

# Model CS

## Original Operating Instructions

DIN 79010

DIN EN 15194

Machinery Directive 2006/42/EC



**Read pages 8 to 33 before your first ride!**  
**Perform the functional check on pages 34 to 41**  
**before every ride!**

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**Ca Go Bike GmbH**

Am Autobahnkreuz 7

56072 Koblenz

Germany

+49 261 914090-600

info@cagobike.com

www.cagobike.com

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## Pay particular attention to the following symbols:



### Warning

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



### Caution

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



### Notice

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



### Safety instructions

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

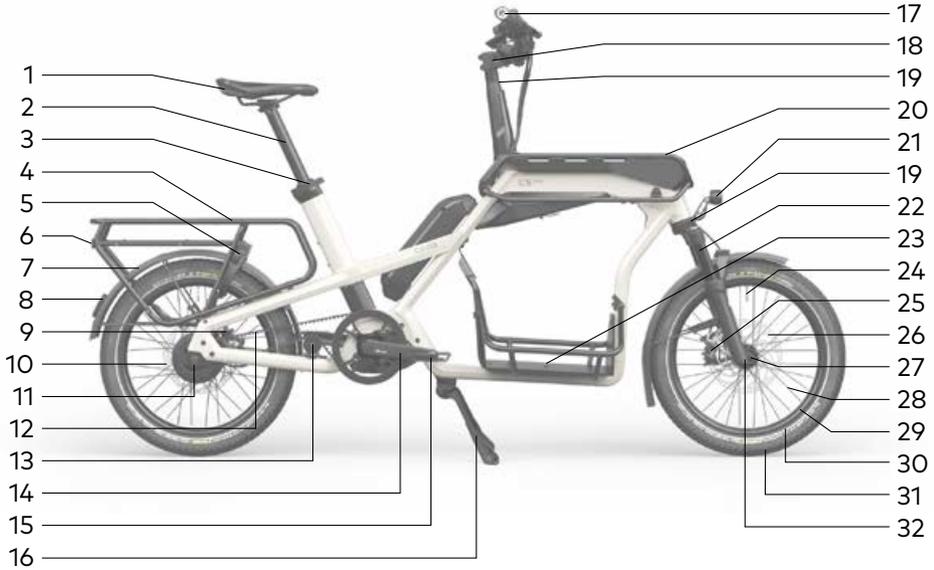
The described possible consequences will not be repeated in these original operating instructions for your CS every time one of the symbols appears.



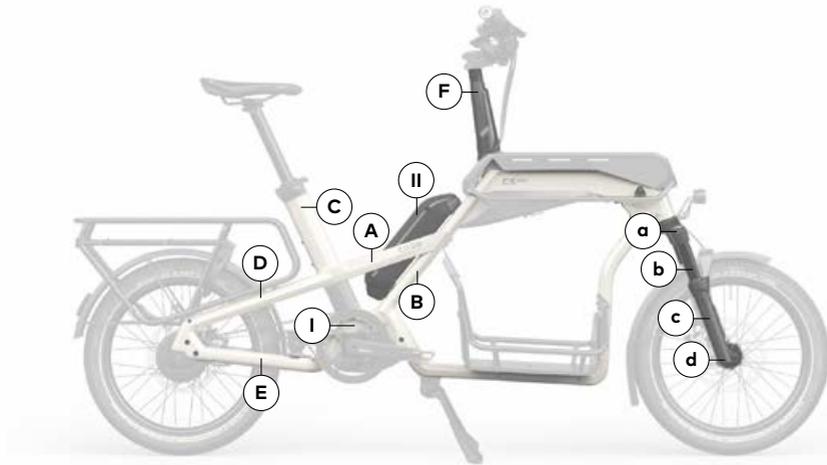
### Notice

This is the translation of the original operating instructions.

## Component description



- |                                       |                                          |
|---------------------------------------|------------------------------------------|
| 1 Saddle                              | 17 Handlebar                             |
| 2 Seat post                           | 18 Stem                                  |
| 3 Seat post clamp                     | 19 Headset                               |
| 4 Rear rack<br>(rear luggage carrier) | 20 Front rack (cargo area front top)     |
| 5 Lock                                | 21 Front light                           |
| 6 Rear light                          | 22 Suspension fork                       |
| 7 Mudguard                            | 23 Centre rack (cargo area front bottom) |
| 8 Rear reflector                      | 24 Valve                                 |
| 9 Rear brake                          | 25 Front brake                           |
| 10 Rotor                              | 26 Rotor                                 |
| 11 Internal gear hub                  | <b>Front wheel:</b>                      |
| 12 Belt/chain                         | 27 Thru axle                             |
| 13 Belt remover                       | 28 Spoke                                 |
| 14 Crank                              | 29 Rim                                   |
| 15 Pedal                              | 30 Reflector ring                        |
| 16 Bipod kickstand                    | 31 Tyre                                  |
|                                       | 32 Hub                                   |



### Frame

- Ⓐ Top tube
- Ⓑ Down tube
- Ⓒ Seat tube
- Ⓓ Rear stay
- Ⓔ Chainstay
- Ⓕ Head tube

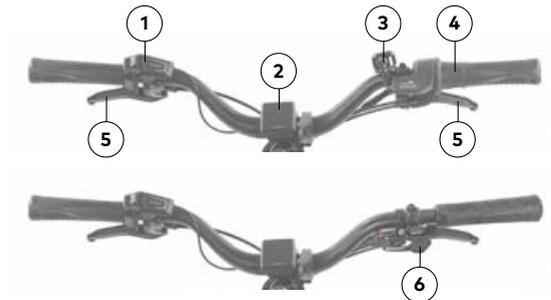
### Suspension fork

- ⓐ Fork crown
- ⓑ Stanchion tube
- ⓒ Lower leg
- ⓓ Dropout

- Ⓘ Motor/drive unit
- Ⓛ Rechargeable battery

### Handlebar

- ① Control unit
- ② Display (optional)
- ③ Bell
- ④ Twist grip (depending on equipment variant)
- ⑤ Brake lever
- ⑥ Shifter (depending on equipment variant)



## Notes on these original operating instructions for your CS

Bicycles designated as transportation and cargo bikes in the DIN 79010 standard are referred to as transportation bikes in these original operating instructions. For a precise description of your CS see the chapter "**Intended use**".

These original operating instructions and the additional instructions comply with the requirements of the standards DIN 79010 "Cycles - Transportation bikes and cargo bikes", DIN EN 15194 "Cycles - Electrically power assisted cycles" and the Machinery Directive 2006/42/EC.

These original operating instructions are subject to European law. In the event the CS is delivered to countries outside Europe, supplementary instructions will be provided by the bicycle manufacturer.

These original operating instructions include instructions as to the characteristics of your CS and bicycle technology in general. It forms a system together with the system instructions of the drive system manufacturer BOSCH that you received with your CS.

These instructions are not intended to help you assemble a transportation bike from individual components, to repair it or to make a partly assembled bicycle ready-for-use. Technical details in the text and illustrations of these original operating instructions are subject to change.

Also observe the possibly accompanying operating instructions of the component manufacturers. The CS is available in varying equipment variants. You find detailed information about the different CS models at <https://www.cagobike.com/en/model-overview>



### Safety instructions

Keep these original operating instructions for future reference and hand it over to the respective user, in case you sell, lend or pass on your CS otherwise.

## General safety notices

### Dear Ca Go Customer,

In purchasing this CS (Fig. 1) you have chosen a product of high quality. Each component of your new CS has been designed, manufactured and assembled with great care and expertise.

It has been fully assembled and subjected to a functional check by your Ca Go dealer. So you can pedal with joy and a secure feeling from the very first metres.



Fig. 1

This manual contains a wealth of information on the proper use of your CS, its maintenance and operation as well as interesting information on transportation bike and e-bike design and engineering.

Read this manual thoroughly. We are sure that even if you have been cycling all your life you will find useful and detailed information. The technology used in transportation bikes and e-bikes has made great strides in recent years.

Therefore, before setting off on your new CS, be sure to read at least the chapters **"Before your FIRST ride" with the CS** and **"Intended use"**.

In order to have fun and to be safe during cycling, be sure to carry out the functional check described in the chapter **"Before EVERY ride with the CS"** before setting off on your CS.

This manual together with the system instructions of the drive system manufacturer BOSCH focus on your newly purchased CS and standard components and provide useful information and warnings.

When doing any adjusting and servicing, be aware that the detailed instructions provided in the operating instructions only refer to this CS.

The information included here is not applicable to any other Ca Go model or transportation bike. As bicycles come in a wide variety of designs with frequent model changes, the described operations may require complementary information.

Be sure to also observe the instructions of the component manufacturers that you received from your Ca Go 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. If you have the slightest doubt, ask your Ca Go dealer.

## **Components**

First we would like to familiarise you with the various components of your CS. Observe in this regard pages 6 and 7 in these original operating instructions. There you will find a CS showing all the necessary components.

**To ensure that you can use your CS safely from day to day, pay particular attention to the following information:**

## **Helmet**

Never ride without a properly adjusted helmet and without glasses. Make sure that you always wear suitable, bright clothing, as a minimum, however, straight cut trousers and/or trouser clips and shoes fitting the pedal system.

## **Traffic rules**

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 a bicycle or how to ride a transportation bike. Be aware that riding a transportation bike is a potentially dangerous activity, especially on public roads. Therefore, you should always be able to stay in control of your CS.

## **Fitness to ride**

Make yourself familiar with your new CS. Riding a transportation bike requires particularly good physical constitution, skill and caution. Practise riding the CS unladen and without passengers in an area free of traffic until you have your CS safely under control. Then load your CS with goods and practise riding. Do not take passengers with you until you feel safe handling the loaded CS.

As with almost any activity, you can get injured when riding a transportation bike. When you set off on a transportation bike you should be aware of and accept this risk.

## Safety

Always keep in mind that on your CS you do not have the safety devices of a motor vehicle, such as bodywork, ABS or airbag. Therefore, always ride carefully and respect other traffic participants.

Never ride under the influence of drugs, medication, alcohol or when you are tired. Do not ride without having both hands on the handlebar.

Observe the legal regulations concerning cycling with transportation bikes and/or EPACs off public roads. These regulations differ in the different countries.

Respect nature when riding through the forest and meadows.

Be sure to use your bike only on signposted, well maintained trails and hard-surface roads.

Keep in mind that you travel fast and quietly. Do not startle pedestrians or other cyclists. Always make others aware of your presence well ahead of time and by ringing your bell (Fig. 2) or slow down to avoid accidents.



**Fig. 2**

**Warning**

For your own safety, never do any maintenance work or adjusting unless you feel absolutely sure about it. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

**Warning**

Keep in mind: During cycling do not hold onto a moving vehicle or trailer. Keep both hands on the handlebar. Do not take your feet off the pedals, unless required by the condition of the road. Riding with headphones is allowed in some countries as long as the acoustic perception is not impaired. Inform yourself about the legal situation in the country where you cycle.

**Warning**

Keep in mind that in wet conditions the brake performance is less effective and the tyre grip reduced. Look well ahead when riding on wet roads and on loose ground and ride clearly slower than you would in dry conditions.

**Warning**

Never start a ride before you have actively secured your passengers (in the child seat on the rear rack and/or in the trailer) or the items on the cargo areas (rear, front and centre rack) using seat belts, lashing straps or other suitable means. If the load slips or the passengers move quickly or strongly, the centre of gravity can change and lead to critical driving situations. For more details read the chapters **"Useful tips for riding your CS"** and **"Transporting passengers, goods and pets"**.

## Intended use

Your CS was specifically designed for transporting cargo, e.g. heavier and bulky goods.

Mounting and using a **child seat for maximum one child** is permitted. The child seat mounted with MIK HD interface has to be mounted to the rear rack only.

Pulling a **(kids') bike trailer system** is also permitted. The maximum permissible trailer load is 45 kg.



### Warning

You find an overview of child seats and (kids) trailers permissible on your CS at <https://www.cagobike.com/en/manuals>



Riding a CS, in particular when laden with cargo and/or one child or pet(s), requires special skill and attention.

According to the DIN 79010 standard, the CS belongs to class 1Ce and is permissible for transporting passengers and goods.

Your CS is intended for use on paved terrain, i.e. on paved roads and bike paths or on dirt roads with a fine gravel surface designated and/or approved for cycling.

Front and rear wheels remain in constant contact with the ground.

Be sure to use your CS according to its intended purpose only. Otherwise, there is a risk that the CS is not able to withstand the stress, leading to failure. This may have unforeseeable consequences with regard to accidents. In addition, improper use will invalidate the warranty.

Your CS is also referred to as city utility vehicle. It has similar riding characteristics as usual bicycles and/or EPACs and three different cargo areas in addition,

- one cargo area located in front of the handlebar, also referred to as **front rack** (Fig. 3),
- another cargo area between the wheels, also referred to as **centre rack** (Fig. 4)

and on some models or available as accessory,

- one rear luggage carrier, also referred to as **rear rack** (Fig. 5)



Fig. 3



Fig. 4



Fig. 5

Your newly purchased CS has an electric drive support (Fig. 6), i.e. it is an electric bicycle at the same time. **EPACs (Electrically Power Assisted Cycles)** in the UK also referred to as **EAPCs (Electrically Assisted Pedal Cycles)** are bicycles with auxiliary motor that only switches on when the pedals are moved by the rider. When you stop pedalling, the motor/drive unit switches off.

The maximum permissible speed assisted is 25 km/h (15.5 mph); beyond this speed the motor/drive unit switches off. With their maximum motor output of 250 watts EPACs are considered bicycles in road traffic.

The legal regulations for riding an EPAC with regard to requirement to wear a helmet, insurance, regulations on cycle lane use etc. are listed in the **"Overview on EPACs/EAPCs and transportation bikes – Legal regulations in Great Britain"** at the end of this chapter.

The starting or pushing aid provides assistance (Fig. 7), when pushing or moving your CS or when doing a hill start, even without pedalling, up to a speed of 6 km/h (3.7 mph).



Fig. 6



Fig. 7

For more information about the special features of handling your CS, see the chapter **"Useful tips for riding your CS"**.

## Maximum permissible overall weight

Your CS is designed for a **maximum permissible overall weight of 180 kg** including the rider, the luggage, the CS as well as the child seat and/or trailer load.

You find the details as to the maximum permissible overall weight on the type plate on your CS (Fig. 8) or in the service book. If you are in doubt, contact your Ca Go dealer.



Fig. 8

### The maximum permissible overall weight is 180 kg.

It is made up as follows:

- Unladen weight CS** (incl. 1 rechargeable battery):  
35.3 kg (CS 100), 37.2 kg (CS 150), 38.9 kg (CS 200)
- + **rider** (kg)
- + **cargo area front top (front rack):** cargo incl. accessories: **18 kg**
- + **cargo area front bottom (centre rack):** cargo incl. accessories: **30 kg**
- + **rear rack:** cargo and/or child/pet(s) incl. accessories: **27 kg**
- + **trailer including cargo and/or passengers: 45 kg**
- = **maximum permissible overall weight 180 kg**

Make sure that the load is distributed as evenly as possible and always try to stow the load in a way that the centre of gravity of the entire load is as far as possible above the longitudinal centre line of the CS. Keep this centre of gravity as low as possible. **Poor weight distribution can have negative effects on handling and braking.**

For more information on taking passengers and goods with you see the chapter **"Transporting passengers, goods and pets"**.

**Warning**

Do not exceed the maximum permissible overall weight of 180 kg for the CS. It includes the rider, the luggage, the CS as well as the child seat and/or trailer load. Be sure to also observe in this context the specific weight limitations for the cargo areas, the rear rack and the trailer, if necessary.

**Warning**

Never start a ride before you have actively secured your passengers (in the child seat on the rear rack and/or in the trailer) or the items on the cargo areas (rear, front and centre rack) using seat belts, lashing straps or other suitable means. If the load slips or the passengers move quickly or strongly, the centre of gravity can change and lead to critical driving situations. For more details read the chapters **"Useful tips for riding your CS"** and **"Transporting passengers, goods and pets"**.

**Warning**

Before you start your ride, make sure that the children you are taking with you are strong enough to withstand the vibrations and forces which occur during the ride.

**Warning**

Do not overestimate your own strength and note that the weight of any potential cargo or passengers should not exceed your own weight. Otherwise, you may lose control of your CS in critical situations.

**Warning**

Never ride without a properly adjusted helmet and make sure that your passengers always wear a helmet, as well.

 **Warning**

Do not tamper or perform technical modifications ("tuning") on your CS. Modifications and tampering will render the warranty void and result in a loss of the private liability insurance cover. Depending on the traffic rules in your country, your CS may then no longer be approved for use on public roads and forest trails.

 **Warning**

Adjust the tyre pressure and, if necessary, the suspension fork as well to the current additional weight. You find the maximum tyre pressure on the tyre side.

 **Warning**

Regular maintenance of your CS is essential for its suitability and crucial for your safety. You as owner are the only one who knows how often you use your CS, where you use it and how hard you do. It is therefore your responsibility, to have regular servicing and maintenance carried out. For more information see the chapter "**Service and maintenance schedule**". Or contact your Ca Go dealer.

 **Warning**

If you want to ride on public roads, observe the respective legal requirements, in particular as regards the lighting. These requirements differ from country to country. Ask your Ca Go dealer for the laws and regulations applicable in your country or in the country you intend to use your CS.

 **Warning**

Be sure to use your CS only for its intended purpose, as it may otherwise not withstand the stress and fail.

 **Notice**

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

 **Notice**

Keep in mind that additional cargo will also increase wear. Therefore, check the condition of the wearing parts regularly, at least as specified in the chapter "**Service and maintenance schedule**". Under adverse conditions, e.g. if you ride a lot in wet and dirty conditions, cover many metres of altitude or travel with a high load from cargo or passengers, expect even significantly shorter intervals.

 **Notice**

All indications in these original operating instructions refer to the private use of the CS. The CS is not intended for commercial use.

 **Safety instructions**

Your CS is a little bit longer than a usual bicycle or EPAC. Bicycle storage facilities do not always offer enough space for transportation bikes. Make sure that you neither obstruct the road nor the bike lane/footpath, e.g. for wheelchair users, when parking your CS.

