SCOTT

BIKE

EN ISO 4210-2 / EN ISO 8098 / EN 15194
TRANSLATION OF THE ORIGINAL
SCOTT OPERATING INSTRUCTIONS
TREKKING AND TREKKING-PEDELEC

WWW.SCOTT-SPORTS.COM

⚠ WARNING

- Read at least pages 13-38 before your first ride!
  Perform the functional check on pages 38-42 before every ride!
- Observe the chapter “Intended use of your SCOTT bike”.
- For the SCOTT service plan and the SCOTT handover report read the Quick Start Manual.

SAFETY INSTRUCTIONS

- Your bike and the translation of these original operating instructions comply with the requirements of the EN ISO standards 4210-2 Cycles – Safety requirements for bicycles and 8098 Cycles – Safety requirements for bicycles for young children as well as the European standard EN 15194.

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TRANSLATION OF THE ORIGINAL SCOTT OPERATING INSTRUCTIONS

Read the translation of these original SCOTT operating instructions. For additional information on your bicycle and the web links for the component manufacturers, please visit the manual pages of the bike brand you have purchased via your Quick Start Manual. Together with the manuals of the component manufacturers and the system instructions of the drive manufacturer and the translation of these original SCOTT operating instructions is part of a system.

If the translation of these original SCOTT operating instructions will not deliver the responses to all questions and before changing any settings, ask your SCOTT dealer.

SAFETY INSTRUCTIONS

- **For additional information on your bicycle and the web links for the component manufacturers, please visit the manual pages of the bike brand you have purchased via your Quick Start Manual.**
- **The translation of these original operating instructions is subject to European law and the EN/ISO standards. If delivered to countries outside Europe, supplementary information has to be provided by the importer of the SCOTT bike, if necessary.**
- **Inform yourself on www.scott-sports.com**

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Technical details in the text and illustrations of this manual are subject to change.

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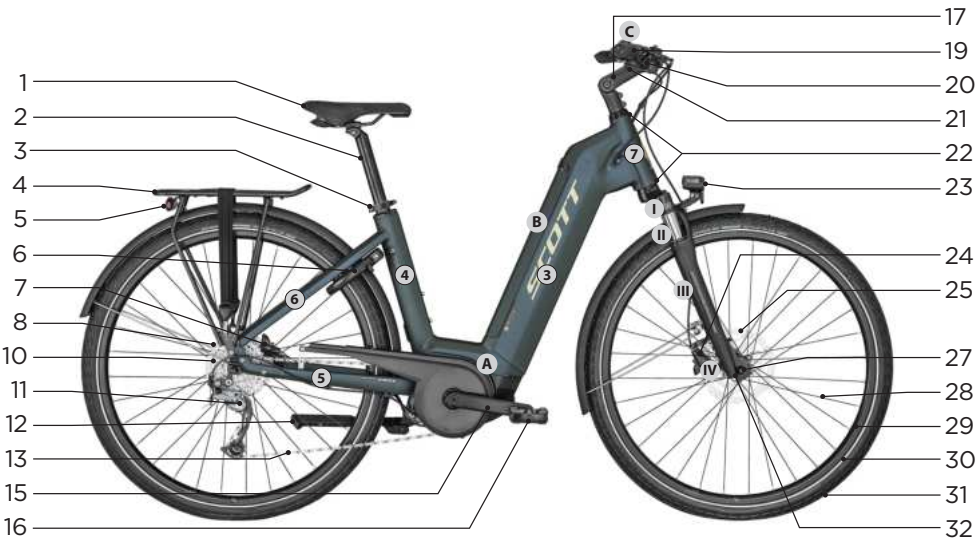
SCOTT CITY/TREKKING BIKE

SCOTT PEDELEC

SCOTT PEDELEC



Frame:

① Top tube
② Down tube
③ Central tube
④ Seat tube
⑤ Chainstay
⑥ Seat stay
⑦ Head tube

Suspension fork:

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

Ⓐ Motor
Ⓑ Rechargeable battery
Ⓒ Display and command console

1 Saddle
2 Seat post
3 Seat post clamp
4 Pannier rack
5 Rear light
6 Lock
7 Brake rear
8 Rotor
9 Front derailleur
10 Cassette sprockets
11 Rear derailleur
12 Kickstand
13 Chain
14 Chainring
15 Crank
16 Pedal
17 Stem
18 Bell
19 Handlebars
20 Brake lever
21 Shifter
22 Headset
23 Front lamp
24 Brake front
25 Rotor
26 Hub dynamo

Wheel:

27 Quick-release/ thru axle
28 Spoke
29 Rim
30 Reflector ring
31 Tyre
32 Hub
33 Valve

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SOME NOTES ON THE TRANSLATION OF THESE ORIGINAL SCOTT OPERATING INSTRUCTIONS

The illustrations on the first pages of the translation of these original SCOTT operating instructions show typical SCOTT city/trekking bikes and two typical SCOTT pedelecs. One of these SCOTT bikes looks similar to the SCOTT bike you have purchased. Today's bikes come in various types that are designed for specific uses and fitted accordingly. The translation of these original SCOTT operating instructions includes the following bicycle types:

City bikes **(a)**
Trekking bikes **(b)**
Urban bikes
Fitness bikes
Kids' bikes
Pedelec **(c-f)**
Speed pedelec
E-bike
EPAC

The translation of these original SCOTT operating instructions is not applicable to any other than the displayed bicycle types. This manual is not intended to help you assemble a SCOTT bike from individual components, to repair it or to make a partly assembled SCOTT bike ready for use.

In the translation of these original SCOTT operating instructions pedelecs with drive support and described as EPACs in the European standard EN 15194 are referred to as pedelecs. For the different EPAC types, see the chapter "Intended use of your SCOTT bike".

In the translation of these original SCOTT operating instructions the term "bicycle" will always be used in general descriptions if this refers to city/trekking bikes and pedelecs.

a

b

c

Pay particular attention to the following symbols:

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

SAFETY INSTRUCTIONS

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

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

The present translation of the original operating instructions complies with the requirements of the EN ISO standard 4210-2 for city and trekking and young adult bicycles, the EN ISO standard 8098 for bicycles for young children as well as EN 15194 for pedelecs.

It is essential to also observe the manuals of the component manufacturers and the system instructions of your drive manufacturer.

a

b

c

SAFETY AND BEHAVIOUR

Dear SCOTT customer,

Congratulations on your purchase of a new SCOTT bike. We are confident that the bike will exceed your expectations for quality, functioning and riding characteristics. Our SCOTT frames and components are customized and adjusted to suit the needs of the users to enhance your joy when riding on your new SCOTT bike – whether you are a beginner or a non-professional road racer or not!

To ensure that you ride safely and with joy, we strongly encourage you to take the time to read the translation of these original SCOTT operating instructions thoroughly.

If you have purchased a SCOTT bike for your child **(a)**, make sure he/she understands the information contained in this manual and can handle the new SCOTT bike accordingly. Observe the chapter "SCOTT kids' bikes" before your child sets off for the first time. There are special traffic regulations for children in some countries. Read the aforementioned chapter before your child uses the bicycle for the first time.

In purchasing this SCOTT bike you have chosen a product of high quality and technology. Each component of your new SCOTT bike has been designed, manufactured and assembled with great care and expertise. Your SCOTT dealer gave the bike its final assembly and made a functional check. This guarantees you pleasure and a sense of confidence from the very first turn of the pedals **(b-d)**.

The translation of these original SCOTT operating instructions contains a wealth of useful facts on the proper use of your SCOTT bike, its maintenance and operation as well as interesting information on bike design and engineering. Read the translation of these original SCOTT operating instructions thoroughly. We are sure that even if you have been cycling for many years you will find it worthwhile. Bike technology has developed at a rapid pace during recent years **(e+f)**.

Therefore, before setting off on your new SCOTT bike, you should read at least the chapter “Tests before your first ride”. To ensure as much fun and safety as possible during cycling, be sure to carry out the functional check described in the chapter “Tests before every ride” before setting off on your SCOTT bike.

Even a manual as detailed as an encyclopaedia could not describe every possible combination of available bicycle models and components. The translation of these original SCOTT operating instructions therefore focuses on your newly purchased SCOTT bike or SCOTT pedelec and standard components and provides useful information and warnings for the handling of your new SCOTT bike.

When doing any adjusting and servicing **(a)**, be aware that the detailed instructions provided in your manual only refer to this SCOTT bike.

The information included here is not applicable to any other bicycle type. As bicycles come in a wide variety of designs with frequent model changes, the routines described may require complementary information. It is essential to also observe the manuals of the component manufacturers and the system instructions of your drive manufacturer.

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

SAFETY INSTRUCTIONS

For additional information on your bicycle and the web links for the component manufacturers, please visit the manual pages of the bike brand you have purchased via your Quick Start Manual.

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

This manual cannot teach you how to ride. Be aware that cycling is a potentially dangerous activity that requires the rider to stay in control of his or her SCOTT bike at all times. When setting off on a SCOTT pedelec, keep in mind that the drive boosts your cycling speed. If necessary, attend a beginners course for cyclists or pedelec riders, as already offered here and there.

Like any sport, cycling involves the risk of injury and damage. By choosing to ride a bike, you assume the responsibility for the risk. Note that on a bike you have no protection technique around you like you have in a car (e.g. bodywork, ABS, airbag). 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 SCOTT bike and never ride without having both hands on the handlebars.

Observe the legal regulations concerning off-road cycling and public roads. These regulations may differ in each country.

Respect nature when riding through the forest and in the open countryside. Only use your bike on signposted, well maintained trails and hard-surface roads **(e)**.

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

For more information in this regard, read the chapters “Riding a SCOTT pedelec” and “Useful facts for riding a SCOTT speed pedelec“.

First, we would like to familiarize you with the various components of your SCOTT bike. Unfold the cover of the translation of these original SCOTT operating instructions. There you will find a SCOTT city/trekking bike **(a)** and a SCOTT pedelec **(b)** showing all the essential components. Leave the page unfolded as you read so that you can easily locate the components as they are referred to in the text.

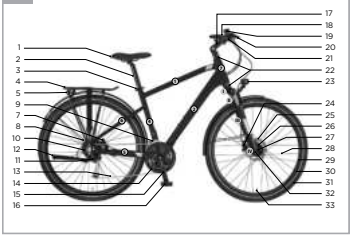
⚠ WARNING

For your own safety, never do any work or adjusting when servicing your bike unless you feel absolutely sure about it. If you are in doubt or if you have any questions, contact your SCOTT dealer.

