended	compulsory (motorcycle helmet) ³
Rear-view mirror	no	yes
Horn	no	yes
Driving licence	no	yes (cat. AM)
Registration or type approval	no, however UKCA mark ⁴ and UKNI mark ⁴ (North Ireland) and/or CE mark (until 2024/12)	yes, tax disc, number plate, MOT certificate
Insurance	no	yes
Riding on cycle lanes permitted	in town: yes out of town: yes	in town: no out of town: no
Riding on forest trails	yes	no
Vehicle class	bicycle	moped
Legal age	14 years	16 years
Child seat	yes ⁵	forbidden
Child trailer	yes ⁵	forbidden

¹ In accordance with www.gov.uk/electric-bike-rules

The regulations and rules are continuously revised. Read the daily press to keep you informed about current legislative changes.

² MDS – maximum design speed

³ The requirements are changing. Don't take a risk with safety! Read the daily press.

⁴ UKCA (UK conformity assessed) plus UKNI where North Ireland is involved

⁵ For many bike models this legal authorisation is restricted. Observe the bike card.

Last update 2022/12



Danger:

Tuning, i.e. improvement in performance and speed is not a trivial offence, but has far-reaching consequences ranging from loss of insurance cover, prohibition of use on public roads and paths, to possible material failure due to overload, see the *"Guideline: Things to know about pedelec/e-bike tuning"*.

Maximum Permissible Overall Weight

The maximum permissible overall weight is indicated on the category sticker on your STEVENS e-bike.

The maximum permissible overall weight limit is made up as follows:

- Weight cyclist** (kg)
- + **Weight electric bicycle** (kg)
- + **Weight luggage** (kg)
- + **Overall weight trailer** incl. cargo and/or persons (if in place) (kg)
- = **maximum permissible overall weight** (kg)

Use of Trailers

Most STEVENS e-bikes are approved for being used with trailers to transport cargo and children.

With special child trailers that are towed behind an electric bicycle you can transport one or two children.

The following STEVENS e-bikes **are approved** for being used with **trailers**:

- STEVENS E-city and E-trekking bikes
- STEVENS E-cyclocross/E-gravel bikes made of aluminium
- STEVENS hardtail E-mountain bikes made of aluminium
- Full suspension STEVENS E-mountain bikes made of aluminium

The following **electric bicycles are not approved** for being used with trailers:

- STEVENS e-bikes with carbon frames or forks
- Full suspension STEVENS E-mountain bikes made of carbon
- STEVENS E-cyclocross/E-gravel bikes made of carbon
- STEVENS speed pedelecs
- STEVENS E-kids' and E-junior bicycles



Danger:

Attaching the trailer coupling to the frame tubes, rear stays or seat post is not permitted.



Danger:

The permissible maximum speed indicated by the trailer manufacturer must be observed. Also observe the instructions of the trailer manufacturer.



Danger:

Keep in mind that your stopping distance increases with the additional load due to the transport of children and cargo.



Danger:

Trailers affect the braking behaviour and the width of your STEVENS e-bike. First, practise riding with an empty trailer. Equip the trailer with a long pole with coloured pennant to increase visibility.



Danger:

If the lighting equipment on your STEVENS e-bike is covered by the trailer, it has to be mounted visibly to the trailer. When riding in the dark, provide the rear end of the trailer with a battery/accumulator-operated lamp.

**Danger:**

Persons must only be transported in trailers approved for this purpose.

**Danger:**

Make sure your child always wears a suitable helmet. A trailer is only an insufficient protection in case of an accident. Keep in mind that you always wear a helmet, as well.

When using a trailer, observe the following points:

- The trailer with its actual weight incl. cargo is considered to be part of the permissible weight of your STEVENS e-bike. For more information see the chapter *“Maximum Permissible Overall Weight”*.
- Be sure to fix the trailer coupling exclusively to the rear axle or to specific mounts at the drop-out.

**Danger:**

Always secure the children with the seat belt, as erratic movements inside the trailer can make your STEVENS e-bike or the trailer topple over.

**Danger:**

With some trailer models it is necessary to replace the original thru axle by a specific thru axle of the trailer manufacturer or to clamp an adapter with the original thru axle. In this case, make sure that the axle thread and the axle nut thread are fully covered. The possibly required replacement axles must comply with the specifications of the original axle of your STEVENS e-bike (clamping width, thread pitch and thread length, material and diameter).

**Use of Child Seats**

Most STEVENS e-bikes are approved for being used with child seats.

The following STEVENS e-bikes are **approved** for being used with **child seats**:

- STEVENS E-city and E-trekking bikes
- STEVENS E-cross bikes
- STEVENS E-cyclocross/E-gravel bikes made of aluminium
- STEVENS hardtail E-mountain bikes

**Danger:**

Child seats are only permitted on STEVENS bikes, when indicated in the bike card.

The use of child seats is **not permitted** on:

- STEVENS e-bikes with carbon frames or forks
- Full suspension STEVENS E-mountain bikes
- STEVENS E-cyclocross/E-gravel bikes made of carbon
- STEVENS speed pedelecs
- STEVENS E-kids' and E-junior bicycles

When taking your child with you in a child seat, observe the following points:

- Always put a fitting helmet on your child and this already before you place him/ she in the child seat. Many accidents happen when the electric bicycle is stationary, e.g. when it tips over. Be a good example and remember to always wear a helmet yourself.
- Never set off before having buckled up your child in the child seat. Uncontrolled movements of the child can make your STEVENS e-bike tilt.
- Do not overload your child seat. Overloading can result in breakage of the frame, the fork or the components. Risk of accident!
- Cover the springs of your saddle to make sure that your child will not have the fingers pinched.
- Adjust the tyre pressure to the additional weight. The maximum pressure is indicated on the tyre side



Danger:

Child seats that are mounted to the seat tube are the only child seats permitted. Child seats that are mounted to the seat post or the top tube are not permitted.



Danger:

Child seats mounted with a suitable adapter for pannier racks/luggage carriers are only permitted, when the luggage carrier complies with the requirements of ISO 11243 and has a maximum payload of at least 25 kg.



Danger:

Observe the maximum permissible overall weight of the child seat and be sure not to exceed it. You find more information in the instructions of the child seat manufacturer.



Note:

Detailed information on your STEVENS e-bike is provided at www.stevensbikes.de/manual



Danger:

Be sure to only use child seats which are mounted in the rear with the child sitting behind the rider. Child seats that are mounted in front of the rider are not permitted.



Danger:

When mounting a child seat, observe the maximum permissible overall weight of your STEVENS e-bike. For more information see the chapter "Maximum Permissible Overall Weight".



Danger:

Have your child seat mounted exclusively by your STEVENS dealer.



Danger:

Be sure to only mount and use a child seat, if permitted by the national and regional regulations of the country where you are travelling.



Before Your First Ride

1. Your STEVENS e-bike is designed for a **maximum permissible overall weight of 140 kg or 120 kg for E-cyclocross and E-gravel bikes and 180 kg for bikes of the category E-Plus**. The maximum overall weight includes the rider, the luggage, a possible trailer load and the STEVENS e-bike.
2. If you want to use your bicycle on public roads, it has to comply with the respective legal requirements. These requirements may vary in each country. The equipment of your STEVENS e-bike is, therefore, not necessarily complete. Ask your STEVENS dealer for the laws and regulations applicable in your country or in the country where you intend to use the STEVENS e-bike. Have your STEVENS e-bike equipped accordingly, before using it on public roads.
3. The rechargeable battery of your STEVENS e-bike must be charged before you set off for the first time. Are you familiar with the handling and mounting of the rechargeable battery? Before you set off for the first time, check whether the battery is properly mounted, has engaged audibly and that the cover of the battery is firmly locked and closed.