 **Safety instructions**

The regulations and rules for EPACs and transportation bikes are continuously revised. Read the daily press to keep yourself informed about current legislative changes.

## Overview on EPACs/EAPCs and transportation bikes – Legal regulations in Great Britain<sup>1</sup>

	EPAC/EAPC (also with pushing aid)
Pedal assistance up to max. km/h (mph)	25 km/h (15.5 mph) maximum design speed without pedal assistance 6 km/h (3.7 mph)
Requirement to wear a helmet	recommended
Rear-view mirror	no
Horn	no
Driving licence	no
Registration or EU type approval	no, however UKCA mark and UKNI mark (North Ireland) and/or CE mark (until 2024/12) <sup>2</sup>
Insurance	no
Riding on cycle lanes permitted	in town: yes out of town: yes
Riding on forest trails permitted	yes
Vehicle class	bicycle
Legal age	14 years passenger transport: 16 years
Child seat	permitted <sup>3</sup>
Child trailer	permitted <sup>3</sup>

<sup>1</sup> In accordance with [www.gov.uk/electric-bike-rules](http://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.

<sup>2</sup> UKCA (UK conformity assessed) plus UKNI where North Ireland is involved, see [www.gov.uk/guidance/using-the-ukca-marking](http://www.gov.uk/guidance/using-the-ukca-marking)

<sup>3</sup> Permitted on your CS. You find more information further above in this chapter and in the service book.

Last update: 01/2024



### Warning

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 **"Risks related to e-bike 25 (15.5) / EPAC / EAPC tuning"** in the chapter **"Guidelines"**.

## Overview on electric bicycles and transportation bikes – Legal regulations in Ireland<sup>1</sup>

	Pedal assist e-bikes
Pedal assistance up to max. km/h (mph)	25 km/h (15.5 mph) maximum design speed without pedal assistance 6 km/h (3.7 mph)
Requirement to wear a helmet	recommended
Rear-view mirror	no
Horn	no, but a bell which can be heard from a reasonable distance
Driving licence	no
Registration or EU type approval	no, however EC cert of conformity (CoC)
Insurance	no
Riding on cycle lanes permitted	yes
Riding on motorways	no
Riding on forest trails permitted	yes
Vehicle class	bicycle
Legal age	no legal age
Child seat	permitted <sup>2</sup>
Child trailer	permitted <sup>2</sup>

<sup>1</sup> In accordance with  
<https://www.rsa.ie/road-safety/road-users/special-purpose-vehicles/powerd-personal-transportation>  
<https://www.gov.ie/en/press-release/fe24f-ministers-welcome-significant-new-legislation-to-help-make-our-roads-safer-and-support-the-roll-out-of-improved-public-transport/>  
<https://www.citizensinformation.ie/en/travel-and-recreation/cycling/cycling-offences/>  
 The regulations and rules are continuously revised. Read the daily press to keep you informed about current legislative changes.

<sup>2</sup> Permitted on your CS. You find more information further above in this chapter and in the service book. Last update: 01/2024

### **Warning**

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 **"Risks related to e-bike 25 (15.5) / EPAC / EAPC tuning"** in the chapter **"Guidelines"**.

## Before your first ride with the CS

### Maximum permissible overall weight

Your CS is **designed for a maximum permissible overall weight of 180 kg**, including the rider, the luggage, the CS as well as the child seat and/or trailer load.

You find the details as to the maximum permissible overall weight on the type plate on your CS or in the service book. If you are in doubt, contact your Ca Go dealer.

Be sure to also observe in this context the specific weight limitations for the cargo areas front rack (Fig. 9), centre rack, rear rack (Fig. 10) and the trailer, if necessary. Poor weight distribution can have negative effects on handling and braking.



Fig. 9



Fig. 10

For more information see the chapter **"Intended use"**.

**Warning**

Never start a ride before you have actively secured your passengers (in the child seat on the rear rack and/or in the trailer) or the items on the cargo areas (rear, front and centre rack) using seat belts, lashing straps or other suitable means. If the load slips or the passengers move quickly or strongly, the centre of gravity can change and lead to critical driving situations. For more details read the chapters **"Useful tips for riding your CS"** and **"Transporting passengers, goods and pets"**.

**Warning**

Do not wear long skirts, flared trousers or ponchos and do not hang long strings, bands or the like to your CS during the ride on your CS. There is the risk that they get caught in the wheels or in the drive system.

**Warning**

Do not hang any bags or other heavy or big objects (such as umbrellas) to the handlebar of your CS.

**Warning**

Be sure to use your CS only for its intended purpose, as it may otherwise not withstand the stress and fail.

**Caution**

The weight and/or weight distribution of your CS differs significantly from that of conventional EPACs and human-powered bikes without drive system. Your CS is clearly heavier and a little longer and wider than a usual bicycle or EPAC. For this reason parking, pushing, lifting and carrying your CS are more difficult.

## Participation in road traffic

If you want to ride on public roads, observe the respective legal requirements, in particular with regard to lighting (Fig. 11). These requirements differ from country to country. Ask your Ca Go dealer for the rules and regulations applicable in your country or in the country you intend to use your CS.

Have your CS equipped accordingly, before using it on public roads. For more information in this regard see the chapters **"Lighting system"** and **"Legal requirements for riding on public roads"**.



Fig. 11



Fig. 12

## Charging the battery

The rechargeable battery of your CS must be charged before you set off for the first time (Fig. 12). Are you familiar with the handling and mounting of the rechargeable battery? Before you set off for the first time, check that the battery is properly mounted, that it has engaged audibly and that it is locked.

For more information see the chapters **"Safe handling of the rechargeable battery"**, **"Removing and mounting the battery"** and **"Charging the battery"**.

 **Warning**

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 off your bedroom. Place the battery during the charging process on a big, non-inflammable plate (Fig. 13) made of ceramics, glass, cement or stone!

 **Warning**

Charge your battery only with the supplied charger (Fig. 14). 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!

 **Warning**

Do not charge and park your CS in the blazing sun. Temperatures above 40°C may result in a failure of the battery.

 **Safety instructions**

Keep in mind that the rechargeable battery switches into the sleep mode after a few days of non-use. If you want to know how to awake the battery, read the system instructions of the drive system manufacturer BOSCH.



Fig. 13



Fig. 14

## Drive support

Have you ever cycled with drive support? Observe the particular riding characteristics of your CS. Start your first ride on a flat and grippy surface, away from busy roads; use the lowest level of pedal assist "ECO" (Fig. 15)! Slowly approach the drive support potential of your CS in an area free of traffic.

You find information in this regard in the subchapter **"Riding with drive support"**.

The functions of the drive support of your CS are operated with the buttons on the control element on the handlebar. Are you familiar with all functions and indications? Check whether you know the functions of all buttons.

To start the system, press the On/Off button on the control unit (Fig. 16). Select the desired level of assistance.



Fig. 15



Fig. 16

For more information see the chapter **"BOSCH Kiox display"** and the system instructions of the drive system manufacturer BOSCH.

## Brake system

Are you familiar with the brake system (Fig. 17)? On your CS, the left-side brake lever actuates the front wheel brake. The right-side brake lever actuates the rear wheel brake.

Have a look at the service book and check whether you can actuate the front wheel brake with the same brake lever (right or left) you are used to. Make sure that the assignment of the brake levers to the brakes (Fig. 18) is the same on all your bicycles.

If this is not the case, have the brakes modified by your Ca Go dealer before you set off for the first time!

Modern brakes may have a much stronger braking effect than your previous brake. Be sure to first practise using the brakes on a level surface with good grip in an area free of traffic. Slowly approach higher brake performances and speeds.



Fig. 17



Fig. 18

For more information see the chapter **"Brake system"** and the possibly enclosed instructions.

## Warning

The brakes of your CS are always more effective than the drive system. If you have problems with your drive system (e.g. because it pushes you forward in front of a bend), stop pedalling and actuate both brakes of your CS carefully.

## Warning

Actuate the brake lever of the rear wheel brake and stop pedalling. The CS stops. Emergency stop/Emergency switching off! To achieve the shortest possible stopping distance, both brakes need to be actuated in a controlled manner.

## Gears

Are you familiar with the type and functioning of the gears (Fig. 19 and 20)? Ask your Ca Go dealer to explain the gear system to you and make yourself familiar with your new gears in an area free of traffic. For more information see the chapter **"Gears"** and the possibly enclosed instructions.



Fig. 19



Fig. 20

## Saddle and handlebar

Are both 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 (Fig. 21). Check that you can safely reach the floor from the saddle with both feet (Fig. 22).



Fig. 21



Fig. 22

Your Ca Go dealer helps you when you have problems with your sitting position. For more information see the chapter **"Adjusting the CS to the rider/sitting position"**.



### Caution

When getting off and in emergency situations you must have a safe stand from the saddle as well and be able to stabilise the CS. This applies in particular when taking cargo and/or passengers with you.

## Pedals

When installing step-in pedals on your CS: Do not set off until you have practised engaging and disengaging the shoes from the pedals at standstill. Ask your Ca Go dealer to explain the pedals to you.

## Suspension fork

Your CS is equipped with a suspension fork (Fig. 23). Ask your Ca Go dealer to adjust the suspension mechanism to your needs before delivery. Improperly adjusted suspension forks are liable to malfunction or damage. In any case, the riding behaviour deteriorates and you do not achieve maximum riding safety and riding pleasure.



Fig. 23

For more information see the chapter **"Suspension fork"**, instructions for suspension forks may be also enclosed with these operating instructions.

## Test ride

Practise riding the CS unladen and without passengers in an area free of traffic until you have your CS safely under control. Then load your CS with goods and practise riding. Do not take passengers with you until you feel safe handling the loaded CS. Also train cornering, riding downhill and braking for an emergency stop.

For more information see the chapters **"Useful tips for riding your CS"** and **"Transporting passengers, goods and pets"**.

## Anti-theft protection

Your CS may already be equipped with a frame lock (Fig. 24). If this is not the case, do not forget to take a high quality D-lock, folding lock or chain lock with you. The only way to effectively protect your CS against theft is to lock it to an immovable object.

If your CS is stolen, it can be identified by the frame number and the scannable code. The documentation you receive with your CS contains a section where you can enter the frame number. You find the frame number embossed on the side of the motor housing (Fig. 25).



Fig. 24



Fig. 25



### Warning

When getting on your CS, make sure not to step in the pedals until you sit in the saddle and grip the handlebar tight and that one pedal is at the lowest position when you get on. The motor assistance might switch on suddenly and result in an uncontrolled start of your CS.



### Notice

BOSCH's ConnectModule provides additional functions, among other things an alarm function. For more information see the system instructions of the drive system manufacturer BOSCH at [www.bosch-ebike.com](http://www.bosch-ebike.com)

**Warning**

Keep in mind that in wet conditions the brake performance is less effective and the tyre grip reduced. Look well ahead when riding on wet roads and on loose ground and ride clearly slower than you would in dry conditions.

**Warning**

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

**Warning**

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.

**Caution**

The weight and/or weight distribution of your CS differs significantly from that of conventional EPACs and human-powered bikes without drive system. Your CS is clearly heavier and a little longer and wider than a usual bicycle or EPAC. For this reason parking, pushing, lifting and carrying your CS are more difficult.

**Caution**

The A-weighted emission sound pressure level on the rider's ears is less than 70 dB(A).

**Notice**

Check with your insurers that the CS as well as the storing and the charging of lithium-ion batteries are covered by your household and fire insurance. Read the daily press to keep yourself informed about current legislative changes.

## Before every ride with the CS

Your CS has undergone numerous tests during production and a final check has been carried out by your Ca Go 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 CS or to modifications a third person may have performed on your CS during a standing time:

### Quick-releases, thru axles, bolted connections

Are the quick-release levers on the seat post (Fig. 26), the thru axles or the bolted connections of the front and rear wheels and other components properly closed?

For more information see the chapter **"How to use quick-releases and thru axles"** and the possibly enclosed instructions.



### Caution

Remove the rechargeable battery and the display (Fig. 27) before doing any work on your CS (e.g. servicing, repairs, assembly, maintenance, work on your drive unit etc.). Activating the drive system unintentionally bears the risk of injury!



Fig. 26



Fig. 27

## Rechargeable battery

Is the rechargeable battery tight in its holder and properly locked up (Fig. 28)? Never set off with a loose and unlocked battery.

For more information see the chapter **"Removing and mounting the battery"** and the system instructions of the drive system manufacturer BOSCH.

Is your battery fully charged (Fig. 29)? Remember to fully recharge the battery after each longer ride (e.g. less than 50 % charged). Modern lithium-ion batteries have no memory effect. It does not matter if your CS is left as it is for a short time (e.g. overnight) when less than 50 % charged. However, you should not wait until the battery is fully discharged!



Fig. 28



Fig. 29

For more information see the chapter **"Charging the battery"** and the system instructions of the drive system manufacturer BOSCH.

## Plug connections

Are the plug connections on the rechargeable battery, the control element or the Kiox display on the handlebar and on the drive system properly connected?

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

## Control element and display

Does the display of the control element on the handlebar and/or the Kiox display show all values? Is there any error message or warning on the display? Check that the values are correct before every ride (Fig. 30). Do not set off on your CS when the control element shows a warning.

For more information see the chapter **"BOSCH Kiox display"** and the system instructions of the drive system manufacturer BOSCH.

## Tyres

Are the tyres in good condition and do they have sufficient pressure? Keep in mind that an CS 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 (Fig. 31).



Fig. 30



Fig. 31

For more information see the chapter **"Wheels and tyre equipment"** and the possibly enclosed instructions.

Let all wheels rotate freely (Fig. 32) to check whether the rims run true. While doing so, observe the gap between the frame and the tyre. Poor concentricity can also be an indication of laterally burst tyres, broken axles or torn spokes.

For more information see the chapter **"Wheels and tyre equipment"** and the possibly enclosed instructions.

## Brakes

Do a brake test at standstill (Fig. 33) by forcefully pulling the brake levers towards the handlebar. You should not be able to pull the lever all the way to the handlebar. If you have hydraulic brakes, check the hydraulic brake hoses for oil or brake fluid leaks! Also check the thickness of the brake pads.

With disc brakes you should have a stable pressure point at once. If you have to actuate the brake lever more than once to get a positive braking response, have the CS checked by your Ca Go dealer.



Fig. 32



Fig. 33

For more information see the chapter **"Brake system"** and the possibly enclosed instructions.

## Components and add-on parts

Let the CS bounce on the ground from a small height (Fig. 34). If there is any rattling, check where it comes from. Check the bearings, the bolts and the proper seat of the battery and the connector, if necessary.

Also check all add-on parts, such as the rear rack, the centre rack, the child seat by trying to gently move the parts back and forth to check their tight seat. If the parts are not tight, realign the components, if necessary and gently tighten the bolts until they are fastened securely (Fig. 35). You find the torque values on the components themselves, in the chapter "**Recommended torque values**" or in the possibly enclosed instructions of the component manufacturers.



Fig. 34



Fig. 35

## Participation in road traffic

If you want to ride on public roads, make sure that your CS is equipped according to the regulations of your country. Riding without lights and reflectors in poor visibility and in the dark is very dangerous. You will be seen too late or not at all by other road users. If you ride on public roads, you always need an approved lighting system. Switch on the light as soon as it gets dark.

For more information see the chapter "**Legal requirements for riding on public roads**".

## Suspension fork

To check the suspension fork of your CS make the following test: Press down on your CS and check whether the suspension fork compresses and rebounds as usual (Fig. 36).

For more information see the chapter **"Suspension fork"** and the possibly enclosed instructions.

## Bipod kickstand

Make sure that the bipod kickstand is fully folded up (Fig. 37), before you set off.



Fig. 36



Fig. 37

## Anti-theft protection

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 CS against theft is to lock it to an immovable object.

## Passengers and cargo

Are your passengers and the items to be transported properly secured (Fig. 38 and 39)? This can prevent the cargo from slipping. Ensure that the load is distributed as centrally, low and evenly as possible. Before you set off, always check that the seat belts of your passengers are fastened correctly.



Fig. 38



Fig. 39



### Warning

Improperly closed fastenings can cause components of the CS to come loose and result in serious falls!



### Warning

Do not use your CS, if it fails on one of these points! Riding a defective CS can result in serious accidents! If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.



### Warning

Adjust the tyre pressure and, if necessary, the suspension fork to the current additional weight. The maximum pressure can be found on the sidewall of the tyre.

**Warning**

During use your CS is heavily stressed by the effects of the ground and the forces that you introduce into the CS. These dynamic loads lead to wear and fatigue of the different parts. Check your CS regularly for wear marks, scratches, deformations, colour changes and any indication of cracking. Components which have reached the end of their service life may fail suddenly. Let your Ca Go dealer maintain and service your CS regularly and in cases of doubt it is always best to replace the parts.

**Notice**

Remove the Kiox display when parking your CS. This is to protect the CS against theft; in addition, it cannot be used with drive system ad hoc.

**Notice**

BOSCH's ConnectModule provides additional functions, among other things an alarm function. For more information see the system instructions of the drive system manufacturer BOSCH at [www.bosch-ebike.com](http://www.bosch-ebike.com)

## After an accident with your CS

If you have experienced a crash with your CS, you should definitely check the following before setting off again:

### Control element and display

Check the control element on the handlebar and/or the Kiox display. Are all values displayed as usual? Do not use your CS, if the display shows an error message or a warning.

If necessary, switch off the system and wait ten seconds at least before you check it again (Fig. 40 and 41).



Fig. 40



Fig. 41

Do not set off on your CS with motor assistance when the control element shows a warning. Get in contact with your Ca Go dealer immediately in such a case.

For more information see the chapter **"BOSCH Kiox display"** and the system instructions of the drive system manufacturer BOSCH.

## Rechargeable battery

Check the rechargeable battery (Fig. 42). If the rechargeable battery is no longer properly in its holder or shows any damage, do not use your CS any longer, at least not in the assistance mode. Switch off the drive system and the battery separately, if necessary. A damaged battery can lead to a short-circuit resulting in a sudden failure of your CS assistance right at the moment when you need it.



