Owners Manual

For On Bike Share Models

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CHAPTER 1: SAFETY FIRST

Dynamic Bicycles are designed and assembled to meet the highest safety standards. Our bicycles meet or exceed all Consumer Product Safety Commission (CPSC) Requirements for Bicycles as detailed in 16 C.F.R. Part 1512.

Bicycle safety depends greatly on the bicycle operator. Failure to follow these safeguards may result in damage to the bicycle and/or cause personal injury.

FOR YOUR SAFETY...

- **Always wear a helmet**. An unprotected head is highly susceptible to injury, even from the slightest contact, but wearing a helmet that meets the Consumer Product Safety Commission (CPSC) or CE safety testing standards may help prevent injury.
- Make sure that both front and rear brakes are working appropriately. Always use front and rear brakes simultaneously to stop. Do not use front brake only; using the front brake only increases the risk of being thrown off the bicycle and injuring yourself when riding downhill or traveling at a high speed.
- Make regular inspections of your bike. Check to ensure that all screws, nuts, bolts and hardware items (control cables, cranks, forks, pedals, etc) are tightened. Check bicycle frame for any dents or fractures (cracks). Be sure all reflectors are in place. Replace parts that show wear or damage.
- Maintain appropriate tire pressure to avoid hazards due to difficulties in steering, braking or pedaling.
- Do not carry heavy materials or goods. Never carry a passenger on a rear carrier or seated on handlebars, top tube or any other part of the bike.

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- Avoid riding in heavy rain or snow conditions. Rainy and wet weather conditions require special caution to ensure safety in turning, accelerating and stopping.
- Always obey local traffic laws including all traffic signs. When sharing the road with cars, please use caution and follow all generally accepted rules of the road.
- Always use proper hand signals for turning and stopping.
- When riding at night, use proper reflection on bicycle, wear bright or reflective clothing and use lights, if possible, to increase visibility by motorists
- Rider must be able to straddle bicycle with at least one-inch clearance above the top tube when standing.
- Do not use the bicycle for stunt riding and/or jumping.
- Do not use the bicycle for unintended use. Misuse of the bicycle or riding in conditions outside the intended use of this bicycle can result in serious injury and will void all warranty claims. Intended use is defined as riding on designated road surfaces, sidewalks, bike paths or approved bike trails in a smooth manner with both wheels on the ground.
- Never ride after consuming alcohol. Bicycle riding requires balance which is impaired if under the influence of alcohol.
- Eye protection and appropriate cycling clothes are recommended.

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CHAPTER 2: GUIDE TO SAFE OPERATION

MAKE SURE YOUR BICYCLE FITS YOU PROPERLY

The On Bike Share model is made for adults 18 years and older, with a minimum height of 5’0” and a maximum height of 6’5”.

BEFORE EACH RIDE

- Check your helmet and adjust strap. **Always wear a helmet when riding**!
- Check attachment of both wheels and ensure the wheels are straight and spin freely between the brake pads.
- Check your tire inflation.
- Check your brakes to be sure brake pads are properly aligned to wheel rim and not in need of replacement. Also be sure brake lever is properly adjusted (see section above on brake adjustment).
- Check (and adjust as necessary) the shifting mechanism.
- Check your handlebars, stem and bike frame for signs of stress or fatigue. This includes cracks, dents, deformation, or discoloration. If any part shows signs of damage or fatigue, replace the part before riding the bicycle.
- Check for loose screws, nuts and bolts and other parts, such as cranks, shifter, brakes and control cables.
- Clean (and lubricate as necessary) all moving parts that are exposed to the elements such as the grip shift lever, shift control cables, brakes control cables, pedals, and chain.

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WARNING

Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle. The bicycle's warranty is not meant to suggest that the bicycle cannot be broken or will last forever. It only means that the bicycle is covered subject to the terms of the warranty.