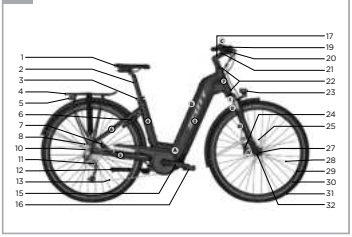
Note: Do not hitch yourself and your bike to a car. Do not ride freehand. Only take your feet off the pedals, if required by the condition of the road.

SCOTT – NO SHORTCUTS

a



b



INTENDED USE OF YOUR SCOTT BIKE

Your SCOTT bike was designed by our engineers for a specific use. Be sure to use your SCOTT bike only according to its intended use, as it may otherwise not withstand the stress and fail causing an accident with unforeseeable consequences! Any improper use will invalidate the warranty.

There is no bicycle type which is suitable for all purposes. Your SCOTT dealer will be pleased to help you find the right SCOTT bike for you and your needs. He will also show you the limits of the different types of bicycles.

SAFETY INSTRUCTIONS

Visit www.scott-sports.com and find out to which condition your new SCOTT bike belongs or contact your SCOTT dealer.

You find more information on your SCOTT bike and the weblinks of the component manufacturers via your Quick Start Manual on the respective pages in the manual of the bicycle brand you have purchased.

Condition 1 SCOTT Bicycles

In general, **SCOTT condition 1 bicycles (c+d)** are used, for example, for commuting and leisure rides under moderate exertion.

SCOTT condition 1 bicycles are intended for use on normal, paved surfaces, i.e. asphalted or paved roads and cycle lanes, with the tyres designed to maintain contact with the ground at average speeds. Steps or kerbs may only be ridden carefully up to a maximum height of 15 cm. The intended range of the average speed is between 15 and 25 kmh (9.3 and 15.5 mph).

These bicycles are not suitable for off-road, cyclo-cross or mountain bike use or jumps and competitive use of any kind whatsoever.

Before using **condition 1 SCOTT bicycles** on public roads, they must be equipped with the devices prescribed for this purpose (lighting system, bell). Observe the traffic rules when riding on public roads. You find more information in the chapter “Legal Requirements for Riding on Public Roads”.

You find details as to the **maximum permissible overall weight** on the sticker on the frame of your SCOTT bike and in the chapter “Notes on the maximum permissible overall weight”. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers’ recommendations for use.

⚠ WARNING

- **SCOTT condition 1 bicycles (a+b) are not suitable for offroad use, jumps, slides, stair riding, stoppies, wheelies, tricks, etc. and not for competitive use of any kind whatsoever!**
- **Trailers and child seats are only permitted if outlined on your weight card which came with your SCOTT bicycle. Note that SCOTT will not assume liability or provide guarantee for the use of trailers and child seats because of the wide variety of fastening systems for them, the technical specifications for these systems and the problems associated with them. Contact your SCOTT dealer before mounting.**
- **Luggage carriers are only permitted if outlined on your weight card which came with your SCOTT bicycle if the rear stays and the drop-outs of your SCOTT bike have fastening devices for luggage carriers. In this case mounting a suitable luggage carrier is permitted. Contact your SCOTT dealer before mounting.**
- **Always observe the maximum permissible overall weight of your bicycle when adding a child seat/trailer/luggage carrier and observe the chapter “Notes on the maximum permissible overall weight”.**

NOTICE

- **The use of Turbo/Smart Indoor Trainers is not permitted with SCOTT carbon road bikes. If you wish to use such a device, you do so at your own risk and SCOTT Sports SA accepts no risk or responsibility.**

SAFETY INSTRUCTIONS

- **You find more information in the chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.**
- **You find more information on your SCOTT bike and the weblinks of the component manufacturers via your Quick Start Manual on the respective pages in the manual of the bicycle brand you have purchased.**

Condition 2 SCOTT Bicycles

In general, **SCOTT condition 2 bicycles (c-e)** are used, for example, for leisure and trekking rides under moderate exertion.

SCOTT condition 2 bicycles are for use on normal, paved surfaces, i.e. asphalted or paved roads and cycle lanes, as well as on unpaved roads and gravel paths of moderate grading. Under these conditions there may be contact with uneven terrain and loss of tyre contact with the ground may occur. Steps or kerbs (jumps/drops) may only be ridden carefully up to a maximum height of 15 cm. The intended range of the average speed is between 15 and 25 kmh (9.3 and 15.5 mph).

These bicycles are not suitable for off-road, cyclo-cross or mountain bike use or jumps and competitive use of any kind whatsoever.

Before using **SCOTT condition 2 bicycles** on public roads, they must be equipped with the devices prescribed for this purpose (lighting system, bell). Observe the traffic rules when riding on public roads. You find more information in the chapter “Legal Requirements for Riding on Public Roads”.

You find details as to the **maximum permissible overall weight** on the sticker on the frame of your SCOTT bike and in the chapter “Notes on the maximum permissible overall weight”. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers’ recommendations for use.

⚠ WARNING

- **SCOTT condition 2 bicycles are not suitable for offroad use, jumps, slides, stair riding, stoppies, wheelies, tricks, etc. and not for competitive use of any kind whatsoever!**
- **Trailers and child seats are only permitted if outlined on your weight card which came with your SCOTT bicycle. Note that SCOTT will not assume liability or provide guarantee for the use of trailers and child seats because of the wide variety of fastening systems for them, the technical specifications for these systems and the problems associated with them.**
- **Luggage carriers are permitted on SCOTT condition 2 bicycles, if the rear stays and the drop-outs of your SCOTT bike have fastening devices for luggage carriers. In this case mounting a suitable luggage carrier is permitted. Contact your SCOTT dealer before mounting.**

⚠ WARNING

Always observe the maximum permissible overall weight of your bicycle when adding a child seat/trailer/luggage carrier and observe the chapter "Notes on the maximum permissible overall weight".

NOTICE

The use of Turbo/Smart Indoor Trainers is not permitted with SCOTT carbon road bikes. If you wish to use such a device, you do so at your own risk and SCOTT Sports SA accepts no risk or responsibility.

SAFETY INSTRUCTIONS

You find more information in the chapter "Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike".

You find more information on your SCOTT bike and the weblinks of the component manufacturers via your Quick Start Manual on the respective pages in the manual of the bicycle brand you have purchased.

SCOTT kids' bikes

In general, these are **SCOTT kids' bikes (a-c)** with a wheel size from 12 to 26".

SCOTT kids' bikes are intended for use on normal, paved surfaces, i.e. asphalted or paved pedestrian paths and cycle lanes, with the tyres designed to maintain contact with the ground at average speeds. Steps or kerbs may only be ridden carefully up to a maximum height of 15 cm.

For further information check the condition outlined on your weight card which came with your SCOTT kids' bike and check the sticker on the bike to educate yourself on what condition your kids' bicycle is covered by.

These bicycles are not suitable for competitive use of any kind whatsoever.

Before using **SCOTT kids' bikes** on public roads, they must be equipped with the devices prescribed for this purpose (lighting system, bell). Observe the traffic rules on public roads and be a good example and teacher for your child. You find more information in the chapter "Legal Requirements for Riding on Public Roads".

a

b

c

You find details as to the **maximum permissible overall weight** on the sticker on the frame of your SCOTT bike and in the chapter “Notes on the maximum permissible overall weight”. Under certain circumstances the permissible maximum weight can be further limited by the component manufacturers’ recommendations for use.

⚠ WARNING

- **SCOTT kids’ bikes are not suitable for jumps, slides, stair riding, stoppies (d), wheelies, tricks, etc., for rides with pannier bags and not for competitive use of any kind whatsoever!**
- **Walker Bikes are not allowed for any jumping or off road use.**
- **Children should not ride near precipices, stairs or swimming pools and on paths used by motor vehicles.**
- **Some SCOTT kids’ bikes are suitable for mounting training wheels.**
- **Trailers (e) and child seats (f) are not permitted on SCOTT kids’ bikes. Note that SCOTT will not assume liability or provide guarantee for the use of trailers and child seats.**
- **SCOTT kids’ bikes with the appearance of a BMX bike must also only be used in accordance with the intended use for bikes of this condition.**

NOTICE

- **The use of Turbo/Smart Indoor Trainers is not permitted with SCOTT carbon road bikes. If you wish to use such a device, you do so at your own risk and SCOTT Sports SA accepts no risk or responsibility.**

SAFETY INSTRUCTIONS

- **You find more information on your SCOTT bike and the weblinks of the component manufacturers via your Quick Start Manual on the respective pages in the manual of the bicycle brand you have purchased.**

d

e

f

NOTES ON THE MAXIMUM PERMISSIBLE OVERALL WEIGHT

The maximum overall weight limit is calculated as follows:

Weight bicycle (kg)
+ Weight cyclist (kg)
+ Weight luggage (e.g. backpack, pannier bags)
+ Weight child seat, trailer including load, persons and/or pets (kg), if approved
= maximum permissible overall weight (kg)

You find details as to the maximum permissible overall weight on the sticker on the frame of your SCOTT bike **(a)**.

You find details as to the weight of your SCOTT bike / SCOTT pedelec on our website at www.scott-sports.com with your model at “Specifications” **(b)**.

NOTICE

If a trailer is used, the overall weight of the trailer (trailer + load) is counted as part of the overall weight of the bicycle and must be considered in the maximum permissible overall weight of the bicycle.

NOTES ON THE TRANSPORT OF LOADS AND ON CARRYING CHILDREN AND/OR PETS WITH YOUR SCOTT BIKE

Permission for use of a trailer with your SCOTT bike

Children/pet/cargo trailers are only permitted for use with SCOTT bikes if outlined on the weight card which came with your bicycle.

Children/pet/cargo trailers are **not permitted** for use with:

- SCOTT bikes with carbon frames or forks
- Full-suspension SCOTT bikes
- Speed pedelecs
- SCOTT Children’s and junior bikes

⚠ WARNING

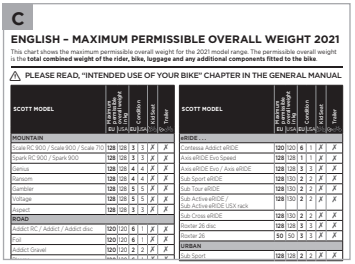
Check your weight card (c).

a

b

APPROX WEIGHTS IN KG	12.70
APPROX WEIGHTS IN LBS	28

c



ENGLISH – MAXIMUM PERMISSIBLE OVERALL WEIGHT 2021

This chart shows the maximum permissible overall weight for the 2021 model range. The permissible overall weight is the **total combined weight of the rider, bike, luggage and any additional components fitted to the bike**.