Fig. 42

If the battery housing is damaged, contact your Ca Go dealer immediately. Water or moisture may enter, causing short circuits or electric shocks. The rechargeable battery may catch fire or even explode!

## Wheels

Check that the wheels are still firmly fixed in the dropouts and that the rims are still centred with respect to the frame or fork. Spin the wheels and observe the gap between frame and tyres.

For more information see the chapters **"How to use quick-releases and thru axles"**, **"Brake system"**, **"Wheels and tyre equipment"** and the possibly enclosed instructions.

## Handlebar-stem

Check that handlebar and stem are neither bent nor broken and that they are level and aligned. Make sure that the stem is firmly fixed on the fork by trying to twist the handlebar relative to the front wheel (Fig. 43).



Fig. 43



Fig. 44

Briefly lean on the brake levers to make sure that the handlebar is firmly fixed in the stem.

Realign the components, if necessary, and gently tighten the bolts (Fig. 44) to ensure a reliable clamping of the components. You find the torque values on the components themselves, in the chapter **"Recommended torque values"** or in the possibly enclosed instructions of the component manufacturers.

Alternatively, you find them in the download area on the websites of the respective component manufacturers.

For more information see the chapters **"Adjusting the CS to the rider/sitting position"** and **"Headset"** and the possibly enclosed instructions.

## Chain/belt

Check that the chain (Fig. 45) or belt (Fig. 46) is still on the front chainring and the rear sprocket and/or the front and rear belt drive sprockets, respectively. If your CS fell over to the chain side, verify the proper functioning of the derailleur gears. Ask a helper to lift the CS by the saddle and carefully shift through all the gears.



Fig. 45



Fig. 46

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 dropouts/derailleur hanger are bent, the rear derailleur may collide with the spokes. This can result in damage to the rear derailleur, the rear wheel and the frame.

For more information see the chapters **"Gears"**, **"Chain – Care and wear"** and **"Gates belt drive"**.

## Saddle

Point over the tip of the saddle toward the top tube and/or battery (Fig. 47) to check that the saddle is not twisted. If necessary, open the clamping, realign the saddle and retighten the clamping.

For more information see the chapters **"How to use quick-releases and thru axles"**, **"Adjusting the CS to the rider/sitting position"** and the possibly enclosed instructions.

## Bearings, bolted connections, components and add-on parts

Let the CS bounce on the ground from a small height. If there is any rattling, check where it comes from. Check the bearings, the bolted connections and the proper seat of the battery (Fig. 48) and the connector, if necessary. Also check all add-on parts, such as the rear rack, the centre rack, the transport box, the child seat by trying to gently move the parts back and forth to check their tight seat.



Fig. 47



Fig. 48

If the parts are not tight, realign the components, if necessary and gently tighten the bolts until they are fastened securely.

Finally, take a good look at the whole CS to detect any deformations, colour changes or cracks.

Ride back very carefully by taking the shortest route possible, even if your CS went through this check without any problems.

Do not accelerate or brake hard and do not ride out of the saddle. If you have any doubts about the roadworthiness of your CS, walk your CS home, use public transport or have yourself picked up by car, instead of running any safety risk.

Back home you need to check your CS thoroughly. The damaged parts must be replaced. Ask your Ca Go dealer for advice.



### **Warning**

Deformed components can break without previous warning. They must not be repaired, i.e. straightened, because even then there is an imminent risk of breakage. This applies in particular to the fork, the handlebar, 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 Ca Go dealer for advice.



### **Warning**

If the belt skips or falls off the belt drive sprocket, this may be an indication that it is damaged. A damaged belt must be replaced without delay. Ask your Ca Go dealer for advice.



### **Warning**

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 CS.



### **Notice**

After a crash or after your CS has toppled over, make it a rule to check the functioning and in particular the limit stops of the rear derailleur.

## Useful tips for riding your CS

Due to the reinforced design and the additional cargo areas, your CS is somewhat heavier and longer and wider than a classic bicycle or EPAC. In addition, cycling feels slightly different due to the extended wheelbase. Both the steering mechanism and the steering behaviour are identical to that of a classic bicycle or EPAC.

However, riding your CS requires a good physical condition, increased attention, skill and caution. Practise the following riding situations with your CS, in unladen condition first, in an area free of traffic until you have your CS safely under control.

If necessary, ask another person to help you at the beginning until you are used to the dimensions and weight of your CS.

**Keep in mind that you may have to change your riding habits:**

### Getting on

Do not get on your CS by placing one foot on the pedal and by trying to throw the other leg over the saddle. Your CS would start abruptly.

### Shifting gears

Do not allow yourself to always ride in a high gear, due to the powerful motor/drive unit. Shift gears frequently and always appropriately for the riding situation, as you are used to doing on a conventional bike, to make your share of the movement as efficient as possible.

Before stopping, e.g. at a traffic light, shift into a lower gear.

## Cadence

Your cadence should always be in a smooth flow. In other words, you should pedal at more than 60 crank rotations per minute.

## Narrows

Practise cycling on narrow cycle paths. If necessary, walk your CS through narrows until you have got used to the weight.

Load additional weight and repeat the riding manoeuvres. Do not practise cycling with passengers and/or gradually increasing cargo until you have performed this practice with your CS. In particular, when starting and cycling slowly with additional cargo or passengers it is crucial to practise a stable and safe way of riding.

However, before riding with cargo/passengers read in addition the chapter **"Transporting passengers, goods and pets"**.

## Cornering

Stop pedalling earlier than you are used to before riding a corner or bend. There may be too much propulsion and your cornering speed may be then too high.

Practise riding slalom and a corner at reduced speed. Always cycle cautiously and attentive!

## Cycling uphill and downhill

Also train uphill and downhill cycling as well as braking for an emergency stop.

**Warning**

In particular, when riding with passengers or cargo, the riding characteristics of your CS may be much more sluggish than that of a conventional bicycle or EPAC. Therefore, ride more defensive and anticipate a larger turning circle, longer evasive manoeuvres and stopping distances.

**Warning**

Be aware that the stopping distance will increase when riding with passengers/pets or heavy goods. You need to be particularly careful on downhill roads and in corners.

**Warning**

Keep in mind that pedestrians do not expect a bicycle with the dimensions of your CS when you are approaching from behind. Therefore, ride particularly cautiously and with foresight on shared paths for cyclists and pedestrians. If necessary, use the bell early to warn others.

**Warning**

Keep in mind that depending on the weight passengers/pets or additional cargo may change the riding characteristics of your CS. Practise riding your CS in unladen and laden condition.

**Warning**

Do a test ride in an unfrequented area to make yourself familiar with the riding characteristics of your CS and the possibly higher speed and acceleration, before riding on public roads. Never ride without a helmet!

**Warning**

When getting on your CS make sure not to step in the pedals until you sit in the saddle and grip the handlebar and brake levers tight. By applying pressure on one of the pedals the motor assistance might switch on suddenly and result in a sudden start of your CS.

**Warning**

Keep in mind that car drivers and other road users may underestimate your speed. Always wear conspicuous, bright clothing. Always ride on public roads by looking as far ahead as possible and anticipate the actions of other road users.

## Riding with drive assistance

Your new CS has an electric pedal assistance, it is therefore an EPAC. Of course, you can ride your CS also without motor/drive system like a conventional bicycle. The specific riding experience only starts by activating the drive assistance. The strong motor then provides assistance at a high torque the more powerful the stronger you pedal.

You can switch on and off the drive assistance at the buttons of the control element on the handlebar (Fig. 49) and on the battery (Fig. 50).



Fig. 49



Fig. 50

Furthermore, the 4 different assistance modes (Eco, Tour+, Cargo und Turbo) and different functions of the cycle computer can be selected on the control element.

### Notice

BOSCH's eBike Flow App and/or Flow+ provides further modification options. For more information see the system instructions of the drive system manufacturer BOSCH at [www.bosch-ebike.com](http://www.bosch-ebike.com)

When switched on, the system is activated by 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 speed and the amount of force applied to the pedals.

The assistance switches off when you reach a speed of more than 25 km/h (15.5 mph).

Start your first ride at "Eco" (Fig. 51 and 52), the lowest level of the drive assistance. Gradually get used to the additional propulsion. Slowly approach the potential of your CS in an area free of traffic.



Fig. 51



Fig. 52

## Range – Useful information for a long ride with your CS

How long and how far you can benefit from the auxiliary drive of your CS depends on several factors: the road conditions, the weight of the rider and any additional cargo, your own pedal force, the degree or mode of assistance, (head)winds, frequent stops, temperature, weather conditions, topography, tyre pressure etc.

The battery charge state indicator on the control element at the handlebar (Fig. 53), on the Kiox display (Fig. 54) or in addition on the battery (Fig. 55) shows the charge state of your battery.

**Fig. 53****Fig. 54****Fig. 55**

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 cargo and/or when climbing hills.

Furthermore, you can affect the range by

- checking the tyre pressure regularly, i.e. once a week with pressure gauge, and adjusting it, if necessary
- shifting gears down in front of traffic lights and intersections or in general in cases of stops and by setting off in low gears
- shifting regularly, as you might be used to from a bicycle without drive system, i.e. by not only riding in high gears
- riding with these facts in mind and always looking ahead to avoid any unnecessary stops
- reducing your additional cargo, i.e. riding without unnecessary luggage
- storing your battery in your home and installing it only shortly before you set off on your CS in cooler weather, in particular when it is cold
- not parking the CS in the blazing sun

If your battery has not enough capacity to reach your destination, benefit from the decisive advantage of the hybrid concept of your CS: Without drive assistance you can ride it like a conventional bicycle with an unlimited range and nearly without loss of riding characteristics.



### **Warning**

If your rechargeable battery runs empty during the ride, be sure to charge it 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!



### **Notice**

The batteries of your CS have no memory effect. It is recommended that you charge the battery after every long ride. Do not park your CS with a fully discharged battery. Risk of the battery's deep discharge.



### **Notice**

Fully discharge your rechargeable battery every three month and recharge it then immediately. This calibrates the capacity indicator and restores its accuracy.



### **Notice**

Keep in mind that the battery of your CS shows signs of wear over the years. This results in a continuous reduction of the battery's capacity and in a reduced range compared to its state as new. After a certain period of time the battery even needs to be replaced.



### **Safety instructions**

Tips on how to exploit the battery's capacity to the maximum are given in the chapter **"Safe handling of the rechargeable battery"**.

## Riding without drive assistance

You can also use your CS without drive assistance, i.e. just like a conventional bicycle.

Observe the following points when riding with the drive system switched off or with a discharged rechargeable battery:

- Even if you want to ride without drive assistance, you can switch on the control element on the handlebar of your CS to have the functions of your cycle computer available.
- As the lighting system is powered by the rechargeable battery, the lights can still be used thanks to the residual charge for another 2 hours, when the battery is empty, but still installed. However, recharge the battery immediately after you have returned.
- When you have removed the battery of your CS: Keep the connections of the rechargeable battery free of dirt and moisture. Protect the supplied connections of your rechargeable battery with the protective covers (Fig. 56). At least, you should protect the connections, e.g. with a plastic bag against rain, water, moisture and dirt (Fig. 57). With the battery removed the display and in particular the lighting system will, however, no longer work. You should no longer use the CS on public roads and under no circumstances ride in poor visibility, twilight or darkness.



Fig. 56



Fig. 57

## Parking your CS

Your CS is equipped with a bipod kickstand. Practise propping up and/or parking your CS.



### Warning

First practise propping up and/or parking while your CS does not carry passengers and load in a traffic-free area. Then slowly increase the weight of the load. Do not park on sloping, uneven or soft surfaces.

### Proceed as follows when parking your CS:

Switch off the drive system (Fig. 58).

With the brakes locked, stand parallel to your CS on the left side (non-drive side). (Fig. 59).



Fig. 58



Fig. 59

Keep in mind that the pedals are positioned in a way that they do not hinder the swivel range of the bipod kickstand.

Press down the bipod kickstand with your foot until the feet of the bipod kickstand are in contact with the ground (Fig. 60).

Open the brakes and pull your CS with one hand on the saddle with a little force straight backwards until your CS props up (Fig. 61).



**Fig. 60**



**Fig. 61**

The front wheel is now no longer in contact with the ground. Make sure that your CS has a stable stand.

Before continuing your ride, grab your CS on both sides of the handlebar, your hands ready to brake on the brake levers.

Push your CS with a little force straight forwards. The bipod kickstand folds up rearwards.

Pull both brake levers before the front and the rear wheel touch the ground. This prevents your CS from rolling away inadvertently.



### **Warning**

Do not park your CS on sloping, uneven or soft surfaces.

**!** **Warning**

Never leave the child you are taking with you unattended on the CS. Especially not when your CS is parked on the bipod kickstand. There is a risk of injury to the child. In addition, your CS can topple over and be damaged.

**!** **Warning**

Always make sure that the bipod kickstand is fully folded up (Fig. 62), before you set off with your CS.



Fig. 62

## Transporting passengers, goods and pets

### Transporting passengers

Your CS is approved for **taking with you one child in a child seat on the rear rack**. The child seat must be fastened with a **MIK HD interface**.

The **maximum permissible overall weight of the child seat including child is 27 kg**. Secure the child that you take with you always with the belt system of the child seat. Do not forget to also secure the feet of the child.

Pulling a **(kids') bike trailer system** is also permitted. The maximum permissible trailer load is **45 kg**. Inform yourself in advance at your Ca Go dealer about the models permitted on the CS.



#### Warning

You find an overview of child seats and (kids) trailers permissible on your CS at <https://www.cagobike.com/en/manuals>



If you want to take a child with you on your CS, you must comply with the laws and regulations on passenger transport in your country and use the necessary safety equipment.

The following table lists the requirements relating to the transportation of passengers with transportation bikes. For more information on correctly participating in road traffic, see the chapter **"Legal requirements for riding on public roads"**.

**United Kingdom<sup>1</sup>**

Passenger transport on cargo bikes that are built and equipped for the transportation of passengers	<ul style="list-style-type: none"> <li>• No restriction on the number of passengers, minimum age 3 months</li> <li>• No restriction as to the maximum age of passengers</li> <li>• The maximum permitted overall weight of the bicycle must be observed</li> </ul>
Bicycle trailers	<ul style="list-style-type: none"> <li>• Max. 2 children</li> <li>• Maximum overall weight of the trailer: 45 kg</li> </ul>
Minimum age of rider	16 years

<sup>1</sup> Source: <https://www.alpinetrek.co.uk/blog/bike-trailers-buying-advice/>  
<https://www.camcycle.org.uk/resources/cargobikes/cargo-bikes-for-families/>  
<https://www.gov.uk/government/publications/electrically-assisted-pedal-cycles-eapcs/electrically-assisted-pedal-cycles-eapcs-in-great-britain-information-sheet>

**Ireland<sup>1</sup>**

Passenger transport on cargo bikes that are built and equipped for the transportation of passengers	<ul style="list-style-type: none"> <li>• No restriction on the number of passengers</li> <li>• No restriction as to the maximum age of passengers</li> <li>• The maximum permitted overall weight of the bicycle must be observed</li> </ul>
Bicycle trailers	<ul style="list-style-type: none"> <li>• No restriction on the number of passengers</li> <li>• No restriction as to the age of passengers</li> <li>• The maximum permitted overall weight of the bicycle trailer must be observed</li> </ul>
Minimum age of rider	No minimum age of rider

<sup>1</sup> Source: <https://www.rsa.ie/road-safety/road-users/cyclists>



**Safety instructions**

If you intend to use your CS in another country, inform yourself about the regulations and rules applicable in the respective country or ask your Ca Go dealer.

**Warning**

Do not exceed the **maximum permissible overall weight of 180 kg** for the CS. It includes the rider, the luggage, the CS as well as the child seat and/or trailer load. Be sure to also observe in this context the specific weight limitations for the cargo areas front rack, centre rack, rear rack and the trailer, if necessary.

**Warning**

Keep in mind that the braking distance is longer when you are riding with a laden CS.

**Warning**

Also keep in mind that children are very different in their physical and mental development. In the interests of children's safety, assess their level of maturity rather conservatively with regard to any prescribed age restrictions.

**Warning**

Do not overestimate your own strength and keep in mind that the weight of the child should not exceed your own weight. Otherwise, you may lose control of your CS in critical situations.

**Warning**

Be sure to only use child seats fastened with MIK HD interface approved for your CS. Observe the prescribed age restrictions and the number of passengers to be transported as well as the instructions of the manufacturers of the respective child seat.

 **Warning**

You find an overview of child seats and (kids) trailers permissible on your CS at <https://www.cagobike.com/en/manuals>

 **Warning**

Strap the child that you are taking with you and make sure it wears a helmet. Adjust the length of the seat belts exactly to the size of the child. There is a risk of accidents if the belts are too loose.

 **Warning**

Advise the child you are taking with you that they must not extend their arms and legs out of the child seat or child trailer while riding. Fast and strong movements of the child affect driving stability adversely.

 **Warning**

Visually inspect the child before every ride to ensure it is properly secured. Make a habit to regularly perform the functional checks described in the chapter "**Before every ride with the CS**".

 **Warning**

Never set off before having secured the child, i.e. actively equipped with safety belts or other equipment. If the child moves quickly and strongly, the centre of gravity can change and lead to critical riding situations. Read in addition the chapter "**Useful tips for riding your CS**".



**Warning**

Before starting the ride, make sure that no belts or parts of clothing dangle from the child seat or the child trailer and the rear rack. Dangling belts or loose fitting clothing can get into the moving parts of your CS, causing the drive system to lock up and, in the worst case, leading to strangulation of the child.



**Warning**

Before you start your ride, make sure that the child you are taking with you is strong enough to withstand the vibrations and forces which occur during the ride.



**Warning**

Observe the indicated maximum number of one child that you are allowed to take with you in the child seat on the rear rack of your CS. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.