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GET TO KNOW YOUR BIKE

1. Frame
2. Front Fork
3. Headset
4. Stem
5. Handlebar
6. Brake Levers
7. Grips
8. Front Fender
9. Front Wheel
    - 9a. Rim
    - 9b. Spokes
    - 9c. Tire/tube
    - 9d. Front Hub
10. Front Brakes
    - 10a. Brake Arms
    - 10b. Brame Pads
    - 10c. Brake Cable
11. Crank Arm
12. Pedal
13. Chain
14. Chainguard
15. Seat Post
16. Seat
17. Rear basket
18. Rear Fender
19. Rear Brakes
    - 19a. Brake Arms
    - 19b. Brame Pads
    - 19c. Brake Cable
20. OnLock (integrated U-lock)
21. U-bar
22. Rear Wheel
    - 22a. Rim
    - 22b. Spokes
    - 22c. Tire/tube
    - 22d. Shimano 7-speed Hub
23. Bell

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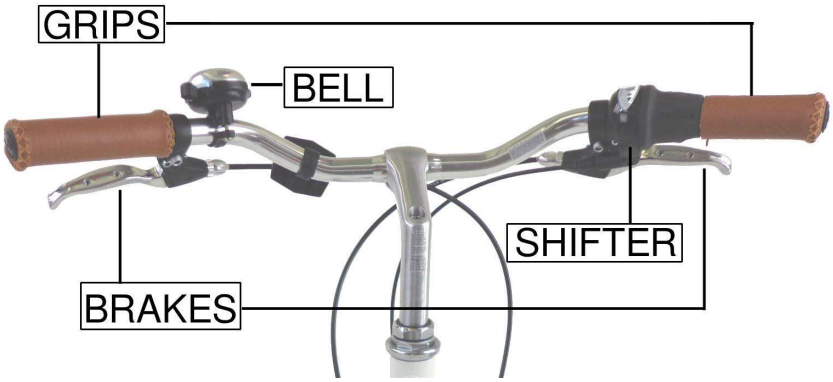
HANDLEBAR COMPONENTS

The handlebar contains the components to control you bicycle, including steering, braking, shifting gears, and using the bell to alert others around you of your presence.

OPERATING THE BRAKES

To use the brakes, with your hands on the grips, use your fingers to squeeze the brake lever inward towards the grips. The lever on your right hand controls the rear brakes; the lever on your left hand controls the front brakes. By squeezing the levers, you actuate the brake arms on either side of the wheel to squeeze on the rim to stop the bicycle.



IMPORTANT: **Use both brakes at the same time**. Practice using the brakes in controlled conditions and at slow speeds to familiarize yourself with the brake's performance. The performance of the brakes are affected by speed, rider weight, wet/slick/muddy road conditions, and the condition of brake pads and rim. Never apply the front brake (left hand) only – this can cause the rider weight to shift forward and potentially force the rider over the handlebars.

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OPERATING THE GEARS

Shifting with internal gears is done using a single twist shifter located on the right side of the bicycle handlebar. To change gears, you twist the shifter forward and backward. The shifter provides a gear indicator identifying the gear you are in at any given time. The gear range on your bike may be from 3-speeds to 7-speeds. When shifting gears, it's always best to plan ahead.

You can shift gears at any time – while pedaling, coasting or even at a complete stop. **If you shift while pedaling, reduce your pressure on the pedals**. **Excessive tension on gears makes shifting difficult and accelerates the wear of the components**. Choose the gear most comfortable for riding conditions. The objective of the gearing is to enable you to maintain a constant rate of pedaling (and pedaling pressure) regardless of the terrain.

Which gear should I be in?
The numerically lowest gear (1) is the easiest to pedal and is intended for climbing hills. The numerically largest gear is for the greatest speed. Shifting from a "lower" gear (like 1) to a higher gear (like 2 or 3) is called an upshift. Shifting from a higher gear (like 7) to a lower gear (like 6 or 5) is called a downshift. It is not necessary to shift gears in sequence. From a stop, select the best "starting gear" for the conditions — a gear which is hard enough for quick acceleration but easy enough to let you start pedaling without straining.

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PRACTICE RIDING YOUR NEW BICYCLE

The features of your bicycle, particularly the rear hub gearing, operate differently than a derailleur system. These features give you better comfort and control, but they also take practice before you can achieve proficiency. Practice at slow speeds first. Before riding fast or in more difficult conditions, practice shifting and learn the function and performance of your bike by riding where there are no obstacles, hazards or other traffic, until you've built up your confidence. Gain comfort with the bike's handling and responsiveness before riding on roads, trails or with automobile traffic.