⚠ PLEASE READ, “INTENDED USE OF YOUR BIKE” CHAPTER IN THE GENERAL MANUAL

SCOTT MODEL	PERMISSION CHILD TRAILER	PERMISSION CHILD SEAT	PERMISSION PET TRAILER	EU	USA	CA	Other
MOUNTAIN							
Scale RC 900 / Scale 900 / Scale 700	128	128	3	3	✗	✗	
Spark RC 900 / Spark 900	128	128	3	3	✗	✗	
Genius	128	128	4	4	✗	✗	
Ransom	128	128	4	4	✗	✗	
Gambler	128	128	5	5	✗	✗	
Voltage	128	128	5	5	✗	✗	
Aspect	128	128	3	3	✗	✗	
ROAD							
Addict RC / Addict / Addict disc	120	120	6	1	✗	✗	
Foil	120	120	6	1	✗	✗	
Addict Gravel	120	120	2	2	✗	✗	

SCOTT MODEL	PERMISSION CHILD TRAILER	PERMISSION CHILD SEAT	PERMISSION PET TRAILER	EU	USA	CA	Other
eRIDE ...							
Contessa Addict eRIDE	120	120	6	1	✗	✗	
Axis eRIDE Evo Speed	128	128	1	1	✗	✗	
Axis eRIDE Evo / Axis eRIDE	128	128	3	3	✗	✗	
Sub Sport eRIDE	128	130	2	2	✗	✗	
Sub Tour eRIDE	128	130	2	2	✗	✗	
Sub Active eRIDE / Sub Active eRIDE USA neck	128	130	2	2	✗	✗	
Sub Cross eRIDE	128	130	2	2	✗	✗	
Roxter 26 disc	128	128	3	3	✗	✗	
Roxter 26	50	50	3	3	✗	✗	
URBAN							
Sub Sport	128	128	2	2	✗	✗	

Children's tandem bike systems are not permitted on principal.

Only trailers with two side-by-side wheels are permitted **(d)**. Single-track trailers are not permitted for use with SCOTT bikes.

The trailer must be fixed to the left dropout only **(e)**. Other mounting connections (seat post, luggage carrier, etc.) are not permitted.

Have your child/pet/cargo trailer mounted exclusively by your SCOTT dealer.

⚠ WARNING

- **Ask your SCOTT dealer for appropriate child/pet/cargo trailers.**
- **Observe the maximum permissible gross weight of the child/pet/cargo trailer. You find this information on the trailer and/or in the accompanying user manuals of the respective manufacturer. If you are in doubt, contact your SCOTT dealer.**
- **Observe the maximum permissible overall weight of your SCOTT bike.**
- **Use a child/pet/cargo trailer only, if permitted by the national and regional regulations in the country where you are travelling.Observe the national and regional regulations on the use of child/pet/cargo trailers.**
- **Always observe the maximum permissible overall weight of your bicycle when adding a trailer and observe the chapter "Notes on the maximum permissible overall weight".**

The following points have to be observed when using a child/pet/cargo trailer:

- Never set off before having safely stowed the objects in the trailer, i.e. actively secured with tightening straps **(f)**. Cargo shifting may otherwise negatively affect the centre of gravity and thus the riding behaviour.
- Stow heavy objects as far down as possible and towards the centre of the trailer. When distributing the loads make sure the trailer is loaded as evenly as possible.
- Uncontrolled movements of the child or pet can cause your SCOTT bike and/or the trailer to tilt. Therefore, always buckle up your children and pets in the trailer.
- Do not overload your child/pet/cargo trailer. Overloading can result in breakage of the frame, the fork or the components. Risk of accident and injury!

- If your trailer obstructs the lighting equipment of your SCOTT bike, you have to mount the lighting equipment visibly to the trailer. Before riding in the dark, provide the rear end of the trailer with a battery/accumulator-operated lamp **(a)**.
- Equip your trailer with a high safety flag to be seen better by other road users.
- Make sure your child always wears a helmet. Be a good example and remember to always wear a helmet **(b)** yourself.
- Adjust the tyre pressure **(c)** to the additional weight. The maximum pressure is indicated on the tyre side.

SAFETY INSTRUCTIONS

In Germany the following provisions apply: A trailer wider than 60 cm or obstructing the rear light of the bicycle must be equipped with a red rear light at the rear on the left side. In addition, it must be equipped with two white reflectors showing to the front and two red reflectors showing to the rear and, if the trailer is wider than 1 m, with one white front lamp. Direction indicators on trailers are generally permitted

- Make yourself familiar with the modified riding and braking behaviour of your SCOTT bike with child/pet/cargo trailer in an area free of traffic.
- Adjust your riding style especially in wet conditions to the modified riding characteristics and braking response of your SCOTT bike.
- Start by practising riding with an empty trailer in an area free of traffic. If you feel secure practise riding with your child or pet or the additional load in an area free of traffic.
- Luggage and cargo or the weight of children or pets generally modify the riding characteristics of your SCOTT bike and extend the stopping distance! Therefore, practise riding and braking with your loaded SCOTT bike in a place free of traffic. Ride particularly considerately and anticipate critical situations.

⚠ WARNING

Observe the maximum permissible speed limit of the child/pet/cargo trailer. You find this information in the accompanying user manuals of the respective manufacturer.

- Your SCOTT bike including trailer is longer and wider than your usual SCOTT bike. In bike-parking facilities there is not always enough space provided for bicycles with trailers. Make sure that you neither obstruct the road nor the bike lane/footpath, e.g. for wheelchair users, when parking your SCOTT bike with trailer.
- Keep in mind that much payload also increases wear and tear. Therefore, check the condition of the wearing parts regularly, at least observe the intervals given in the chapter “SCOTT Service and Maintenance Schedule”. Under adverse conditions, e.g. when you ride a lot in rainy and dirty conditions and cover many metres in altitude and are travelling with a lot of loads, you have to plan even clearly shorter intervals.

Permission for use of a child seat on your SCOTT bike

Child seats are only permitted for use with SCOTT bicycles if outlined on the weight card **(d)** which came with your bicycle.
The use of child seats is **not permitted** on:

- SCOTT bikes with carbon frames or forks
- Full-suspension SCOTT bikes **(e)**
- Speed pedelecs **(f)**
- SCOTT children’s and junior bikes

⚠ WARNING

Check your weight card.

Child seats mounted to the seatpost or the seat tube are not permitted.

d

ENGLISH – MAXIMUM PERMISSIBLE OVERALL WEIGHT 2021

This chart shows the maximum permissible overall weight for the 2021 model range. The permissible overall weight is the **total combined weight of the rider, bike, luggage and any additional components fitted to the bike.**

⚠ **PLEASE READ, “INTENDED USE OF YOUR BIKE” CHAPTER IN THE GENERAL MANUAL.**

SCOTT MODEL	MAXIMUM PERMISSIBLE OVERALL WEIGHT EU	USA	EU	USA	CONDITION	SYSTEM	TRAILER
MOUNTAIN							
Scale RC 900 / Scale 900 / Scale 710	128	128	3	3	✗	✗	
Spark RC 900 / Spark 900	128	128	3	3	✗	✗	
Genius	128	128	4	4	✗	✗	
Ransom	128	128	4	4	✗	✗	
Gambler	128	128	5	5	✗	✗	
Voltage	128	128	5	5	✗	✗	
Aspect	128	128	3	3	✗	✗	
ROAD							
Addict RC / Addict / Addict disc	120	120	6	1	✗	✗	
Foil	120	100	6	1	✗	✗	
Addict Gravel	120	100	2	2	✗	✗	

SCOTT MODEL	MAXIMUM PERMISSIBLE OVERALL WEIGHT EU	USA	EU	USA	CONDITION	SYSTEM	TRAILER
eRIDE							
Contessa Addict eRIDE	120	120	6	1	✗	✗	
Axis eRIDE Evo Speed	128	128	1	1	✗	✗	
Axis eRIDE Evo / Axis eRIDE	128	128	3	3	✗	✗	
Sub Sport eRIDE	128	130	2	2	✗	✗	
Sub Tour eRIDE	128	130	2	2	✗	✗	
Sub Active eRIDE / Sub Active eRIDE USA neck	128	130	2	2	✗	✗	
Sub Cross eRIDE	128	130	2	2	✗	✗	
Roxter 26 disc	128	128	3	3	✗	✗	
Roxter 26	50	50	3	3	✗	✗	
URBAN							
Sub Sport	128	128	2	2	✗	✗	

e

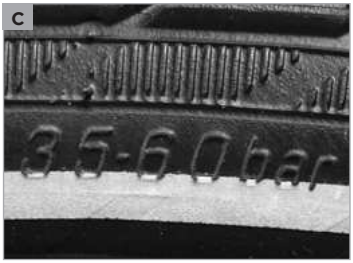
f

⚠ WARNING

- Only use child seats which are mounted so that the child sits behind the rider **(a)**. Child seats mounted in front of the rider are not permitted (exception: cargo bikes with specific children transport devices). Ask your SCOTT dealer for appropriate child seats.
- Child seats mounted with a suitable adapter for luggage carriers are only permitted, if the carrier complies with the specifications of ISO 11243 and has a maximum payload of at least 27 kilos.
- Always observe the maximum permissible overall weight of your bicycle when adding a child seat and observe the chapter “Notes on the maximum permissible overall weight”.
- Have your child seat mounted exclusively by your SCOTT dealer.
- Use a child seat only, if permitted by the national and regional regulations in the country where you are travelling.
- Observe the maximum permissible overall weight of your SCOTT bike.
- Observe the maximum permissible gross weight of the child seat. You find this information on the child seat and/or in the accompanying user manuals of the respective manufacturer. If you are in doubt, contact your SCOTT dealer.
- Children weighing more than 15 kilos must not be transported in the child seat. Observe the maximum permissible gross weight of the child seat.

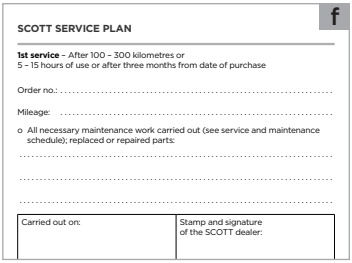
SAFETY INSTRUCTIONS

- Read and observe the national and regional regulations on the use of child seats.