**Warning**

Your CS is designed for a **maximum permissible overall weight of 180 kg** including the rider, the luggage, the CS as well as the child seat and/or trailer load. You find the details as to the maximum permissible overall weight on the type plate on your CS or in the service book. If you are in doubt, contact your Ca Go dealer.



### Caution

Cover the springs of your saddle or movable parts of a suspension seat post, if available, to make sure that your child will not have the fingers pinched.



### Notice

Keep in mind that additional cargo will also increase wear. Therefore, check the condition of the wearing parts regularly, at least as specified in the chapter "**Service and maintenance schedule**". Under adverse conditions, e.g. if you ride a lot in wet and dirty conditions, cover many metres of altitude or travel with a high load from cargo or passengers, expect even significantly shorter intervals.



### Notice

When you park your CS, do not forget to lock any detachable accessories with a high-quality D-lock, folding lock or chain lock. Ask your Ca Go dealer for advice.



### Safety instructions

Ask your Ca Go dealer for specific and approved accessories for taking passengers with you on your CS.

## Transporting goods and pets

Your CS was specifically designed for transporting goods, e.g. heavier and bulky goods.

Your CS has a cargo area located in front of the handlebar, also referred to as front rack, an additional cargo area between the wheels, also referred to as centre rack and some models also have a rear rack.

If your CS is equipped with a rear rack you can fasten there suitable pannier bags (Fig. 63 and 64). When buying pannier bags, make sure that they are watertight so that you do not face unpleasant surprises during the first rain shower.



Fig. 63



Fig. 64

On the front rack you can also fasten suitable pannier bags (Fig. 65 and 66). However, make sure that the pannier bags do not hinder steering and pedalling.



Fig. 65



Fig. 66

The **maximum permissible load weight on the rear rack** includes the cargo and/or the passengers plus accessories and amounts to **27 kg**.

Make sure that the weight is spread as evenly as possible on the rear rack and in the pannier bags. Always try to stow the load in a way that the centre of gravity of the entire load is as far as possible above the longitudinal centre line of the CS. Keep this centre of gravity as low as possible. Poor weight distribution can have negative effects on handling and braking.

For more information on the removal and mounting of the centre rack, see the chapter **"Centre rack (cargo area front bottom)"**.

In order to guarantee a safe ride despite a (heavy) load, you must observe the following points:

**Even loading**

Load your CS evenly. Heavy packages should be loaded as far down as possible, it is best to load them on the centre rack, i.e. on the cargo area between the wheels.

**Centric loading**

Make sure that the cargo is positioned as centred as possible on the cargo areas front rack and centre rack and does not protrude. Secure the cargo against shifting.

**Do not overload**

Do not overload your CS. Your CS is designed for a **maximum permissible overall weight of 180 kg**

You find the details as to the maximum permissible overall weight on the type plate on your CS or in the service book. If you are in doubt, contact your Ca Go dealer.

For more information see the chapter **"Intended use"**.

### No protruding objects

The cargo must not hinder the wheels and the handlebar as well as the brake and the gears (Fig. 67) and should not protrude at the front, the rear or the side. Also make sure that high or long items do not collide with the pedals and obstruct your vision.



Fig. 67

### Pets in a specific pet transport box

You can transport pets in a specific pet transport box if they are properly secured. Make sure that your pet cannot jump out of the pet transport box during the ride. If no box is available, make sure that the pets are leashed and secured.



#### Warning

Additional cargo usually changes the riding characteristics of your CS and increases your stopping distance! Practise riding the CS unladen in an area free of traffic until you have your CS safely under control. Then load your CS with goods and practise riding. Also train cornering, riding downhill and braking for an emergency stop. For more information see the chapter **"Useful tips for riding your CS"**.



#### Warning

Keep in mind that the braking distance is longer when you are riding with a laden CS.

**Warning**

Always try to stow the load in a way that the centre of gravity of the entire load is as far as possible above the longitudinal centre line of the CS. Keep this centre of gravity as low as possible. Poor weight distribution can have negative effects on handling and braking.

**Warning**

Before starting the ride, make sure that no lashing straps or parts of the luggage dangle from one of the cargo areas front rack, centre rack or rear rack or out of the transport box. Dangling lashing straps or loose items can get into the front and or rear wheel, affect or block the steering of your CS and stop the drive system.

**Warning**

Never start a ride before you have actively secured the items on the cargo areas front rack, centre rack or rear rack with lashing straps etc. If the load moves, the centre of gravity can change and lead to critical riding situations. Read in addition the chapter "**Useful tips for riding your CS**".

**Warning**

Visually inspect the cargo before every ride to ensure it is properly secured. Make a habit to regularly perform the functional checks described in the chapter "**Before every ride with the CS**".

**Notice**

Keep in mind that additional cargo will also increase wear. Therefore, check the condition of the wearing parts regularly, at least as specified in the chapter "**Service and maintenance schedule**". Under adverse conditions, e.g. if you ride a lot in wet and dirty conditions, cover many metres of altitude or travel with a high load from cargo or passengers, expect even significantly shorter intervals.

## Safe handling of the rechargeable battery

When you do not use your CS for a longer period of time (e.g. during the winter season) observe some particularities.

### Storing dry

Store the rechargeable battery in a dry room at temperatures between 5 and 20 °C. The state of charge should be 50 to 70 % of the charging capacity.

Check the state of charge, if the rechargeable battery is left unused for more than two months, and recharge the battery in between, if necessary. Do not forget your spare battery, if you have one.

### Cleaning

Clean the battery housing with a dry or, if at all, a slightly moist cloth. While cleaning, check the housing for possible damage.

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. Check after every cleaning whether the area around the rechargeable battery is free of water and whether the contacts are dry.

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

**⚠ Warning**

Charge your battery only with the supplied charger (Fig. 68). 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!

**Fig. 68****Fig. 69****⚠ Warning**

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 off your bedroom. Place the battery during the charging process on a big, non-inflammable base, e.g. made of ceramics, glass, cement or stone (Fig. 69)! Unplug the battery once it has been charged up.

**⚠ Warning**

Charge the battery with an ambient temperature of 15 to 25 °C. 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.

**⚠ Warning**

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

 **Warning**

Do not use a rechargeable battery or a charger that is defective. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

 **Warning**

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

 **Warning**

Do not charge any other electrical devices with the supplied charger of your CS.

 **Warning**

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

 **Warning**

The individual drive components can be cleaned with a soft cloth and commercial neutral detergents or moistened with water, but do not use excessive water. The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The penetration of water into the electrics or the drive system can destroy the devices. Risk of explosion.

 **Warning**

Do not short-circuit rechargeable batteries. Store your batteries therefore in a safe storage place and make sure there is no accidental contact with other conductive materials, e.g. metal parts, which may cause a short-circuit with each other. Do not deposit any objects in storage area (e.g. clothes).

**Warning**

Keep the rechargeable battery and the charger during the charging process away from moisture and water to exclude electric shocks and short circuits. When you have removed the battery of your CS: Keep the connections of the rechargeable battery free of dirt and moisture (Fig. 70). Protect the supplied connections of your rechargeable battery with the protective covers (Fig. 71). At least, you should protect the connections, e.g. with a plastic bag against rain, water, moisture and dirt (Fig. 72).

**Fig. 70****Fig. 71****Fig. 72**

 **Warning**

Do not expose your battery or the charger to the blazing sun during charging. Temperatures above 40 °C may result in a failure of the battery.

 **Notice**

When you remove your battery from the holder for charging it (with your CS left in the open during the charging process), make sure that the connections are protected against dirt and moisture. Protect the connections of your battery with the protective covers supplied. At least, you should protect the connections, e.g. with a plastic bag against rain, water, moisture and dirt. If the connections of your battery are soiled, clean them with a dry cloth or rag.

 **Notice**

Make sure not to discharge your rechargeable battery completely (also referred to as deep discharge). This occurs often when the battery has run out completely and the CS was left standing for some days. Depth discharge will affect the battery of your CS permanently. A deep-discharged battery can only be recharged in exceptional cases and with special chargers. Contact your Ca Go dealer.

 **Notice**

If possible, remove the rechargeable battery from your CS, if you do not use your CS for a longer period of time and keep it clean and dry.

 **Notice**

Do not charge your battery over a long period of time, if you do not need it. When the battery is fully charged, remove the charger at short term.

 **Notice**

Do not dispose of your rechargeable battery with the normal household waste! It must be disposed of according to battery disposal regulations. Therefore, the seller of a new battery must take back your old one and dispose of it properly. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

 **Safety instructions**

Lithium-ion batteries do not have a memory effect; they can therefore be charged regardless of their state of charge without affecting their charging capacity.

 **Safety instructions**

Also observe any instructions on the respective sticker on the rechargeable battery or on the charger.

## Removing and installing the rechargeable battery

### Removing the rechargeable battery

Switch off the drive system of your CS (Fig. 73).

Hold the battery with one hand so that it cannot fall down (Fig. 74).



Fig. 73



Fig. 74

Then unlock the battery with the key (Fig. 75).

Continue to hold the battery and then carefully lift it out of the holder (Fig. 76).

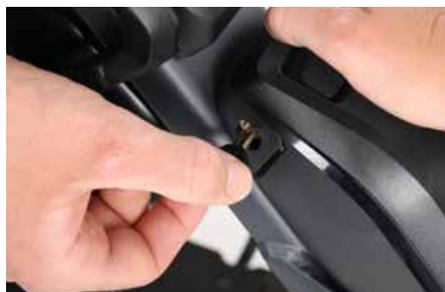


Fig. 75



Fig. 76

Now you can remove the battery completely (Fig. 77).  
Finish by removing the key (Fig. 78).



Fig. 77



Fig. 78

## Installing the rechargeable battery

Switch off the drive system of your CS (Fig. 79).  
Hold the battery with both hands and place it carefully into the holder in the down tube (Fig. 80). Tilt the battery towards the down tube and engage it with a click into the upper holder.



Fig. 79



Fig. 80

## Charging the battery

### Charging the battery while it is installed

Park your CS on the bipod kickstand and make sure it is stable (Fig. 81).  
Switch off the drive system of your CS (Fig. 82).



Fig. 81



Fig. 82

Open the cover of the charging port (Fig. 83).  
Insert the charging plug of the supplied charger into the charging port on the lower part of the battery (Fig. 84).



Fig. 83



Fig. 84

Make sure that the charger's power cord is correctly and securely plugged into the charger's power socket.

Then connect the charger to the power grid. LEDs on the control element indicate the charging activity, the battery charge state and any error messages.

The required charging time depends on the residual charge of the battery and the ambient temperature.

When the battery is fully charged, all LEDs go out and the board computer shuts down. Then disconnect the charger from the power grid. Finish by removing the charging plug from your CS. The rechargeable battery will automatically switch off.

Close the charging port with the cover.

After the drive system is switched on again, your CS is ready to ride again.

For more information on how to charge the battery see the chapter **"Safe handling of the rechargeable battery"** and the system instructions of the drive system manufacturer BOSCH.

## Charging the battery while it is removed

You find detailed information on how you can remove the battery of your CS in the chapter **"Removing the rechargeable battery"**.

Place the battery during the charging process on a big, non-inflammable base, e.g. made of ceramics, glass, cement or stone!

Never leave the battery unattended while it is charging. First connect the charging cable of the charger to the socket on the battery, then connect the charger to the power grid using the power cord.

LEDs on the charger and on the battery indicate the charging activity, the battery charge state and any error messages. The required charging time depends on the residual charge of the battery and the ambient temperature.

When the battery is fully charged, all LED indicators go out and the charger can now be disconnected from the power grid. The rechargeable battery will automatically switch off.

For more information on how to charge the battery see the chapter **"Safe handling of the rechargeable battery"** and the system instructions of the drive system manufacturer BOSCH.



### Warning

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!

 **Warning**

Do not use a rechargeable battery or a charger that is defective. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

 **Warning**

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 off your bedroom. Place the battery during the charging process on a big, non-inflammable base, e.g. made of ceramics, glass, cement or stone (Fig. 85)!

 **Notice**

Do not dispose of your rechargeable battery with the normal household waste (Fig. 86)! It must be disposed of according to battery disposal regulations. Therefore, the seller of a new battery must take back your old one and dispose of it properly. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.



Fig. 85



Fig. 86

**Warning**

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

**Warning**

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

**Warning**

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

# How to use quick-releases and thru axles

## Quick-releases

The seat post of your CS is equipped with a quick-release to ensure fast adjustments, assembly and disassembly.

The tight seat of the quick-release must be checked before each use of the CS. Quick-releases should be handled with greatest care, as they directly affect your safety. Practise the proper operation of quick-releases to avoid any accidents.

The quick-release with safety lock of your CS is composed of two operating elements:

1. The quick-release lever (1) (Fig. 87) creates a clamping force via a cam when you close it.
2. The safety lock (2) on the opposite side is to adjust the preload.



Fig. 87



### Warning

Do not ride your CS if you have not checked the seat post fastening before starting the ride.

## How to fasten the seat post of your CS securely with a quick-release

Open the quick-release lever (Fig. 88). You should now be able to read the marking "Open".



Fig. 88

Make sure that your seat post is in the proper position. For more information see the chapter **"Adjusting the CS to the rider/sitting position"**.

Move the quick-release lever towards the seat post. When you start closing the lever until half of its travel you should feel virtually no resistance.

Over the second half of its travel the resistance you feel should increase significantly. Towards the end of its travel you should need very much strength to close the lever. Use the ball of your thumb to push it in all the way while your fingers pull on the seat post.

If you can open the closed quick-release lever without applying force, you have to increase the preload. To do so turn the safety lock towards "+".

If you cannot close the quick-release lever completely, you have to reduce the preload. To do so turn the safety lock towards "-" (Fig. 89).



**Fig. 89**

In its end position, the quick-release lever should be close to the seat post, i.e. it should not stand out to the side (Fig. 90).

Check the quick-release at the saddle by trying to twist the saddle relative to the frame (Fig. 91).



**Fig. 90**



**Fig. 91**

## Thru axles

### SR SUNTOUR Mobie 34

#### Mounting the front wheel

Mount the front wheel into the fork and insert the rotor into the brake calliper at the same time.

Bring the front wheel into the correct position between the dropouts and slide the axle from the right side (drive side) through the dropout and the hub (Fig. 92).

Position the torque wrench with 6 mm hex bit in the tool mount on the right side of the axle (Fig. 93). When the axle thread engages with the thread of the left fork leg, turn the thru axle clockwise. During the first turns the thru axle should be able to turn easily.



Fig. 92



Fig. 93

Turn the thru axle then clockwise according to the imprinted torque value (8–10 Nm).



#### **Warning**

Improperly mounted wheels may result in severe crashes and in serious accidents!

 **Warning**

Use a torque wrench and do not exceed the maximum torque values! You find the torque values on the components themselves, in the chapter **"Recommended torque values"** or in the possibly enclosed instructions of the component manufacturers at [www.srsuntour.com](http://www.srsuntour.com)

 **Warning**

After the wheel mounting do a brake test in standing. You should reach the pressure point of the brake before the brake lever reaches the handlebar. In the case of hydraulic brakes pump several times, if necessary, until you reach a precise pressure point.

### Removing the front wheel

Loosen the axle on the right side (drive side) by several turns by using a 6-mm Allen key (Fig. 94).

When the axle has loosened from the thread of the left fork leg, you can carefully remove the axle from the dropout (Fig. 95).



Fig. 94



Fig. 95

## Adjusting the CS to the rider/sitting position

Before you use your CS for the first time, you should adjust the sitting position to suit your body size or have it adjusted. Only then will you be able to ride safely and in comfort.

As these works require know-how, experience, appropriate tools and a certain amount of skill, you should restrict yourself to adjusting the sitting position. Ask your Ca Go dealer for the correct sitting position or if you want something changed. He will see to your wishes the next time you leave your CS at the workshop, e.g. for the first inspection.

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter **"Before every ride with the CS"** and do a test ride with your CS in an area free of traffic.



### Warning

All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to always tighten bolted connections with great care. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench and do not exceed the maximum torque values! You find the torque values on the components themselves, in the chapter **"Recommended torque values"** or in the possibly enclosed instructions of the component manufacturers. Alternatively, you find them in the download area on the websites of the respective component manufacturers.

## Adjusting the saddle height

The saddle height for almost all bicycle types is the height which gives maximum pedalling comfort and efficiency. During pedalling the ball of your foot should be positioned above the centre of the pedal axle. With your feet in this position your leg should not be fully stretched at the lowest point (Fig. 96), otherwise your pedalling will become awkward.

Check the height of your saddle with flat-soled shoes. This is best done with suitable cycling shoes.

Sit on the saddle and put your heel on the pedal at its lowest point (Fig. 97). Your leg should be fully stretched and your hips should remain horizontal.



Fig. 96



Fig. 97

To adjust the saddle height loosen the quick-release lever (see the chapter "**How to use quick-releases and thru axles**") at the top of the seat tube.

Now you can adjust the height of the seat post.

Be sure not to pull out the seat post too far. The mark on the seat post (MIN (Fig. 98) and/or end, minimum, maximum, stop, limit or the like) should always remain within the seat tube. Always grease the surface of the aluminium seat post that is inserted in the seat tube made of aluminium.

Realign the saddle by pointing over the tip of the saddle towards the top tube and/or battery (Fig. 99).



Fig. 98



Fig. 99

Close the quick-release than, as described in the chapter **"How to use quick-releases and thru axles"**.

Is the leg extension correct when you check again? Check by moving your foot and pedal to the lowest point. When the ball of your foot is in the middle of the pedal in the ideal pedalling position, your knee should be slightly bent. If this is the case, you have adjusted the saddle height correctly.

Check that you can safely reach the floor from the saddle with both feet. If you cannot, you should lower the saddle a little, at least to begin with.



**Warning**

Do not ride with the seat post drawn out beyond the MIN and/or end, minimum, maximum, stop or limit mark or the like! The seat post might break or cause severe damage to the frame. If the seat post and the frame require different minimum insertion depths, you should opt for the deeper insertion depth.



**Warning**

If you mount a carbon seat post on your CS, do not even grease a frame made of metal. Once greased, carbon fibre components may never again be clamped reliably! Use special carbon assembly paste instead.



