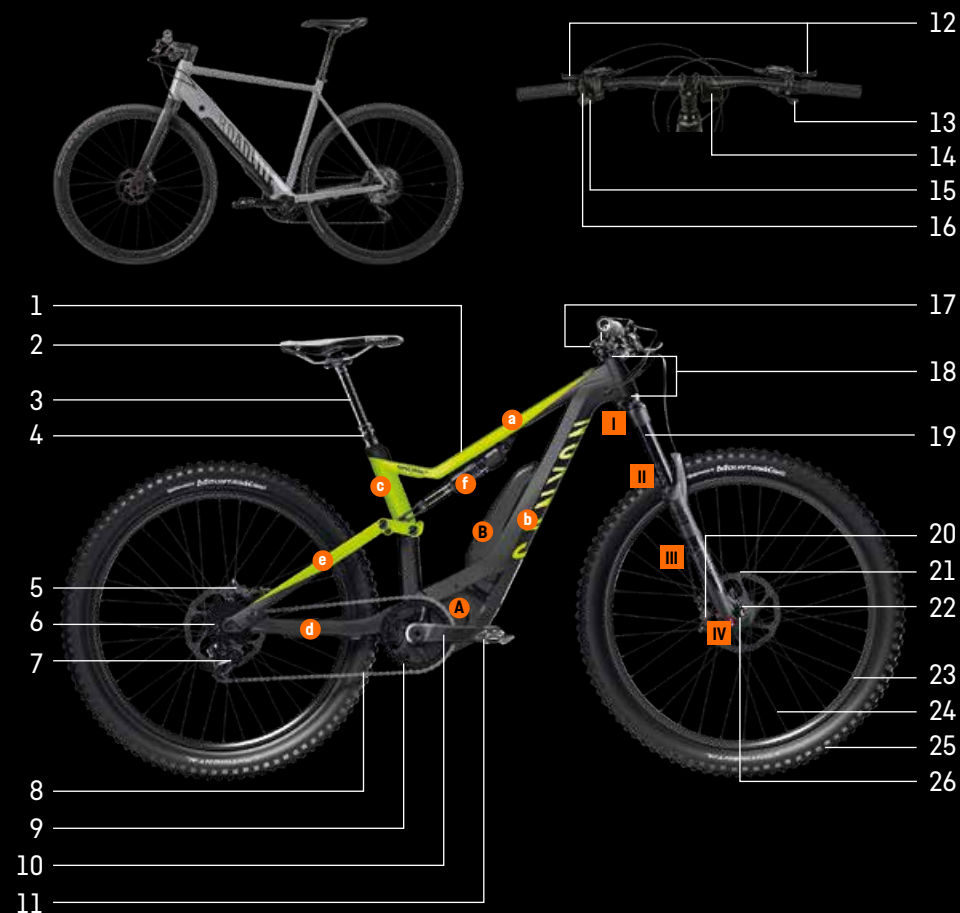




MANUAL

PEDELEC



 Your pedelec and the translation of these original operating instructions together with the detailed type-specific Canyon bicycle manual and the system instructions of the drive manufacturer comply with the requirements of the **EN 15194:2017 standard** for pedelecs, the **EN ISO standard 4210-2** as well as with the Machinery Directive **2006/42/EC**.

 **Attention!**
Assembly instructions page 16. Read pages 2 to 15 before your first ride!

COMPONENTS

A	Mid-mounted motor	Handlebar:	20	Front brake	
B	Rechargeable battery	12	Brake lever front/rear	21	Rotor
1	Frame:	13	Shift lever		Wheel:
	a Top tube	14	Display	22	Quick-release/ thru axle
	b Down tube	15	Control element	23	Rim
	c Seat tube	16	Control lever height-adjustable seat post	24	Spoke
	d Chainstay			25	Tyre
	e Rear stay	17	Stem	26	Hub
	f Rear shock	18	Headset		
2	Saddle				
3	Seat post	19	Suspension fork:		
4	Seat post clamp		I Fork crown		
5	Rear brake		II Stanchion tube		
6	Cassette sprockets		III Lower leg		
7	Rear derailleur		IV Drop-out		
8	Chain				
9	Chainring				
10	Crank set				
11	Pedal				

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GENERAL NOTES ON THE TRANSLATION OF THESE ORIGINAL OPERATING INSTRUCTIONS

PAY PARTICULAR ATTENTION TO THE FOLLOWING SYMBOLS:

Note that the aforementioned consequences will not be repeated each time the symbols appear in the translation of the original operating instructions!



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



This symbol warns you about actions that could lead to damage to property or the environment.



This symbol signifies information about how to handle the product or refers to a passage in the translation of the original operating instructions that deserves your special attention.



Be sure to read the detailed type-specific Canyon bicycle manual on the website www.canyon.com as well as the system instructions of the drive manufacturer.



Important: Assembly instructions page 16. Read pages 2 to 11 before your first ride! Perform the functional check on pages 12 to 15 before every ride!

NOTES ON THE TRANSLATION OF THESE ORIGINAL OPERATING INSTRUCTIONS

The translation of these original operating instructions together with the detailed type-specific Canyon bicycle manual complies with the requirements of the **EN 15194** for Cycles – Electrically power assisted cycles – EPAC bicycles, the **EN ISO standard 4210-2** as well as with the **Machinery Directive 2006/42/EC**. Also observe the manuals of the component manufacturers on the website www.canyon.com

In the following chapters the translation of these original operating instructions is referred to as **Manual Pedelec**.

In the translation of these original operating instructions pedelecs with drive support and described as EPACs in the European standard EN 15194 are referred to as **pedelecs**. A precise description of the pedelec is given in chapter "**Intended use**".

The translation of these operating instructions is subject to European law. If delivered to countries outside Europe, supplementary information has to be provided by the bicycle manufacturer.

Technical details in the text and illustrations of the translation of these original operating instructions are subject to change.



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

DEAR CANYON CUSTOMER,

In this **Manual Pedelec** we have compiled for you lots of tips on how to use your pedelec, instructions for maintenance and care plus a wealth of things worth knowing on bicycle and pedelec technology. Read this Manual Pedelec thoroughly. You will find it worth your while; even if you have cycled all your life and feel like a veteran with your new bike or pedelec. Pedelec technology has developed at a rapid pace during recent years.

To have always fun and for your own safety when cycling on your pedelec, you should read this Manual Pedelec thoroughly and

- ▶ strictly follow the assembly instructions given in chapter "**Assembly from the BikeGuard**",
- ▶ observe and follow the instructions given in chapter "**Before your first ride**",
- ▶ see chapter "**Intended use**" to read up on how to use your new pedelec and on the permitted overall weight (rider, luggage and pedelec together) and
- ▶ carry out the minimum functional check before every ride. For more details on how to proceed, read chapter "**Before every ride**" of this Manual Pedelec. Do not set off unless the functional check was passed one hundred per cent!

You find your detailed type-specific Canyon bicycle manual on the website www.canyon.com. A lot of adjusting, maintenance and repair works are described there in detail. When carrying out these routines, be aware that the instructions and information provided in your Manual Pedelec only refer to this pedelec and that they do not necessarily apply to other bikes or pedelecs. Due to numerous designs and model changes, it may be that some of the routines are not described in every detail. For this reason strictly observe the manuals of our component suppliers enclosed with the BikeGuard.

Note that the instructions and tips may require further explanation depending on various factors, such as the experience and skills of the person doing the work or the tools being used, and some jobs may require additional (special) tools or measures not described in the manual.

Furthermore, you will find numerous service movies on our website www.canyon.com that will help you carry out small repair and maintenance works. For your own safety, never do work on your bicycle unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact our service hotline.

Note: This Manual Pedelec cannot teach you the skills of a bicycle mechanic. Even a manual as big as an encyclopaedia could not describe any possible combination of pedelec models and components or parts on the market. Therefore, this Manual Pedelec together with the system instructions of the drive manufacturer and your detailed type-specific Canyon bicycle manual focus on your newly purchased pedelec and standard components and provide the most useful information and warnings. It does, however, not teach you how to fully assemble a pedelec!

This Manual Pedelec cannot teach you how to ride the pedelec. Be aware that riding a pedelec is a potentially dangerous activity, especially on public roads that requires the rider to stay in control of his or her pedelec at all times. Be aware from the moment you set off that you ride at a higher speed. Always keep this fact in mind and ride considerably!

Like any sport, riding a pedelec involves the risk of injury and damage. When you set off on a pedelec you should be aware and accept this risk.