For more information see the system instructions of your drive system manufacturer.

4. The functions of your STEVENS e-bike are operated with the buttons on the on-board computer or the control unit. Are you familiar with all functions and displays? Check whether you know the functions of all buttons on the display or the control unit.

For more information see the system instructions of your drive system manufacturer.

5. Your STEVENS e-bike has a walk assistance. The walk assistance provides help during pushing your STEVENS e-bike. Are you familiar with the walk assistance?

For more information see the system instructions of your drive system manufacturer.



Danger:

Do not park your STEVENS e-bike in the blazing sun.



Danger:

Make particularly sure there is enough space between your crotch and the top tube so that you do not hurt yourself, if you have to get off your bike quickly.



Danger:

Charge your battery only with the supplied charger. Do not use the charger of any other manufacturer, not even when the connector of the charger matches your rechargeable battery. The rechargeable battery can heat up, catch fire or even explode!



Danger:

We recommend that you charge your battery exclusively during the day and only in dry rooms which have a smoke or a fire detector; but keep it off your bedroom. Place the battery during the charging process on a big, non-inflammable plate made of ceramics or glass!

6. Are you familiar with the brake system? Have a look at the bike card and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, have it modified by your STEVENS dealer before you set off for the first time! Your new STEVENS e-bike is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practise using the brakes on a level, non-slip surface off public roads. Slowly approach higher brake performances and speeds.

For more information see the chapter “The Brake System” in your general STEVENS user manual as well as the instructions of the component manufacturers.

7. Are you familiar with the type and functioning of the gears? Ask your STEVENS dealer to explain to you the gear system and make yourself familiar with your new gears in an area free of traffic, if necessary.

For more information see the chapter “The Gears” in your general STEVENS user manual and the instructions of the component manufacturers.

8. Are saddle and handlebar properly adjusted? The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. Check whether your toes reach to the floor when you are sitting on the saddle. Your STEVENS dealer will be pleased to help you, if you are not happy with your seating position.

For more information see the chapter “Adjusting the Bicycle to the Rider” in our general STEVENS user manual.

9. If your STEVENS e-bike is equipped with clipless or step-in pedals: Have you ever tried the shoes they go with? Do not set off until you have practised engaging and disengaging the shoes from the pedals in standing. Ask your STEVENS dealer to explain to you the pedals.

For more information see the chapter “The Pedal Systems” in your general STEVENS user manual as well as the instructions of the component manufacturers.



Danger:

Do not wear long skirts or ponchos and do not attach long strings, bands or the like to your STEVENS e-bike during the ride. There is the risk of getting caught in the wheels or in the drive. Risk of accident!



Danger:

Do not attach bags or objects of similar weight and size to the handlebars of your STEVENS e-bike. Risk of accident!



Danger:

Note that in wet conditions the brake performance is less effective and the tyre grip reduced. Keep this fact in mind in particular when riding on a wet road and do not ride as fast as you would in dry conditions.



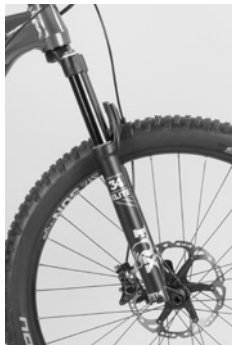
Caution:

Be aware that the brakes of your STEVENS e-bike are always more effective than the drive. If you will face any problems with your drive (e.g. because it pushes you forward in front of a bend), slow down your STEVENS e-bike carefully.



Danger:

Strictly observe the category to which your STEVENS e-bike belongs. From the category you can conclude which grounds and riding actions are suitable for your STEVENS e-bike. The categories are specified in the chapter “Intended Use” and in the bike card.



10. If you have bought a STEVENS e-bike with suspension fork, you should ask your STEVENS dealer to have it properly adjusted before delivery. Improperly adjusted suspension forks are liable to malfunction or damage to the suspension components. In any case, the riding behaviour deteriorates and you do not achieve maximum riding safety and riding pleasure.

For more information see the chapter “Suspension Forks” in your general STEVENS user manual as well as the instructions of the component manufacturers.



Danger:

A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out. Risk of accident!



Danger:

Be aware that the distance you need to stop may increase, when you are riding with your hands on bar ends. The brake levers are not in all grip positions within easy reach.



Caution:

Your STEVENS e-bike is approved in principle for mounting a child seat! Your STEVENS dealer will be pleased to recommend and assemble your suitable models for your STEVENS e-bike.



Danger:

When mounting your STEVENS e-bike, make sure not to step in the pedals until you sit in the saddle and gripping the handlebars tight. The drive assistance might switch on suddenly and result in an uncontrolled start of your STEVENS e-bike. Risk of accident!



Caution:

The weight distribution on STEVENS e-bikes differs considerably from the weight distribution on bicycles without drive assistance. A STEVENS e-bike is markedly heavier than a bicycle without drive assistance. For this reason pushing, lifting and carrying the STEVENS e-bike is more difficult. Bear this in mind when loading your electric bicycle into a car and unloading it or when mounting it on a bicycle carrier system.



Caution:

STEVENS e-bikes are approved for towing trailers up to 40 kg trailing load (towed load). STEVENS advises you to use only trailers with brakes. On full suspension STEVENS E-mountain bikes made of aluminium the use of trailers is permitted. For full suspension STEVENS E-mountain bikes made of carbon the use of trailers is however not permitted. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Caution:

Note that not all STEVENS e-bikes are equipped with a kick stand. Therefore, when parking your STEVENS e-bike, make sure it stands safe and secure and is not at risk of toppling over or being knocked over. If your STEVENS e-bike topples over, it can suffer from damage.



Note:

Detailed information on your STEVENS e-bike is provided at www.stevensbikes.de/manual



Before Every Ride

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

1. Are the quick-release levers or the bolted connections of the front and rear wheel, the seat post and other components properly closed and tightened?

For more information see the chapter "Wheel Fastening with Quick-Releases and Thru Axles" in your general STEVENS user manual as well as the instructions of the component manufacturers.

2. Are the connections of the rechargeable battery, the on-board computer, the control unit and the drive correctly plugged?

For more information see the system instructions of your drive system manufacturer.

3. Is your battery fully charged? Keep in mind to entirely recharge the battery after every ride. You should not wait until the battery is empty!

For more information see the system instructions of your drive system manufacturer.

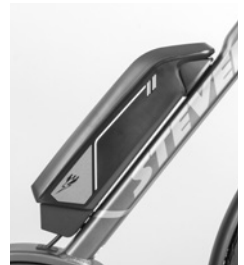
4. Does the on-board computer show all values? Is there any error message or warning on the display? Check the values are correct on your on-board computer before every ride. Do not set off on your STEVENS e-bike when the on-board computer shows a warning.

5. Are you familiar with the control unit? By using the buttons of the control unit you can increase or decrease the assistance level, activate or switch-off the walk assistance and switch between the indication functions on your on-board computer.

For more information see the system instructions of your drive system manufacturer.

6. Is the battery tight in its holder and the lock properly locked up? Before you set off for the first time, check whether the battery is properly mounted, has engaged audibly and that the cover of the battery is firmly locked and closed.

For more information see the system instructions of your drive system manufacturer.



Danger:

Remove the rechargeable battery or the display before doing any work on your STEVENS e-bike (e.g. servicing, repairs, assembly, maintenance, work on your drive etc.). Activating the drive system unintentionally bears the risk of injury!



7. Are the tyres in good condition and do they have sufficient pressure? Note that an electric bicycle weighs heavier and that your usual tyre pressure may be insufficient. A higher pressure gives a better riding stability and reduces the risk of a puncture. The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side.