**Warning**

Always check that you can safely reach the floor from the saddle with both feet. This is the only way to prevent your CS from toppling over.



**Notice**

If your seat post wobbles in the seat tube or if it does not slide easily, ask your Ca Go dealer for advice. Do not use brute force!

## Adjusting the height of the handlebar

The height of the handlebar compared to the saddle and the distance between saddle and handlebar determines how much your upper body is inclined forward. Lowering the handlebar gives you a streamlined position and brings more weight to bear on the front wheel. However, it also entails an extremely forward leaning posture which is tiring and less comfortable, because it increases the strain on your wrists, arms, back, upper body and neck.

On your CS with Aheadset headset (Fig. 100) the stem serves to adjust the headset preload. In addition, the stem angle of your CS can be adjusted (Fig. 101).



Fig. 100



Fig. 101

### **Warning**

The stem is one of the load bearing parts of your bicycle. Changes to it can impair your safety. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

### **Warning**

Stems come in varying lengths as well as shaft and binder tube diameters. A stem of inappropriate dimensions can become a source of danger: handlebars or stems can break, resulting in an accident. When replacing any parts, be sure to only use suitable original spare parts that bear the appropriate mark. Your Ca Go dealer will be pleased to help you.

**Warning**

The bolted connections of the stem and the handlebar have to be tightened to the prescribed torque values. Otherwise the handlebar or the stem may come loose or break. Use a torque wrench and do not exceed the maximum torque values! You find the torque values on the components themselves, in the chapter **"Recommended torque values"** or in the possibly enclosed instructions of the component manufacturers. Alternatively, you find them in the download area on the websites of the respective component manufacturers.

**Warning**

If you change the position of the stem you have to readjust the bearing play (see the chapter **"Headset"**). You can adjust the height of the stem to a limited extent by moving the spacers. Ask your Ca Go dealer to explain you both function and adjustment of your stem or let him do that work. You may find the angle suitable for you by means of the scale and note it down.

**Warning**

These routines require a certain amount of manual skill and (special) tools. It is recommended that you have them done by your Ca Go dealer. If you nevertheless want to try it by yourself, read the instructions of the stem manufacturer carefully before you start.

## Adjusting the brake lever reach

With the brake levers of your CS the distance between the brake levers and the handlebar grips is adjustable. In particular, with small hands this gives you the convenience of bringing the brake levers closer to the handlebar.

In the case of your hydraulic disc brakes the adjusting device is at the brake lever (Fig. 102). If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.



Fig. 102



Fig. 103

When adjusting the lever reach, make sure that at least the first knuckle of the middle or index finger reaches around the brake lever (Fig. 103). Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter **"Brake system"** and/or in the instructions of the brake manufacturer.



### Warning

Once the adjustment process is complete, perform a test ride away from road traffic or on an empty lot.



### Warning

You should not be able to pull the brake lever all the way to the handlebar. Your maximum brake force should be reached before.



## Safety instructions

Observe the possibly enclosed instructions of the brake manufacturer. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

## Bar ends

Bar ends provide additional ways of gripping the handlebar. Your CS only allows the installation of straight bar ends, e.g. Ergon's GP4 model (Fig. 104) or identically constructed models.



Fig. 104

It is recommended that you contact your Ca Go dealer before mounting bar ends to your CS.



### Warning

Never fix bar ends in a vertical position or with their ends pointing towards the rear as this would increase the risk of injury in the event of an accident.



### Warning

Keep in mind that the distance you need to stop increases, when you are riding with your hands on bar ends. The brake levers are not in all gripping positions within easy reach.

## Correcting the fore-to-aft position and tilt of the saddle

The distance between the grips of the handlebars and the saddle has an influence on the inclination of your upper body and thus on the riding comfort and dynamics. This distance can be modified to a small extent by changing the position of the saddle rails in the seat post. However, moving the saddle rails in the seat post also influences pedalling. You pedal more or less from the back.

If the saddle is not in horizontal position, you cannot pedal in a relaxed manner.

You must constantly support yourself or hold on the handlebar to avoid sliding off the saddle.



### Warning

The bolted connections of the seat post have to be tightened to the prescribed torque values. Use a torque wrench and do not exceed the maximum torque values! You find the torque values on the components themselves, in the chapter **"Recommended torque values"** or in the possibly enclosed instructions of the component manufacturers. Alternatively, you find them in the download area on the websites of the respective component manufacturers.



### Warning

Make sure that the saddle is clamped within the range of the marking on the saddle rail. Otherwise the saddle rails can fail!

### Yoke clamp with two bolts in line

(Fig. 105)

Release both bolts by two to three turns (Fig. 106) at the most, otherwise the whole assembly can come apart. Move the saddle horizontally to adjust the fore-to-aft position. Often you have to give the saddle a light tap to move it. Observe the marking on the saddle rails and do not go beyond.



Fig. 105



Fig. 106



### Warning

The saddle clamp bolts are among the most delicate bolts of the entire CS. Therefore, make absolutely sure that you do not come below the recommended minimum torque value and that you do not exceed the recommended maximum torque value. Be sure to use a torque wrench. You find the torque values on the components themselves, in the chapter **“Recommended torque values”** or in the possibly enclosed instructions of the component manufacturers. Alternatively, you find them in the download area on the websites of the respective component manufacturers.

Having found your preferred position, make sure that both clamp halves fit snug around the saddle rails before increasing the torque value to the value indicated by the seat post manufacturer.



Fig. 107



Fig. 108

Tighten both bolts evenly (Fig. 107) so the saddle remains at the same angle. If you wish to lower the saddle nose a little, turn the front bolt clockwise.

If necessary, you may even have to loosen the rear bolt a little. To lower the rear part of the saddle, the rear bolt has to be turned clockwise and the front bolt to be loosened, if necessary.

After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle (Fig. 108).



### Warning

Check the bolts once a month by using a torque wrench according to the values indicated on the components themselves, in the chapter **"Recommended torque values"** or in the possibly enclosed instructions of the component manufacturers.



### Warning

Poorly tightened or loosening bolts can fail.

# Brake system

## General information on brakes

Brakes are used for adjusting one's speed to the surrounding terrain and traffic. When necessary, the brakes must be able to bring the CS to a standstill as quickly as possible.

During such an emergency braking, the rider's weight shifts forward abruptly, thus reducing the load on the rear wheel.

Therefore, in case of an emergency braking situation you must try to put your weight back and down as far as possible.

Actuate both brakes at the same time and bear in mind that the front brake can transmit far greater forces on a surface with good grip due to the shifting weight.

On loose ground there are different conditions. There, overbraking the front wheel can make the wheel slip away. Therefore, practise braking on different grounds.

Wet weather reduces the braking power. Actuate the brakes carefully when riding on wet or slippery ground, as the tyres can easily slip away. Therefore, reduce your riding speed.

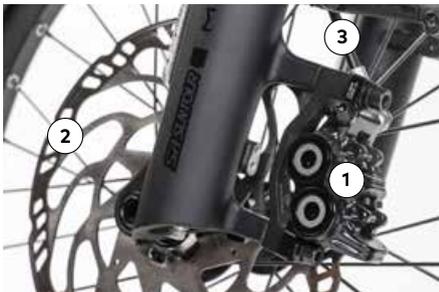
When riding downhill, get used to braking hard and releasing both brakes again, whenever the road surface and the situation allow for it. If in doubt, stop and let the brake system cool down.

## Hydraulic disc brakes

### Functioning

The most striking feature of disc brakes is their outstanding braking effect. They respond a lot faster in wet conditions than rim brakes do and achieve their normal high braking power within a very short time. They require little maintenance and do not wear down the rims as rim brakes do.

Disc brakes (Fig. 109) consist of brake calliper, rotor, brake hose as well as the brake lever. Actuating the brake lever compresses the hydraulic pistons through hydraulic pressure, pushing the brake pads against the rotor.



- ① Brake calliper
- ② Rotor
- ③ Brake hose

Fig. 109

The friction generated by braking causes wear to the brake pads as well as to the rotors. Frequent rides in the rain and dirt and over hilly terrain with a lot of additional cargo accelerate the wear of the rotors.

**Warning**

New brake pads have to be bedded in before they reach their optimal braking performance. For this purpose, accelerate your CS 30 to 50 times to around 25 km/h (15.5 mph) and brake to standstill. This procedure is finished, when the force required at the lever for braking has stopped decreasing.

**Warning**

Dirty brake pads and rotors can lead to drastically reduced brake force. Therefore, make sure that the brake remains free of oil and other fluids, especially when you clean your CS or grease the chain. Dirty brake pads can under no circumstances be cleaned, they must be replaced! Rotors can be cleaned with special brake cleaners and with a clean absorbing cloth or with warm water and detergent.

**Warning**

Unusual noises (scratching, chafing etc.) during braking and/or a noticeable change of the brake force (more or less powerful) are indications that the brake pads are soiled or worn down. Check the brake pads and replace them, if necessary. Otherwise you risk further damage, e.g. to the rotor, or even an accident due to brake failure! If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

**Caution**

Disc brakes get hot in use. For this reason do not touch the rotors directly after stopping, especially after a long downhill ride.

## Functional check

Check the hoses and connections regularly for leaks while pulling on the lever (Fig. 110). In case of a brake liquid leakage, contact your Ca Go dealer immediately. Any leakage can render the brake ineffective.



Fig. 110

## Wear and maintenance

Check the pads for wear at regular intervals by following the instructions in the operating instructions of the brake manufacturer made available on the website.

Measure the thickness of the brake pad on the mount by using a calliper gauge. The brake pad must be 0.5 mm thick at least.

Measure the pad and the mount together as well as the mount alone; the difference is the thickness of the pad. Re-insert the cleaned brake pads into the cleaned calliper.



### Warning

Loose connections and leaky brake hoses drastically impair braking power. If you find leaks in the brake system or buckled hoses, contact your Ca Go dealer immediately!



**Warning**

Do not place your CS with hydraulic disc brakes upside down (Fig. 111). Air could get into the system. This could render the brake ineffective.



Fig. 111



**Caution**

Do not open the brake hoses. Brake fluid that can be very unhealthy and damaging to the paint could leak out.



**Notice**

Do not pull the disc brake lever with a removed wheel and make sure to mount the safety locks when removing the wheel.



**Safety instructions**

You find more information at [www.magura.com](http://www.magura.com)

## Gears

Depending on the equipment your CS has derailleur gears or an internal gear hub. Both gear systems are described in the two following chapters.

### Derailleur gear

The gears serve to adjust the gear ratio to the terrain you are riding on and the desired speed. In a low gear with the chain running over a large sprocket in the rear (Fig. 112) you can climb steep hills with moderate force. You must, however, pedal at a faster pace. For riding downhill, a high gear ratio is used, i.e. a small sprocket at the rear. Every turn of the pedals takes you many metres forward at correspondingly high speed.



Fig. 112



### Warning

Start by practising shifting gears without cargo and passengers in an area free of traffic until you are familiar with the functioning of the levers or the twist grips on your CS.



### Safety instructions

Read in any case the possibly enclosed operating instructions of the gear manufacturer and make yourself familiar with the operation before you set off for the first time. You find more information at [www.microshift.com](http://www.microshift.com)

## Operation and control

Your CS has a chainring at the front and a rear derailleur at the rear. It has no front derailleur.

Derailleur gears work according to the following principle:

Large rear sprocket – low/easy gear – smaller gear ratio

Small rear sprocket – high/heavy gear – bigger gear ratio

The shifter is on the right side of the handlebar. The shifter is to operate gear shifting.

The bottom bracket (Fig. 113) is the interface between cranks and frame. The bottom bracket and/or the motor in the frame and the cranks on the shaft must be checked regularly.



**Fig. 113**

Also check at regular intervals whether the cranks are firmly attached to the bearing shaft or whether the bearing has play. When you wiggle the crank you should not feel any play. If you do feel play, contact your Ca Go dealer immediately.

A shifting process starts by actuating the shifter. Continue pedalling during gear shifting, however, at reduced pedalling force.

With the big lever (thumb shifter) you shift to the larger sprockets (Fig. 114). Shifting with the right thumb shifter therefore leads to a lower gear. This is an indexed shifting system with the option of shifting several gears with one action.

Pulling the small lever located in front of the handlebar from the rider's viewpoint and actuated with the index finger (index finger lever) (Fig. 115) shifts the chain towards the smaller sprockets, i.e. to the heavy gears.



Fig. 114



Fig. 115



**Warning**

Always wear straight-cut trousers and/or use trouser clips or the like. This is to make sure your trousers do not get caught in the chain.



**Warning**

Shifting gears under load, i.e. while pedalling hard, can make the chain slip.

 **Notice**

If there is play between bearing shaft and cranks, they can sustain damage. Risk of breakage!

 **Notice**

It is therefore crucial when switching gears to continue pedalling smoothly and without too much force. Do not shift under load, as this will shorten the durability of the chain considerably. Furthermore, this can lead to a chain-suck, i.e. the chain can get jammed between chainstay and chainrings.

 **Safety instructions**

Read in any case the possibly enclosed operating instructions of the gear manufacturer and make yourself familiar with the operation in an area free of traffic before you set off for the first time. You find more information at [www.microshift.com](http://www.microshift.com)

**Checking and readjusting**

The derailleur gears of your CS were adjusted by your Ca Go dealer before delivery. However, Bowden cables may stretch a little on the first kilometres/miles, making gear shifting imprecise and the chain rattle.

Adjusting is a job for an experienced mechanic. If you want to try it by yourself, also observe the operating instructions of the gear manufacturer made available on the website of the manufacturer. If you have problems with your gear system, contact your Ca Go dealer.

 **Warning**

For your own safety, bring your newly purchased CS to your Ca Go dealer for its first inspection after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of use or four to six weeks, at the very latest, however, after three months.

## Multi-speed hubs (internal gear hubs)

The gears (Fig. 116) serve to adjust the gear ratio to the terrain you are riding on and the desired speed. A low gear allows you to climb steep hills with moderate pedalling force. You must, however, pedal at a faster pace. High gears are for riding downhill. Every turn of the pedals takes you many metres forward at correspondingly high speed.



Fig. 116



### Warning

Start by practising shifting gears without cargo and passengers in an area free of traffic until you are familiar with the functioning.



### Notice

Do not pull the disc brake lever with a removed wheel and make sure to mount the safety locks when removing the wheel.



### Safety instructions

Read in any case the possibly enclosed operating instructions of the gear manufacturer and make yourself familiar with the operation before you set off for the first time. You find more information at <https://enviolo.com>

## Operation and control

Adjusting multi-speed hubs is a job for an experienced mechanic. If you want to try it by yourself, also observe the operating instructions of the gear manufacturer made available on the website of the manufacturer. If you have problems with your gear system, contact your Ca Go dealer.



### **Warning**

Start by practising shifting gears without cargo and passengers in an area free of traffic until you are familiar with the functioning.



### **Safety instructions**

Read in any case the possibly enclosed operating instructions of the gear manufacturer and make yourself familiar with the operation before you set off for the first time. You find more information at <https://enviolo.com>

## Checking and readjusting

Your enviolo internal gear hub requires only little maintenance and need not be adjusted very often. Check the chain or belt tension, in particular when removing and mounting wheels and read in addition the chapter **"Chain – Care and wear"** and/or **"Gates belt drive"**.

If the gear steps do not engage and function trouble-free, even after the control or adjustment, contact your Ca Go dealer.

## Chain – Care and wear

To ensure a long service life of the chain and its noise-free running, it is not the quantity but the distribution and regular application of lubricant that counts. Clean the dirt and oil off your chain with an oily rag from time to time (Fig. 117). Special degreasers are not necessary; they even have a damaging effect.



Fig. 117



Fig. 118

Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links (Fig. 118). Turn the crank and apply the lubricant to the rollers on the inner side of the chain. Once this is done, turn the chain a few more times; then let your CS rest for a few minutes so that the lubricant can disperse. Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.



### Warning

Make sure that the rotors or the brake pads remain clear of lubricants. This would render the brake ineffective!



### Notice

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

Although chains are wearing parts, you can have an influence on its service life. Make sure that the chain is lubricated regularly, especially after riding in the rain. Try to only use gears which run the chain in the straightest line between the sprockets and chainrings and get in the habit of high cadence pedalling.

Chains of derailleur gears are worn out after approx. 1,000 to 4,000 km (600 to 2,400 miles) or 50 to 200 hours of use. Heavily lengthened chains make gear shifting imprecise. Cycling with a worn-out chain also accelerates the wear of the sprockets and chainring. Replacing these components is expensive compared to changing the chain. Therefore, check the condition of the chain at regular intervals.

Your Ca Go dealer has accurate measuring instruments for checking the chain wear (Fig. 119). Replacing the chain should ideally be left to an expert, as this requires special tools. In addition, you need to choose a chain matching your gear system.



Fig. 119



### **Warning**

An improperly joined or heavily worn chain can break and cause an accident.



### **Safety instructions**

When replacing your chain, only use appropriate and suitable original spare parts. Your Ca Go dealer will be pleased to help you.

## Gates belt drive

In the case of the Gates belt drive a carbon drive belt (Fig. 120 and 121) replaces the usual chain. Gates belts can only be combined with internal gear hubs, however not with derailleur gears.



Fig. 120



Fig. 121

## Maintenance and care

Thanks to the carbon fibre surface, the belt remains free of dirt. Therefore, it will do to clean the belt with water, if necessary. The carbon drive belt must or may not be lubricated or oiled.

For more information see the instructions for the Gates belt drive at [www.cogobike.com/en/manuals](http://www.cogobike.com/en/manuals)

## Checking the belt tension

The optimum operation of the Gates belt drive requires the proper tension of the belt. An unusually low tension can make the belt skip and thus affect the performance. Too high a tension of the belt will render the drive system sluggish and unnecessarily increase the wear of the belt and the bearings.

Setting the tension requires specific equipment and experience and is therefore a job for your Ca Go dealer.

If you want to try it nevertheless: The tension can be adjusted with the Gates Carbon Drive™ mobile app or the belt tension gauge (Gates Krikit Gauge).