Please note that on a pedelec you have no safety devices around you (e.g. bodywork, ABS, airbag) like you have in a car.

Therefore, always ride carefully and respect the other traffic participants. Never ride under the influence of drugs, medication, alcohol or when you are tired. Do not ride with a second person on your pedelec and never ride without having both hands on the handlebar.

Observe the legal regulations concerning cycling with pedelecs off the roads. These regulations may differ in each country. Respect nature when riding through the forest and in the open countryside. Only use your pedelec on signposted, well maintained trails and hard-surface roads.

Always bear in mind that you travel rapidly and quietly. Do not startle pedestrians or other bike or pedelec cyclists. Always make others aware of your presence well ahead of time and by ringing your bell or make use of the brakes so as to avoid accidents. Familiarize yourself with your pedelec.

Before you set off note: Never ride without a properly adjusted helmet and without glasses and take care to always wear suitable, bright clothing. As a minimum you should wear straight cut trousers and shoes fitting the pedal system.

Your Canyon team wishes you lots of fun with your pedelec!

Editor:

Canyon Bicycles GmbH
Karl-Tesche-Straße 12
D-56073 Koblenz

Service hotline: (+44) 3331501967
E-mail: uk@canyon.com

The bike is supplied together with supplementary manuals enclosed by Canyon. Visit www.canyon.com for supplementary manuals.


Concept, text, photos and graphic design:


Zedler – Institut für Fahrradtechnik und -Sicherheit GmbH
www.zedler.de


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 This manual does not help you to assemble a pedelec from individual parts or to repair it! Technical details in the text and illustrations of this manual are subject to change.

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

 Keep in mind: During cycling you must not hold onto a moving vehicle or trailer. Keep both hands on the handlebar. Take your feet off the pedals, only if required by the condition of the road.

 For your own safety, never do any assembly or adjusting work, unless you feel absolutely sure about it. If you are in doubt, contact our service hotline or send an e-mail to uk@canyon.com

 Visit our website from time to time at www.canyon.com. There you will find the latest news, useful tips as well as the addresses of our distribution partners.

INTENDED USE

To define the intended purposes for the different types of bicycles and pedelecs, we have classified our bikes in different categories. The purpose of this classification is to define the test requirements complying with the respective stress as early as during the development of our bikes. This is to ensure the highest possible level of safety for the use of our bikes.

It is therefore of major importance that the bikes and pedelecs are not used under conditions beyond the intended use, as this bears the risk that the bikes' and pedelecs' maximum load is exceeded and the frame or other components are damaged. This can result in severe crashes.


The permissible maximum overall weight comprising rider, luggage and pedelec should not exceed **130 kg**. Under certain circumstances this permissible maximum weight can be further limited by the component manufacturers' recommendations for use.


The frame of your pedelec is marked according to the following symbol indicating the category your pedelec belongs to. If you are not sure about the category your pedelec belongs to, contact our service hotline.


Strictly observe the category to which your pedelec belongs. The category can be identified by the frame marking. The category specifies the grounds on which you are allowed to ride on and the riding actions for which your pedelec is designed. The categories are described in your detailed type-specific Canyon bicycle manual and on our website www.canyon.com


If you are not sure about the category your bike belongs to, contact our service hotline.




 The pedelecs are not approved in general for mounting child carriers.

 The pedelecs are not approved for towing trailers.

 Be sure to also read the detailed type-specific Canyon bicycle manual as well as the system instructions of the drive manufacturer.

 Bikes with carbon seat posts are not approved for mounting pannier racks. The only way of riding with luggage is by using a special bicycle backpack.

 Keep yourself informed by visiting our always updated website at www.canyon.com. There you will find an illustration visualising the intended use of all Canyon bike models.

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

The **pushing aid** provides assistance during pushing the pedelec or when doing a hill start, even without pedalling, up to a speed of 6 km/h (3.7 mph). The amount of the assistance and the speed depend on the gear.


More details on the legal regulations for riding a pedelec concerning driving licence, registration, type approval, requirement to wear a helmet, insurance, regulations on the use of cycle lanes etc. are listed in the table:


	Pedelec (also with pushing aid)
Pedal assistance up to max. km/h (mph)	25 km/h (15.5 mph) MDS* without pedal assistance 6 km/h (3.7 mph)
Helmet	recommended
Driving licence	no
Registration or EU type approval	no
Insurance	no
Plating	must display <ul style="list-style-type: none"> ▶ power output or motor manufacturer ▶ battery's voltage or max speed of the bike
Cycle lane use permitted	in town: yes out of town: yes
Vehicle class	bicycle
Legal age	14 years
Child seat	yes
Child trailer	yes


* MDS - maximum design speed


Last update 2018/04




 Note that there are different types of pedelecs and e-bikes which are subject to different legal framework conditions. Therefore, observe the symbol on your frame. The category to which your pedelec belongs is determined by this symbol. Keep the specific regulations for your pedelec/e-bike class in mind when riding on public roads and through the landscape.

 More information on the intended use of your pedelec as well as the permitted maximum overall weight (rider, pedelec and luggage) are given in chapter "**Before your first ride**" and on the website www.canyon.com

 Do not modify or manipulate ("tune") your pedelec. **Risk of accident!** Modifications and manipulations will render the warranty void and result in a loss of the private liability insurance cover. The pedelecs are then possibly no longer approved for use on public roads and on forest trails.

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

 We recommend that you take out private liability insurance. Make sure that coverage for damage caused during cycling by bicycle or pedelec is provided by your insurance. Contact your insurance company or agency.

BEFORE YOUR FIRST RIDE


1. **Have you ever ridden a pedelec?** Note the particular riding characteristics of this revolutionary hybrid drive concept. Set off for your first ride by selecting the lowest level of drive assistance! Make yourself carefully familiar with the potential of your pedelec in an area free of traffic and try out the terrain you want to ride on. Attend a riding technique course. For more information visit www.canyon.com

More information in this regard are given in chapter "**Riding the pedelec**".


2. In general, our pedelecs are designed for a **permissible overall weight** (rider, luggage and pedelec together) of **130 kg**. Make sure not to exceed this limit.


For more information on the intended use read chapter "**Intended use**" or contact our service hotline.

3. **If you want to use your bicycle on public roads, it has to comply with the respective legal requirements.** These requirements may vary in each country. The fittings of your pedelec are, therefore, not necessarily complete. Inform yourself about the laws and regulations applicable in your country or in the country you intend to use the pedelec. Have your pedelec equipped accordingly, before using it on public roads.

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




 Do not hang any bags, umbrellas or other heavy or big objects to the handlebar of your pedelec. **Risk of a fall!**


 Do not wear long skirts or ponchos and do not hang long strings, bands or the like to your pedelec during the ride. There is the risk of getting caught in the wheels or in the drive. **Risk of a fall!**


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


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

5. **The functions of your pedelec are operated with the buttons of the control element on the handlebar or with the remote switch on the down tube.** Are you familiar with all functions and displays? Check whether you know the functions of all buttons. For more information see the system instructions of the drive manufacturer.


 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 made of ceramics or glass!

 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!

 Do not park the pedelec in the blazing sun.

 Strictly observe the category to which your pedelec belongs. The category can be identified by the frame marking. The category specifies the grounds on which you are allowed to ride on and the riding actions for which your pedelec is designed. The category is given in chapter "**Intended use**". If you are not sure about the category your bike belongs to, contact our service hotline.



 Note 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 system instructions of the drive manufacturer.


6. **Are you familiar with the brake system?** Our pedelecs are normally delivered with the left brake lever operating the front brake. Check whether the lever of the front brake is in the position you are used to. If it is not, you will need to train to get used to the new configuration, as inadvertent use of the front brake can throw you off your bike. Have the lever-to-brake assignment changed by an expert, if necessary.





Your new pedelec is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practise using the brakes off public roads! Do approach the maximum possible deceleration gradually. For more details on brakes read chapter "**The brake system**" in your detailed type-specific Canyon bicycle manual.

7. **Are you familiar with the type and functioning of the gears?** If not, make yourself familiar with the gears in a place clear of traffic. Make sure not to pedal with too much force when shifting. For more details on the gears read chapter "**The gears**" in your detailed type-specific Canyon bicycle manual.



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

 Be aware that the brakes of your pedelec are always more effective than the drive. If you will face any problems with your drive (e.g. because it pushes you forward before a turn), slow down your pedelec carefully.

 Note that the brake lever setup may vary from country to country! Check which brake lever acts on which brake. If it does not comply with your habits, we recommend that you ask an expert change the brake lever setup!