For more information see the chapter “The Wheels” in your general STEVENS user manual as well as the instructions of the component manufacturers.



8. Spin the wheels to check whether the rims are true. If you have disc brakes, watch the gap between frame and rim or tyre and, if you have rim brakes, between brake pad and rim. Untrue rims can be an indication of tyres with ruptured sides or broken axles or spokes.

For more information see the chapter “The Wheels” in your general STEVENS user manual as well as the instructions of the component manufacturers.



9. Test the brakes in standing by firmly pulling the brake levers towards the handlebars. Make sure you cannot pull the brake levers all the way to the handlebars and check the hydraulic brake hoses for leaks! Check the thickness of the brake pads as well.

With disc brakes you should directly get a positive braking response. If you have to actuate the brake lever more than once to get a positive braking response, have the STEVENS e-bike checked by your STEVENS dealer.

The brake pads of rim brakes must hit the rim evenly with their entire surface without touching the tyre during braking or in open condition or in between.

For more information see the chapter “The Brake system” in your general STEVENS user manual as well as the instructions of the component manufacturers.



Caution:

When you park your STEVENS e-bike, remove the display if possible. This is to protect your STEVENS e-bike against theft; in addition, it cannot be used directly with drive assistance.



Danger:

The drive is free of vibrations. During use your STEVENS e-bike is undergoing stress resulting from the surface of the road and through the rider's action. Due to these dynamic loads, the different parts of your bicycle react with wear and fatigue. Check your STEVENS e-bike regularly for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may break without previous warning. Let your STEVENS dealer maintain and service your STEVENS e-bike regularly and in cases of doubt it is always best to replace components.

10. Let your STEVENS e-bike bounce on the ground from a small height.



If there is any rattling, see where it comes from. Check the bearings, the bolts and the proper seat of the battery, if necessary.

11. If you want to ride on public roads, make sure your STEVENS e-bike is equipped according to the regulations of your country. In any case, riding without lights and reflectors in dark or dim conditions is very dangerous, because you will be seen too late or not at all by other road users. A lighting set that corresponds to the regulations is a must on public roads. Turn on the lights as soon as dusk sets in.

For more information see the chapter “Legal Requirements for Riding on Public Roads” in your general STEVENS user manual.

12. If your STEVENS e-bike has suspension, check it as follows: Press down on your STEVENS e-bike and see whether the spring elements retract and extend as usual.

For more information see the chapter “Suspension Forks” in your general STEVENS user manual as well as the instructions of the component manufacturers.

13. If your electric bicycle has a kick stand, make sure it is fully raised before you set off. Risk of accident!
14. Do not forget to take a high quality folding, D- or chain lock with you on your ride. The only way to effectively protect your STEVENS e-bike against theft is to lock it to an immovable object. It is also recommended to always remove the rechargeable battery from the electric bicycle.



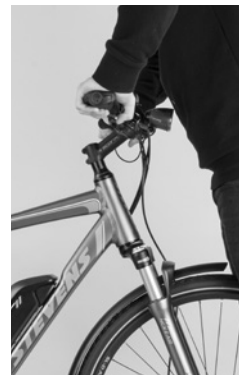
Danger:

Improperly closed quick-releases and other fastenings can cause components of the STEVENS e-bike to come loose and result in serious accidents!

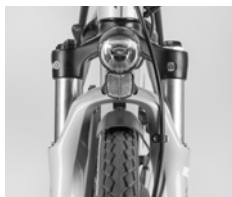


Danger:

Do not use your STEVENS e-bike, if it fails on one of these points! Riding a defective STEVENS e-bike can result in serious accidents! If you are in doubt or if you have any questions, contact your STEVENS dealer.



After an Accident



1. Check whether the wheels are still firmly fixed in the drop-outs and whether the rims are still centred with regard to the frame or fork. Spin the wheels and observe the gap either between frame and tyre or between brake pads and rim sides.

If the width of the gap changes markedly and you have no way to true the rim where you are, you will need to release the rim brake a little so that the rim can run between the brake pads without touching them. Note that in this case the brakes may not act as powerfully as you are used to.

For more information read the chapters “Wheel Fastening with Quick-Releases and Thru Axles”, “The Brake System” and “The Wheels” in your general STEVENS user manual and the instructions of the component manufacturers.

2. Check that handlebars and stem are neither bent nor broken and that they are level and upright. Make sure the stem is firmly fixed on the fork by trying to turn the handlebars relative to the front wheel. Briefly lean on the brake levers to make sure the handlebars are firmly fixed in the stem.

Realign the components, if necessary, and carefully tighten the bolts to ensure a reliable clamping of the components. The maximum torque values are printed directly on the components or specified in the enclosed operating instructions.

For more information see the chapters “Adjusting the Bicycle to the Rider” and “The Headset” in your general STEVENS user manual and the instructions of the component manufacturers.

3. Check whether the chain still runs on the chainrings and the sprockets. If your STEVENS e-bike fell over to the chain side, verify the proper functioning of the gears. Ask somebody to lift the STEVENS e-bike by the saddle and carefully shift through all the gears. Pay particular attention when shifting to the small gears and make sure the rear derailleur does not get too close to the spokes as the chain climbs onto the larger sprockets.

If the rear derailleur or the drop-outs/derailleur hanger is bent, the rear derailleur may collide with the spokes. This can result in damage to the rear derailleur, the rear wheel and the frame. Check the function of the front derailleur, as a displaced front derailleur can throw off the chain, thus interrupting the drive of the STEVENS e-bike.

For more information see the chapter “The Gears” in your general STEVENS user manual and the instructions of the component manufacturers.

4. Make sure the saddle is not out of alignment using the top tube or the bottom bracket shell as a reference. If necessary, open the clamp, realign the saddle and retighten the clamp.

For more information see the chapters “Wheel Fastening with Quick-Releases and Thru Axles” and “Adjusting the Bicycle to the Rider” in your general STEVENS user manual and the instructions of the component manufacturers.

- Let your STEVENS e-bike bounce on the ground from a small height. If there is any rattling, see where it comes from. Check the bearings, the bolts and the proper seat of the battery and the plug, if necessary.

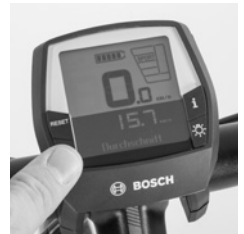


- Check the rechargeable battery. If the rechargeable battery is no longer properly in its holder or shows any damage, do not use your STEVENS e-bike. A damaged rechargeable battery can result in the STEVENS e-bike being suddenly without drive. Risk of accident!

Damage to the outer housing of the rechargeable battery can result in water or moisture entry which can lead to short circuits or electric shocks. The rechargeable battery may catch fire or even explode! Highly toxic liquids may leak out which is harmful to health. In such a case, contact your STEVENS dealer immediately.

For more information see the system instructions of your drive system manufacturer.

- Check that all values are displayed properly and fully on the on-board computer. Do not use your STEVENS e-bike, if the on-board computer shows an error message or a warning. In the case of critical errors the system switches off automatically. In the case of non-critical errors the system may be still operable. Do not set off on your STEVENS e-bike when the on-board computer shows a warning. In such a case, contact your STEVENS dealer immediately.



For more information see the system instructions of your drive system manufacturer.



Caution:

After a fall or if your STEVENS e-bike has toppled over, you have to check the function and in particular the limit stop of the rear derailleur.



8. Finally, take a good look at the whole STEVENS e-bike to detect any deformations, colour changes or cracks.

Ride back very carefully by taking the shortest route possible, only if your STEVENS e-bike went through this check without any problems. Do not accelerate or brake hard and do not ride your electric bicycle out of the saddle. If you are in doubt about the performance of your STEVENS e-bike, have yourself picked up by car, instead of taking any risk.