SHARING THE ROAD

- Wear protective clothing including helmet, eye protection, and gloves. **Always wear a helmet when riding!**
- When sharing the road with automobiles, ride defensively. To motorists, pedestrians, or other bicyclists, you are not as visible as a car. Always watch for hazardous situations, and be ready to stop or take evasive action at all times.
- Use proper hand signals.
- Ride single file when riding with other cyclists.
- Ride on the correct side of the road; never go against traffic.
- Do not ride 'hands off' the handlebars; road imperfections can cause the front wheel to turn unexpectedly.
- Do not ride with loose objects attached to the handlebars, or any other part of the bicycle. They could get caught in the wheel spokes, cause the handlebars to turn unexpectedly, or in other ways cause loss of control.
- Do not carry a person. Standard bicycles are not designed to carry the additional load of a second rider. Also, extra weight makes a bicycle much harder to balance, steer and stop.
- Watch for, and avoid, potholes, drain grates, soft or low shoulders, and other deviations which could cause your wheels to slip or create an impact. When crossing railroad tracks or drain grates, do so carefully at a 90°

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angle. If you are not sure of riding surface conditions, walk your bike.

- Watch the cars you are preparing to pass.
- If a car suddenly enters your lane, or someone unexpectedly opens the door of a parked car, you could be involved in a serious accident. Mount a horn or bell on your bicycle, or carry a whistle and use it to alert others of your presence.
- Be careful when riding in low light conditions. Use proper lighting where appropriate.
- Your bicycle is equipped with a full set of reflectors; keep them clean and in position. As useful as these reflectors are, they do not help you see, nor do they help you be seen unless light is directed on them. Use a working headlight and tail light when you ride in poorly lighted or low visibility conditions.
- Also wear light, bright, and reflective clothing, especially at night, to make yourself more visible. The important thing is to see and be seen. If you do any amount of riding at dusk, at night, or in any poorly lighted conditions, consult your local bicycle dealer to find appropriate products to aid your vision and make you more visible.
- Understand the “Rules of the Road” in your area. In many states, bicycles are subject to the same traffic laws as automobiles.

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CHAPTER 3: ASSEMBLY INSTRUCTIONS

Your new bicycle is 90% factory assembled. **If you are uncomfortable with the final assembly of your bicycle, please contact a local bike shop for assistance.** The final assembly of your bicycle includes:

- Attach Handlebar
- Attach Pedals
- Attach Front Wheel
- Attach Front fender
- Attach Rear basket

You will need the following tools for assembly:

- Cutting tool or knife (for unpacking bike)
- 15mm wrench or adjustable wrench
- 4mm, 5mm, 6mm Allen wrench (included with bike)

ATTACH HANDLEBAR

The handlebar is pre-assembled with brake levers, grips and shifting mechanism attached. All that is required is to attach the handlebar to the bike on stem. When the handlebar is attached properly, the shifting mechanism will be on the right hand side. Also be sure that the brake cables and shift mechanism cable are not twisted or wrapped around stem or handlebar. **All cables should extend forward from the bike in front of the handlebar**.

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For Bikes Using a Threaded (or Quill) Stem:

STEP 1: Insert the handlebars with stem into head tube of frame with handlebars facing forward and all cables extending forward from the bike as shown.
STEP 2: Set stem at desired height. Be sure stem is not extending out of the head tube of the frame above the “Minimum Insertion Point” marked on the side of the stem with a series of small vertical lines.
STEP 3: Remove black rubber cover on the top center of stem (if present) and use a 6mm Allen wrench to tighten the bolt in the top center of stem while keeping the handlebar facing straight forward.
STEP 4: Replace black rubber cover over stem bolt (if included).

ATTACH PEDALS

Although the two pedals supplied with your bike look the same, they are not. Bicycle pedals are threaded to match the left and right crank arms of your bike. The pedals are labeled “L” and “R” on or near the end of the spindle.

STEP 1: Insert the pedal marked “R” into the right crank arm and tighten by turning the pedal axle clockwise.
STEP 2: Insert the pedal marked “L” in the left crank arm and tighten by turning the pedal axle counter-clockwise.

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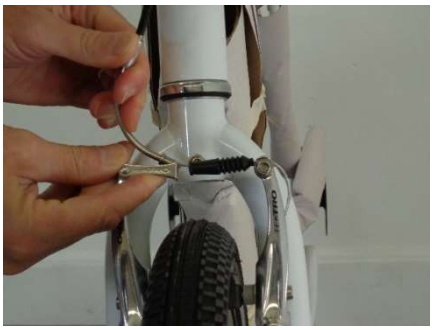
ATTACH FRONT WHEEL

To be ridden safely, the front wheel of your bicycle must be firmly attached to the front fork. The On Bike Share bicycle uses a solid axle with 15mm nuts to secure to the fork dropouts. Insert the wheel into the dropouts to the axle sits fully inside the dropouts at the bottom of the front fork. Tighten the axle nuts on both sides of the wheel, holding the wheel straight between the fork.