The following points have to be observed when using a child seat:

- Always put a fitting helmet on your child **(b)** and this already before you place him/her in the child seat. Many accidents happen when the bicycle is stationary, e.g. when it tips over. Be a good example and remember to always wear a helmet yourself.
- Never set off before having buckled up your child in the child seat. Uncontrolled movements of the child can cause your SCOTT bike to tilt.
- Do not overload your child seat. Overloading can result in breakage of the frame, the fork or the components. Risk of accident and injury!
- Cover the springs of your saddle to make sure that your child will not have the fingers pinched.
- Adjust the tyre pressure to the additional weight. The maximum pressure is indicated on the tyre side **(c)**.
- Make yourself familiar with the modified riding and braking behaviour of your SCOTT bike with child seat in an area free of traffic.
- Adjust your riding style especially in wet conditions to the modified riding characteristics and braking response **(d)** of your SCOTT bike.
- Start by practising getting on the bike and riding with an empty child seat **(e)** in an area free of traffic. If you feel secure practise riding with your child in an area free of traffic.
- The weight of your child generally modifies the riding characteristics of your SCOTT bike and extends the stopping distance! Therefore, practise riding and braking with your loaded SCOTT bike in a place free of traffic. Ride particularly considerately and anticipate critical situations.
- Keep in mind that much payload also increases wear and tear. Therefore, check the condition of the wearing parts regularly, at least observe the intervals given in the chapter "SCOTT Service and Maintenance Schedule". Under adverse conditions, e.g. when you ride a lot in rainy and dirty conditions and with lots of additional loads or when you cover a lot of altitude metres, you have to anticipate even clearly shorter intervals **(f)**.



Pedelecs

Pedelecs (**ped**al **ele**ctric **c**ycle**s**) or **EPACs** (**E**lectrically **P**ower **A**ssisted **C**ycles) are bicycles with an auxiliary motor that only switches on when you move the pedals. When you stop pedalling, the motor switches off.

A driving licence is not required for riding a SCOTT pedelec **(a)**, if the motor assistance switches off automatically at a speed of 25 kmh. You do not need an operating licence and need not insure the pedelec either.

All regulations that apply to SCOTT bikes, also apply to SCOTT pedelecs, i.e. using cycle paths is not compulsory. Wearing a helmet is recommended **(b)**, but not compulsory.

Make sure you do not confuse your SCOTT pedelec with a "SCOTT speed pedelec" (see "Speed pedelecs").

There are now many types of bicycles among the electric bicycles belonging to different conditions.

It is imperative that you read chapters "Intended use of your SCOTT bike" and "Test before your first ride". There you will find detailed information on the use of the bicycles of the respective condition.

Some SCOTT pedelecs have a pushing aid **(c)** which provides assistance during pushing, even without pedalling, up to a speed of 6 kmh.

Your SCOTT pedelec is designed for a maximum permissible overall weight, including rider, luggage and SCOTT pedelec.

a

b

c

Speed pedelecs

Speed pedelecs are bicycles with an auxiliary motor **(d)** which provides assistance to the rider even beyond a speed of 25 kmh, as long as you continue pedalling. The pedal-assist stops at a speed of 45 kmh. Without pedalling a SCOTT speed pedelec provides assistance to a maximum speed of 20 kmh.

SCOTT speed pedelecs are regarded as motor vehicles, have an operating licence or EU type approval and are therefore subject to strict regulations relating to the replacement of components and to changes. Modifications without approval/type approval result in an expiration of the operating licence, i.e. the SCOTT pedelec must no longer be used on public roads.

Check in the country where you use your SCOTT speed pedelec whether you require a moped licence or a driving licence for motor vehicles.

You can obtain a moped licence if you are aged 15 or over. Inform yourself at your driving licence agency.

Inform yourself in the country where you use your SCOTT speed pedelec about the regulations on the use of speed pedelecs on cycle lanes in built-up areas, on lanes which are marked with a road sign allowing access for mopeds, on cycling one-way streets in the opposite direction, even when they are allowed to bikes and on the use of roads which are closed for motor vehicles, motor cycles and mopeds.

Inform yourself in the country where you use your SCOTT speed pedelec whether wearing a helmet **(e)** is compulsory. Also read the chapter “Useful facts for riding a SCOTT speed pedelec”.

Most of the SCOTT speed pedelecs are designed for cycling exclusively on lanes and roads with a smooth surface **(f)**. Only use trails that are allowed for speed pedelecs / e-bikes. Typical SCOTT speed pedelecs are generally not suitable for off-road use. Using SCOTT speed pedelecs off-road can result in crashes with unforeseeable consequences.

Your SCOTT speed pedelec is designed for a **maximum permissible overall weight,** including rider, luggage and SCOTT speed pedelec.

d

e

f

⚠ WARNING

- Be sure to use your SCOTT bike only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of falling!
- Do not modify your SCOTT pedelec or SCOTT speed pedelec; this applies in particular to the performance or the possibly assisted speed! A modified pedelec or speed pedelec must no longer be used on public roads.
- Do not modify or manipulate (“tune”) your SCOTT pedelec or SCOTT speed 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 or speed pedelecs are then possibly no longer approved for use on public roads (scope of the Road Traffic Licensing Regulation) and on forest trails.
- For your own safety, do not overestimate your riding skills. Note that though looking easy the tricks of a professional are hazardous to your life and limb. Always protect yourself with suitable clothing.
- Note that there are different types of pedelecs and e-bikes **(a+b)** which are subject to different legal framework conditions. Check the class of your SCOTT pedelec or SCOTT e-bike in the SCOTT handover report in the Quick Start Manual **(c)**. Keep the specific regulations in mind when riding on public roads and through the landscape.

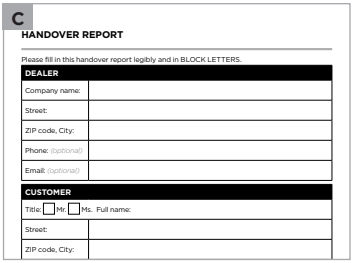
NOTICE

- The regulations and rules for pedelecs and speed pedelecs are being revised constantly. Read the daily press to keep you informed about current legislative changes.
- It is essential to also observe the manuals of the component manufacturers and the system instructions of your drive manufacturer.
- It is essential to also observe the manuals of the component manufacturers and the system instructions of your drive manufacturer.For more information about the intended use of your SCOTT pedelec or SCOTT speed pedelec as well as the maximum permissible overall weight (rider, SCOTT pedelec and luggage) see the SCOTT handover report in the Quick Start Manual and the chapter “Intended use of your SCOTT bike”.

a

b

c



HANDOVER REPORT

Please fill in this handover report legibly and in BLOCK LETTERS.

DEALER	
Company name:	
Street:	
ZIP code, City:	
Phone: *(optional)*	
Email: *(optional)*	

CUSTOMER	
Title: ☐ Mr. ☐ Ms. Full name:	
Street:	
ZIP code, City:	

NOTICE

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

SAFETY INSTRUCTIONS

Before towing a trailer with your SCOTT bike read chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.

Before mounting a child carrier or pannier rack, check whether your SCOTT bike is permitted for child carriers ot pannier racks. You will find the respective information in the chapter “Intended use of your SCOTT bike” or in the SCOTT handover report in the Quick Start Manual. Contact your SCOTT dealer.

TESTS BEFORE YOUR FIRST RIDE

1. If you want to use your bike on public roads, it has to comply with legal requirements. These requirements may vary in each country. The fittings of your SCOTT bike are, therefore, not necessarily complete **(a)**.

   Ask your SCOTT dealer concerning the laws and regulations applicable in your country or in the country you intend to use your SCOTT bike. Have your SCOTT bike equipped accordingly before using it on public roads.

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

2. Are you familiar with the brake system **(b+c)**? Have a look at the SCOTT handover report in the Quick Start Manual and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your SCOTT dealer to switch the brake levers before you set off for the first time.

   Your new bike is equipped with modern brakes which may be far more powerful than those you were used to so far. Be sure to first practise using the brakes on a level, non-slip surface off public roads! Slowly approach higher brake performances and speeds.

   For more information see the chapter “Brakes” and the manuals of the component manufacturers. For additional information on your bicycle and the web links for the component manufacturers, please visit the manual pages of the bike brand you have purchased via your Quick Start Manual.

a

b

c

3. Are you familiar with the type and functioning of the gears **(d)**? Ask your SCOTT dealer to explain you the gear system and make yourself familiar with your new gears in an area free of traffic, if necessary.

   For more information see chapter “Gears” and the manuals of the component manufacturers. For additional information on your bicycle and the web links for the component manufacturers, please visit the manual pages of the bike brand you have purchased via your Quick Start Manual.

4. Are saddle and handlebars properly adjusted? The saddle should be set to a height from which you can just reach the pedal in its lowest position with your heel. The hips should remain horizontal. Check whether your toes reach to the floor when you are sitting on the saddle **(e)** (exception: full suspension SCOTT bikes). Your SCOTT dealer will be pleased to help you, if you are not happy with your seating position.

   For more information see the chapter “Adjusting the SCOTT bike to the rider”.

5. If your SCOTT bike is equipped with clipless or step-in pedals **(f)**: Have you ever tried cycling with the respective cycling shoes? First practise locking one shoe onto a pedal and disengaging it while standing on the other leg. Ask your SCOTT dealer to explain you the pedals and to adjust them to your needs.

   For more information see the chapter “Pedals and shoes” and the manuals of the component manufacturers.

d

e

f

6. If you purchased a SCOTT bike with suspension **(a+b)**, you should ask your SCOTT dealer to adjust the suspension settings to your needs. Improperly adjusted suspension elements are liable to malfunction or damage. In any case they will impair the performance of your bike as well as your safety and joy whilst riding.

   For more information see the chapters “Front suspension” and “Suspension seat post” and the manuals of the component manufacturers.

⚠ WARNING

- **Be aware that the distance you need to stop your pedelec increases, when you are riding with your hands on bar ends or on multi-position handlebars. The brake levers are not always within easy reach.**
- **Be sure to use your SCOTT bike only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of falling!**
- **Note that both braking effect and tyre grip can be reduced drastically in wet conditions. Look well ahead when riding on wet roads and go well below the speed you would ride at in dry conditions.**
- **A lack of practice when using clipless pedals or too much spring tension in the mechanism can lead to a very firm connection, from which you cannot quickly step out! Risk of falling!**
- **In case you had a crash with your SCOTT bike, perform at least the check described in the chapters “Tests before every ride“ and “Tests after an accident“. Only ride back very carefully on your SCOTT bike, if it passed the tests without any problems. Do not accelerate or brake hard and do not ride your bike out of the saddle. If you are in doubt, have yourself picked up by car, instead of taking any risk. Back home you need to check your SCOTT bike thoroughly once again. If you are in doubt or if you have any questions, contact your SCOTT dealer!**

⚠ CAUTION

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

NOTICE

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

SAFETY INSTRUCTIONS

Before towing a trailer **(d)** with your SCOTT bike read chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.

Before mounting a child carrier or pannier rack, check whether your SCOTT bike is permitted for child carriers ot pannier racks. You will find the respective information in the chapter “Intended use of your SCOTT bike” or in the SCOTT handover report in the Quick Start Manual. Contact your SCOTT dealer.