Back home you have to check your STEVENS e-bike thoroughly. The damaged parts must be repaired. Ask your STEVENS dealer for help.

Riding a STEVENS E-Bike – Special Features

Your STEVENS e-bike is designed to be used like a conventional bicycle. The unique riding experience, however, starts when you actuate the drive system. At that moment the assistance generated by the 250 W motor increases with its high torque the stronger you pedal.

Riding with Drive Assistance

The system can be switched on and off at the rechargeable battery and on the display. Furthermore, it shows the remaining capacity of the battery. When switched on the system activates during pedalling and the drive assistance is available. Sensors measure your pedalling movements and control the fully automated drive assistance according to the selected assistance mode. The level of the additional propulsion depends on the assistance mode. The assistance switches off when you reach a speed of more than 25 km/h (15.5 mph).

Range – Useful Information for a Long Ride

How long and how far you can benefit from the auxiliary drive depends on several factors, i.e. the road conditions, the weight of rider and additional load, the rider's pedal force, the degree or mode of assistance, (head)winds, frequent stops, the temperature, weather conditions etc. The charge state of your rechargeable battery can be read from the on-board computer. In addition, the range indicator on the on-board computer informs about the remaining range during the ride.

For more information see the system instructions of your drive system manufacturer.

To extend the range it is recommended that you ride with low or no assistance at all on level or downhill trails and only select maximum drive assistance with headwinds, heavy additional loads and/or when climbing hills.



Danger:

Deformed components, especially components made of aluminium, can break without previous warning. They must not be repaired, i.e. straightened, as the imminent risk of breakage will remain. This applies in particular to the fork, the handlebars, the stem, the cranks, the seat post and the pedals. When in doubt, it is always recommendable to have these components replaced, as your safety comes first. Ask your STEVENS dealer for help.



Caution:

Rechargeable batteries have a limited service life. The battery deteriorates with every use and with every charging. Avoid any deep discharge of the rechargeable battery. The batteries of STEVENS e-bikes have no memory effect. It is recommended that you charge the battery after every ride.



Note:

Visit www.bosch-ebike.com/en/service/range-assistant/ to find the BOSCH eBike range assistant which helps you calculate the range for your next e-bike tour.

Furthermore, you can extend the range by

- switching into a lower gear prior to stopping in front of traffic lights
- changing gears regularly, as you are used to on a bicycle without drive
- not only riding in high gears
- reducing your additional load (baggage) as far as possible
- storing your battery in your home and installing it only shortly before you set off on your STEVENS e-bike

If your battery has not enough capacity to reach your destination, benefit from the decisive advantage of the STEVENS e-bike: Without drive assistance you can ride your STEVENS e-bike like a usual bicycle with an unlimited range and nearly without compromising on riding characteristics.

Riding without Drive Assistance

Your STEVENS e-bike is designed to be used even without drive assistance, i.e. like a conventional bicycle.

Observe the following points when riding with an empty or without rechargeable battery:

- When you have removed the battery from your electric bicycle, the on-board computer and the control unit can be switched on, as they are powered by an own battery.

If you want to ride without drive assistance with mounted battery, you can switch on the on-board computer of your STEVENS e-bike to benefit from the functions of your cycle computer.

- If the lighting system of your STEVENS e-bike is powered by the rechargeable battery, you can use the lighting for two more hours when the battery is empty.
- After you have removed the battery of your STEVENS e-bike: Keep the connections of the rechargeable battery free of dirt and moisture. Protect the connections of your rechargeable battery with the protective covers, if supplied. With the battery removed the display may be switched off.



Danger:

Do a test ride to make yourself familiar with the riding characteristics of your STEVENS e-bike and the possibly higher speed and acceleration, before riding on public roads. Risk of accident! **Never ride without a helmet!**



Danger:

Do not step on the pedals before sitting in the saddle, select the lowest drive assistance and be ready to brake when you set off. Risk of accident!



Danger:

Keep in mind that due to the higher driving power at the rear wheel the risk of an accident increases with slippery roads (due to wetness, snow, gravel etc.). This applies all the more when riding bends. Risk of accident!



Danger:

Note that car drivers and other road users may underestimate your speed. Therefore, always ride on public roads with this fact in mind and anticipate the actions of other road users. Risk of accident!



Danger:

Keep in mind that pedestrians do not hear you when you approach at high speed. Therefore, ride particularly defensive and anticipating when using cycle lanes and cycle/footpaths to avoid accidents. If necessary, ring the bell to warn others.

Useful Information for Proper Handling of the Battery

Remove the rechargeable battery, if you do not use your STEVENS e-bike for a longer period of time (e.g. during the winter season). Store the rechargeable battery in a dry room at temperatures between 5 and 20 degrees Celsius (41 and 68 degrees Fahrenheit). The state of charge should be 50 to 60 % of the charging capacity. Check the state of charge, if the rechargeable battery is left unused for more than two months, and recharge it in between, if necessary.

Clean the battery housing with a dry or, if at all, a slightly moist rag. Do not direct the water jet of a high-pressure cleaner at the rechargeable battery, as there is a risk of water entry and/or short-circuit.

For more information see the system instructions of your drive system manufacturer.



Danger:

Keep your battery away from fire and heat. Risk of explosion!



Caution:

Remove the rechargeable battery from your electric bicycle, if you do not use your electric bicycle for a longer period of time.



Danger:

Make sure your rechargeable battery is in sound condition. Do not open, disassemble or crush the battery. Risk of explosion!



Danger:

Keep the rechargeable battery and the charger during the charging process away from moisture and water to exclude electric shocks and short circuits.



Danger:

Do not charge any other electrical devices with the supplied charger of your STEVENS e-bike!



Danger:

Do not use a rechargeable battery or a charger that is defective. If you are in doubt or if you have any questions, contact your STEVENS dealer.



Danger:

Charge your battery only with the supplied charger. Do not use the charger of any other manufacturer, not even when the connector of the charger matches your rechargeable battery. The rechargeable battery can heat up, catch fire or even explode!



Danger:

We recommend that you charge your battery during the day and only in dry rooms which have a smoke or a fire detector; but keep it out of your bedroom. Place the battery during the charging process on a big, non-inflammable plate made of ceramics or glass!



Danger:

The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The contact of water with the electrics or the drive can destroy the units. The individual drive components can be cleaned with a soft rag and neutral detergents. You may use a moist rag, but not excessive water. Keep the rechargeable battery dry and do not submerge it! Risk of explosion.

**Danger:**

Batteries must not be short-circuited. Store them therefore in a safe storage area and make sure the battery is not short-circuited accidentally (e.g. with another battery). In addition, the rechargeable battery must not be stored inappropriately, e.g. in a box or in a drawer where they can be short-circuited by other conductive materials or where they can short-circuit each other. Do not deposit any objects in the storage area (e.g. clothes).

**Caution:**

Do not dispose of your rechargeable battery with standard household waste! It must be disposed of according to battery disposal regulations. Therefore, sellers of new rechargeable batteries must provide collection of old batteries and appropriate disposal. If you are in doubt or if you have any questions, contact your STEVENS dealer.

**Danger:**

Make sure your re-chargeable battery is not exposed to mechanical impacts.

**Caution:**

When you remove your battery from the holder for charging it with your electric bicycle left in the open during the charging process, you should protect the connections, e.g. with a plastic bag against rain, water, moisture and dirt. If the connections of your rechargeable STEVENS battery are soiled, clean them with a dry rag.

**Danger:**

Do not expose your battery or the charger to the blazing sun.

**Danger:**

Keep the rechargeable battery and the charger out of the reach of children!