ATTACH BRAKES

Attach brakes above front wheel using the rear wheel as a guide when attached.



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INFLATE TIRES

Inflating and maintaining proper tire pressure is critical to safe operation and ensuring maximum efficiency and longevity of a tire's use. Inflate your tires to the air pressure recommended on the tire sidewalls (i.e. 50-85 PSI). Tires offer a range of inflation. When inflating a tire, consider the weight of the rider (and any load). Within the range, higher pressure usually gives the best performance on hard surfaces like pavement, while lower pressure works best for off-road riding. Use a tire gauge to check tire pressure before each ride, as changes in air temperature and riding conditions can affect tire pressure.

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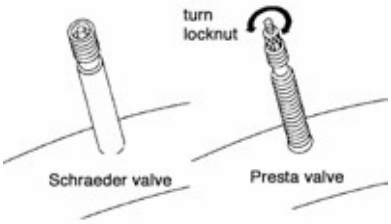
Tire Valves

There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle.



The **Schraeder valve** is the same as the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

The **Presta valve** has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

NOTE: Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure, which could cause you to loose control and fall. Replace a patched tube as soon as possible.

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ATTACH ACCESSORIES

Rear Basket

Rear baskets come with the bike. Use the included bolts to secure the basket to the rear of the frame using a T25 torx driver.

Front Fender

To add the front fenders to street bicycles:

STEP 1: Identify the fender and attachment hardware. With front wheel on bike, position the fender in place and secure the top of the fender to the arch of the front fork above the front wheel and secure the fender to the bicycle.

STEP 2: Position the fender arms on each side of the wheel and attach the end of the arms to the holes in the dropouts at the bottom of the fork. Set desired position of fender and tighten all bolts.

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CHAPTER 4: CARE AND MAINTENANCE

Although your bike is designed to require little maintenance, routine inspections, adjustments and lubrication should be performed to ensure your safety and sustain peak performance of the bike.

ROUTINE MAINTENANCE

Routine inspections and adjustments are fast and easy, and should be performed before each ride. Below is a list of items to check before each ride:

- Check that your wheels are straight and spin freely between brake pads.
- Check your tire inflation.
- Check your brakes to be sure brake pads are properly aligned to wheel rim and not in need of replacement. Also be sure brake lever is properly adjusted such that brakes properly stop the wheel when lever is squeezed (see section below on brake adjustment).
- Check (and adjust as necessary) the shifting mechanism.
- Check attachment of both wheels.
- Check your handlebars, stem and bike frame for signs of stress or fatigue. This includes cracks, dents, deformation, or discoloration. If any part shows signs of damage or fatigue, replace the part before riding the bicycle.
- Check your suspension adjustment (if applicable).
- Check for and tighten any loose bolts and other parts, such as cranks, shifter, brakes and control cables.
- Clean (and lubricate as necessary) all moving parts that are exposed to the elements such as the grip shift

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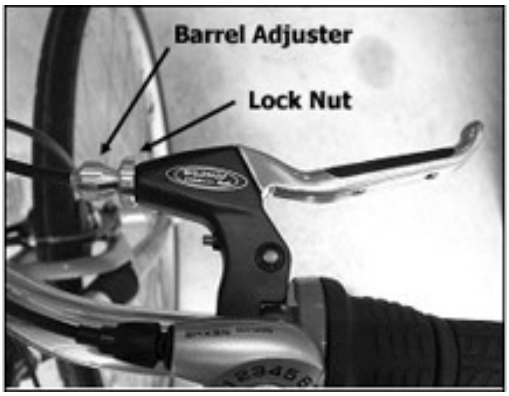
lever, shift control cables, brake control cables, cranks, pedals, and chain.



Test and Adjust Brakes

Your bicycle is equipped with linear pull (V-brakes) on the front and rear wheels. When the brake lever is in its fully extended position, wheel rims should rotate freely between the brake pads without any rubbing. When the brake lever is squeezed, the brakes should fully engage and stop the wheel before the brake lever touches the handlebar. If the brake lever touches the handlebar before the brakes fully engage, the brakes should be adjusted.