Before mounting a child seat **(e)**, have a look at the SCOTT handover report in the Quick Start Manual and contact your SCOTT dealer.

ADDITIONAL INFORMATION “TESTS BEFORE YOUR FIRST RIDE” WITH YOUR SCOTT PEDELEC

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 **(f)**! Slowly approach the potential of your SCOTT pedelec in an area free of traffic.

   For more information see the chapters “Riding a SCOTT pedelec” or ”Useful facts for riding a SCOTT speed pedelec“ and the system instructions of your drive manufacturer.

d

e

f

2. The rechargeable battery of your SCOTT pedelec must be charged before you set off for the first time **(a)**. 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 **(b)**.

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

3. The functions of your SCOTT pedelec are operated with the buttons on the control unit **(c)** or on the command console **(d)**. Are you familiar with all functions and displays? Check whether you know the functions of all buttons on the control unit or on the command console.

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

4. If your SCOTT pedelec has a pushing aid, this device provides assistance during pushing your SCOTT pedelec. Are you familiar with the pushing aid?

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

⚠ WARNING

Be sure to use your SCOTT pedelec only for its intended purpose, as it may otherwise not withstand the stress and fail. Risk of falling!

When mounting your SCOTT pedelec, make sure not to step on the pedals until you sit in the saddle and grip the handlebars tightly, and that one pedal is at the lowest position when you get on (e). The motor assistance might switch on suddenly and result in an uncontrolled start of your SCOTT pedelec. Risk of falling!

Pull the brake lever of the rear brake and stop pedalling. The pedelec will stop. Emergency stop! To achieve the shortest possible stopping distance brake with both brakes in a way that the pedelec slows down gradually (see chapter “Brakes”).

a

b

c

⚠ WARNING

We recommend that you charge your battery only during the day and only in dry rooms which have a smoke or a fire detector; but not in 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.

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 your SCOTT pedelec in the blazing sun.

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

⚠ CAUTION

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.) **(f)**. Activating the drive systems unintentionally bears the risk of injury!

The weight distribution on your SCOTT pedelec differs markedly from the weight distribution on bikes without drive assistance. A SCOTT pedelec is markedly heavier than a SCOTT bike without drive assistance. For this reason parking, pushing, lifting and carrying the SCOTT 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.

NOTICE

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

d

e

f

SAFETY INSTRUCTIONS

- **Before towing a trailer with your SCOTT bike read chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.**
- **Before mounting a child carrier or pannier rack, check whether your SCOTT bike is permitted for child carriers ot pannier racks. You will find the respective information in the chapter “Intended use of your SCOTT bike” or in the SCOTT handover report in the Quick Start Manual. Contact your SCOTT dealer.**
- **Before mounting a child seat, have a look at the SCOTT handover report in the Quick Start Manual and contact your SCOTT dealer.**

TESTS BEFORE EVERY RIDE

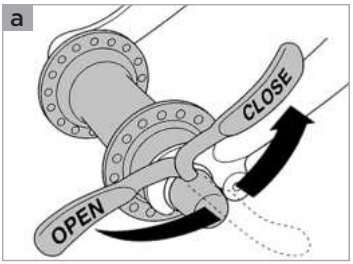
Your SCOTT bike has undergone numerous tests during production and a final check has been carried out by your SCOTT dealer. Nevertheless, be sure to check the following points to exclude any malfunctioning that may be due to the transport of your SCOTT bike or to changes a third person may have performed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

1. Are the quick-release levers **(a)** of the front and rear wheel properly closed and the bolts of the seat post and other components accurately tightened?

   For more information see the chapter “Using quick-releases” and the manuals of the component manufacturers.

2. Are the tyres in good condition and do they have sufficient pressure **(b)**? The minimum and maximum pressure (in bar or PSI) is indicated on the tyre side. For more information see the chapter “Wheels and tyres” and the manuals of the component manufacturers.

a



b

c

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

   For more information see the chapter “Wheels and tyres” and the manuals of the component manufacturers.

4. Test the brakes in stationary by firmly pulling the brake levers towards the handlebars **(d)**. The brake pads of **rim brakes** must hit the rim evenly with their entire surface without touching the tyre during braking, in open condition or in between.

   You should not be able to pull the lever all the way to the handlebars. If your bike has hydraulic brakes, check the hydraulic brake cables for oil or brake fluid leaks! Check the thickness of the brake pads, as well.

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

   For more information see the chapter “Brakes” and the manuals of the component manufacturers.

5. Let your SCOTT bike bounce on the ground from a small height **(e)**. If there is any rattling, check where it comes from. Check the bearings and bolted connections, if necessary. Tighten them slightly, if necessary.

6. In case you have a SCOTT bike with suspension, press down on your SCOTT bike and see whether the spring elements retract and extend as usual **(f)**.

   For more information see the chapters “Front suspension” and “Suspension seat posts” and the manuals of the component manufacturers.

7. If your bike has a kickstand, make sure it is fully raised **(a)** before you set off. Risk of falling!

8. Do not forget to take a high quality D- **(b)** or chain lock with you on your ride. The only way to effectively protect your SCOTT bike against theft is to lock it to an immovable object.

9. If you want to ride on public roads, make sure your SCOTT bike is equipped according to the applicable regulations of your country **(c)**. Riding without lights and reflectors in dark or dim conditions is very dangerous because you will be seen too late or not at all by other road users. A set of lights that corresponds to the regulations is a must on public roads. Turn on the lights as soon as dusk sets in.

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

⚠ WARNING

Do not use your SCOTT bike, if it fails at one of these points! A defective SCOTT bike can lead to serious accidents! If you are in doubt or if you have any questions, contact your SCOTT dealer.

Improperly closed fastenings, e.g. quick-releases, can cause parts of your SCOTT bike to come loose and result in serious accidents!

Be aware that the distance you need to stop your pedelec increases, when you are riding with your hands on bar ends or on multi-position handlebars. The brake levers are not always within easy reach.

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

ADDITIONAL INFORMATION “TESTS BEFORE EVERY RIDE” WITH YOUR SCOTT PEDELEC

1. Are the connections of the rechargeable battery, the control unit or the command console and the drive **(d)** correctly plugged?

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

2. Is your battery fully charged? Remember to fully recharge the battery after each longer ride (e.g. less than 50% charged). SCOTT uses modern lithium-ion batteries. These have no memory effect. It does not matter, if your SCOTT pedelec is left as it is for a short time (e.g. during a break) when less than 50% charged **(e)**. However, you should not wait until the battery is fully discharged!

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

3. Do the display on the control unit **(f)** and the cycle computer on the handlebars show all the 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 SCOTT pedelec under any circumstances, if the control element shows a warning.

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

d

e

f

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

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

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

   For more information see the chapter “Wheels and tyres”.

⚠ WARNING

Do not use your SCOTT pedelec, if it fails at one of these points! A defective SCOTT pedelec can lead to serious accidents! If you are in doubt or if you have any questions, contact your SCOTT dealer.

USING QUICK-RELEASES

Most SCOTT bikes are fitted with quick-releases to ensure fast adjustments, assembly and disassembly. Be sure to check whether all quick-releases are tight before you set off on your SCOTT bike. Quick-releases should be handled with greatest care, as they affect your safety directly.

Practise the proper use of quick-releases to avoid any accidents.

Quick-release retention mechanisms essentially consist of two operative elements **(a):**

1. The hand lever on one side of the hub which creates a clamping force via a cam when you close it.
2. The tightening nut on the other side of the hub with which the preload on the threaded rod (quick-release axle) is set.

⚠ CAUTION

Do not touch the brake disc directly after having stopped, e.g. after a long down-hill ride, you may burn your fingers! Always let the brake disc cool down before opening the quick-release.

Safe fastening of a component with a quick-release

Open the quick-release. You should now be able to read “Open“ **(b)** on the lever. Make sure the component to be fastened is in the accurate position.

For more information see the chapters “Adjusting the SCOTT bike to the rider” and “Wheels and tyres” and the manuals of the component manufacturers.

Move the lever back, as if to close it. Now you should be able to read ”Close“ on the outside of the lever. When you start closing the lever you should feel virtually no resistance with your hand until the lever is at a right angle to the frame/ fork **(c)**.

When continuing to close the lever the resistance you feel should increase significantly and towards the end even more strength is required to close the lever. Use the ball of your thumb while your fingers pull on an immovable part, such as the fork **(d)** or a rear stay, but not on a brake disc or spoke, to push it in all the way.

In its end position, the lever should be at a right angle to the quick-release axle **(e)**, i.e. it should not stand out. The lever should lie close to the frame or the fork so that it cannot be opened accidentally. Make sure, however, that the lever is easy to handle for actual quick use.

To check whether the lever is securely locked apply pressure to the end of the hand lever and try to turn it while it is closed **(f)**. If you can turn the lever around, open it and increase the preload. Screw the tightening nut on the opposite side clockwise by half a turn. Close the quick-release lever and check it again for tightness.

Finally lift the bike a few centimetres, so that the wheel no longer touches the ground and hit the tyre from above. If it is properly fastened, the wheel will remain firmly fixed in the drop-outs of the frame or fork without producing any rattling.

If your seat post is equipped with a quick-release mechanism, check whether the saddle is firmly fixed by trying to twist it relative to the frame **(a, p. 44)**.

⚠ WARNING

Never ride your SCOTT bike without having checked first, whether the wheels are securely fastened. With an insufficiently closed quick-release the wheel can come loose, thus creating a serious risk of accident!

After wheel mounting test the brakes in stationary. You should reach the pressure point of the brake before the brake lever reaches the handlebars. In the case of hydraulic brakes pump them, if necessary, until you reach a precise pressure point.

⚠ CAUTION

Make sure the levers of both wheel quick-releases are always on the side opposite to the chain. This will help you to avoid mounting the front wheel accidentally the wrong way round. In the case of SCOTT bikes with disc brakes and quick-releases having a 5-mm-axle, it may be reasonable to mount both quick-releases with the lever on the side of the chain drive. This helps you not to come into contact with the hot brake disc and prevents you from having your fingers burnt. If you are in doubt or if you have any questions, contact your SCOTT dealer.

NOTICE

If your SCOTT bike is equipped with quick-releases, be sure to lock the frame to an immovable object together with the wheels when you leave it outside. Anti-theft protection!

To be on the safe side you can replace the quick-releases by special locks. They can only be opened and closed with a special, coded key or an Allen key. If you are in doubt or if you have any questions, contact your SCOTT dealer.

THRU AXLES ON THE SCOTT BIKE

There are a wide range of thru-axle systems available now. Some systems are tightened with a quick release system and some may require special tools for assembly/disassembly.
Please consult your SCOTT dealer in how to operate before your first ride.