8. **Does the frame size fit, are saddle and handlebar properly adjusted?** Stand over the top tube of your pedelec and check whether there is enough clearance between the top tube and your crotch (at least one handbreadth). The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. Check whether your toes reach to the floor when you are sitting on the saddle. Riding with a too big frame may cause injuries, when getting off the bike quickly! For more information on the saddle position read chapter "Adjusting the Canyon bike to the rider" in your detailed type-specific Canyon bicycle manual.
9. **Have you ever tried clipless or step-in pedals and the shoes they go with?** Before setting off with clipless pedals for the first time, carefully practise locking one shoe onto a pedal and disengaging it while the bike is stationary. Lean against a wall when practising so that you do not topple over. Adjust the locking and release mechanism, if necessary. Be sure to first read the operating instructions that you will find in the BikeGuard. For more details on pedals read chapter "The pedal systems" in your detailed type-specific Canyon bicycle manual.



⚡ When mounting your pedelec, 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 pedelec. **Risk of a fall!**

⚡ A lack of practice with or a too tight disengaging mechanism of clipless pedals may result in problems of unclipping from the pedals! **Risk of a fall!**

⚡ In particular, make sure there is enough clearance between crotch and top tube so you cannot hurt yourself when you have to get off quickly.

10. **If you bought a pedelec with suspension, you should check the air pressure of the suspension fork and the rear shock.** If necessary, use the pump included in the BikeGuard for the adjustment. Improperly adjusted suspension forks and rear shocks are liable to malfunction or damage. This will in any case impair the riding behaviour as well as your safety whilst riding. For more information read chapters "The suspension fork" and "Full-suspension" in your detailed type-specific Canyon bicycle manual.
11. **Are parts of your pedelec made of carbon?** Note that this material requires special care and careful use. Read in any case the chapter "Special characteristics of carbon" in your detailed type-specific Canyon bicycle manual.



⚡ Note that in wet conditions the brake performance is less effective and the tyre grip reduced. Look well ahead when riding on wet ground and ride clearly slower than in dry conditions.

⚠ Our pedelecs are high-end sports equipment, representing lightweight construction as pinnacle of engineering. Also be a professional when it comes to handling of the material. Misuse, unprofessional assembly or insufficient maintenance can render the pedelec unsafe. **Risk of accident!**

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

⚡ The weight distribution on pedelecs differs markedly from the weight distribution on bicycles without drive assistance. A pedelec is clearly heavier than a bicycle without drive assistance. For this reason parking, pushing, lifting and carrying the pedelec is more difficult. Bear this in mind when loading your pedelec into a car and unloading it or when mounting it on a bicycle carrier system.

⚠ Note that not all pedelecs are fitted with kickstands. Therefore, when parking your pedelec, make sure it stands safe and secure and is not at risk of toppling over or being knocked over. If your pedelec topples over, it can suffer from damage.

ⓘ Check with your insurers that the pedelec as well as the storekeeping 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

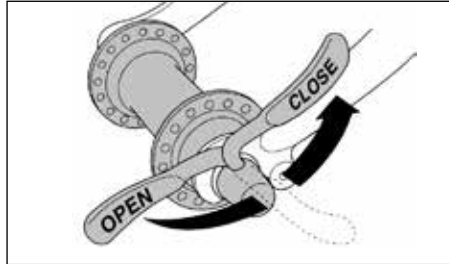
During production your pedelec was checked repeatedly and subject to a final check.


Nevertheless, be sure to **check the following points before every ride** to exclude any malfunctioning that may be due to the transport of your pedelec or to modifications a third person may have performed on your pedelec during a standing time:

1. **Are the quick-release levers/thru axles of the front and rear wheel, seat post and other components as well as of available thru axles properly closed?** For more information read chapter "How to use quick-releases and thru axles" in your detailed type-specific Canyon bicycle manual.
2. **Are the connections of the rechargeable battery, the control element on the handlebar and the drive properly plugged?** For more information see the system instructions of the drive manufacturer.
3. **Is your battery fully charged?** 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, though, if your pedelec 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!

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

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



 Improperly closed quick-releases, thru axles and attachments can cause pedelec components to come loose. **Risk of a fall!**

4. **Does the display on the control element on the handlebar show all values?** Is there any error message or warning on the display? Check the values are correct before every ride. Do not set off on your pedelec when the control element shows a warning.

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

5. **Is the battery tight in its holder and properly locked up?** Never set off with a loose and unlocked battery.


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

6. **Are the tyres in good condition and do both tyres have sufficient pressure?** Note that a pedelec 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.

Spin the wheels to check whether the rims are true. Also look out for tyres with ruptured sides or broken axles or spokes while you do this.

For more information read chapter "The wheels – tyres, inner tubes and air pressure" in your detailed type-specific Canyon bicycle manual.



 Remove the display, if possible, when parking the pedelec. This is to protect the pedelec against theft; in addition, it cannot be used with drive assistance ad hoc.

7. **Test the brakes while standing by firmly pulling brake levers towards the handlebar.** A pressure point should be reached after the lever has only travelled a short distance; the lever must, however, not touch the handlebar! If your bike has hydraulic brakes, check the hydraulic brake cables for oil leaks. For more information read chapter **"The brake system"** in your detailed type-specific Canyon bicycle manual.




8. **Let your pedelec bounce on the ground from a small height.** If there is any rattling, check where it comes from. Check the bearings, the bolts and the proper seat of the battery, if necessary.



9. **If you want to ride on public roads, make sure your pedelec is equipped according to the regulations of your country.** Riding without lights and reflectors in dark or dim conditions is very dangerous because you will be seen too late or not at all by other road users. For riding on public roads your pedelec must be fitted with the prescribed reflectors and for riding in the dark a permissible lighting system. Turn on the lights as soon as dusk sets in.



For more information read chapter **"Legal requirements for riding on public roads"** in your detailed type-specific Canyon bicycle manual.

 To safe your pedelec from damage, observe the maximum overall weight and the regulations regarding the transport of luggage and children in chapter **"Intended use"**. Furthermore, we recommend reading chapter **"Transport of the pedelec"** before transporting your pedelec by car or plane.

10. If you have a pedelec with suspension, check it as follows: Press down on your pedelec and see whether the suspension elements retract and extend as usual.




For more information read chapters **"The suspension fork"** and **"Full-suspension"** in your detailed type-specific Canyon bicycle manual.


11. The major accessory for a successful cycling tour is a small tool bag fitted underneath the saddle. The tool kit should include two plastic tyre levers, the most commonly used Allen keys, a spare tube, a tyre repair kit, your mobile phone and a little cash. Do not forget a tyre pump mounted to the frame.



12. If your bike has a kickstand, make sure it is fully raised before you set off. **Risk of a fall!**

13. Take a sturdy folding, chain or D-lock with you, if you want to park your pedelec. The only way to protect the pedelec against theft is to lock it to an immovable object.

 The drive is free of vibrations. During use your pedelec is undergoing stress resulting from the surface of the road and through the rider's action. Due to these dynamic loads, the different components are affected by wear and fatigue. Check your pedelec regularly for wear marks as well as for scratches, dents, bent parts and incipient cracking. Components which have reached the end of their service life may fail suddenly without previous warning. Have your pedelec inspected regularly so that components in question can be replaced, if necessary. For more information on maintenance and operational safety read chapters **"General notes on care and inspection"**, **"Recommended tightening torques"** and **"Service and maintenance schedule"** in your detailed type-specific Canyon bicycle manual.

 Do not use your pedelec, if it fails on one of these points! Riding a defective pedelec can result in serious accidents! If you are in doubt or if you have any questions, contact our service hotline.

ASSEMBLY FROM THE BIKEGUARD

The assembly from the BikeGuard is no witchcraft, but you should proceed with care and deliberation. Unprofessional assembly can render the pedelec unsafe.

First we would like to make you familiar with the components of your pedelec.

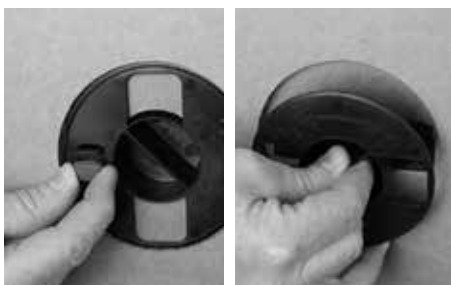
Unfold the front cover of your Manual Pedelec. Here you will find the illustration of a pedelec showing all the essential components. Keep this page folded out while you are reading. This means that you can quickly find the component that is being referred to in the text.