**Caution:**

Make sure not to discharge your rechargeable battery completely (also referred to as deep discharge). Deep discharge will affect the rechargeable battery of your electric bicycle permanently. A deep-discharged battery can only be recharged in exceptional cases and with special chargers. Contact your STEVENS dealer.

**Note:**

Lithium-ion batteries have no memory effect; they can therefore be charged at any time without affecting battery life. Avoid any deep discharge of the rechargeable battery.

**Caution:**

Charge the battery with an ambient temperature of 15 to 25 degrees Celsius (59 to 77 degrees Fahrenheit). Let hot batteries cool down beforehand. You should also let the battery warm up to room temperature before connecting it to the charger in winter or after a ride in cold weather.

**Note:**

Also observe possible instructions on the respective labels on the rechargeable battery or on the charger.

**Caution:**

If the rechargeable battery or the charger (or parts of it) must be replaced, only use original spare parts. Contact in this case your STEVENS dealer.



Riding a STEVENS Speed Pedelec – Special Features

Basically, a speed pedelec is an electric bicycle, which is only clearly faster. Be sure to read the chapter *“Riding a STEVENS E-Bike – Special Features”* completely prior to reading this chapter. Keep in mind that all tips and warnings given in the mentioned chapter apply all the more and with still greater importance to speed pedelecs. Practise the handling of the still more powerful and faster speed pedelec and always ride with foresight.

In contrast to electric bicycles speed pedelecs are classified as e-bikes and thus as motor vehicles (class L1e). For the UK that means that speed pedelecs must be equipped as follows:

- In addition to typical bicycle components they must be equipped with a rear view mirror.
- Speed pedelecs need to be registered, licensed, taxed and insured and require an operating licence or an EU type approval.
- The tyres must have a minimum tread depth of 1.0 mm, as known for example from motor vehicles. Every tyre worn down to this minimum depth must be replaced by an identical one; otherwise this will void the operating licence.



Caution:

In the UK speed pedelecs must be ridden on the road. Do not cycle on cycle paths.



Danger:

Pulling the brake lever of the rear brake stops the motor – emergency stop!



Danger:

Be aware that the brakes of your STEVENS e-bike are always more effective than the drive. If you will face any problems with your drive (e.g. because it pushes you forward in front of a bend), slow down your STEVENS speed pedelec carefully.

Inform yourself in the country where you intend to use your speed pedelec about the regulations of

- riding on cycle lanes and paths in towns,
- using lanes that are marked with a road sign allowing access for mopeds,
- using your STEVENS speed pedelec on cycle lanes which are allowed for mopeds,
- riding one-way streets in the opposite direction, even when they are allowed to bicycles,
- riding through pedestrian zones, even when they are allowed to bicycles,
- using bicycle parking facilities,
- riding on forest trails and
- using your STEVENS speed pedelec on lanes which are closed to motor vehicles, motorcycles and mopeds.
- You must only use your STEVENS speed pedelec on public roads and on private premises, if authorised by the owner.



Danger:

If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or tyres that are not of identical size, may cause harm to the safety of your electric bicycle. Risk of accident! In the case of speed pedelecs be sure to only assemble original spare parts, otherwise the registration (MOT certificate in the UK) and as a consequence the insurance cover will expire. Read the respective instructions in the BOSCH system instructions.

Towing child trailers is not permitted. In the UK, mounting and using child seats is also forbidden. Check in the bike card and in the country where you use your STEVENS speed pedelec, whether it may be equipped with a child seat and have yourself informed by your STEVENS dealer.

When riding STEVENS speed pedelecs wearing a suitable cycle helmet is compulsory. In the UK wearing a motorcycle helmet is compulsory.



Transport of the STEVENS E-Bike

By Car

STEVENS e-bikes can be transported like conventional bicycles outside or inside the car. Always make sure the electric bicycle is securely fastened outside or inside the car and check the fastenings regularly. In addition, you should always remove the battery from the electric bicycle prior to fastening it on the car roof. Stow the battery in its original cardboard box (from your STEVENS dealer) and the possibly removable display unit inside the car and secure it appropriately to avoid any damage during transport.

For more information see the chapter "Transport of the Bicycle by Car" in your general STEVENS user manual.



Danger:

For your own safety, always ride your STEVENS speed pedelec with the light switched on, wear bright clothing as well as a suitable helmet (crash helmet in the UK) and glasses.



Note:

The regulations and rules for electric bicycles and speed pedelecs are being revised permanently. Read the daily press to keep you informed about current legislative changes.



Caution:

The weight distribution on STEVENS e-bikes differs markedly from the weight distribution on bicycles without drive assistance. A STEVENS e-bike is markedly heavier than a bicycle without drive assistance. For this reason pushing, lifting and carrying the STEVENS e-bike is more difficult. Bear this in mind when loading your electric bicycle into a car and unloading it or when mounting it on a bicycle carrier system.



Caution:

Make sure to remove all movable and loose parts and above all the rechargeable battery and the on-board computer from your STEVENS e-bike before transporting it inside or outside the car. If you transport your STEVENS e-bike without battery on a bicycle rack, protect the connections against water, moisture and dirt.



Caution:

Before transporting several STEVENS e-bikes with a bicycle rack on the car roof, inform you about the maximum load capacity of the bicycle rack. Keep in mind that the weight of an electric bicycle is higher than the weight of a bicycle without drive. Maybe you can only transport one or two STEVENS e-bikes instead of three bicycles without drive.

By Train / By Public Transport

STEVENS e-bikes can be transported like conventional bicycles by public transport.

Taking bicycles or electric bicycles with you by public transport is permitted in general, the regulations applicable in the cities differ, however. In some regions e.g. you are only allowed to travel with your STEVENS e-bike during off-peak hours and with an additional bicycle ticket. Inform yourself in time about the regulations of carrying the bicycle before you start the trip!



Note:

If necessary, inform yourself about the laws and regulations concerning bicycle/ electric bicycle transport in the countries that you intend to transit during your journey. The laws and regulations differ, e.g. with regard to the marking.



Note:

If the rechargeable battery of your STEVENS e-bike is mounted to the down tube or to the pannier rack, you can remove the battery before boarding and disembarking.



Note:

Before you start your trip inform yourself in time about the conditions of carriage and also observe the regulations and rules about bicycle transport in the countries through which you intend to travel.



Some regional trains have special spaces for the storage of bicycles and other things. This is an option to take your STEVENS e-bike with you. They are often at the front or end of a train and marked with a bicycle sign.

In some countries regional trains have special spaces for the storage of bicycles, electric bicycles and other things. This is an option to take your STEVENS e-bike with you. They are often at the front or end of a train and marked with a bicycle sign.

When taking a high-speed train check whether you can take your electric bicycle or bicycle with you.

By Plane

If you intend to take your STEVENS e-bike by plane or to dispatch it with a forwarding agent, you have to observe particular packing and labelling requirements for rechargeable batteries. Contact an expert for hazardous material or a forwarding agent in time.



Note:

Contact the airline you intend to travel with in time and inform yourself about the conditions and the possibilities of taking your STEVENS e-bike with you.

Servicing and Maintenance

Your STEVENS dealer will have assembled and adjusted your STEVENS e-bike ready for use when you come to collect it. Nevertheless, your STEVENS e-bike needs regular servicing. Have your local STEVENS dealer do the scheduled maintenance work. This is the only way to ensure that all components function safely and reliably for many miles.

In addition, the dealer can install updates for the systems. These updates may provide you with new optimised and/or energy saving riding programs allowing longer ranges.