### **Warning**

Always wear straight-cut trousers and/or use trouser clips or the like. This is to make sure that your trousers do not get caught in the belt.

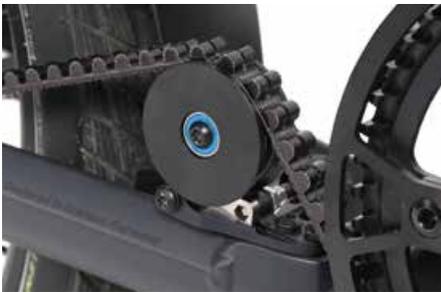


### **Safety instructions**

Contact your Ca Go dealer to have your Gates belt drive checked or re-tensioned. You also find more information at: [www.gatescarbondrive.com](http://www.gatescarbondrive.com)

## **Belt releasing device**

To facilitate removing the rear wheel with an enviolo gear system your CS has a belt releasing device (Fig. 122).



**Fig. 122**

## Releasing the belt

Pull out until stop the locking pin underneath the belt releasing device to release the belt (Fig. 123); hold the locking pin tight as it will otherwise retract automatically.



Fig. 123



Fig. 124

As you hold the locking pin you can pull the tension pulley carefully rearwards, in direction of the rear wheel until the tension pulley snaps rearwards (Fig. 124). Caution: risk of pinching!

After you have pulled the tension pulley rearwards the belt is released (Fig. 125).

Now you can remove the rear wheel of your CS.



Fig. 125

## Tensioning the belt

After you have mounted the rear wheel you can tension the belt of your CS by means of the belt releasing device.

Press the tension pulley firmly towards the front (Fig. 126), in direction of the bottom bracket until the locking pin engages automatically with a click into the locking tab (Fig. 127). Caution: risk of pinching!



**Fig. 126**



**Fig. 127**

Now the belt is re-tensioned (Fig. 128).



**Fig. 128**

## Wheels and tyre equipment

### Tyres, inner tape, rim tape

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

The rider's weight and the luggage as well as bumps are considerable loads for the wheels. Although wheels are manufactured with great care and delivered accurately trued, spokes and nipples can lose a little tension on the first kilometres/miles. Therefore, ask your Ca Go dealer to check and true up the wheels after a short "break-in" period already, i.e. after about 100 to 300 kilometres (60 to 180 miles) or 5 to 15 hours of use.

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

The tyres should provide grip and traction. At the same time, they should run smoothly and absorb minor shocks from the road surface. Both rolling friction and grip depend on the nature of the tyre carcass, the rubber compound and the tyre tread.

If you want to mount a new tyre, you have to take into account the system and the dimension of the previously mounted tyre. You find the indications on the tyre side (Fig. 129 and 130).



Fig. 129



Fig. 130

Your CS is equipped with tyres sized 65 × 406. This means that the tyre is 65 mm wide when fully inflated and has an inner tyre diameter of 406 millimetres. The other size is indicated in inches: 20 × 2.60".

## **Tyre pressure**

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

Tyre pressure for your CS: 2.0–4.0 bar or 30–60 psi

The lower limit of the pressure specification means maximum comfort for light riders and little cargo which is optimal for riding on rough surfaces. As the pressure increases, rolling resistance on level ground is minimized, while comfort decreases. Tyres inflated to maximum pressure are therefore best suited for heavy riders, heavy cargo and for riding on tarred roads.

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



### **Warning**

Are the tyres in good condition and do they have sufficient pressure? 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.

## Valves

Your CS has a Sclaverand valve (also referred to as Presta valve) (Fig. 131). This valve is designed to withstand extremely high pressures.

To inflate the tyres of your CS, you first have to undo the small knurled nut (Fig. 132) a little and depress it carefully until air starts to escape.

Check the fit of the valve body in the stem. If it is not tight, air can leak out. Do not forget to tighten by hand the valve nut after inflating.

The Sclaverand valve can be filled with a specific adapter with the compressed air pump at the petrol station. A compressed air pump must be used very carefully as you may otherwise overinflate your tyre and make it burst.

To let out air, shortly press the knurled nut (Fig. 132).



Fig. 131



Fig. 132

**Warning**

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

**Warning**

Treat your tyres carefully. Never inflate your tyres beyond the maximum permissible pressure. They may otherwise come off the rim or burst during the ride.

**Warning**

If you mount a tyre of another size than the one mounted as standard, it may rub against the mudguard, the suspension fork or other components and sustain damage. This can even lock up the wheel. Ask your Ca Go dealer for advice when buying new tyres.

**Warning**

A higher pressure is absolutely necessary with heavier cargo, 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. Always ride your CS with the prescribed tyre pressure and check the pressure at regular intervals, at least once a week.

## Rim trueness and spoke tension

For the true running of the wheel it is imperative that the tension exerted by the spokes is distributed evenly around the rim. The tension of individual spokes can change when you ride e.g. too fast over a kerb or a nipple comes loose. This brings tensile forces out of balance. The functioning of your CS may be affected even before you notice this irregularity due to wobbling.

Therefore, check the wheels for trueness from time to time: Lift up the wheel and make it rotate with your hand (Fig. 133). Observe the gap between the tyre and the fork or the frame. If the gap varies by more than a millimetre, you should ask your Ca Go dealer to true up the wheel.



Fig. 133

### Notice

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

### Notice

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

## Tyre puncture

In the event of a puncture, contact your Ca Go dealer or a specialist workshop. In particular for the rear wheel removal you need expert knowledge, experience, suitable tools and manual skill. If you still want to perform the repair job yourself, get a proper instruction by an expert first, e.g. a Ca Go dealer.



### Warning

Do not place your CS with hydraulic disc brakes upside down. Air could get into the system. This could render the brake ineffective.



### Caution

Remove the battery and/or the display before removing the front or the rear wheel. Activating the drive system unintentionally bears the risk of injury!



### Caution

Make sure that your CS is securely propped up and cannot tip to the side or slip off the bipod kickstand during wheel removal. Risk of crushing!



### Notice

Do not pull the disc brake lever with a removed wheel and make sure to mount the safety locks when removing the wheel.



### Safety instructions

Before removing a wheel, read the chapter **"How to use quick-releases and thru axles"**. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

## Headset

On your CS the headset connects the fork to the frame and allows the fork to rotate freely.

To ensure that your CS can stabilise itself and ride straight on, the steering area must be able to rotate freely and easily. Shocks caused by uneven road surfaces expose the headset to considerable levels of stress. As a result, it can become loose and go out of correct adjustment.



### Warning

Riding with a loose headset increases the stress on fork and/or the steering mechanism and the bearing itself. The fork and/or parts of the steering mechanism are likely to break as a result.

## Checking and readjusting

Check the headset for play by placing your fingers around the upper head cup (Fig. 134).

Bring your weight to bear on the saddle, pull the front brakes with your other hand and push your CS firmly back and forth with the wheel remaining on the ground.



Fig. 134

If there is play in the bearing, there will be a light jerk and the upper cup gets out of alignment with the lower cup which becomes visible by the slot between the cups.

To check the lower headset cup you can ask a helper to lift up your CS. Alternatively, you can prop up your CS on the bipod kickstand and carry out the check on your own (Fig. 135).

The front wheel must move smoothly from the far left to the far right and back without jerking or locking. With a gentle tap on the handlebar (Fig. 136) the fork and/or the steering mechanism should turn easily from the middle position.



Fig. 135



Fig. 136

If you did not pass the test without problems, contact your Ca Go dealer.

### **Warning**

Check the secure seat of the stem after having adjusted the headset. Do this by taking the front wheel between your legs and trying to twist the handlebar. It must not be possible to twist the stem including handlebar even when high force is applied (up to 70 Nm). Otherwise, a loose stem can cause an accident.

## **Warning**

On your CS, the fork is subjected to significantly more stress than on a normal bicycle. Therefore, check the suspension fork regularly for excess lubricant, dents, cracks and deformations. If you find out defects, contact your Ca Go dealer immediately. Do not ride with a possibly damaged suspension fork.

## **Caution**

Make sure that your CS is securely propped up (Fig. 137) and cannot tip to the side or slip off the bipod kickstand. Risk of crushing!



Fig. 137

## **Safety instructions**

Adjusting the headset requires a certain amount of experience and possibly special tools. Therefore, you should ask your Ca Go dealer to do the adjustment.

## Suspension fork

Your CS is equipped with a suspension fork (Fig. 138). The strain on you and your CS caused by the mechanical shocks are noticeably reduced.



Fig. 138



### Safety instructions

Read the instructions of the suspension fork manufacturer carefully before making any changes to the fork adjustment or doing maintenance work. You find more information at: [www.srsuntour.com](http://www.srsuntour.com)

### Adjusting the spring rate

To work perfectly, the suspension fork has to be adjusted to the weight, the sitting posture and the intended use. The suspension fork should yield by about 10-25 % of its total travel (sag) under the rider's weight.

Be sure to have this adjustment carried out by your Ca Go dealer at the moment of delivery.

If you can hear the fork hit the end of its travel in the terrain or on poor road surfaces, the spring is adjusted too soft. The pressure must be increased.

## Warning

Suspension forks are designed in a way to absorb shocks. If the fork is too rigid and jammed, shocks are undiminished introduced in the frame which is usually not designed for that. If your suspension fork has a lockout mechanism, do not activate the lockout function when riding over rough terrain (but only e.g. on smoothly tarred roads).

## Warning

The suspension fork should be set and adjusted in a way that it does not reach the end of its travel, i.e. bottom out, unless in extreme cases. A spring rate which is too soft (or too low an air pressure) can usually be heard or felt as a "clunk" type noise. This noise is caused by the sudden complete compression of the suspension fork as it reaches bottom out. If the suspension fork frequently reaches bottom out, it will sustain damage over time, and so will the frame.

## Damping and lockout

Damping is adjusted via valves inside. Excessive bobbing of the suspension fork after having ridden over an obstacle is prevented. For long uphill rides involving hard pedalling out of the saddle it is advisable to disable the damping (Fig. 139), if the suspension fork has a lockout mechanism. For downhill rides on uneven ground the lockout mechanism must be opened.



Fig. 139

**Warning**

A too strong damping of the fork can result in a sluggish rebound movement with a suspension fork that will not recover when exposed to a quick series of impacts.

**Warning**

Do not turn any screws in the vague hope they were adjusting devices. You could release the fastening mechanism, thus causing a crash. On the suspension fork of your CS the adjusting devices are marked with "+" (for strong damping/harder suspension) and "-".

**Warning**

When mounting a new front tyre, make sure it has exactly the same dimension/width and is suitable for transportation bikes. If the tyres are not suitable, the front wheel may get jammed.

**Warning**

Do not set off when the suspension fork often bottoms out. This may damage the fork itself and the frame. Do not actuate the lockout function when riding over rough field tracks, but only when riding over smooth terrain (roads, field tracks).

**Safety instructions**

Contact your Ca Go dealer or observe the respective indications in the operating instructions of the suspension fork manufacturer at: [www.srsuntour.com](http://www.srsuntour.com)

## Maintenance

Suspension forks are components of sophisticated design that require regular maintenance and care. This has led almost all suspension fork manufacturers to establish service centres where you can have your fork thoroughly checked and overhauled at regular intervals according to use, e.g. once a year. Have all bolted connections checked regularly by your Ca Go dealer.



### Warning

On your CS, the fork is subjected to significantly more stress than on a normal bicycle. Therefore, check the suspension fork regularly for excess lubricant, dents, cracks and deformations. If you find out defects, contact your Ca Go dealer immediately. Do not ride with a possibly damaged suspension fork.

The following routines are essential for maintenance:

- Make sure the sliding surfaces of the stanchion tubes are absolutely clean.
- Clean the fork, if soiled, with water and a soft sponge.

- After washing your CS, spray the stanchion tubes of the suspension fork with a little grease spray approved by the suspension fork manufacturer or apply a very thin film of hydraulic oil. Compress the fork several times and wipe off excess lubricant with a clean rag before you set off for your next ride.
- Do not use a steam jet (Fig. 140) or aggressive cleaning agents for cleaning! Ask your Ca Go dealer for suitable agents.



**Fig. 140**

- Suspension forks of your CS with air spring have to be checked regularly for air pressure, as the air escapes over time.



### **Safety instructions**

Suspension elements are of sophisticated design. The maintenance work and above all the disassembly of the suspension elements are jobs best left to your Ca Go dealer.



### **Safety instructions**

Have your CS with suspension fork serviced once a year at least. Your Ca Go dealer will send it in to a service centre of the fork manufacturer, if necessary.

## Lighting system

We recommend that you leave the 'constant light' option activated; it has been set by us in the factory. If you wish, you can also switch the light of your CS on and off from the display. To do this, your bike needs to be programmed accordingly by your Ca Go dealer. If the 'constant light' option cannot be activated, you can switch the lights on and off on the control element of your CS (Fig. 141).



Fig. 141

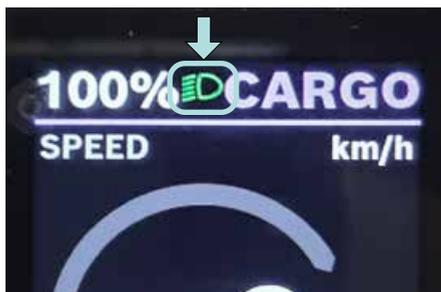


Fig. 142

When the lights are switched on, the light symbol is activated on the display (Fig. 142). Switching the lighting system on and off will not affect the display's background light.

The front light must be adjusted so that it does not blind other road users. Clean the reflectors and lights of the lighting system at regular intervals. This can be done using warm water and dish washing liquid.

### **Warning**

An incomplete or inoperative lighting system is not only against the law, it is also a hazard to your life. Cyclists riding in the dark without a light are liable to be overlooked and at risk of getting involved in serious accidents!

## Things worth knowing about your CS

### Cycling helmets and glasses

Cycling helmets are highly recommended. Your Ca Go dealer has a variety of styles and sizes.

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



#### **Warning**

Never without a helmet and glasses! But remember that even the safest helmet is useless unless it fits properly and is correctly adjusted and fastened.

Apart from a cycling helmet and suitable clothing, cycling glasses are absolutely essential when you set off on your CS.

They do not only protect your eyes from the sun and the wind, but also keep out flies and other impurities that may impede your vision when they fly into your eyes. Your Ca Go dealer has a wide range of cycling glasses available and will be pleased to advise you!

## Clothing



### Warning

Never ride with wide-cut trousers or skirts that might get caught in the spokes, chain/belt or chainrings/belt drive sprockets. If necessary, use suitable clips or straps for protection (Fig. 143).



Fig. 143



### Warning

For increased visibility to other road users be sure to wear bright-coloured clothing! Reflecting material on the clothing helps you to be seen better at dusk or in darkness.

## Pedals and shoes

Cycling shoes should be made of solid material to provide firm support for your feet. In addition, they should have a stiff sole so that the pedal cannot press through. The heel area should not be too wide; otherwise you will not be able to adopt a natural foot position.

Special cycling shoes are obligatory if your CS is equipped with clipless pedals (Fig. 144).



### Warning

If you equip your CS with clipless pedals, observe the instructions of the manufacturer and your Ca Go dealer. Make yourself familiar with them separately. Also observe the specific warnings and safety instructions.



Fig. 144

With these shoes small cleats are integrated into the sole which provide a firm hold on the pedal and yet at least satisfactory walking characteristics.

**Warning**

Make sure that the fastening bolts of the cleats are properly tightened. If they are loose, disengaging your shoe from the pedal is nearly impossible.

**Warning**

Taking up the pedals, engaging and disengaging the shoes should first be practised in stationary. Later you can refine your technique in a place free of traffic.

**Warning**

Only ride with a pedal system allowing you to engage and disengage smoothly. A defective pedal or a badly worn cleat can make the shoe disengage from the pedal. In some cases, it may be difficult or impossible to disengage.

**Warning**

Make sure pedals and shoe soles are always clear of mud and other impurities and grease the lock-in mechanism with lubricant at regular intervals.

**Warning**

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.

**Safety instructions**

Read the instructions of the pedal manufacturer carefully and have yourself informed about the different shoe models by your Ca Go dealer.

## Accessories

In purchasing this CS you laid the foundation for many years and miles of enjoyable cycling. Whatever you are planning to do with your bike, be sure to have proper equipment and to keep a few tips in mind. Your Ca Go dealer has a variety of useful accessories on offer enhancing both your safety and convenience.

You can equip your CS with various accessories. However, make sure that the requirements of the road vehicles regulations in your country, of the BS EN standard 15194, the DIN 79010 and of the guidelines for the parts replacement are observed. Any retrofitted part must be compatible with your CS. Ask your Ca Go dealer for advice.



### Warning

Improper accessories may change the characteristics of your CS and even cause an accident. Therefore, always contact your Ca Go dealer before mounting any accessories and strictly observe the notes on the intended use of the CS and the notes in the "Guidelines for the parts replacement on CE marked e-bikes / EPACs / EAPCs with 250 watts and a pedal assist of up to 25 kmh (15.5 mph)" in the chapter "**Guidelines**".



### Safety instructions

Retrofitted accessories, such as mudguards, pannier racks etc. can impair the functioning of your CS. Always ask your Ca Go dealer before mounting accessories of any kind to your CS.



### Safety instructions

Before buying any additional bells, horns or lighting accessories, inform yourself thoroughly whether they are permitted and tested and accordingly approved for use on public roads. Make sure additional battery/accumulator-powered lamps are marked with the wavy line and the letter "K".

## Bicycle locks

Do not forget to take a high quality D-, folding or chain lock with you on your ride. The only way to effectively protect your CS against theft is to lock it to an immovable object.



### Safety instructions

If your CS is stolen, it can be identified by the frame number and the scannable code. The documentation you receive with your CS contains a section where you can enter the frame number. You find the frame number embossed on the side of the motor housing (Fig. 145).



Fig. 145



### Notice

BOSCH's ConnectModule provides additional functions, among other things an alarm function. For more information see the system instructions of the drive system manufacturer BOSCH at [www.bosch-ebike.com](http://www.bosch-ebike.com)

## Puncture kit

The most important accessories for a successful ride or cycle tour are a tyre pump, a small tool kit and possibly your mobile phone (Fig. 146). The tool kit should include two plastic tyre levers, the most commonly used Allen keys, an inner tube, a tyre repair kit, if necessary, and a little cash. In this way you will be well prepared in the event of a puncture or some other mishap.