The illustration shows an arbitrary pedelec – this is not what every pedelec will look like.

OPENING OF THE BIKEGUARD



Place the BikeGuard in a way that the "Canyon" sign is in front of you. Cut the red locks of the four turn-lock fasteners on the facing long side by using scissors and remove them.





Remove the four red latches from the turn-lock fasteners.

Turn the turn-lock fasteners anticlockwise one after the other (in direction of the "open lock" symbol) until it is unlocked. Remove the turn-lock fasteners by pulling them out of the box. Continue by unscrewing also the four turn-lock fasteners on the box rear and remove them from the box.

Remove the BikeGuard cover by lifting it upwards.



 The opening of the BikeGuard is also described by the symbols on the BikeGuard cover as well as on the box with small parts "Let's get started".

 Keep all turn-lock fasteners and the BikeGuard including the entire packaging material, just in case you want to re-pack your pedelec into the BikeGuard for transport or shipping at a later date.


CHECKING THE CONTENTS OF THE BIKEGUARD



The BikeGuard contains the assembled frameset with the rear wheel mounted and the rechargeable battery as well as all add-on parts. The front wheel is possibly packed separately in a wheel bag.



Furthermore, the BikeGuard contains a box with small parts ("Let's get started") including the Quick Start Guide, the two keys of your pedelec, the Canyon torque wrench incl. bits, a full-suspension pump, if necessary, Canyon assembly paste and the detailed type-specific Canyon bicycle manual. In addition, it contains a transport bag for the rechargeable battery of your pedelec as well as eight replacement locks and latches for the turn-lock fasteners of the BikeGuard.

 There is a protective box in the rear containing the battery charger as well as possibly a box with small parts (e.g. pedals, reflectors, bell).

GENERAL INFORMATION ON PEDELEC ASSEMBLY


Your pedelec was fully assembled at the factory and checked in a test ride. The pedelec is fully functional without any further adjustments after completion of the assembly steps explained further below. After carrying out assembly work, always do a test ride in an unfrequented place or on a quiet road.




The following section gives you a concise description of the assembly. If you are neither skilled nor experienced in that kind of work, read the more detailed chapters in your detailed type-specific Canyon bicycle manual; also observe the manuals of the component manufacturers on the website www.canyon.com

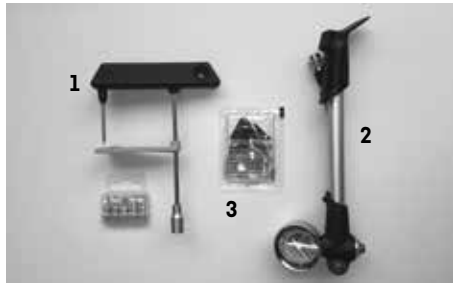
Before your first ride, carry out the checks described in chapter "**Before every ride**".

It is best to use a workstand expressly suitable for e-bikes/pedelecs or to ask a helper to hold your pedelec while you assemble it.

 When using a suitable workstand clamp your pedelec only at the seat post or with a suspension device at the saddle and handlebar.

 Do not work on your bicycle with a box cutter. You may damage the component or hurt yourself. Be sure to use scissors where needed.

LIST OF TOOLS REQUIRED



For the assembly of your new pedelec you need the following tools supplied in the box with small parts ("Let's get started"):

- ▶ Canyon torque wrench incl. bits (1)
- ▶ Full suspension pump (2)
- ▶ Canyon assembly paste (3)

USING THE CANYON TORQUE WRENCH



We from Canyon regard the use of a torque wrench as essential to ensure that two parts can be fixed together securely and safely.

USING THE CANYON ASSEMBLY PASTE



Put the matching bit into the holder of the Canyon torque wrench.

Insert the Allen key fully into the screw head.

In particular lightweight components made of carbon or aluminium are susceptible to damage caused by excessive clamping force. Canyon assembly paste creates extra friction between two surfaces, allowing the necessary torque value to be reduced by up to 30 %.

! Do not clamp a frame tube or a carbon seat post of your pedelec in the holding jaws of the workstand! If you have a height-adjustable seat post, do not clamp the bike on a movable part, but only on the bottom part which is removed far enough! When inserting or extending the height-adjustable seat post, make sure to pull in or out the cable where it comes out of the frame to prevent the cable from breaking.

i The easiest and safest way to assemble the bike is by using a workstand or ask someone to help you.

i Share the pleasure that your new pedelec brings and ask a helper to assist you in unpacking it from the BikeGuard and in assembling it.



Exceeding the maximum torque value at the clamping bolts (e.g. at the stem, seat post or seat post clamp) leads to an excessively high clamping force. This can cause the component to fail and hence there is a high associated risk of accidents. In addition, the product guarantee would be null and void in such a case. Screws or bolts that are too loose or are done up too tightly can cause a failure and hence lead to an accident. Always observe strictly the torque values indicated by Canyon.



Slowly turn the handle of the Canyon torque wrench. Once the bolt is getting tight, the pointer moves over the scale. Stop the turning movement as soon as the pointer reaches the number of the prescribed torque value.



This is especially useful in the clamping areas of handlebars and stem, steerer tube and stem and seat post and seat tube, i.e. three areas where too much clamping force can damage either component, causing component failure or voiding the warranty.

By reducing the clamping force, Canyon assembly paste prevents the possible destruction of carbon fibres or of thin-walled components made of aluminium. or the cracking of the carbon substructure.

i Assemble your Canyon by using the Canyon torque wrench enclosed with the BikeGuard.

It also retains its effectiveness in wet conditions and provides maximum protection against corrosion. Canyon assembly paste can be used for all carbon and aluminium connections. It's ideal for this purpose, as it does not harden.



Prior to applying Canyon assembly paste, remove dirt particles and lubricant residues from the surfaces to be treated. Apply a thin and even film of Canyon assembly paste to the cleaned surfaces using a brush or a chamois.

Mount the components, as specified.

Use the Canyon torque wrench and never exceed the prescribed maximum torque value.

Remove excessive Canyon assembly paste and re-seal the small sachet after use.

i Make it a rule to use assembly paste on seat posts of mountain bikes to achieve a firm seat of the seat posts. Changing the height of the seat post in the frame often leads to a scratching of the surface. This is normal wear and no reason for complaint. In the case of height-adjustable seat posts scratching is not an issue.

UNPACKING

Remove the box with small parts "Let's get started" from the BikeGuard and place it at hand. Take out the two protective boxes in the top. Remove the battery charger and possibly a further box with small parts from the protective box in the rear.



Take out the detailed type-specific Canyon bicycle manual, the Quick Start Guide and the tools from the "Let's get started" box.



Remove the outer protective box, take out the front wheel from the BikeGuard and place the front wheel carefully aside.



MOUNTING THE HANDLEBARS OF E-MTBS

In packed condition the handlebar is not assembled, the stem is however assembled accurately. Do not make any changes to the stem.



Take the Canyon torque wrench and put the bit matching the faceplate bolts into the holder.



Release the clamping bolts of the stem faceplate completely and remove the faceplate.

Squeeze out some Canyon assembly paste and apply a thin layer of Canyon carbon assembly paste on the inner side of the faceplate as well as in the clamping area of the stem body.

The prescribed torque value for the handlebar faceplate screws (6 Nm) is marked on the stem inside where the handlebar is mounted.

Make sure the bowden cables and the lines are not twisted or bent, but run in a smooth curve to the cable stops or brakes.



Position the handlebar by means of the marking accurately centred in the stem clamp.



Evenly retighten the clamping bolts on the faceplate in a cross pattern until they lightly hold the handlebar in place.

⚡ Do not combine carbon handlebars with bar ends, unless they have been specifically approved. Do not shorten carbon handlebars or clamp the brake levers and shifters further in the middle than indicated or needed.
Risk of breakage!

⚡ At this stage the pedelec is not yet ready-for-use. Carry out the final adjustment and fixing of the handlebar, as described in chapter "Adjusting and mounting the handlebar".



Make sure the upper and lower clamping slots between faceplate and stem body are parallel and identical in width. Release the clamping bolts once again, if necessary, and re-tighten them slightly and evenly.

MOUNTING THE CANYON HANDLEBAR-STEM-COMBINATION OF MODEL ROADLITE ON

Keep hold of the handlebar-stem-combination and undo the band with Velcro fastener on the top fixing the handlebars. The fork is fixed by means of the headset itself and cannot slip out.



Remove the protective film and sleeves from the handlebar-stem-combination. It is recommended that you manually remove the protective material. If that is not possible, it is best to use scissors, and only if it is really necessary, use a box cutter. Let the handlebar-stem-combination carefully hang down.