The bicycle will be due for its first service after 100 to 300 kilometres (60 to 180 miles), three to six weeks or 5 to 15 hours of initial use. The break-in period typically involves safety-relevant bolted connections and spokes slightly losing tension or gears becoming out of adjustment, so there is every reason to have your dealer service the STEVENS e-bike at this stage. This bedding and settling in process is unavoidable. Therefore, remember to make an appointment with your STEVENS dealer for the first service of your new STEVENS e-bike. The first service is very important for both functioning and durability of your STEVENS e-bike.

Keep in mind that the auxiliary drive may lead to partly higher wear than you are used to. This applies to the rear wheel and in the case of mid-mounted motors to the chain or the belt.

The intended use of the STEVENS e-bike includes regular servicing and the replacement of worn out parts in time, e.g. chains, brake pads or Bowden and brake cables, and therefore has an influence on the warranty and the guarantee, as well.

It is advisable to have your STEVENS e-bike serviced regularly by your STEVENS dealer after the break-in period. If your bicycle does harder service, because you ride a great deal on poor road surfaces, it will require correspondingly shorter service periods. The off-season during the winter months is a very good time to take your STEVENS e-bike to your STEVENS dealer for the annual inspection, as they will have plenty of time for you and for servicing.



Danger:

Servicing and repairs are jobs best left to your STEVENS dealer. If you have your bicycle serviced by anyone else than an expert, you run the risk that parts of your STEVENS e-bike will fail. Risk of accident! When working on your STEVENS e-bike restrict yourself to jobs for which you are equipped e.g. with a torque wrench including bits and have the necessary knowledge.



Caution:

Keep in mind that the auxiliary drive may lead to partly higher wear than you are used to. This applies in particular to the brakes and the tyres and in the case of bottom bracket drives to the chain and the sprockets or to the belt and the belt sprocket.



Note:

For your own safety, bring your STEVENS e-bike to the STEVENS dealer for its first service after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of initial use or three to six weeks, at the very latest, however, after three months.



Caution:

Be sure to only use original spare parts for servicing and repair. In the case of non-observance the CE marking expires and the warranty is rendered void. Ask your STEVENS dealer for advice.



STEVENS Speed Pedelecs – Special Features

Note that to maintain insurance cover components of your STEVENS speed pedelec must only be replaced by original components. Only use spare parts confirmed by experts reports on the approval for your STEVENS speed pedelec. As an alternative you may also go through an individual approval process by the German inspection authority TÜV or by the respective authorities in the country where you use your speed pedelec.

Observe that on your STEVENS speed pedelec the right-hand brake lever acts on the front brake and the left-hand brake lever on the rear brake. The assignment brake lever to brake must not be changed.

Drive Maintenance and Care

For more information see the system instructions of your drive system manufacturer.



Danger:

Do not position your STEVENS e-bike upside down in general. When turning your STEVENS e-bike upside down the add-on parts, in particular those of the handlebar, may sustain damage.



Danger:

Do not reach into or onto rotating wheels or disc brakes while riding or servicing your STEVENS e-bike. Risk of injury!



Danger:

When doing maintenance and repair work on the chain and the cassette sprockets or on the belt and the belt sprocket, make sure not to reach between the chain and the cassette sprockets or belt and belt sprocket when the chain guard is removed. Risk of injury!



Note:

More information about the parts replacement on your STEVENS speed pedelec is provided in the "Guidelines for the parts replacement of speed e-bikes / pedelecs up to a pedal assist of 45 km/h (28 mph)" in the chapter "Guidelines".



Caution:

The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The contact of water with the electronics or the drive can destroy the units. The individual drive components can be cleaned with a soft rag and neutral detergents. You may use a moist rag, but not excessive water. Do not submerge the rechargeable battery!



Caution:

If in the event of repair original spare parts are no longer available, observe the "Guidelines for the parts replacement of CE marked e-bikes / pedelecs". You find them in the chapter "Guidelines". In case of inquiries contact your STEVENS dealer.



Danger:

If a component needs to be replaced, make it a rule to only use original spare parts. Wearing parts of other manufacturers, e.g. brake pads or tyres that are not of identical size, may cause harm to the safety of your STEVENS e-bike. Risk of accident! In the case of speed pedelecs be sure to only assemble original spare parts, otherwise the operating licence expires.



Danger:

If the rechargeable batteries of your electric bicycle/speed pedelec, the Di2, the odometer, the cycle computer or the GPS device have reached the end of their service life, they must not be disposed of with standard household waste. Bring the rechargeable battery instead to the dealer, where you buy your new one. Ask your STEVENS dealer for advice.

Guidelines

Guidelines for the parts replacement of CE marked e-bikes / pedelecs up to a pedal assist of 25 km/h (15.5 mph)

CATEGORY 1	CATEGORY 2	CATEGORY 3*	CATEGORY 4	CATEGORY 5
<p>Components which require the approval of the vehicle manufacturer/system provider before the replacement</p> <ul style="list-style-type: none"> > Motor > Sensors > Electronic control unit > Electric cables > Operating unit on the handlebar > Display > Battery pack > Charger 	<p>Parts which must not be replaced without approval of the vehicle manufacturer</p> <ul style="list-style-type: none"> > Frame > Rear shock > Rigid and suspension fork > Wheel for hub motor > Brake system > Brake pads (rim brakes) > Luggage carrier <p>(Luggage carriers directly affect the load distribution on the bicycle. Both negative and positive modifications of the distribution behaviour potentially affect from that intended by the manufacturer)</p>	<p>Parts which may be replaced upon approval of the vehicle or component manufacturer</p> <ul style="list-style-type: none"> > Crank arm (Provided that the distance/crank arm - frame centre (Q-Factor) are observed) > Wheel without hub motor (Provided that the ETRTO is observed) > Chain/Toothed belt (Provided that the original width is observed) > Rim tape (Rim tapes and rims must be compatible. Modified combinations may result in rim tape shifting and thus in defective inner tubes) > Tyres (The stronger acceleration, the additional weight and more dynamic riding require that the tyres applied for e-bikes. In this respect, observation of the ETRTO is essential) > Brake cables / Brake hoses > Brake pads (Disc, roller, drum brakes) > Handlebar-stem unit (Provided that there is no need to change the lengths of cables and/or hoses. A modification of the seating position for the benefit of the consumer should be possible within the original cable lengths. A modification beyond results in a significantly changed load distribution on the bicycle and entails potentially critical steering properties) > Saddle and seat post unit (Provided that the offset to the rear does not exceed 20 mm with regard to the series' / original field of use. In this case, as well, a modified load distribution beyond the intended setting range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important) > Headlights (Headlights are designed for a specific voltage which must be compatible with the rechargeable battery of the e-bike. Additionally, the ETRTO for the stability (ETC) must be ensured, whereas the headlight may be responsible for a part of the potential disturbance) 	<p>Components which do not require a specific approval</p> <ul style="list-style-type: none"> > Headset > Bottom bracket > Pedals (Provided that the pedal is not wider than the series' / original pedal) > Front derailleur > Rear derailleur (All gear change parts must be suitable for the cable or for other gears and compatible with one another) > Shift levers / Twist grip > Cables and housings > Chain/wheels / Belt sprockets / Cassette sprocket (Provided that the number of teeth and the diameter is identical to the series' / original field of use) > Chainguard > Mudguards (Provided that the width is not smaller than the series' / original parts and the clearance to the tyre is 10 mm at least) > Spokes > Inner tube with identical design and identical valve > Dynamo > Rear lamp > Reflector > Spoke reflector > Kickstand > Grips with screw clamps > Bell 	<p>Special notes for mounting accessories</p> <ul style="list-style-type: none"> > Bar ends are permissible provided that they are mounted appropriately towards the front (The load distribution must not be modified severely) > Rear-view mirrors are permissible. > In Germany additional battery/rechargeable battery-operated head-lights are permissible according to § 67 of German road traffic licensing regulations. (Inform yourself about the legislation in your country). > Trailers are permissible upon approval of the vehicle manufacturer only. > Child seats are permissible upon approval of the vehicle manufacturer only. > Front baskets are to be considered critical due to the undefined load distribution. Permissible upon approval of the vehicle manufacturer only. > Pannier bags and top cases are permissible. Permissible total weight, maximum loading of pannier rack and a correct load distribution has to be observed. > Permanently mounted weather protection devices are permissible upon approval of the vehicle manufacturer only. > Front and rear luggage carriers are permissible upon approval of the vehicle manufacturer only.