Fig. 146

## BOSCH Kiox display

Some CS models are equipped with the Kiox display from BOSCH (Fig. 147).

To switch the electric system on, press the On/Off button on your control element. To switch it off, press and hold the same button until the system has switched off.

For more information see the instructions of your Kiox display at [www.cagobike.com/en/manuals](http://www.cagobike.com/en/manuals)

## Centre rack (cargo area front bottom)

The centre rack (Fig. 148) provides storage space and, thanks to the low centre of gravity between the wheels, also ensures extremely controllable and manoeuvrable handling, both when loaded and unloaded.



Fig. 147



Fig. 148

The centre rack can be removed, if necessary, e.g. for transport of your CS. The steps necessary for this are described on the following pages.

## Removing the centre rack

Park your CS on the bipod kickstand, make sure it is stable and switch off the drive system of your CS.

First loosen the five Torx screws and remove the screws together with the washers of the centre rack positioned in a line along the down tube (2 screws vertically (Fig. 149), 3 screws horizontally (Fig. 150)). Put the screws and the washers aside.



Fig. 149



Fig. 150

Remove the adapter holder positioned under the battery subsequently. To do this, undo the two lower, adjacent bolts on the adapter holder first (Fig. 151). Be sure to keep hold of the respective nut. Put these bolts and nuts also aside (Fig. 152).



Fig. 151



Fig. 152

Undo the two upper, vertical bolts on the frame subsequently (Fig. 153). Make sure to keep hold of the adapter when undoing the last bolt to prevent it from dropping (Fig. 154). Put the bolts and the adapter aside.

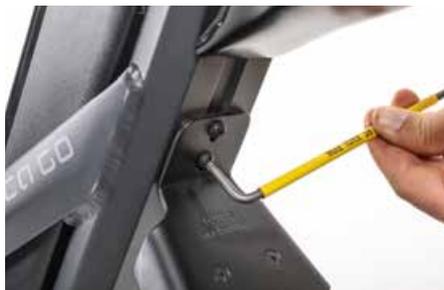


Fig. 153



Fig. 154

Loosen then both upper, vertical bolts on the down tube (Fig. 155) (in direction of the front wheel), remove them and put them aside.

Now you can carefully remove the centre rack (Fig. 156).



Fig. 155



Fig. 156

## Mounting the centre rack

Position the centre rack carefully centrally on the down tube in a way that the front fastening is in contact with the down tube (in direction of the front wheel) (Fig. 157).

Insert the two upper, vertical bolts together with the washers into the down tube (in direction of the front wheel) and tighten the bolts to the indicated torque of 5 Nm (Fig. 158).



Fig. 157



Fig. 158

Position the adapter holder on the upper end of the centre rack (Fig. 159) and slightly turn in the two upper, vertical bolts of the adapter holder on the frame (Fig. 160). Do not yet tighten these two bolts.



Fig. 159



Fig. 160

Connect the adapter holder to the centre rack (Fig. 161), slightly turn in the two adjacent bolts of the adapter holder on the centre rack (Fig. 162) and keep hold of the nuts. Do not yet tighten these two bolts.



Fig. 161



Fig. 162

Then tighten the 5 Torx screws in the centre rack positioned on a line along the down tube.

First tighten the 2 vertical bolts (Fig. 163) to a torque of 2.5 Nm, subsequently the 3 horizontal bolts (Fig. 164) to a torque of 5 Nm.



Fig. 163



Fig. 164

Finish by tightening the two upper, vertical bolts on the frame on the adapter holder to the indicated torque of 5 Nm (Fig. 165).



Fig. 165



### **Warning**

Finally, check that the centre rack is secure by carefully trying to move it back and forth. If the centre rack is not properly fixed, realign it if necessary and tighten the bolts carefully. Do not set off if the centre rack or other components are not securely fastened. An incorrectly mounted centre rack can lead to serious accidents! If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.

## Transport of your CS

### Transport by car

Due to its length and weight, your CS can presumably not be transported on a conventional bicycle carrier on or in a car.



#### **Safety instructions**

Be sure to always read the operating instructions for the bicycle carrier and adhere to the permitted length of the bicycle to be transported, the permitted payload and the recommended or even prescribed maximum speed of the vehicle. Also observe, if necessary, the maximum drawbar load of the towing device as well as the wheelbase of your CS (1.486 m).

If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.



#### **Warning**

Make sure that no parts (transport boxes, child seats, etc.) are installed that could come loose while transporting the CS.



#### **Warning**

Check whether your CS is properly fastened before and at regular intervals during the ride. If the fastening comes loose, there is a risk that your CS will sustain damage and possibly even jeopardise the safety of yourself and other road users.



#### **Caution**

Your CS is significantly heavier and larger than a conventional bicycle or EPAC. Ask someone to help you when you have to lift your CS. Make sure that you lift without straining your back.

**Caution**

To avoid injuries during lifting, use an access ramp to transport your CS onto or into a means of transport (e.g. motor vehicle or trailer).

**Notice**

Pull the brake levers and secure them with a strong elastic strap to prevent your CS from rolling.

**Transport on trains**

In cities the regulations for taking bicycles by public transport differ. There are e.g. some places where you are only allowed to travel with your CS during off-peak hours and with an additional bicycle ticket. Inform yourself in time about the regulations of transport before you start the trip!

In some countries regional trains have special spaces for the storage of your CS and other things. This is an option to take your CS 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 CS with you.

**Caution**

You can remove the battery for an easier boarding and disembarking.

**Caution**

Remove, if necessary, heavy or bulky pannier bags and luggage for an easier boarding and disembarking of the train.



## **Safety instructions**

Inform yourself in good time from the company you want to travel with whether it is even possible to transport your CS and, if so, what conditions apply.

### **Transport on airplanes**

Lithium-ion batteries are usually not allowed for transport on airplanes as they are deemed dangerous goods. Most airlines refuse to take them on board.

If you intend to take your CS by plane or to dispatch it by a forwarding agent, you have to observe particular packing and labelling requirements for rechargeable batteries which are considered as hazardous goods. Contact the airline, an expert for hazardous items or the forwarding agent in time.



## **Safety instructions**

Contact the airline with which you intend to travel in time and inform yourself about conditions and possibilities of taking your CS with you.

## General notes on care

### Service and maintenance of your CS

Your Ca Go dealer will have assembled and adjusted your CS ready for use when you come to collect it. Nevertheless, you have to service your CS regularly and have your Ca Go dealer do the scheduled maintenance work. This is the only way to ensure the durable functioning of all components.

A first inspection is already due after 100 to 300 kilometres (60 to 180 miles) or 5 to 15 hours of use and/or four to six weeks, at the very latest, however, after three months. Your CS must be serviced, because in this initial "break-in" period, safety-relevant bolted connections and spokes can slightly lose tension or gears may go out of adjustment. This "break-in period" is unavoidable.

Therefore, make an appointment with your Ca Go dealer to have your new CS inspected. The first inspection is very important for both functioning and durability of your CS.



#### Caution

Remove the rechargeable battery (Fig. 166) and/or the display before doing any work on your CS (e.g. servicing, repairs, assembly, maintenance, work on your drive etc.). Activating the drive system unintentionally bears the risk of injury!



Fig. 166

### Notice

Keep in mind that the battery of your CS shows signs of wear over the years. This results in a continuous reduction of the battery's capacity and in a reduced range compared to its state as new. After a certain period of time the battery even needs to be replaced.

### Notice

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 due to the mid-mounted motor/drive unit of your CS to the chain and the sprockets.

### Notice

Internal gear hubs must be maintained regularly. Observe the intervals in the chapter **"Service and maintenance schedule"**.

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

After the "break-in" period you should have your CS serviced regularly by your Ca Go dealer. If you ride often on poor road surfaces and with adverse weather conditions, the time between the service intervals will shorten according to the harder use.

Also check regularly that the mounts and surfaces of accessory parts, in particular of the child seats and the seat belts, of your CS, are in sound condition. This is the only way to guarantee the safe transportation of people and goods.

The off-season during the winter months is a very good time to take your CS to your Ca Go dealer for the strongly recommended, comprehensive annual inspection, as they will have plenty of time for you and your CS.

If in case of a repair no original spare parts are available, observe the "Guidelines for the parts replacement on CE marked e-bikes / EPACs / EAPCs with 250 watts and a pedal assist of up to 25 kmh (15.5 mph)". You find the in the chapter "**Guidelines**". In case of inquiries contact your Ca Go dealer.

**Warning**

Inspections and repairs should be carried out by your Ca Go dealer or a specialist workshop. If you have your CS serviced by anyone else than an expert, you run the risk that parts of your CS will fail. If you nevertheless want to try it by yourself, restrict yourself to work for which you have the necessary expert knowledge and suitable tools, e.g. a torque wrench including bits.

**Warning**

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 CS. Furthermore, the CE marking and your warranty will become null and void.

**Warning**

Do not place your CS with hydraulic disc brakes upside down. Air could get into the system. When turning the transportation bike upside down the add-on parts, in particular those of the handlebar, may sustain damage. This can render the brakes ineffective.

**Caution**

Do not touch in or on rotating wheels or disc brakes during the ride or servicing. Risk of injury!

**Caution**

Do not reach between chain and cassette sprockets during servicing and repair of the chain and the cassette sprockets with the chainguard removed. Risk of injury!

## Notice

A rechargeable battery that has reached the end of its service life must not be disposed of with normal household rubbish (Fig. 167). Bring the rechargeable battery instead to the dealer, where you buy your new one. For more information see the system instructions of the drive system manufacturer BOSCH. Contact your Ca Go dealer.



Fig. 167

## Safety instructions

If repairs are necessary but no original spare parts are available, observe the "Guidelines for the parts replacement on CE marked e-bikes / EPACs / EAPCs with 250 watts and a pedal assist of up to 25 kmh (15.5 mph)" in the chapter "**Guidelines**".

## Safety instructions

For your own safety, bring your newly purchased CS to your Ca Go dealer for its first inspection after 100 to 300 kilometres (60 to 180 miles), 5 to 15 hours of use or four to six weeks, at the very latest, however, after three months.

## Safety instructions

Note and follow the instructions given in the chapters on service and maintenance of the system instructions of the drive system manufacturer BOSCH.

## Cleaning and caring for your CS

Dried sweat, dirt and salt from riding during the winter can harm your CS. You should therefore make it a habit of cleaning all components at regular intervals.

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

A much more gentle way of cleaning is with a low pressure water jet or a bucket of water and a sponge or a large brush. Cleaning it by hand has another positive side-effect: you may discover defects in the paint as well as worn or defective components at an early stage.

Inspect the chain after you have finished cleaning and oil it (see the chapter "**Chain – Care and wear**").

Apply some customary hard wax on painted, metallic and carbon surfaces. Polish after drying.



### Warning

While cleaning watch out for cracks, scratches, dents as well as bent or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are not absolutely sure or have any inquiries, contact your Ca Go dealer.



### Warning

Keep the brake pads and the rotors free of cleaning agents and chain oil. This could render the brake ineffective (see the chapter "**Brake system**")! Keep clamp areas made of carbon free of grease and oil. Once greased carbon fibre components may never again be clamped reliably!

**Warning**

The individual drive components can be cleaned with a soft cloth and commercial neutral detergents or moistened with water, but do not use excessive water. The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The penetration of water into the electrics or the drive system can destroy the devices. Risk of explosion!

**Notice**

Only use petroleum-based solvents for cleaning tough oil or grease stains from paint surfaces. Never use degreasing agents containing acetone, methyl chloride or the like, or solvent-containing, non-neutral or chemical cleaning agents that could attack the surface!

**Notice**

When caring for and cleaning your CS, make sure to protect the environment. Therefore, use biodegradable cleaning agents where possible for care and cleaning. Make sure that cleaning agents do not enter the sewage system.

## Storing your CS

If you regularly service your CS during the season, you will not need to take any special measures when storing it for a short time, apart from securing it against theft. It is advisable to store it in a dry and airy place.

There are some things to bear in mind, when parking your CS for a longer period of time, e.g. over the winter months:

### Checking the tyres

Inflated tubes tend to gradually lose air when the bicycle is not used for a long time. If your CS is left standing on flat tyres for a longer period of time, the tyre structure can suffer from damage. Therefore, hang up the wheels or, if possible, the entire CS or check the tyre pressure regularly.

### Preventing corrosion

Clean your CS and protect it against corrosion. Your Ca Go dealer offers a variety of care products, such as spray wax etc.

### Letting it dry

Dismount the seat post and let dry possibly penetrated humidity. Spray atomized oil into the seat tube exclusively in the case of metal frames.

### Relaxing the cables

Shift to the smallest sprocket in the rear. This relaxes both cables and springs.



### Notice

Batteries also need care during the storage period. Therefore observe the chapter **"Safe handling of the rechargeable battery"**.



### Safety instructions

There is usually minimal waiting time for repairs and servicing at your Ca Go dealer during the winter months. In addition, many dealers offer annual checks at a special price. Use the off-season to take your CS to your Ca Go dealer for inspection!

## Service and maintenance schedule

After the “break-in” period you should have your CS serviced every 2,000 km (1,200 miles) by your Ca Go dealer.

If you consistently ride more or if you ride a great deal on poor road surfaces and/or carry heavy goods/passengers, the maintenance periods will shorten accordingly.

Component	What to do	Before every ride	Monthly	Every 2,000 km (1,200 mile) but once a year at least	Other intervals
Lighting	Check function	■			
Tyres	Check pressure	■			
	Check tread and side walls		■		
Brake cables/pads/hoses	Visual inspection		■		
Brakes (disc brakes)	Check lever travel, brake pad thickness, tightness, test brakes in standing	■			
	Replace brake liquid (DOT-liquids)			×	
enviolo internal gear hub	Maintenance				× At least every 2 years or every 5,000 km (3,100 miles)
Suspension fork	Check bolts			×	
	All-inclusive service			×	

<b>Component</b>	<b>What to do</b>	<b>Before every ride</b>	<b>Monthly</b>	<b>Every 2,000 km (1,200 mile) but once a year at least</b>	<b>Other intervals</b>
Bottom bracket	Check for bearing play		■		
	Dismount and regrease (cups)			×	
Chain	Check and grease, if necessary	■			
	Check wear, replace, if necessary				✕ As of 1,000 km (600 miles) or 50 hours of use
Crank	Check or retighten, (with a torque wrench)		■		
Painted/ anodised surfaces	Polish				■ At least every 6 months
Wheels/ spokes	Check for trueness and tension		■		
	True or retension				✕ If necessary
Handlebar and stem	Check and replace, if necessary				✕ Every 2 years at the latest
Headset	Check for bearing play		■		
	Regrease			×	
Metal surfaces	Polish (except: rotors)				■ At least every 6 months
Hubs	Check for bearing play		■		
	Regrease			×	

Component	What to do	Before every ride	Monthly	Every 2,000 km (1,200 mile) but once a year at least	Other intervals
Pedals (all)	Check for bearing play		■		
Pedals (clipless)	Clean and grease locking mechanism		■		
Seat post	Service			×	
Seat post/ stem	Check bolts		■		
	Disassemble and regrease carbon: new assembly paste (no grease!)			×	
Rear derailleur	Clean and grease		■		
Quick-release/ thru axle	Check seat	■			
Bolts and nuts	Check or retighten, (with a torque wrench)		■		
Valves	Check seat	■			
Cables gears/ brakes	Dismount and regrease			×	

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

Jobs marked × are best left to your Ca Go dealer.

## Recommended torque values

All bolted connections of your CS components have to be tightened carefully and checked regularly to ensure its safe and reliable operation.

This is best done with a torque wrench that disengages as soon as the desired torque value is reached or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Do not exceed the maximum torque value indicated by the manufacturer!

Component		Description bolt	Torque
Front wheel	Thru axle	Axle, M15×1.5 Allen bolt 6	10 Nm
	Rear wheel	Enviolo axle bolts (2 pcs.)	M6×55 Allen bolt 5
	Thru axle (derailleur gears)	Axle, M12×1	20 Nm
	Slider Drop Out (2 pcs. per side; tighten lowest bolt first)	M8×18 with derailleur gears	25 Nm
		M8×20 with enviolo internal gear hub	25 Nm
Front light	Lamp holder	Mount to the fork M6×12	5 Nm
	Pivots at the lamp holder	M5 countersunk head and sleeve nut TX25	5 Nm
Cockpit	Stem clamp – angle adjustment	M5×20 Allen bolt 4	6–8 Nm
	Stem clamp at handlebar	M5×20 Allen bolt 4	6– 8 Nm
	BOSCH Remote	M4, Allen bolt 3	1 Nm
	Bell	Plastic bolt, cross recess	1 Nm
	Shifter	M5, Allen bolt 4	5 Nm
	Brake lever	Magura bolt Ø5, TX25	4 Nm

<b>Component</b>		<b>Description bolt</b>	<b>Torque</b>
Pedals	Crank set	Crank bolt, Allen bolt 8	50 Nm
	Pedals	9/16", observe right/left-hand thread! SW 15/Allen bolt 6	30 Nm
Saddle	Clamp bolts (2 pcs.)	M6×25, Allen bolt 5	–
Bipod kickstand	2 x central fixing bolts	M8×25, Allen bolt 6, self-locking nuts	20 Nm
Front rack	Front (2 pcs.)	M6×25, TX30	8 Nm
	Central from the top (4 pcs.)	M5×20, TX25	5 Nm
	"Rear clamp (2 pcs. respectively)"	M5×18, Allen bolt 4	5 Nm
		M6×12, Allen bolt 5	8 Nm
Centre rack	Front (2 pcs.)	M5×20, raised countersunk head TX25	5 Nm
	Front, plate on frame (2 pcs.)	M5×20, countersunk head, Allen bolt 3	2.5 Nm
	Bottom (3 pcs.)	M5×20, cylinder head, Allen bolt 4	5 Nm
	Rear (2 pcs.)	M5×20, raised countersunk head TX25	5 Nm
Rear rack	Front (2 pcs.)	M6×20, Allen bolt 5	8 Nm
	Rear (2 pcs.)	M6×20, Allen bolt 5	8 Nm
	QL3.1 interface (6 pcs.)	countersunk head M5×25, Allen bolt 3	4 Nm*

\* Bolt already provided with locktight by the manufacturer



## **Warning**

Observe the manufacturer's specifications and the torque values imprinted on the component.