Loosen the bolt on top of the stem and remove it together with the cap. Open the Canyon assembly paste. Squeeze out some assembly paste and apply a thin layer of Canyon assembly paste on the inner side of the stem clamp as well as in the clamping area of the fork steerer tube.

Slide the handlebar-stem-combination on the fork steerer tube. Make sure the bowden cables and the lines are not twisted or bent, but run in a smooth curve to the cable stops or brakes.

SPECIAL CASE GRAIL CF HANDLEBAR-STEM-COMBINATION



Position the removed cap on top and tighten the bolt by using the Canyon torque wrench to 2 Nm. Position the handlebar-stem-combination in the middle. Check the alignment of the handlebar-stem-combination; the handlebars should be at right angle to the front wheel and/or the stem should be in parallel to it.



Put the matching bit into the holder of the Canyon torque wrench. Start by tightening slightly the clamping bolts of the stem evenly. Make sure the clamping slot is even in width. Finish by tightening the bolts to the marked torque value (5 Nm).



Keep hold of the handlebar-stem-combination and undo the band with Velcro fastener at the top of the stem fixing the handlebars.

Continue to keep hold of the handlebar-stem-combination and make sure it does not twist or drop so that the handlebar-stem-combination or the rest of the bicycle do not get damaged. Undo the band with Velcro fastener fixing the handlebars to the bottom of the fork.

Remove the protective film and the sleeves from the handlebar-stem-combination. It is recommended that you remove the protective material manually on principle. If you do not succeed, use preferably scissors and only if you still do not succeed a box cutter.

Let the handlebar-stem-combination carefully hang down.



Continue by sliding the handlebar-stem-combination on the fork steerer tube. Make sure that the hydraulic lines and the brake cables run above the stem unit, that they are neither twisted nor buckled and that they run at even radii relative to the cable stops or brakes.



There are various spacers for the height adjustment included in the scope of delivery.

i In the case of model GRAIL CF the lower spacers can be replaced by special spacers included in the scope of delivery. You find more information about model GRAIL CF at www.canyon.com/road/grail/



Position the cap on top and tighten the bolt by using the Canyon torque wrench to a **maximum value of 2 Nm**.

Position the handlebar-stem-combination in the middle. Check the alignment of the handlebar-stem-combination; the handlebars should be at right angle to the front wheel and/or the stem should be in parallel to it.

Adjusting the headset

Check the headset for play.



Continue by inserting the spacers above or below the stem according to the seating position desired. Make sure that you always assemble all spacers. The spacers can be changed from above to below at any time, but do not leave out one of the spacers.



Tighten the bolts of the aligned GRAIL cockpit to a value of 7.5 Nm by using the Canyon torque wrench.

Some models are fitted with a transition plate serving the purpose of maintaining the set headset play even with the stem or cockpit dismounted.

MOUNTING THE FRONT WHEEL



Prior to adjusting the headset, release this transition plate as well as the steerer tube clamp at the GRAIL cockpit.



Remove the front wheel from the wheel bag, if available, and the protective box from the rotor.

Lift the pedelec out of the box.



Therefore, the transition plate is only an assembly aid. You find useful information for adjusting and checking the headset play as well as for the safety checks afterwards in the chapter "The headset". Observe the indicated torque value of 1 Nm.



Unscrew the Maxle Ultimate thru axle from the fork and pull it out completely.

i To mount the front wheel of model ROADLITE ON you need an Allen key for the thru axle. You find this key in the box with small parts.



Remove the transport lock from the front wheel brake. For more information on brakes read chapter **"The brake system"** in your detailed type-specific Canyon bicycle manual; also observe the manual of the component manufacturer on the website www.canyon.com




Put the front wheel into the fork and insert the rotor at the same time into the brake calliper. Bring the front wheel into the right position between the drop-outs and slide the axle with open Maxle Ultimate quick-release lever from the right side through the drop-out and the hub.

Close the thru axle as described under the specific type.



If your pedelec has disc brakes, check before mounting the wheel, whether the brake pads rest snugly in their mounts at the brake calliper body. This is the case, when the gap between the brake pads is parallel.

 For more information read chapter **"How to use quick-releases and thru axles"** in your detailed type-specific Canyon bicycle manual; also observe the manual of the component manufacturer on the website www.canyon.com

Maxle Ultimate



As soon as the axle thread engages with the thread of the left fork leg, close it by turning it clockwise. During the first rotations you should be able to turn the thru axle with little resistance.

Tighten the axle a little and then release it by about a third of a turn.

Close the Maxle Ultimate thru-axle quick-release lever like a usual quick-release lever.

From the start of the closing movement up to about the first half of its travel the lever should move very easily without clamping the wheel, whereas over the second half of its travel the force needed to move it should increase considerably. Towards the end of its travel the lever should be very hard to move. If you do not succeed in closing the lever fully, re-open it and turn the axle a little anticlockwise. Try closing the lever once again.



Use the palm of your hand while your fingers pull on an immovable part, such as the fork leg, but never on a spoke or the rotor.




In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side. The best closing position is in nearly upright position in front of the lower leg.



After mounting the wheel and closing the quick-release lever pull the brake lever several times and spin the wheel subsequently.

The rotor must not drag on the brake calliper and normally not on the brake pads.

 New brake pads of disc brakes need a break-in period to achieve maximum brake power. For more information read chapter **"The brake system"** in your detailed type-specific Canyon bicycle manual; also observe the manual of the component manufacturer on the website www.canyon.com

Fox E-Thru 15 mm



Put the front wheel into the fork and insert the rotor at the same time into the brake calliper. Bring the front wheel into the right position between the drop-outs and slide the axle with open E-Thru quick-release lever from the left side through the drop-out and the hub.



Close the E-Thru quick-release lever like a usual quick-release lever. From the start of the closing movement up to about the first half of its travel the lever should move very easily without clamping the wheel, whereas over the second half of its travel the force needed to move it should increase considerably. Towards the end of its travel the lever should be very hard to move.



As soon as the axle thread engages with the thread of the right fork leg, close it by turning it clockwise. During the first rotations you should be able to turn the thru axle with little resistance. Tighten the axle a little and then release it by about a third of a turn.



Check the tight fit of whatever wheel fastening system after a few kilometres (miles) or hours of use, at the latest however after 4 hours or 80 km (50 miles). A loose wheel fastening can result in a fall with unforeseeable consequences for life and limb.



If you do not succeed in closing the lever fully, reopen it and turn the axle a little anticlockwise. Try again to close the quick-release lever.

Use the palm of your hand while your fingers pull on an immovable part, such as the fork leg, but never on a spoke or the rotor.

In its end position the quick-release lever should be tight so that it can no longer be turned. Make sure the quick-release lever does not stand out to the front or to the side. The best closing position is in nearly upright position in front of the lower leg.

MOUNTING THE SADDLE AND THE SEAT POST OF MODEL ROADLITE ON



Measure the saddle height of your previous bicycle from the middle of the bottom bracket up to the top edge of the saddle in the middle of the saddle. Then transfer the saddle height to your new bike.

Release the seat post binder bolt at the seat tube clamp. Read the chapter "**Adjusting the bike to the rider**" in your detailed type-specific Canyon bicycle manual before.



You should be able to insert the seat post easily into the frame without pressing or turning. If this is not the case, release the seat post binder bolt a little more.

Pull the seat post out again. Apply a little Canyon assembly paste to the bottom part of the seat post and inside the seat tube or in the marked clamping area of the seat post.



Insert the seat post into the seat tube to the desired saddle height.



Never ride your Canyon if the MAX marking of the seat post is visible.



Bring the saddle into alignment and do not over-tighten the seat post binder bolt, i.e. do not exceed the permissible maximum torque of 8 Nm. Use the Canyon torque wrench.



Remove the protective film from the saddle, if available.

ADJUSTING THE HEIGHT-ADJUSTABLE SEAT POST OF E-MTBS

Some models are fitted with a height-adjustable seat post. These models are supplied with the height-adjustable seat post mounted. All you need to do is to adjust the saddle height and to possibly re-adjust the saddle tillt.


Measure the saddle height of your previous bicycle/pedelec from the middle of the bottom bracket up to the top edge of the saddle in the middle of the saddle. Then transfer the saddle height to your new pedelec.





Put the matching bit into the holder of the Canyon torque wrench. Loosen the clamping bolt at the front of the seat tube. Insert the seat post into the seat tube to the desired saddle height.