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* Note for category 3: An approval can only be given by the component manufacturer, if the component was tested sufficiently according to its intended use and the respective standards in advance and if a risk-analysis was made.

Experts of the following associations / companies were involved in drawing up the present guidelines: (in alphabetical order)



⚠ This is the translation of the original guidelines issued by ZIV, VSF and BIV (German umbrella organisation for the German cycle industry guilds) in cooperation with Zedler-Institut, updated in 2018. In the event of any misunderstandings, the original German version (Leitfaden für den Bauteiletausch bei CE-gekennzeichneten E-Bikes/Pedelecs mit einer Treterunterstützung bis 25 km/h) shall be applicable.

Guidelines for the parts replacement of speed e-bikes / pedelecs up to a pedal assist of 45 km/h (28 mph)

CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4
<p>Important basic information</p> <ul style="list-style-type: none"> > Speed e-bikes with a motor assistance of up to 45 km/h (28 mph) are considered motor vehicles and subject to the EU Directive 2002/24/EC or the EU Regulation No. 168/2013. > Depending on the vehicle there may be different requirements which must be strictly observed when replacing a component. Therefore, always check the indications given in the vehicle documents prior to doing any work on the vehicles. > Note: At present, vehicles with an individual operating licence are mainly subject to the regulations of the EU Directive 2002/24/EC. > All components which are not included in the list must only be replaced by original spare parts of the vehicle and/or component manufacturer. <p style="text-align: right; font-size: small;">Layout: zedler.de Last update: 2018/05/24</p>	<p>Components which may only be replaced upon presentation of a valid test report (parts approval (ABE*, EC, ECE) or part certificate**)</p> <ul style="list-style-type: none"> > Brake systems > Brake discs / Brake hoses / Brake pads (With valid type approval acc. to ECE-R 90 or general operating licence only). > Handlebar-stem unit (Provided that there is no need of changing the lengths of cables and/or hoses. A modification of the seating position for the benefit of the consumer should be possible within the original cable lengths. A modification beyond results in a significantly changed load distribution on the bicycle and entails potentially critical steering properties). > Seat post (Provided that the offset to the rear does not exceed 20 mm with regard to the original field of use. Note that a modified load distribution beyond the intended setting range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important). > Headlight (With valid type approval, identical mounting position as well as EMC proof only). > Rear light with brake light and licence plate light, if available (With valid type approval and identical mounting position only, as far as tested in accordance with ECE-R 50 as well as EMC proof). > Reflector (With valid type approval only). > Rear view mirror (Only if tested in accordance with ECE-R 81 and identical mounting position). > Acoustic signalling device (horn) (Only if tested in accordance with ECE-R 28 and identical mounting position). > Pedals (Vehicles with 168/2013 approval). <p>* ABE: general type approval</p>	<p>Components which may be replaced in consideration of the conditions described further below</p> <ul style="list-style-type: none"> > Pedals (incl. approved reflectors, provided that the pedal is not wider than the series / original pedal (vehicle with 2002/24/EC approval)). > Tyres (As specified in vehicle documents, either in accordance with ECE-R 75 or with approval of tyre manufacturer). > Grips with screw clamps (In this case, the vehicle width must not be modified). > Headset > Bottom bracket (All gear change parts must be suitable for the number of gears and compatible with one another). > Shift levers/Twist grip (Provided that position on handlebars remains unchanged). > Cables and housings > Chainwheels / Belt sprockets / Cassette sprocket (Provided that the number of teeth and the diameter is identical to the series / original field of use). > Chainguard (Provided that it is free of sharp outer edges and complies with the Delegated Regulation No. 44/2014, Annex VIII). > Mudguard (Provided that it is free of sharp outer edges and complies with the Delegated Regulation No. 44/2014, Annex VIII). The clearance for the tyre which should be 10 mm at least, must also be taken into account). > Spokes (Provided that the dimensions correspond to the original part). > Inner tube (Provided that the design and the valve are identical). > Crank arm (Provided that the length and the dimensions, e.g. crank arms / frame centre (Q-Factor) are observed). > Chain / Toothed belt (Provided that the original width is observed). > Rim tape (Rim tapes and rims must be compatible. Modified combinations may result in rim tape shifting and thus in defective inner tubes). > Saddle (Provided that the offset to the rear does not exceed 20 mm with regard to the series / original field of use. Note that a modification beyond the intended setting range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important). 	<p>Special notes for mounting accessories</p> <ul style="list-style-type: none"> > Additional battery/rechargeable battery-operated headlights are not permissible. > Trailers are only permissible, if a trailer load is entered under no. 17 of the certificate of conformity and a coupling device under no. 43.1. Note: The maximum permissible trailer load is 50% of the tractor vehicle's empty weight (without batteries). There are only 50 mm ball coupling devices possible. > Transporting children in a trailer is forbidden in general! > Front baskets are to be considered critical due to the undefined load distribution. Permissible upon approval of the vehicle manufacturer only. > Removable pannier bags and top cases are permissible. The permissible total weight, maximum loading of pannier rack and a correct load distribution has to be observed. > Bar ends are not permissible.

**** Note:** In the case of components with part certificate the field of application must be observed. The proper assembly must be certified by a testing engineer or an expert of a technical control board like TÜEV or DERBA in Germany.

⚠ This is the transition of the original guidelines issued by VIV, V5F, BIV (German umbrella organisation for the German cycle industry guilds), velotech.de and the German Association for Technical Inspection (TUV Rheinland) in cooperation with Zedler-Institut, updated in 2018. In the event of any misunderstandings, the original German version (Leitfaden für den Bauteiltausch bei schnellen E-Bikes / Pedelecs mit einer Treterunterstützung bis 45 km/h) shall be applicable.

Experts of the following associations / companies were involved in drawing up the present guidelines (in alphabetical order):



Guidelines: Things to know about pedelec/e-bike 25 tuning

<p>Pedelecs/e-bikes 25 are limited to a continuous rated power of 250 Watt and a maximum design speed through electrical pedal assistance of 25 km/h (15.5 mph). In this case only they are equivalent to bicycles in terms of road traffic law. (§ 63a, paragraph 2 of German road traffic licensing regulations, inform yourself about the legislation in your country).</p> <p>Raising the output and/or the maximum design speed beyond this limit will result in the fact that the vehicle becomes a motor vehicle.</p>	<p>The consequences are as follows*:</p> <ul style="list-style-type: none"> > Subject to compulsory operating licence > Subject to compulsory driving licence (class depends on maximum speed) > Subject to compulsory insurance (insurance tag) > Helmet compulsory > Using cycle lanes not permissible > Proof of fatigue strength for all safety-relevant components must be submitted <p>Possible legal consequences in case of tuning for users*:</p> <ul style="list-style-type: none"> > Administrative offence and fine > Criminal offence (§ 21 of German road traffic act: "Riding without driving licence"; infringement of obligatory insurance law) > Caution: in the event of repetition, your criminal record certificate may no longer be clean (criminal record) > In case of infringement of § 21 German road traffic act: Withdrawal of driving licence > Loss of insurance cover (private liability) > Loss of materials defect liability and warranty claims > Loss of driving licence > Regularly, partial responsibility in case of accident <p>Possible legal consequences in case of tuning for retailers*:</p> <ul style="list-style-type: none"> > Aiding and abetting of an offence, participating in an administrative offence > Retailer liable for personal and material damage > Loss of business liability insurance cover <p>* for example in Germany, inform yourself about the legislation in your country</p>
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Experts of the following associations / companies were involved in drawing up the present guidelines:
(in alphabetical order)



velotech.de
TÜV • TÜV Rheinland • TÜV SÜD

VSF

zedler-Institut
Technology and Passion for Bicycles

ZIV
German Bicycle Industry



This is the translation of the original guidelines issued by ZIV, VSF and BIV (German umbrella organisation for the German cycle industry guilds) in cooperation with Zedler-Institut, updated in 2018. In the event of any misunderstandings, the original German version (Leitfaden: Wissenswertes über Tuning von Pedelecs/E-Bikes 25) shall be applicable.