# Guidelines

## Guidelines for the parts replacement on CE marked e-bikes / EPACs / EAPCs with 250 watts and a pedal assist of up to 25 kmh (15.5 mph)

CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4
<p>Parts that may only be replaced after the vehicle manufacturer/system provider has given approval</p> <ul style="list-style-type: none"> <li>&gt; Motor</li> <li>&gt; Sensors</li> <li>&gt; Electronic control unit</li> <li>&gt; Electric cables</li> <li>&gt; Control unit on the handlebar</li> <li>&gt; Display</li> <li>&gt; Battery pack</li> <li>&gt; Charger</li> </ul> <p>Parts that may only be replaced the vehicle manufacturer has given approval</p> <ul style="list-style-type: none"> <li>&gt; Frame</li> <li>&gt; Rear shock</li> <li>&gt; Rigid and suspension fork</li> <li>&gt; Wheel for hub motor</li> <li>&gt; Brake system</li> <li>&gt; Brake pads (rim brakes)</li> <li>&gt; Luggage carrier (Luggage carriers directly affect the load distribution on the bicycle, both negative and positive modifications potentially result in riding behaviour that differs from that implied by the manufacturer)</li> </ul> <p>Translation and layout: Zedler Institut www.zedler.de As of: 05/2023</p>	<p>Parts that may be replaced after the vehicle or parts manufacturer has given approval*</p> <ul style="list-style-type: none"> <li>&gt; Crank arms (Provided that both the length (centre of axle mount – centre of pedal thread) as well as the distance crank arms – frame centre (Q-factor) are observed)</li> <li>&gt; Wheel without hub motor (Provided that the ETRTO is observed)</li> <li>&gt; Chain/ Toothed belt (Provided that the original width is observed)</li> <li>&gt; Rim tape (Rim tapes and rims must be compatible. Modified combinations may result in rim laps/slipping and thus in defective inner tubes)</li> <li>&gt; Tyres (The stronger acceleration, the additional weight and the more dynamic cornering require the use of tyres and ETRTO is essential)</li> <li>&gt; Brake cables / Brake hoses</li> <li>&gt; 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 and may potentially lead to critical steering properties)</li> <li>&gt; Saddle and seat post unit (Provided that the offset to the original field of use, in the case of a suspension seat post this applies when the cyclist adopts the typical riding position. In this case, as well as a modified load distribution beyond the intended adjustment range may lead to critical steering properties. The length of the saddle rails at the saddle frame as well as the saddle form are also an issue)</li> <li>&gt; Headlights (Headlights are designed for a specific voltage which must be compatible with the rechargeable battery of the vehicles. In addition, the electromagnetic compatibility (EMC) must be ensured. The headlight may be responsible for a part of the potential disturbances)</li> </ul> <p>* Note: Approval can only be given by the component manufacturer, if the component was tested sufficiently according to EN 15194 and if the respective standards in accordance with EN 15194-2 Annex A was made.</p>	<p>Parts that do not require specific approval</p> <ul style="list-style-type: none"> <li>&gt; Headset</li> <li>&gt; Bottom bracket</li> <li>&gt; Pedals (Provided that the pedals is not wider than the series/original pedal)</li> <li>&gt; Rear derailleur</li> <li>&gt; Rear derailleurs (All gear change parts must be suitable for the number of gears and compatible with one another)</li> <li>&gt; Shifters / Twist grip</li> <li>&gt; Cables and housings</li> <li>&gt; Chainwheels / Belt sprockets / Cassette sprockets (Provided that the number of teeth and the diameter is identical to the series/original field of use)</li> <li>&gt; Chainguard</li> <li>&gt; Mudguards (Provided that the width is not less than 10 mm (the clearance to the tyre is 10 mm at least)</li> <li>&gt; Spokes</li> <li>&gt; Inner tube of identical design and with identical valve</li> <li>&gt; Dynamo</li> <li>&gt; Battery/rechargeable battery-operated headlights (Only, if provided with a K number)</li> <li>&gt; Rear light (Dynamically operated or powered by rechargeable e-bike battery)</li> <li>&gt; Reflector</li> <li>&gt; Spoke reflector</li> <li>&gt; Kickstand</li> <li>&gt; Grips with screw clamps</li> <li>&gt; Bell</li> </ul>	<p>Special notes for mounting accessories</p> <ul style="list-style-type: none"> <li>&gt; Bar ends are permissible, provided that they are mounted appropriately towards the front (The load distribution must not be modified severely)</li> <li>&gt; Rear-view mirrors are permissible.</li> <li>&gt; In Germany, additional battery/rechargeable battery-operated headlights with K-number (test certificate) are permissible according to section 67 of the German road traffic licensing regulations. (Inform yourself about the legislation in your country).</li> <li>&gt; Trailers are only permissible after approval by the vehicle manufacturer.</li> <li>&gt; Child seats are only permissible after approval by the vehicle manufacturer.</li> <li>&gt; Front baskets are to be considered critical due to the undefined load distribution. Permissible after approval by the vehicle manufacturer only.</li> <li>&gt; Pannier bags and top cases are permissible.</li> <li>&gt; The permissible total weight, the maximum loading of the luggage carrier and a correct load distribution have to be observed.</li> <li>&gt; Permanently mounted weather protection devices are only permissible after approval by the vehicle manufacturer.</li> <li>&gt; Front and rear luggage carriers are only permissible after approval by the vehicle manufacturer.</li> </ul>

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

**!** This is the translation of the original guidelines issued by ZIV, VSE BIV (German umbrella organization for the German e-bike industry) and Velotech in cooperation with Zedler-Institut, updated in 2023. In the event of any misunderstandings, the original German version (Leitfaden für den Bauteiltausch bei CE-gelennzeichneten E-Bikes/Pedelecs mit 250 Watt und einer Treuenleistung bis 25 km/h) shall be applicable.

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# Risks related to e-bike 25 (15.5) / EPAC / EAPC tuning

<p>E-bikes 25 (15.5)/EPACs/EAPCs are limited to a continuous rated power of 250 watts and a maximum design speed through electrical pedal assistance of 25 kmh (15.5 mph). <b>In this case only they are equivalent to bicycles in terms of road traffic law (section 63a (2) of the German road traffic licensing regulations (inform yourself about the legislation in your country).</b></p> <p>Raising the output and/or the maximum design speed beyond this limit will result in the fact that the bicycle becomes a motor vehicle.</p> <p><i>Translation and layout: Zedler-Institut www.zedler.de At: 01.03.2023</i></p>	<p><b>The consequences are as follows*:</b></p> <ul style="list-style-type: none"> <li>&gt; Subject to compulsory type approval</li> <li>&gt; Subject to compulsory driving licence (class depends on maximum speed)</li> <li>&gt; Subject to compulsory insurance (insurance tag)</li> <li>&gt; Helmet compulsory</li> <li>&gt; Using cycle lanes not permissible</li> <li>&gt; Proof of fatigue strength for all safety-relevant components must be submitted</li> </ul> <p><b>Possible legal consequences in case of tuning for users*:</b></p> <ul style="list-style-type: none"> <li>&gt; Administrative offence and penalty</li> <li>&gt; Criminal offence (section 21 of StVG (German Road Traffic Act): "Riding without driving licence"; section 6 of PfVG (Law on compulsory insurance for motor vehicle holders); "Driving without insurance protection")</li> <li>&gt; <b>Caution: in the event of repetition, possibly entry in your criminal record certificate (previously convicted!)</b></li> <li>&gt; Loss of insurance cover (private liability)</li> <li>&gt; Loss of materials defect liability and warranty claims</li> <li>&gt; Loss of driving licence</li> <li>&gt; Regularly, partial responsibility in case of accident</li> </ul> <p><b>Possible legal consequences in case of tuning for retailers*:</b></p> <ul style="list-style-type: none"> <li>&gt; Aiding and abetting of an offence, participating in an administrative offence</li> <li>&gt; Retailer liable for personal and material damage</li> <li>&gt; Loss of business liability insurance cover</li> </ul> <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 alphabetic order):



**⚠ This is the translation of the original guidelines issued by ZIV, VSF and BIV (German umbrella organisation for the German cycle industry guide) in cooperation with velotech.de and Zedler-Institut, updated in 2023. In the event of any misunderstandings, the original German version (Ritiken beim Tuning von E-Bikes 25/Pedelecs) shall be applicable.**

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## Legal requirements for riding on public roads

(Last update: January 2024)

If you use your CS for riding on public roads, it has to be equipped according to the regulations of your country.

In principle, the rules for e-bike and/or transportation bike riders participating in traffic are the same as for motor vehicle drivers. Make yourself familiar with the highway code of your country.



### Safety instructions

For more important information on cycling, see the chapter "**General safety notices**".

## In Great Britain

According to the **Highway Code** in Great Britain your bicycle must be equipped as follows:

### **Lighting, rear lights, reflectors:**

At night your bicycle must have:

- a white front light
- a red rear light
- a red rear reflector
- four amber pedal reflectors (if manufactured after October 1, 1985)

In addition, it should be equipped with:

- a white front reflector
- spoke reflectors
- flashing lights are permitted, a steady front lamp is however recommended

(Law RVLR regs 13, 18 & 24)

It is not required that the prescribed lighting is mounted upon sale of the bicycle. If it is, however, it must comply with these regulations. Bicycles that are only used with good daylight visibility, such as e.g. road racing bicycles, are exempt from the lighting regulations.

### **Brakes**

Every bicycle must be equipped with at least one braking system.

(Laws PCUR regs 6 & 10)

### **Signalling devices**

It is recommended that a bell be equipped.

### **Cycle helmets**

Wearing a cycle helmet which conforms to current regulations in the correct size and securely fastened is recommended.

### **Child transport**

There are no rules as to the transport of children with bicycles.

**Trailers**

Cycle trailers must be equipped with a red rear light as well as a triangular rear reflector with an ECE mark III or IIIA.

**Hand held mobile phones**

Cycling with a hand held mobile phone is not illegal as such. You could, however, commit an offence of "careless riding" or "riding without due care and consideration". For safety reasons, you are strongly advised against using a mobile phone during cycling.

**Other issues**

Using cycle lanes is not compulsory, but can make your journey safer. You must not cycle on a pavement. (Laws HA 1835 sect 72 & R(S)A 1984, sect 129)

**Safety instructions**

For further information see:

[www.direct.gov.uk](http://www.direct.gov.uk)

[www.ctc.org.uk](http://www.ctc.org.uk)

## In Ireland

When using a bicycle on public roads in Ireland it must comply with the **Road Traffic (Lighting of Vehicles) Regulations 1963**. It has to be equipped as follows:

### Lighting, rear lights, reflectors:

- a red rear reflector
- one front light, white or yellow, visible for a reasonable distance
- one rear light, red, visible for a reasonable distance
- where reflectors are fitted in pedals, they must be amber in colour

It is legal to use flashing front and rear lights.

### In addition to lights, a bicycle must also have:

- a bell, which can be heard from a reasonable distance
- front and rear brakes (unless it has one fixed wheel, where it need only have one brake)

Cyclists are legally obliged to keep their bike in good working order. They must cycle with reasonable consideration and be sober enough to control their bike.

## Cycle helmet

Cyclists are not legally obliged to wear a helmet or high-visibility clothing. However, the Road Safety Authority of Ireland recommends that cyclists wear helmet and high-visibility clothing for safety.

## Trailers

To improve visibility of a bicycle trailer, a flag pole should be attached to the rear of the trailer with the flag being approximately the same height with the rider's shoulders/helmet.

Bicycle trailers should meet the European Safety Standard EN 15918:2011 intended for carrying up to two child passengers with the maximum weight permitted being 60 kg.

For overall safety and if travelling in poor lighting conditions then the trailer should display two red lights (one each side of the trailer).

**Child transport**

Children carried on a trailer or in a child seat should wear a helmet, be able to support their head when wearing a helmet and be properly strapped.

**Use of mobile phones**

Cyclists may not use their mobile phone without a hand-free set.

**Other rules**

Riding a bicycle while holding on to another moving vehicle is an offence (Section 100 of the Road Traffic Act 1961).

**Safety instructions**

For further information see:

[https://www.rsa.ie/docs/default-source/road-safety/cyclists/cycle-safety.pdf?sfvrsn=827fdc75\\_2#:~:text=Your%20front%20headlight%20\(6a\)%20must,flashing%20lights%20on%20your%20bike](https://www.rsa.ie/docs/default-source/road-safety/cyclists/cycle-safety.pdf?sfvrsn=827fdc75_2#:~:text=Your%20front%20headlight%20(6a)%20must,flashing%20lights%20on%20your%20bike)

<https://www.citizensinformation.ie/en/travel-and-recreation/cycling/cycling-offences/>

<https://www.citizensinformation.ie/en/travel-and-recreation/cycling/lighting-of-bicycles-in-ireland/>

<https://www.irishstatutebook.ie/eli/1963/si/189/made/en/print>

<https://revisedacts.lawreform.ie/eli/1961/act/24/front/revised/en/html>

[https://www.rsa.ie/docs/default-source/services/s1.8-learner-driver-resources/rules-of-the-road-.pdf?sfvrsn=6d948b39\\_34](https://www.rsa.ie/docs/default-source/services/s1.8-learner-driver-resources/rules-of-the-road-.pdf?sfvrsn=6d948b39_34)

## Liability for material defects

Your CS was manufactured with care and delivered to you by your Ca Go dealer fully mounted.

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

To ensure smooth processing of your complaint, it is necessary to present your proof of purchase (receipt), the service book and the inspection reports. Therefore, keep these documents in a safe place.

To ensure a long service life and good durability of your CS, use it only for its intended purpose (see the chapters **"Before your first ride with the CS"** and **"Intended use"**). Observe the permissible weight specifications indicated on the type plate on your CS or in the service book. If you are in doubt, contact your Ca Go dealer. In addition, be sure to follow the manufacturers' mounting instructions (above all, the torque values of the bolts) as well as the prescribed maintenance schedule.

Observe the checks and routines listed in these original operating instructions, in the system instructions of the drive system manufacturer BOSCH and in any other possibly enclosed instructions (see the chapter **"Service and maintenance schedule"**) as well as the possibly necessary replacement of safety-relevant components, such as handlebar, brakes, etc.



### Safety instructions

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

## **A note on wear**

Some components of your CS are subject to wear due to their function. The rate of wear depends on the care, the maintenance and the way you use the CS (mileage, riding in the rain, dirt, salt, additional cargo, etc.). If your CS is parked frequently or constantly outdoors, it can wear out faster due to weather conditions.

Regular care and maintenance increase the service life. Nevertheless, the parts listed below must be replaced when they reach their limit of wear.

This concerns:

- Rechargeable battery
- Drive chain or belt
- Brake pads
- Brake fluid (DOT)
- Brake discs/rotors
- Brake cables
- Brake cable housings
- Seals of suspension elements
- Rubber grips
- Cables/connectors
- Chainrings
- Steering cables
- Lamps
- Tyres and inner tubes
- Sprockets
- Saddle covering
- Shift cables
- Shift cable housings
- Pulleys
- Lubricants and oil

## Guarantee

The legal statutory warranty applies.

You can find more details on the guarantee on our website:

[www.cagobike.com/en/warranty](http://www.cagobike.com/en/warranty)

Export to the USA and Canada is not permitted (product liability)!

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## Service

If you have questions concerning these original operating instructions, please contact your Ca Go dealer or your Ca Go service team.

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## Technical data

Frame size Compact Cargo Bike with suspension fork

Deactivation of drive support at 25 km/h (15.5 mph)

Power 250W, 36V,

Sound pressure level < 70 dB(A) at ear height of rider

Battery 725 Wh and/or 545 Wh lithium-ion

Length 2.04 m

Width 0.47 m

Wheelbase 1.486 m

Unladen weight (incl. 1 battery) 35.3 kg (CS 100), 37.2 kg (CS 150),

38.9 kg (CS 200)

Maximum permissible overall weight 180 kg

Length cargo area floor 0.70 m

Tyre on front wheel 65-406 (20 × 2.60)

Tyre on rear wheel 65-406 (20 × 2.60)

# EU-Declaration of Conformity

## Translation of the original EC Declaration of Conformity

Manufacturer: CaGo Bike GmbH  
 Address: Am Autobahnkreuz 7  
 56072 Koblenz / Germany  
 Brand: Ca Go  
 Type: EPAC / Pedelec  
 Models: CS100, CS150, CS200  
 Production period: 10-2023 until 09-2024



For the designated products it is confirmed that it complies with the requirements of the following European Directives in force at the time of declaration:

**2014/30/EC** Electromagnetic Compatibility (EMC)

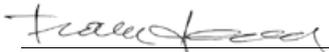
**2006/42/EC** Machinery Directive

The compliance of the product with the directives is demonstrated by compliance with the harmonized and non-harmonized standards:

**DIN EN 15194** 2018-11 Electric power assisted cycles (EPAC)

**DIN ISO 4210** 2015-01 Safety requirements for bicycles

Place: Koblenz  
Date: 30.09.2023

  
Franc Arnold, CEO

  
ppa. Arndt Graeve, CTO

This declaration certifies the compliance with the mentioned guidelines, but does not assure any properties in the sense of the product liability law.



**Published by:**

**Ca Go Bike GmbH**

Am Autobahnkreuz 7

56072 Koblenz

Germany

+49 261 914090-600

info@cagobike.com

www.cagobike.com

Managing directors: Franc Arnold

Company register

Court of record: District Court Koblenz / register no.: HRB 26998 / VAT Id no. DE326206636

Ca Go Bike GmbH reserves the right to change product specifications without prior notice.

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