When inserting or extending the height-adjustable seat post, make sure to pull in or out the cable where it comes out of the frame to prevent the cable from breaking.

 Never apply any grease or oil to clamping areas made of carbon!

 Do not exceed the maximum torque values! You find them in the chapter "**Recommended torque values**", directly on the components and/or in the manuals of the component manufacturers.

 Observe the instructions in chapter "**Adjusting the saddle to the correct height**" as well as the permissible torque values in chapter "**General notes on care and inspection**". Also observe the instructions of the component manufacturer.

 The Canyon Perfect Position System (PPS) offers you the possibility to select your Canyon perfectly fitted to your body without a test ride. For more details on the PPS visit our website at www.canyon.com


ADJUSTING AND MOUNTING THE HANDLEBAR





Make the adjustments of the handlebar with the front wheel mounted and the tyre inflated to the suitable pressure. The brake levers of a ready-to-use e-mountain bike point slightly downwards. When you sit in the saddle with your fingers on the brake levers the back of your hands should form a straight line with your forearms.



Bring the saddle into alignment and do not over-tighten the seat post binder bolt, i.e. do not exceed the permissible maximum torque. Use the Canyon torque wrench.


 Never ride your pedelec if the MIN/MAX marking of the seat post is visible.


 For correctly adjusting the saddle tilt observe the remarks in chapter "**Adjusting the saddle to the correct height**" as well as the permitted torques in chapter "**General notes on care and inspection**" of your detailed type-specific Canyon bicycle manual. Also observe the instructions of the component manufacturer.

 Keep yourself informed by visiting our always updated website at www.canyon.com. There you will find the manuals for many models.



Use the Canyon torque wrench and finish by tightening the clamping bolts in cross pattern. Do not exceed the maximum torque values!

 Do not apply grease or oil on clamping areas made of carbon!

 Assemble your Canyon by using the Canyon torque wrench enclosed with the BikeGuard.

MOUNTING THE PEDALS



Pedelecs can be fitted with standard pedals of the major brands.



Apply a thin layer of standard assembly grease on the pedal threads before screwing in the pedals.


Screw each pedal manually into the thread of its crank by two to three full turns. Continue by using a pedal spanner to tighten the pedals firmly.



Before mounting the pedals, check the marking on the pedal axles first. "R" stands for right pedal and "L" for left pedal. Note that the left pedal has a left-handed thread that has to be tightened contrary to the direction you are accustomed to, i.e. anticlockwise.



Some pedal types have to be tightened with an Allen key.

 Check the reliable fit of the pedals once again after 100 km (60 miles). The pedals can come loose, destroy the thread which could result in a fall. Also check the reliable fit of the other bolts according to the prescribed torque values.

HOW TO INFLATE THE SUSPENSION FORK




It may be that for transport the suspension fork was deflated completely. The suspension fork has to be filled with the proper air pressure. Open the valve cap above the left stanchion of your suspension fork. For more information on the suspension fork read chapter "The suspension fork" in your detailed type-specific Canyon bicycle manual.



Inflate the suspension fork with the special pump enclosed with the BikeGuard according to the recommendations on the spring rate of the suspension fork manufacturer.

For more details on adjustment and maintenance visit the websites of the manufacturers:
www.manitoumtb.com, www.rockshox.com
www.sportimport.de, www.ridefox.com
www.srsuntour-cycling.com

 Improperly adjusted suspension forks are liable to malfunction or damage to the suspension fork.


HOW TO INFLATE THE REAR SHOCK



If you have a full suspension e-mountain bike you have to check the air pressure. Open the valve cap of your rear shock.



For more information on the adjustment of your rear shock read chapter "Full-suspension" in your detailed type-specific Canyon bicycle manual.

 The for and/or rear shock of some models were completely deflated before transport. Inflate your suspension elements with the proper air pressure.



Inflate the rear shock with the special pump enclosed with the BikeGuard according to the recommendations of the rear shock manufacturer.

For more details on adjustment and maintenance visit the websites of the manufacturers:

www.rockshox.com
 www.sportimport.de
 www.dtswiss.com
 www.manitoumtb.com
 www.ridefox.com


ADD-ON PARTS MAKING YOUR CANYON FIT FOR PUBLIC ROADS





Fix the white reflector to the handlebar and the red reflector to the seat post and mount a bell.



Finish by mounting the spoke reflectors. Make sure you mount two reflectors opposite of each other to the spokes of the front wheel and two reflectors opposite of each other to the spokes of the rear wheel.

 Improperly adjusted rear shocks are liable to malfunction or damage to the rear shock.

 Read the manual of the rear shock manufacturer thoroughly before inflating the rear shock and before the first ride!

 Observe the road traffic regulations in the country where you use the pedelec. Further information in this regard are given in chapter "**Legal requirements for riding on public roads**" in your detailed type-specific Canyon bicycle manual on the website www.canyon.com

CHECKING AND ADJUSTING



After mounting the wheel and tightening the quick-release or the thru axle pull the brake lever several times and spin the wheel subsequently.



After mounting the wheel, do a brake test when the pedelec is standing. Both brake lever must have a pressure point; make sure you cannot pull the lever all the way to the handlebar. Further information are given in chapter "**The brake system**" in your detailed type-specific Canyon bicycle manual on the website www.canyon.com




The rotor must not drag heavily on the brake calliper and normally not on the brake pads. Spin both wheels to make sure they run true.



Check the proper functioning of the gears. Ask somebody to lift the pedelec by the saddle and gently shift through all the gears.

Make sure that the rear derailleur does not collide with the spokes when the chain runs on the largest sprocket. Apply pressure on the rear derailleur in order to exclude a collision and gently spin the wheel.

Further information on adjusting the gears are given in chapter "**The gears**" in your detailed type-specific Canyon bicycle manual on the website www.canyon.com

 New brake pads of disc brakes have to be bedded in.



Adjust the position of the saddle and the handlebar and check that the handlebar, grips and seat post are securely fastened, as described in chapter "Adjusting the Canyon bike to the rider" of your detailed type-specific Canyon bicycle manual.





Inflate both tyres to the maximum pressure indicated on the side of the tyres. More details on tyres and inner tubes are given in chapter "The wheels – tyres, inner tubes and air pressure" in your detailed type-specific Canyon bicycle manual on the website www.canyon.com


Finish the assembly by carrying out thoroughly the tests described in chapter "Before your first ride".



Your seat post must go into the frame as a minimum to as far as underneath the top tube and up to the MIN/MAX marking of the seat post.

 After the assembly and the checking, always do a test ride in an unfrequented place or on a quiet road! Wrong assembly or improper adjustments that become apparent in road traffic or during off-road use can make you lose control of your Canyon!

 Check the reliable fit of all bolts once again according to the prescribed torque values after 100 to 300 km (60 to 180 miles). For more information read chapters "General notes on care and inspection", "Recommended torque values" and "Service and maintenance schedule" in your detailed type-specific Canyon bicycle manual on the website www.canyon.com

 Never ride your pedelec if the MIN/MAX marking of the seat post is visible.

RIDING THE PEDELEC

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

Set off for your first ride by selecting the lowest level of drive assistance. Gradually get used to the additional propulsion. Slowly approach the potential of your pedelec in an area free of traffic.


Practise typical riding situations such as starting off and braking, tight corners and riding on narrow cycle paths and lanes and on loose grounds. This is where a pedelec clearly differs from a conventional bicycle.

RIDING WITH DRIVE ASSISTANCE

The system is switched on and off with the buttons of the control element on the battery or on the handlebar or with the remote switch on the down tube. Furthermore, different assistance modes can be selected, the remaining capacity of the rechargeable battery is displayed and different functions of the cycle computer can be selected, if necessary.

When switched on, the system activates during pedalling and the drive assistance is available. Sensors measure your pedalling movements and control the fully automated drive assistance according to the selected assistance mode. The level of the additional propulsion depends on the assistance mode, your speed and, as applicable, 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).

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





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


- ▶ Do not mount by placing one foot on the pedal and by trying to throw the other leg over the saddle. The pedelec would set off suddenly. **Risk of a fall!**
- ▶ Stop pedalling earlier than you are used to before riding a turn or bend. Otherwise there may be too much propulsion and your cornering speed may be too high.
- ▶ Do not give in to the temptation to always ride in a high gear, due to the strong motor. Shift gears frequently as you may be used to with a conventional bicycle to be as efficient as possible in your share of forward movement. Your cadence should always be in a smooth flow. In other words, you should pedal at more than 60 crank rotations per minute.
- ▶ Shift down before stopping.
- ▶ Keep in mind that the other road users are not yet used to the pedelecs and their higher speeds. Ride with this fact in mind and anticipate the actions of other road users. Be aware that the speed you ride at will be clearly faster than you are used to. Therefore, keep these facts in mind and be ready to brake whenever an unclear or a possibly dangerous situation comes into your field of vision.