ADJUSTING THE SCOTT BIKE TO THE RIDER

Your body height and proportions are decisive for the frame size of your SCOTT bike. Make particularly sure there is enough space between your crotch and the top tube so that you do not hurt yourself, if you have to get off your bike quickly **(b)**.

By choosing a specific type of bicycle you roughly determine the posture you will be riding in **(c+d)**. However, some components of your SCOTT bike are especially designed so that you can adjust them to your body proportions up to a certain degree.
This includes the seat post, the handlebars and the stem as well as the brake levers.

As all works require know-how, experience, suitable tools **(e)** and skills, you should restrict yourself to adjusting your seating position. Contact your SCOTT dealer, if you are not happy with your seating position or if you want something changed. They will see to your wishes the next time you leave your SCOTT bike at the workshop, e.g. for the first inspection.

After any adjustment/assembly work, be sure to make a short functional check as described in the chapter “Tests before every ride” and do a test ride on your SCOTT bike in an area free of traffic **(f)**.

⚠ WARNING

If you have a very small frame, there may be the danger of your foot colliding with the front wheel. Therefore, make sure your cleats are properly adjusted.

All tasks described in the following require the know-how of a mechanic and appropriate tools. Make it a rule to tighten the bolted connections always with greatest attention. Increase the torque values bit by bit and check the fit of the component in between. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter “Recommended torque settings for your SCOTT bike”, directly on the components and/or in the manuals of the component manufacturers.

d

e

f

SAFETY INSTRUCTIONS

The seating position depends highly on how you want to use the SCOTT bike. Ask your SCOTT dealer or your trainer for help. The advice given below is suitable for typical SCOTT city, trekking and urban bikes.

If sitting on the saddle causes you trouble, e.g. because it numbs your crotch, this may be due to the saddle. Your SCOTT dealer has a very wide range of saddles available and will be pleased to advise you.

ADJUSTMENT OF THE SADDLE TO THE CORRECT HEIGHT

The correct saddle height depends on the length of your legs. When pedalling, the ball of your foot should be positioned above the center of the pedal axle. With your feet in this position you should not be able to stretch your legs completely straight at the lowest point **(a)**, otherwise your pedalling will become awkward.

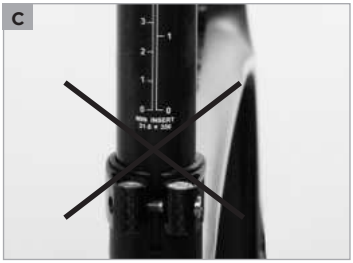
Check the height of your saddle with flat-soled shoes. This is best done with suitable cycling shoes.

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

To adjust the saddle height loosen the quick-release lever (see the chapter “Using quick-releases“) or the binder bolt of the seat post clamp at the top of the seat tube **(b)**.

The latter requires suitable tools, e.g. an Allen key, with which you turn the bolt two to three turns anticlockwise. Now you can perform the vertical adjustment of the seat post.

Be sure not to pull out the seat post too far. The mark on the seat post (max., min., stop or the like) should always remain within the seat tube **(c)**. Always grease the surface of an aluminium or titanium seat post that is inserted into a seat tube made of aluminium, titanium or steel. Do not grease carbon seat posts and/or carbon seat tubes in the clamping area! Use special carbon assembly paste instead.



Align the saddle with the frame by using the saddle nose and the bottom bracket or top tube as a reference point **(d)**. Clamp the seat post tight again by closing the quick-release, as described in chapter “Using quick-releases” or by turning the seat post binder bolts clockwise in half turns or better in steps of 0.5 Nm increments starting at 3 Nm. You should not need much strength in your hands to clamp the seat post sufficiently tight. Otherwise the seat post does not match the frame.

Verify in between that the seat post is sufficiently tight by taking hold of the saddle at both ends and then trying to rotate the seat post inside the seat tube **(e)**. If it does rotate, gently retighten the binder bolt of the seat post clamp by half a turn or better by a quater turn or in steps of 0.5 Nm increments and do the check again.

Does the leg stretch test now produce the correct result? Check by moving your foot and pedal to the lowest point. When the ball of your foot is exactly above the pedal center in the ideal pedaling position, your knee should be slightly bent. If this is the case, the saddle height is adjusted to the correct height.

Check whether you can touch the ground safely while sitting on the saddle by stretching your feet to the floor. If not, you should lower the saddle until you can, at least to begin with.

⚠ WARNING

- **Never apply grease or oil into a seat tube of a frame made of carbon unless an alloy sleeve is inside the frame. If you mount a carbon seat post, do not put any grease on it, even if the frame is made of metal. Once greased, carbon components may never again ensure reliable clamping! Use special carbon assembly paste instead (f).**
- **Make sure not to overtighten the binder bolt of the seat post clamp. Otherwise you may damage the seat post or the frame. Risk of accident!**

d

e

f

⚠ WARNING

Never ride your bike with the seat post drawn out beyond the limit, maximum, or stop mark! The seat post might break or cause severe damage to the frame. Please make sure the seat post clamp is correctly orientated with the seat post frame clamping slot in the seat tube of the frame. In the case of frames with seat tubes that extend beyond the top of the frame's top tube the seat post should be inserted into the seat tube at least below the bottom of the top tube and below the top of the rear stays! If seat post and frame require different minimum insertion depths, you should opt for the deeper insertion depth.

⚠ CAUTION

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component **(a)**. Never exceed the maximum torque value indicated by the manufacturer!

Children and adolescents need to have the saddle height and the position of saddle and handlebars checked at least every 3 months!

SAFETY INSTRUCTIONS

If the seat post does not move easily inside the seat tube or if it cannot be tightened sufficiently, ask your SCOTT dealer for advice. Do not use brute force!

If your SCOTT bike has a suspension seat post **(b)**, you will find further information in the chapter "Suspension seat posts" and in the manuals of the component manufacturers.

ADJUSTMENT OF THE HEIGHT OF THE HANDLEBARS

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

There are three different stem systems that allow vertical adjustment of the handlebars, **the conventional (c), the adjustable (d)** and **the Aheadset®-stem (e).** These systems require special knowledge. In this regard, the descriptions hereafter may be incomplete. If you are in doubt or if you have any questions, contact your SCOTT dealer.

⚠ WARNING

- **The stem is one of the load bearing parts of your SCOTT bike. Changes to it can impair your safety. If you are in doubt or if you have any questions, contact your SCOTT dealer!**
- **These routines require a certain amount of manual skill and (special) tools. Ask your SCOTT dealer to explain you both function and adjustment of your stem or let him do that work.**
- **The bolted connections of stem and handlebars have to be tightened to the prescribed torque values. If you disregard the prescribed values, the handlebars or stem may come loose or break. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter "Recommended torque settings for your SCOTT bike", directly on the components and/or in the manuals of the component manufacturers.**
- **Stems come in varying lengths (f) as well as shaft and binder tube diameters. A stem of inappropriate dimension can become a source of danger: Handlebars, stems or forks can break, resulting in an accident. When replacing any parts be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts from SCOTT or SYNCROS. Your SCOTT dealer will be pleased to help you.**

⚠ WARNING

If you choose to use the product of another manufacturer, make sure it is compatible with the SCOTT/SYNCROS components. SCOTT assumes no responsibility for problems resulting from the use of non-SCOTT/SYNCROS products. Make sure the handlebar/stem-combination is approved by the handlebar and/or stem manufacturer.

Make sure the handlebar clamping area is free of sharp edges.

Stems - conventional

Handlebars with conventional stems allow limited vertical adjustment. This is done by moving the stem up or down inside the fork steerer tube **(a)**.

Release the expander bolt by two to three complete turns. The stem should now turn freely inside the fork. If it does not, release the bolt by tapping it gently with a rubber hammer **(b)**. With Allen bolts, you need to stick the Allen key into its head first, as it is normally countersunk and therefore impossible to be hit directly.

Now you can move the handlebar/stem-unit up and down as a whole. Be sure not to pull out the stem too far. The mark on the stem (end, min, max, stop, limit or the like) should always remain within the tube. Setting the stem to a lower position can only add to your safety!

Realign the handlebars with the front wheel **(c)**. Make sure the front wheel is in alignment with the handlebars and the stem. Retighten the expander bolt with a torque wrench.

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer! You will find the prescribed values in the chapter “Recommended torque settings for your SCOTT bike”, directly on the components and/or in the manuals of the component manufacturers.

a

b

c

Make sure the stem is firmly fixed by taking the front wheel between your legs and trying to turn the handlebars and stem relative to the wheel **(d)**. If there is movement, you have to increase the torque value. Do not exceed the maximum torque value.

If the handlebars are still too high or too low, you can replace the stem. This can be quite a big job, as it may mean taking off and remounting all the fittings on the handlebars. Ask your SCOTT dealer for advice about the different types of stems.

⚠ WARNING

Never ride a SCOTT bike with a stem that has been drawn out beyond the mark for the maximum permissible height (a)! Check all bolted connections and test your brakes before you set off!

NOTICE

Never try to unscrew the top race of the headset when you only want to adjust the stem, as you will otherwise alter the bearing play!

Stems - adjustable

There are various solutions for adjusting the tilt of the front part of adjustable stems **(e)**:

Some designs use bolts on the sides of the joint **(f)**, others have bolts coming from above or below, and others again are equipped with additional locking mechanisms or adjusting bolts.

Ask your SCOTT dealer to explain you both function and adjustment of your stem or, still better, let him do that work.

For more information see the chapter “Adjustment of the height of the handlebars” and the manuals of the component manufacturers.

d

e

f

⚠ WARNING

Note that the bolted connections of adjustable stems and handlebars have to be tightened to the specified torques. Otherwise the handlebars or stem may come loose or break. Use a torque wrench and observe the minimum and maximum torque values! You will find the prescribed values in the chapter "Recommended torque settings for your SCOTT bike", directly on the components and/or in the manuals of the component manufacturers.

SAFETY INSTRUCTIONS

Keep in mind that readjusting the position of the stem changes the position of handlebars, brake levers and shifters. Readjust these components, as described in the chapter "Adjustment of handlebar tilt and brake levers".

Stems for threadless systems – Aheadset®

In the case of SCOTT bikes with Aheadset® headsets the stem also serves to adjust the bearing preload. If you change the position of the stem, you have to readjust the bearing play (see the chapter "The headset on the SCOTT bike" and the manuals of the component manufacturers).

The vertical setting range is determined by the intermediate rings, also referred to as spacers **(a)**. In the case of flip-flop stem models **(b)** the stem can be mounted the other way round to achieve a different handlebar height.