Warranty

Your STEVENS e-bike was manufactured with care. Normally it is delivered to you by your STEVENS dealer fully mounted. As direct purchaser you have full warranty rights within the first two years after purchase. Contact your STEVENS dealer in the event of defects. To ensure a smooth handling of your claim, it is necessary to present your receipt, your bike card, the handover report and the stamped service reports. Therefore, keep these documents in a safe place.

To ensure a long service life and good durability of your STEVENS bicycle, use it only for its intended purpose (*see the chapter “Before your First Ride”*). Also observe the permissible load specifications as specified there and in the bike card. Be sure to strictly follow the mounting instructions of the manufacturers (above all the tightening torques of the bolts) as well as the prescribed maintenance schedule. Observe the checks and routines that are listed in the present user manual and the manuals supplied or the replacement of safety-relevant components, such as handlebars, brakes etc, if necessary.

A Note on Wear

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



Note:

The law referring to full warranty rights is only valid in the countries where the law has been ratified according to the renewed European regulations. Inform yourself about the situation in your country.



Note:

If you use your STEVENS e-bike for riding on public roads, it has to be equipped according to the regulations of your country. Pay particular attention to your electric bicycle being equipped with the prescribed lighting set, reflectors and bell. Not all STEVENS e-bikes are supplied together with all necessary add-on parts.



Note:

The coating/paint of frames and forks is subject to particular consideration, i.e. the coating is, by nature, exposed to stress during use and can wear down or be affected by minor damage. This type of wear or damage as a result of mechanical stress (e.g. scratches due to rough contact with other objects) is not covered by the terms of warranty.

These components require regular care and maintenance. Nevertheless, sooner or later they will reach the end of their service life, depending on condition and intensity of use. These components must be replaced once they have reached their limit of wear:

- a. Rechargeable battery
- b. Chain and belt
- c. Brake pads
- d. Brake fluid (DOT)
- e. Rotors
- f. brake cables and housings
- g. Seals of suspension elements
- h. Grips or bar tape
- i. Chainrings
- j. Tyres and inner tubes
- k. Sprockets and belt sprocket
- l. Saddle covering
- m. Bowden cables
- n. Pulleys
- o. Gear housings
- p. Lubricants



The pads of rim and disc brakes are subject to wear due to their function. If you use your bike for competitive cycling or in hilly terrain, the brake pads may have to be replaced quite frequently. Check your brake pads regularly and have them replaced by your STEVENS dealer, if necessary.

- q. The rims in the case of rim brakes

Braking causes wear not only to the brake pads, but also to the rims. Therefore, check your rims regularly, e.g. when inflating the tyres. Some rims have wear indicators, such as rings or grooves that become visible when the rim has reached its limit of wear. There are some models where the wear indicators disappear, when the rim thickness has reached a critical point. Observe the specifications marked on the rim. Ask your STEVENS dealer to examine the remaining thickness of the rims at the latest when you are through your second set of brake pads. Rim walls that become deformed or show hair cracks when the tyre pressure is increased have reached the end of their service life. The rim must be repaired.

- r. Lighting and reflectors

The lighting is essential for your safety on the road, especially at night. Check the function and condition of the reflectors before every ride.



Danger:

Ask your STEVENS dealer to check your STEVENS e-bike after a fall. If you are in doubt, replace at least handlebars and stem to be on the safe side.



Caution:

Rechargeable batteries have a limited service life. The battery deteriorates with every use and with every charging. Avoid any deep discharge of the rechargeable battery. The batteries of STEVENS e-bikes have no memory effect. It is recommended that you charge the battery after every ride.

Bike Card

Model/Size:

Frame no.:

Suspension fork/Rear shock:

Manufacturer:

Model:

Serial number:

Rechargeable battery:

Model:

Key number:

Voltage (Volt):

Ampere-hour (AH):

Capacity (watt hours):

Intended Use

Use according to

- | | | | |
|--|--|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> category 1 E | <input type="checkbox"/> category 1 E-Plus | <input type="checkbox"/> category 3 E | <input type="checkbox"/> category 4 E |
| <input type="checkbox"/> category 4 E-Plus | <input type="checkbox"/> category 5 E | <input type="checkbox"/> category 6 E | <input type="checkbox"/> category 7 E |

Permitted overall load of the STEVENS e-bike: kg

Permissible load of pannier rack: 25 kg

Trailer permitted: yes no

If yes – permitted trailer load: kg

Child seat permitted: yes no

Wheel / Tyre size:

Colour:

Extras:

Brake levers

Right lever

Left lever

Brake lever assignment:

Front wheel brake

Front wheel break

Rear wheel brake

Rear wheel brake



Danger:

Read at least the chapters “Before Your First Ride” and “Before Every Ride” in your comprehensive STEVENS user manual.



Note:

Register your STEVENS e-bike at www.stevensbikes.de. You will be informed about technical upgrades, if necessary.

Hint to the STEVENS dealer: Copy this bike card and keep one copy in your customer file. Send another copy to STEVENS Vertriebs GmbH directly after the sale of the STEVENS e-bike

Stamp and signature of the STEVENS dealer

Handover Report

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

- | | |
|---|--|
| <input type="checkbox"/> Lighting | <input type="checkbox"/> Saddle/seat post (saddle height and position adjusted to suit customer) |
| <input type="checkbox"/> Brakes front and rear | <input type="checkbox"/> Gears (limit stops) |
| <input type="checkbox"/> Suspension fork (adjusted to suit customer) | <input type="checkbox"/> Bolted connections of add-on parts (checked) |
| <input type="checkbox"/> Rear shock (adjusted to suit customer) | Other routines performed:..... |
| <input type="checkbox"/> Chain riveting checked | |
| <input type="checkbox"/> Wheels (true running/spoke tension/air pressure) | |
| <input type="checkbox"/> Handlebars/stem (position/screws checked with torque wrench) | |
| <input type="checkbox"/> Pedals (release force adjusted) | <input type="checkbox"/> Test ride done |

Dealer name	Phone
City	Fax
Street	E-mail

Handover date, stamp, signature

The customer confirms with his signature that he has received the STEVENS e-bike in proper condition together with the accompanying documents specified below and that he has been instructed on the proper use of the STEVENS e-bike.

- Supplementary instructions of the component manufacturers received

Customer name

First name	Phone
City	Fax
Street	E-mail

Location, date, signature

Serial number STEVENS e-bike

STEVENSBIKES.DE
BOSCH-EBIKE.COM
FAZUA.COM
SHIMANO-STEPS.COM

Your STEVENS dealer

STEVENS Vertriebs GmbH
Asbrookdamm 35
D-22115 Hamburg

Phone: +49 40 71 60 70-0
Fax: +49 40 46 53 14
Mail: info@stevensbikes.de

STEVENSBIKES.DE



YOUR STEVENS DEALER