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




 Be aware that the brakes of your pedelec are always more effective than the drive. If you will face any problems with your drive (e.g. because it pushes you forward before a turn), slow down your pedelec carefully.

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

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

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

 Note that car drivers and other road users may underestimate your speed. Always wear bright clothing. Always ride with foresight on public roads and anticipate the actions of other road users. **Risk of accident!**

RANGE – USEFUL INFORMATION FOR A LONG RIDE

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

The charge state of your rechargeable battery can be read from the display of the control element on the handlebar or, in addition, on the rechargeable battery. For more information see the system instructions of the drive manufacturer.


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


You can extend the range by

- ▶ checking the tyre pressure regularly, i.e. once a week with pressure gauge, and changing 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
- ▶ changing gears regularly, as you are used to on a bicycle without drive
- ▶ not only riding in high gears
- ▶ riding with these facts in mind and always in flow to avoid any unnecessary stops
- ▶ reducing your additional load, i.e. without unnecessary luggage
- ▶ storing your battery in your home and installing it only shortly before you set off on your pedelec in cooler weather, in particular when it is cold
- ▶ not parking the pedelec 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 pedelec: Without drive assistance you can ride your pedelec like a conventional bicycle with an unlimited range and nearly without compromising on riding characteristics.



 In general, the batteries of pedelecs are considered to have no memory effect. It is recommended that you charge the battery after long rides. Avoid any depth discharge of the rechargeable battery.

 If your battery runs empty during the ride, do not recharge the battery with any charger, even if it happens to have the same connector type. **Risk of explosion!** Make it a habit to charge your battery only with the supplied charger.


RIDING WITHOUT DRIVE ASSISTANCE


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

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

- ▶ Switch on the control element of your pedelec at the handlebar with the battery mounted, even if you want to ride without drive assistance; otherwise the functions of your cycle computer will not be available.
- ▶ If the lighting system is powered by the rechargeable battery, it can even be used when the battery is empty. It is, however, recommended that you recharge the battery immediately after you have returned.
- ▶ After you have removed the battery of your pedelec from the down tube: Keep the connections of the rechargeable battery free of dirt and moisture. Protect the connections of your rechargeable battery with the protective cover, if supplied, or protect the connections with a plastic bag. With the battery removed the display and in particular the lighting system will most probably not work.



 Note that the battery of your pedelec will show signs of wear over the years. This will result in a degradation of the battery and more and more reduce the range per battery charge. After a certain period of time it is even necessary to replace the battery.


 For more information on how to use the battery's performance to the maximum, see chapter "**Proper handling of the rechargeable battery**".


PROPER HANDLING OF THE RECHARGEABLE BATTERY


Remove the rechargeable battery, if you do not use your pedelec for a longer period of time (e.g. during the winter season). Store the rechargeable battery in a dry room at temperatures between 5 and 20 degrees Celsius. 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 it in between, if necessary.

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


For more information on the proper handling of your rechargeable battery see the system instructions of your drive manufacturer.

 Charge the battery with an ambient temperature of 15 to 25 degree Celsius. 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.


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


 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!




 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 made of ceramics or glass! Unplug the battery once it has been charged up.





 Do not use a rechargeable battery or a charger that is defective. If you are in doubt or if you have any questions, contact our service hotline.

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


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


 Do not charge any other electrical devices with the supplied charger of your pedelec!


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


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





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


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


 Make sure to use the battery only for the pedelec for which it is designed.


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


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

 Remove the rechargeable battery from your pedelec, if you do not use your pedelec for a longer period of time and keep it clean and dry.


 If the rechargeable battery or the charger (or parts of it) must be replaced, only use original spare parts. Contact our service hotline.


 Do not charge your battery over a long period of time, if you do not need it.

 Do not dispose of your rechargeable battery in the normal household rubbish! It must be disposed of according to battery disposal regulations. Therefore, sellers of new rechargeable batteries must provide collection of old batteries and appropriate disposal. If you are in doubt or if you have any questions, contact our service hotline.

 Note that the battery of your pedelec will show signs of wear of the years. This will result in a degradation of the battery and more and more reduce the range per battery charge. After a certain period of time it is even necessary to replace the battery.



 Lithium-ion batteries have no memory effect; they can therefore be charged at any time without affecting the charging capacity.

 Also observe the notes on the respective labels on the rechargeable battery or on the charger.


TRANSPORT OF THE PEDELEC


BY CAR


Pedelecs can be transported like conventional bicycles outside or inside the car. Always make sure the pedelec is securely fastened outside or inside the car and check the fastenings regularly. In addition, you should always remove the battery from the pedelec prior to fastening it on the car roof. Stow the battery in its original cardboard box or in the Canyon battery bag and, if mounted, the removable display unit inside the car and secure them appropriately to avoid any damage during transport.


For more information read chapter **"Transport of your Canyon bike"** in your detailed type-specific Canyon bicycle manual.



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

 Before transporting several pedelecs with a roof mounting or a rear mounting carrier system, inform yourself about the maximum load capacity of the bicycle carrier. Keep in mind that the weight of a pedelec is higher than the weight of a bicycle without drive. It could be that you are only allowed to transport one or two pedelecs instead of three bicycles without drive.

 Make sure to remove all movable and loose parts and above all the rechargeable battery, the control element and the cycle computer on the handlebar before transporting the pedelec inside or outside the car. If you transport your pedelec without its battery on a bike carrier system, protect the connections against water, moisture and dirt, e.g. with a plastic bag.

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

BY TRAIN / BY PUBLIC TRANSPORT

Pedelecs can be transported like conventional bicycles by public transport.

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

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





BY PLANE

If you intend to take your pedelec 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.



 If the rechargeable battery of your pedelec is mounted to the down tube, you can remove the battery for an easier boarding and disembarking and transport it separately in the Canyon battery bag.

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

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

AFTER AN ACCIDENT

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



Damage to the outer housing of the rechargeable battery can result in water or moisture entry which can lead to short circuits or electric shocks. The rechargeable battery may catch fire or even explode! Do not store a damaged battery in enclosed rooms. In such a case, contact our service hotline immediately.

2. **Check the display.** Are all values displayed as usual? Do not use your pedelec, 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. For more information see the system instructions of the drive manufacturer.



Do not set off on your pedelec with motor assistance when the control element shows a warning. In such a case, contact our service hotline immediately.

3. **Check whether the wheels are still firmly fixed in the drop-outs and whether the rims are still centred with respect to the frame or fork.** Spin the wheels and check whether the wheels run true. If the wheel visibly wobbles, it must be centred. More information is given in chapters "The brake system" as well as "The wheels" in your detailed type-specific Canyon bicycle manual.



Also observe the remarks given in chapter "Special characteristics of carbon" in your detailed type-specific Canyon bicycle manual.

4. Check whether handlebar and stem are neither bent nor ruptured and whether they are level and upright. Check whether the stem is firmly fixed in the fork by trying to twist the handlebar relative to the front wheel. Also, briefly lean on the brake levers to make sure the handlebar is firmly fixed in the stem.

For more information read chapters "Adjusting the Canyon bike to the rider" and "The headset" in your detailed type-specific Canyon bicycle manual.



5. **See whether the chain still runs on the chainring and sprockets.** If your pedelec fell over to the chain side, check that the gears still function properly. Ask somebody to lift the pedelec by the saddle, then gently switch through all the gears. Pay particular attention when switching to the small gears, making sure the rear derailleur does not get too close to the spokes as the chain climbs onto the larger sprockets. A bent rear derailleur or bent drop-outs can make the rear derailleur collide with the spokes! **Risk of a fall!** This in turn can destroy the rear derailleur, the rear wheel or the frame.



For more information read chapter "The gears" in your detailed type-specific Canyon bicycle manual.

6. Make sure the saddle is not twisted using the top tube or the BB shell as a reference. If necessary, open the clamping, realign the saddle and retighten the clamping.



For more information see chapters "How to use quick-releases and thru axles" and "Adjusting the Canyon bike to the rider" of your detailed type-specific Canyon bicycle manual and the enclosed manuals.



Carbon components which have suffered from an impact force as well as bent parts made of aluminium may brake without previous warning. They must not be repaired, i.e. straightened, as the risk of breakage would still remain imminent. This applies in particular to forks, handlebars, stems, crank sets, seat posts and pedals. When in doubt, it is always recommendable to have these components replaced, as your safety comes first.