NOTE: *Brake cables will invariably stretch out over time, resulting in the need to squeeze the lever further to operate the brakes. Adjusting the brakes to compensate for this cable stretch can be done easily, however it is recommended that the brake cables be inspected and replaced periodically by a bike shop to ensure optimum safety and performance.*

Part A: Barrel Adjustment

As your brake cable stretches over time, you will need to squeeze the brake lever farther to engage the brakes. To compensate for this, brake levers come with a barrel adjuster to re-tension the brake cable. This adjustment however does not center the brake pads. When

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applying the barrel adjustment, you may be required to re-center the brakes, which is described in part B.

Step 1: For road bikes equipped with caliper brakes, the barrel adjuster is located on the caliper brake. Turn the barrel counterclockwise to tighten cable. The brake pads should engage the rim when the lever is at least at its half way point. Retighten the lock nut against the lever housing.

Step 2: To loosen the brakes, first loosen the lock nut on the barrel adjuster. Then turn the barrel towards you (opposite the direction the tires turn when the bike is in motion). The brake pads should engage the rim when the lever is at least at its half way point. Retighten the lock nut against the lever housing.

Part B: Centering the Brakes

On bikes equipped with linear pull brakes, centering the brakes is done by tightening or loosening the rebound adjustment screws located at the base of both brake arms. (Small Phillips head screw). This screw can take both Philips and Flat head screw drivers. (See figure).

Step 1: Looking at the brakes, observe which pad is closer to the rim. It is also recommended to spin the wheel to determine which side is always the closest (many wheels have a slight but allowable “wobble” in the rim). The pad that is the closest to the rim is the pad that needs to be moved away from the rim.

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Step 2: To move the pad away from the rim, tighten the corresponding screw on that side of the rim by turning the screw clockwise. Tighten screw 1/2 turn at a time and recheck after every adjustment by squeezing the brake lever and spinning the wheel to set the brakes. A spacing of 2mm or closer is recommended between both brake pads. (See Figure 3).

Step 3: If you are unable to move the brake pad to the desired position by tightening the adjustment screw, loosen the screw on the opposite arm. Loosen this screw 1/2 turn at a time and squeeze the brake lever to reset brakes and spin the wheel to recheck.

Part C: Brake pad positioning:

Brake pads on your bicycle will already have been adjusted. In the event that you need to replace brake pads, or for some other reason the pads are not correctly positioned on the rim, you can re-align the pad.

Step 1: Loosen the 5mm Allen bolt that holds the brake pad in place. It is important to make sure the pad is not touching the rim.

Step 2: Position the brake pad so it is centered on the rim and is not touching the tire (some brake pads also use an arrow to show direction of tire rotation and/or have a curvature to the pad to match the curve of the rim). Squeeze the brake arm so the pad is tightly against the rim and re-tighten the 5mm Allen bolt. It is important to make sure the pad does not rotate while you are tightening the bolt. (see Figure 3)

NOTE: The straightness of the rim also plays an important role in brake performance. If the rim “wobbles” when rotating more than 3mm side to side, have your rim straightened (trued) at your local bike shop.

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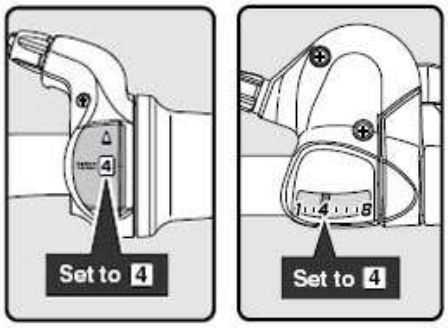
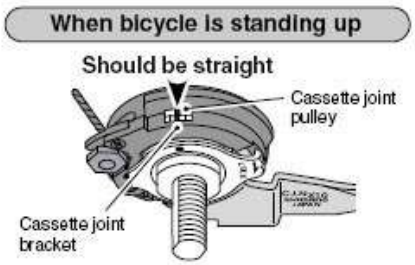
MAINTENANCE OF INTERNAL GEAR HUBS

The internal gear hub on your bicycle is self-lubricating. It was designed to last for many years with minimal maintenance and adjustment. If the gears slip, this is likely due to cable stretch. Periodically check to be sure gears are appropriately adjusted using the instructions below.



The red or yellow setting lines on the cassette joint are located in two places. Use the one that is easiest to see.