For modifications unscrew the bolt at the top of the fork steerer tube which serves to adjust the initial bearing pressure, remove the Ahead cap **(c)** and release the bolts on either side of the stem by up to three turns. Remove stem and spacers from the fork steerer tube. In doing so keep hold of both frame and fork to prevent the fork from slipping off the head tube.

You can determine the handlebar height by the arrangement of stem and spacers. Slip the remaining spacers onto the fork steerer tube above the stem. Adjust the headset, as described in the chapter "The headset on the SCOTT bike".

If you want to turn the stem around, you have to also release the bolts of the faceplate securing the handlebars **(d)**. If the stem is fitted with a cap, you can simply take out the handlebars at this point. If it is not fitted with a cap, you have to remove the handlebar fittings.

Mount the handlebars and, if necessary, the handlebar fittings, as described in the chapter “Adjustment of handlebar tilt and brake levers” and/or in the manuals of the component manufacturers.

Check after the adjustment or assembly, whether the handlebars are firmly seated in the stem by trying to rotate the handlebars downwards **(e)**. Verify whether the handlebar/stem-combination can be turned relative to the fork. Do this by taking the front wheel between your knees and trying to twist the handlebars. If there is movement, carefully tighten the bolts a little more by using the torque wrench, observe the maximum torque value and check again the proper fit **(f)**.

Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by SCOTT!

Ask your SCOTT dealer to explain you both function and adjustment of your stem or, still better, let him do that work.

⚠ WARNING

In the case of turned stems, it is possible that the cables are too short. In this case riding can be unsafe. If in doubt, ask your SCOTT dealer.

NOTICE

When removing spacers the fork steerer tube must be shortened. This change is irreversible. The shortening should be carried out by your SCOTT dealer, but only after you have found your preferred position.

SAFETY INSTRUCTIONS

Keep in mind that readjusting the position of the stem changes the position of handlebars, brake levers and shifters. Readjust these components, as described in the chapter “Adjustment of handlebar tilt and brake levers“.

Saddle adjustment – fore-to-aft position and horizontal tilt

The inclination of your upper body **(a)**, and hence your riding comfort and pedalling power, are also influenced by the distance between the grips of the handlebars and the saddle. This distance can be altered slightly by changing the position of the saddle rails in the seat post clamp. However, this also influences your pedaling. Whether the saddle is positioned more to the front or to the back of the bike will alter how rearward the pedalling position of your legs is.

Make sure the saddle is clamped within the range of the marking on the saddle rail, i.e. on the straight part of the rail, never in the curved sections.

You need to have the saddle horizontal in order to pedal in a relaxed manner. If it is tilted, you will constantly have to lean against the handlebars to prevent yourself from slipping off the saddle.

⚠ WARNING

The bolted connections of the seat post have to be tightened to the prescribed torque values (b). Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter "Recommended torque settings for your SCOTT bike", directly on the components and/or in the manuals of the component manufacturers.

Make sure the saddle is clamped within the range of the marking on the saddle rail and not in the curved section of the saddle rails (c). Otherwise the saddle rail can fail! Check the bolts by using a torque wrench once a month according to the prescribed values.

SAFETY INSTRUCTIONS

The setting range of the saddle is very small. Replacing the stem allows you to make far bigger adjustments to the rider's fore-to-aft position, as stems come in different lengths. In doing so you may achieve differences of more than ten centimetres. In this case you usually would have to adjust the length of the cables – a job best left to your SCOTT dealer!

The manufacturers of saddles deliver their products with detailed manuals. Read them carefully before adjusting the position of your saddle. If you are in doubt or if you have any questions, contact your dealer.

a

b

c

Adjustment of saddle position and tilt

With **patent seat posts (d)** one or two bolts fix the clamping mechanism, which controls the tilt and the horizontal position of the saddle. Some seat posts have two bolts side-by-side.

Release the bolt(s) at the top of the seat post. Release the bolt(s) two to three turns anticlockwise at the most, otherwise the whole assembly can come apart. Move the saddle forth or back, as desired. You may have to give the saddle a light blow to make it move.

Observe the markings on the saddle rail. Make sure the seat of the saddle remains horizontal **(e)** as you retighten the bolt(s). Your SCOTT bike should stand on level ground while you adjust the saddle.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Retighten the bolt(s) with a torque wrench according to the manuals of the manufacturer. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle **(f)**.

⚠ WARNING

Poorly tightened or loosening bolts can fail. Risk of accident!

Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the manuals of the component manufacturers.

Clamping with two bolts in line (a): Release both bolts two to three turns anticlockwise, otherwise the whole assembly can come apart. Move the saddle forward or backward as desired to adjust the horizontal position. You may have to give the saddle a light blow to make it move. Observe the markings on the saddle rail.

Having found your preferred position, make sure both clamp halves fit snugly around the saddle rails before tightening the bolt(s) to the correct torque value as prescribed by the seat post manufacturer.

Tighten both bolts evenly **(b)** so the saddle remains at the same angle. If you wish to lower the nose of the saddle a little, tighten the front bolt clockwise. You might have to loosen the rear bolt a little as well. To lower the rear part of the saddle, the rear bolt has to be tightened clockwise and the front bolt has to be released, if necessary. After fastening the saddle, check whether it resists tilting by bringing your weight to bear on it once with your hands at either end of the saddle **(c)**.

⚠ WARNING

Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the manuals of the component manufacturers.

Poorly tightened or loosening bolts can fail. Risk of accident!

If you have a **single bolt system (d)**, unscrew the fixing bolt as far as possible without loosening the lock nut on the outer side of the clamping device **(e)**. In general, it is not necessary to take the mechanism completely apart, if it is already equipped with the correct outer clamps for your saddle.

If you do find it necessary to unscrew the single fixing bolt completely, remove it from the clamping device. This releases the outer clamping parts. The inner clamping parts are typically held in position with a rubber retention plate.

Mount the saddle rails into the inner clamping parts, add the outer parts and re-insert the fixing bolt. If the width of the saddle rails does not fit exactly into the clamp grooves, do not try to force them in. The clamping mechanism or the saddle rails could break and result in an accident and/or injuries to the rider.

Use a different saddle model **(f)** or contact your SCOTT dealer.

SAFETY INSTRUCTIONS

When choosing another saddle, observe that there are round and ovalized rails. Replace the fitting pieces of the clamp accordingly.

If the saddle rails fit into the clamp grooves, slide the saddle on the seat post and ensure that the clamp is positioned midway along the total length of the rails. Position the saddle so that its upper surface is parallel to the ground. Tighten the bolt gradually and make sure

1) the clamping device is still accurately mounted on the carbon seat post head and
2) the clamp is tightening evenly around each rail.

Once there is uniform hold on both rails, tighten the bolt gradually with a torque wrench until you have reached the maximum torque value indicated in Newton metres (Nm) on the seat post.

⚠ WARNING

Check the bolts by using a torque wrench once a month according to the values indicated directly on the components and/or in the manuals of the component manufacturers.

Poorly tightened or loosening bolts can fail. Risk of accident!

Brake lever reach adjustment on SCOTT city, trekking, urban and kids' bikes

With most brake systems the distance between the brake levers and the handlebar grips is adjustable. This gives in particular riders with small hands **(a)** the convenience of bringing the brake levers closer to the handlebars.

On most bikes there is a small adjusting screw near the point where the brake cable of a cable brake enters the brake lever unit or at the lever itself. Turn this bolt clockwise and watch how the lever adjusts as you do so. Note that the brake lever has a free travel of one third before the pressure point of the brake is reached.

Hydraulic brakes are also fitted with adjusting devices at the brake lever **(b)**. There are different systems **(A+B)**. Ask your SCOTT dealer for advice or read the manuals of the component manufacturers.

When adjusting the lever reach, make sure the first phalanx of the index finger reaches around the brake lever **(c)**. Check the proper adjustment and functioning of the brake system subsequently, as described in the chapter "Brakes" and in the manuals of the component manufacturers.

⚠ WARNING

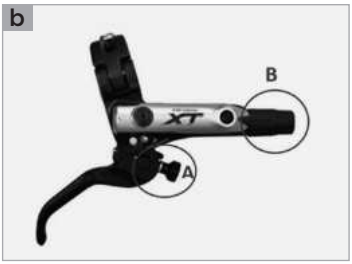
Make sure your child cannot pull the brake levers all the way to the handlebars. Your maximum braking force must be reached short of this point.

SAFETY INSTRUCTIONS

In the case of hydraulic brakes and disc brakes follow the manual of the brake manufacturer. If you are in doubt or if you have any questions, contact your SCOTT dealer.

a

b



c

Adjustment of handlebar tilt and brake levers on SCOTT city, trekking, urban and kids' bikes

The handlebars are usually slightly bent at the ends. Set the handlebars to a position in which your wrists are relaxed and not turned outwards too much **(d)**.

Release the Allen bolt(s) at the bottom or front side of the stem.

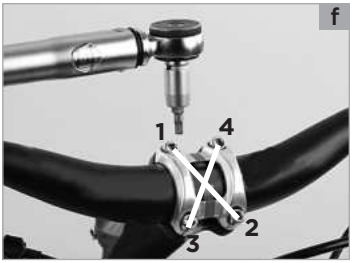
Turn the handlebars to the desired position.

Make sure the handlebars are accurately centreed in the stem. Carefully retighten the bolt(s) with the torque wrench. Make sure the upper and lower clamping slots of the stem are parallel and identical in width **(e)**.

Tighten the bolts evenly and in a cross pattern **(f)**, i.e. alternately and gradually, to the lower value of the recommended torque values using a torque wrench.

Once clamped in the stem try rotating the handlebars and tighten the bolt a little more, if necessary. Use a torque wrench and never exceed the maximum torque values! You find them directly on the components and/or in the manuals of the component manufacturers. If the handlebars are not tight with the prescribed torque value, use carbon assembly paste.

After adjusting the handlebars you need to adjust the brake lever/shifter units. Release the Allen bolt at either unit. Turn the levers relative to the handlebars. Sit in the saddle and place your fingers on the brake levers.



Check whether the back of your hand forms a straight line with the line of your forearm **(a)**. Retighten the units with a torque wrench and do a twist test! The brake levers need not be absolutely tight. In case of a fall it is an advantage when the brake levers can be turned.

⚠ WARNING

Tighten the bolts at the stem until the clamping slots between the stem body and the faceplate are parallel and identical in width at the top and at the bottom. Tighten the bolts evenly and in a cross pattern, i.e. alternately and gradually, to the lower value of the recommended torque values using a torque wrench.

Note that the bolted connections of the stem, handlebars, bar ends and brakes have to be turned to their prescribed torque values. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter "Recommended torque settings for your SCOTT bike", directly on the components and/or in the manuals of the component manufacturers.

Bar ends

Bar ends **(b)** and multi-position handlebars give you additional ways of gripping the handlebars.