7. Let your pedelec bounce on the ground from a small height. If there is any rattling, check where it comes from. Check the bearings, the bolts and the proper seat of the battery and the connectors, if necessary.

More information are given in your detailed type-specific Canyon bicycle manual and in the system instructions of the drive manufacturer.

8. Finally, take a good look at the whole pedelec to detect any deformation, discolouration or cracks.

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

Back home you need to recheck your pedelec thoroughly. Damaged parts must be repaired or replaced. Read the comprehensive chapters in your detailed type-specific Canyon bicycle manual and in the system instructions of the drive manufacturer or, if in doubt, call our service hotline.



Deformed components can break without previous warning. They must not be repaired, i.e. straightened, as the risk of breakage would still remain imminent. This applies in particular to forks, handlebars, stems, crank sets, seat posts and pedals. When in doubt, it is always recommendable to have these components replaced, as your safety comes first.



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

GENERAL NOTES ON CARE AND INSPECTION

Your pedelec is a product of high quality and technology. Nevertheless, as with other vehicles, you should see to your pedelec regularly and have an expert do the scheduled maintenance work. This is essential to ensure the safe and sustained functioning of all components.

WASHING AND CLEANING YOUR PEDELEC

Dried sweat, dirt and salt from riding during the winter or in sea air harm your pedelec. You should therefore make a habit of regularly cleaning all the components of your pedelec and protecting them from corrosion.

Do not clean your pedelec with a steam jet. This cleaning method is quick, but it entails serious drawbacks: As the water is ejected at high pressure in a narrowly focussed jet, it may pass through seals and penetrate bearings. This leads to the dilution of lubricants and consequently to greater friction and onset of corrosion. This destroys and impairs the functioning of the bearing races in the long term. Steam jet treatment also tends to abrade stickers.



Protect the upper side of the chainstay and all places where cables might rub with foil or the like. This will avoid any unpleasant scratches and abrasion marks.



Be sure to only do work for which you have the necessary knowledge and suitable tools.




Do not clean your pedelec with a strong water or steam jet from a short distance.


A much gentler way of cleaning your Canyon is with a soft water jet and/or with a bucket of water and a sponge or large brush. Cleaning your Canyon by hand has another positive side-effect: in that it enables you to discover defects in the paint or worn or defective components at an early stage.


After drying your pedelec you should polish its coating and metal surfaces with hard wax (except for the rotors). Apply the hard wax also to spokes, hubs, bolts and nuts etc. Use a hand-held atomizer for parts with small surfaces. Polish waxed surfaces with a soft cloth to give them a nice shine and make them water-repellent.


Inspect the chain after you have finished cleaning and grease it, if necessary. For more information read chapter "Chain maintenance" in your detailed type-specific Canyon bicycle manual.




 While cleaning, look for cracks, scratches, dents as well as bent or discoloured material. If you are in doubt, contact our service hotline. Have defective components replaced immediately and touch up paint defects.

 Before applying any hard wax on the frame of your pedelec, be sure to test it in a less visible spot first!

 Remove tough oil or grease stains from paint and carbon surfaces by using petroleum based solvents. Do not use degreasing agents containing acetone, methyl chloride etc., non-neutral, chemical or solvent-containing cleaning agents. They could attack the surface!

 Pedelec chains wear down faster than usual. Therefore, check for wear regularly.

 Keep the brake pads and the rotor free of cleaning agents and chain oil! This could render the brake ineffective (see chapter "The brake system" in your detailed type-specific Canyon bicycle manual)! Keep carbon clamping areas, such as handlebars, stem, seat post and seat tube, free of grease and oil.

SERVICING AND INSPECTION

First service:


A special maintenance schedule has been developed by our experienced technicians. On the first kilometres/miles, for example, the wheels may be subject to a certain bedding-in process or bowden and brake cables may stretch, making gear shifting imprecise. Depending on how much you cycle, the repair of worn-down parts may be necessary already. In this case you will be contacted by a service technician beforehand.

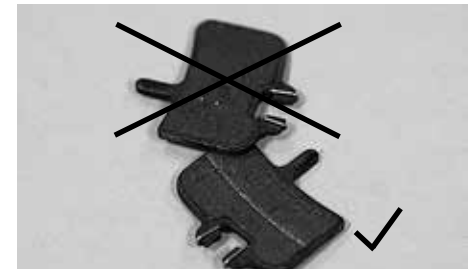
Regular annual service:


Following a long and challenging season we recommend that you have your pedelec thoroughly checked. Who could do this better than those who built your pedelec?

The annual service will be carried out by our skilled staff according to a maintenance schedule tailored to your bicycle type.




 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 pedelec. **Risk of accident!** If you do not, the CE marking as well as your warranty will become null and void. During the first 2 years (and the warranty period respectively) Canyon makes available all essential spare parts. In the event of unavailability Canyon will offer spare parts of equal or higher value. Contact our service hotline.



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



 For more information on how to use the battery's performance to the maximum, see chapter "Proper handling of the rechargeable battery".

Canyon safety check:

If you ride your pedelec less than 1,000 km (620 miles) a year, it requires correspondingly less servicing. In this case the Canyon safety check is exactly what you need. For this purpose our specialists have developed a schedule for this demand-oriented maintenance. This schedule includes less routines than an annual service, however all safety-relevant issues. We recommend that you have this check carried out before setting off into the new season or before going on a trip so that you can take off without a care.

Make an appointment in advance to ensure that your pedelec runs through this check as quickly as possible.



! To be able to enjoy your pedelec for many years it needs to be serviced regularly. More information in this regard are given in chapter **"Service and maintenance schedule"** in your detailed type-specific Canyon bicycle manual. The times specified there is a rough guide for cyclists riding between 750 and 1,500 km (460 and 930 miles) per year. If you regularly cycle a lot more on poor road surfaces or cross-country, it will require correspondingly shorter maintenance periods. This includes frequent rides in the rain or generally in moist conditions, as well.

i In case you pack your Canyon to send it in to our workshop, be sure to strictly follow the packing instructions **"How to pack your Canyon pedelec"** enclosed with the BikeGuard.

! You will find numerous service details on our website www.canyon.com that will help you carry out small repair and maintenance works. Never do work on your bicycle unless you feel absolutely sure about it! If you are in doubt or if you have any questions, contact our service hotline.

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

If a component needs to be replaced, make it a rule to only use original spare parts.



! If in case of a repair no original spare parts are available, observe the replacement parts guidelines issued by the German service and bicycle association (VSF), the German Bicycle Association (ZIV) and the Federal Guild Association (BIV). In case of inquiries, contact our service hotline.

! Note that the battery of your pedelec will show signs of wear of the years. This will result in a degradation of the battery and more and more reduce the range per battery charge. After a certain period of time it is even necessary to replace the battery.


! Keep in mind that the auxiliary drive may lead to partly higher wear than you are used to. This applies in particular to the brakes and the tyres and in the case of mid-mounted motors to the chain and the sprockets.


! Servicing and repairs are jobs best left to an expert. A lack of servicing or improper servicing may result in the failure of pedelec components. **Risk of accident!** However, if you want to do it on your own, restrict yourself to work for which you have the necessary expert knowledge and suitable tools.


! Do not touch or reach into rotating wheels or disc brakes during the ride or servicing. **Risk of injury!**


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


! Do not position your pedelec upside down. When turning the pedelec upside down the add-on parts, in particular those of the handlebar, may sustain damage.

 A rechargeable battery that has reached the end of its service life must not be disposed of with normal household rubbish. Ask the supplier of your new battery to dispose of the battery to be replaced or contact our service hotline.


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


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

 Be sure to read the chapters **"Service and maintenance schedule"**, **"Recommended torque values"**, **"Warranty"** and **"Crash Replacement"** in your detailed type-specific Canyon bicycle manual!

 For more information on warranty and guarantee read your detailed type-specific Canyon bicycle manual and visit our website www.canyon.com. In case of inquiries, contact our service hotline.



 Keep in mind that accessories can strongly affect the characteristics of the pedelec. If you are in doubt or if you have any questions, contact our service hotline.

 The manuals of the component manufacturers as well as the system instructions of the drive manufacturer are supplied enclosed. Here you will find all details about use, maintenance and care. This manual contains multiple references to these specific and detailed operating instructions. Make sure that the respective manuals for clipless pedals, gear and brake components are in your possession and keep them in a safe place together with this manual and the Canyon bicycle manual.