ADJUSTMENT OF GEARS

Internal Gear Hubs and Gear Shifting

The gear-shifting mechanism is pre-adjusted at the factory. However, over time the shifter cable will stretch. To compensate for this cable stretch, follow these instructions.

Adjustment of Shimano 7-Speed Gear Shifters

STEP 1: Turn the shifter to 4th gear.
STEP 2: As shown in the illustration, look for two colored dots (red or yellow) – one on the cassette joint bracket and one on the cassette joint pulley. Check to see whether the two colored dots are aligned side-by-side.
STEP 3: If the colored dots are not aligned in 4th gear, turn the cable adjusting bolt (see picture below) located where the shifter lever on the handlebar meets the shifter cable. Turn this cable adjusting bolt clockwise or counter clockwise to align

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the two colored dots.

STEP 4: IMPORTANT: Turn the gear shifter from 4th to 1st gear and then back to 4th gear to double-check to make sure the colored dots are still aligned. If not, repeat the process again.

MONITOR TIRE WEAR

Tires will wear over time. Tire wear and tire pressure will vary according to frequency of usage, terrain, and air temperature. Generally, tires will need replacing when:

- A bulge is noticeable
- Little or no tread remains
- Damage (including cracking or tearing of rubber) to tread or sidewall is apparent

Riding a bicycle with under-inflated tires may cause damage to the tube, tire and rim. Check tire pressure regularly to keep tire within pressure range indicated on sidewall of tire.

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CHAPTER 5: LIMITED BICYCLE WARRANTY

WHAT DOES THE WARRANTY COVER?

1. The frame is guaranteed for life for the original owner from manufacturing defects.
2. All other components are guaranteed for one (1) year from original date of purchase for the original owner from manufacturing defects.

This warranty is contingent upon the fact that your bicycle was properly assembled, maintained and operated under normal conditions and for its intended use. This warranty shall be limited to the repair or replacement of parts and does not include shipping charges or any labor charges to repair or replace defective parts. This limited warranty is made only to the original owner and is not transferable. All claims must be made directly to Dynamic Bicycles or through an authorized dealer.

The original owner is responsible for any and all shipping, labor and transportation charges associated with the repair or replacement of all parts under this warranty.

INTENDED USE

Intended use of your bicycle is defined as riding in a controlled, smooth manner on streets and paved surfaces with both wheels on the ground. Riding in a manner other than this voids the manufacturers warranty and bicycle operator assumes all liability for injuries or damage as a result.

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WHAT DOES THE WARRANTY NOT COVER?

- Fair wear and tear on all components of the bicycle
- Misuse of the bicycle
- Hiring out or renting of the bicycle or any commercial use
- Racing the bicycle in events
- Stunt riding or jumping
- Modifications made to the bicycle other than adding accessories
- Accidental damage both from on and off road riding
- Damage caused by accidents or vandalism
- Unintended use of the bicycles

This warranty does not cover any failures or operating difficulties due to abuse, misuse, alteration, misapplication, vandalism, improper installation or failure to perform normal or routine service. The manufacturer is not responsible for injury or damage caused by improper completion of assembly or improper maintenance.

DISCLAIMER

These are the only guarantees under the terms of this warranty. The sole and exclusive liability of the authorized distributors, dealers, affiliates or the agent pursuant to this warranty shall be for the repair and replacement of the defective parts. This warranty does not cover incidental and consequential damages or by any implied warranty, including but not limited to loss of use or inconvenience.

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This warranty is the only express warranty made. Any other warranties which may be implied by law, including but not limited to any warranties of merchantability or fitness for a particular purpose are limited to the same duration shown above.

Some states in the United States do not allow limitation on how long an implied warranty lasts, and/or the exclusion or limitation of incidental or consequential damages, so the above limitations and exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other rights, which vary depending on state, province, or country where you purchase this bicycle.

NOTICE

Bicycling is a potentially hazardous activity. The user assumes the risk of any personal injury, damage to or failure of the bicycle and any other losses if the bicycle is used contrary to their intended use, in any competitive event including bicycle racing, dirt biking, jumping or similar activities or training for such competitive activities or events.

On Bike Share bicycles are not manufactured or intended to be altered for use at any time for stunt riding or similar activities. The bicycle manufacturer, importer, distributor, dealer, affiliates or agents shall not be liable under this warranty nor under any state or federal law or common law or otherwise for any damage, failure, including personal injury, resulting from such use.

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