The bar ends are mounted with a slight upward inclination. Never fix bar ends in vertical position or with their ends pointing rearwards as this would increase the risk of injury in the event of an accident.

⚠ WARNING

Be aware that the distance you need to stop your pedelec increases, when you are riding with your hands on bar ends or on multi-position handlebars. The brake levers are not always within easy reach.

SAFETY INSTRUCTIONS

If you want to mount multi-position handlebars or bar ends to the aluminium or carbon handlebars of your SCOTT bike, inform yourself in advance whether these components are permitted on your SCOTT bike. If necessary, contact your SCOTT dealer before mounting.

GLOSSARY

Suspension fork (c)
Bicycle fork absorbing and damping shocks through moving components. The most common among these forks are the telescopic suspension forks **(d)**. What is designated as stanchion tubes are the thinner tubes press fitted or screwed to the fork crown of a telescopic fork. What is designated as lower leg are the lower tubes in which the stanchion tubes slide in.

Spring rate or hardness
The force that is required to compress the spring by a certain suspension travel – measured in Newton per millimetre (N/mm) or pound per inch (lbs/in). A higher spring rate requires more force for the travel. With air springs a higher rate means a higher pressure **(e)**.

Spring preload
In the case of the widespread air suspension systems, the air pressure in the fork is crucial for the spring rate and the spring preload. Observe your manufacturer's recommendations.

Within a certain range a preload can be applied to the coil springs. Then the suspension only reacts when a greater load is applied. The spring rate remains, however, unaltered. Heavier riders cannot compensate a too soft spring rate with a higher initial tension.

Negative suspension travel ("sag") (f)
The suspension travel that is taken up by the rear structure or the fork when the rider takes up his or her usual riding position at a standstill. This is usually specified as a percentage of the overall suspension travel.

Rebound damping
In most cases a red adjusting knob **(a)**.
The damping which controls the rate at which the forks extend after being compressed. Prevents bike bobbing.

Lockout (b)
In most cases a lever on the suspension element or the handlebars.
A device to block the fork so that the suspension element does not cause bob when riding on tarred roads or smooth surfaces. Not to be used off road.

FRONT SUSPENSION

Most of the SCOTT city, trekking bikes and SCOTT pedelecs have suspension forks. This feature gives you better control of your SCOTT bike when riding cross-country or on rough road surfaces and ensures more ground contact for the tyre. It noticeably reduces the strain on you and your bicycle caused by the mechanical shocks from the terrain.

Suspension forks differ in their types of spring elements and damping. Suspension forks normally work with air spring elements or less often with coil springs. Damping is usually done by oil.

SAFETY INSTRUCTIONS

Suspension fork manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your suspension fork.

For more information see the suspension glossary heading this chapter.

Adjusting the spring rate

To work perfectly, the suspension fork has to be adjusted to the weight of the rider, the sitting posture and the intended use. Be sure to have this adjustment carried out by your SCOTT dealer at the time of delivery.

Note in general that the suspension fork must give in a little even when you are just sitting on the bike **(c)** – this is the so-called negative suspension travel or sag. When the front wheel passes through a depression in the ground, the spring extends and the suspension fork will smooth out the uneven surface. If the air pressure or the spring preload is too high, this effect is lost because the suspension fork is already fully extended. This means that an important comfort and safety factor is lost if the tyre briefly loses contact with the ground.

The suspension fork should yield by 10-20 % of the maximum suspension travel.

To measure the travel you can use the rubber ring **(d)** mainly located on the thinner, plunging tube of the suspension fork. If there is no rubber ring, tie up a cable tie around one of the stanchion tubes. Make sure it is not too tight, you should still be able to move it, it should however not slip by itself.

Put on your usual riding clothing (including if necessary a packed rucksack), sit on your bike and bring yourself into the usual riding position. Lean against a fixed object (railings, wall etc.) and make sure you do not fall over. Ask a helper to move the rubber ring or the cable tie downwards against the dust seal at the lower leg.

Get off your SCOTT bike so that the fork does not compress any more. The distance between the rubber ring/cable tie and the wiper is the negative suspension travel, or sag **(e)**. Compare it with the total suspension travel (as specified by the manufacturer) to determine whether the suspension should be set to be harder or softer.

With pneumatic suspension forks the spring rate is set by the air pressure in the fork. The pressure must be set before the first ride by means of a special high-pressure pump with pressure gauge **(f)** and modified later as required due to changes in the weight of the rider and/or load.

Note the appropriate setting values and check them subsequently at regular intervals. Always follow the recommendations of the manufacturer and never exceed the maximum air pressure for the suspension fork. Always make a test ride after each change to the settings.

d

e

f

In the case of most suspension forks with coil springs a preload can be applied to the springs within tight limits by turning a knob at the top of the fork crown **(a)**. If that is not possible and the desired negative suspension travel (“sag”) cannot be set, the coil springs must be replaced by harder or softer models. The replacement is a job for the SCOTT dealer.

When replacing any parts, be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts. Your SCOTT dealer will be pleased to help you.

Always make a test ride over roads with various surfaces after each change to the settings **(b)**.

Check afterwards the position of the rubber ring/cable tie. Its distance from the wiper is the maximum suspension travel that you have used **(c)**. If the rubber o-ring/cable tie has moved a few millimetres only, your rear shock is too firm. Reduce the air pressure of air sprung forks or the initial spring tension of coil springs. If that brings no improvement, have the springs replaced.

If the rubber ring/cable tie has shifted over the entire length of the tube or if the fork audibly bottoms out and hits the top repeatedly when riding on bad roads, the setting of the springs is too soft. In the case of air-suspension forks the pressure must be increased. In the case of steel coils, have them replaced by your SCOTT dealer.

⚠ WARNING

Suspension forks are designed in a way to absorb shocks. If the fork is too rigid and jammed, the terrain-induced shocks pass directly into the frame without any damping. The frame is normally not designed to withstand such undamped stresses. If your suspension has a lockout mechanism, do not activate the lockout function when riding in rough terrain, but only when riding over smooth terrain (roads) and on field tracks.

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

a

b

c

SAFETY INSTRUCTIONS

- **In case of inquiries, contact your SCOTT dealer or follow the respective instructions in the manual of the suspension fork manufacturer.**
- **If you have found the desired setting, write down the ideal inflation pressure for later checks.**

Adjusting the damping control

The damping is adjusted by valves inside. When the oil is forced through these valves this slows down the speed with which the suspension fork is extended or compressed and prevents the suspension “bouncing” after hitting an obstacle. In this way it is possible to optimise the bicycle’s reaction to obstacles.

Suspension forks with adjustable **rebound damping** have an adjusting knob (mostly red) **(d)** to slow down or accelerate the rebound movement. If a second (mostly blue) knob is available, the compression speed can be set and/or the lockout function can be activated.

Start the adjusting with a completely open damping (rebound movement at “-“). Take hold of the handlebars with both hands and pull the front brake. Lean with your entire weight on the fork and remove your weight immediately **(e)**. The fork will extract at the same speed as you made it compress.

Turn the red adjusting knob in the direction ”+“ **(f)** until you hear a click. Compress the fork once again with the front wheel brake pulled and then remove the weight abruptly once again. You will note that the fork extends more slowly.

Repeat the compression and the release by continuously turning the rebound damping. You will get a feeling for the working of the rebound damping.

d

e

f

The typical setting of the rebound damping is an extension of the suspension components at reduced speed, however not at a sluggish pace. A rebound movement at reduced speed ending up in a sluggish movement is definitely a too high damping.

Ride over an obstacle (e.g. down a kerb) subsequently and turn the rebound damping in small steps towards the "+"-setting. You have found the proper rebound setting when the suspension fork does not cycle more than once. Always check a modified adjustment during a test ride on the surface of a road typically used by you.

If you do not trust the setting of the damping or if problems occur with it, contact your SCOTT dealer or follow the corresponding instructions in the manual of the suspension fork manufacturer.

⚠ WARNING

- **A too strong damping (rebound damping) of the fork can result in the fact that the fork no longer extends when riding over a quick series of obstacles. Risk of falling!**
- **Do not turn any screws by using tools in the vague hope of adjusting them somehow. You could be loosening the fastening mechanism, thus provoking an accident. Normally, the adjustment devices are operated with the fingers and are marked by all manufacturers with a scale or with "+" (for stronger damping/harder suspension) and "-" signs.**
- **When mounting a new front tyre, make sure there is enough clearance between tyre and fork crown as the fork compresses entirely. If necessary, deflate the suspension fork completely and press the handlebars forcefully downward to check this. The front wheel can get jammed. Risk of falling!**
- **Do not ride your bicycle, if the suspension fork bottoms out. This could damage the suspension fork itself as well as the frame. The spring rate should always be adjusted to the weight of the rider and the luggage (a) as well as to the riding conditions.**

SAFETY INSTRUCTIONS

- **In case of inquiries, contact your SCOTT dealer or follow the respective instructions in the manual of the suspension fork manufacturer.**

Lockout

When taking long uphill rides involving hard pedalling out of the saddle, a suspension fork is typically bobbing. It is advisable to lock the damping, if the suspension fork has a lockout mechanism **(b)**. For downhill rides on uneven ground the lockout mechanism must be open stringently **(c)**.

⚠ WARNING

Do not actuate the lockout function when riding over field tracks, but only when riding over smooth terrain (such as roads or field tracks) (d).

Maintenance

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

The following routines are essential for maintenance:

1. Make sure the sliding surfaces of the stanchion tubes and the wiper rings are absolutely clean.

2. Clean the suspension fork, if it is soiled, directly after the ride with plenty of water and a soft sponge **(e)**.

3. After washing your bike, spray the stanchion tubes of the suspension fork with a little grease spray **(f)** approved by the manufacturer or apply a very thin film of hydraulic oil. Compress the fork several times and wipe off excess lubricant with a clean rag before you set off for your next ride.

4. Do not use a steam jet or aggressive cleaning agents for cleaning! Ask your SCOTT dealer for an appropriate cleaning agent **(a)**.

5. If your suspension fork has steel coils, you should regularly have the coils cleaned **(b)** and lubricated with a non-corrosive resin-free grease. Some fork manufacturers provide special greases for fork maintenance. Strictly observe the recommendations of the manufacturers. These are routines for the suspension fork service centre.

6. Suspension forks with pneumatic springs must be checked regularly for air pressure **(c)**, since the air escapes over time.

Suspension elements are of sophisticated design. The maintenance routines and above all the disassembly of the suspension elements are jobs best left to your SCOTT dealer or the fork manufacturer's service centre.

⚠ WARNING

Suspension forks are constantly being sprayed with water and dirt from the front wheel. Clean them with lots of water and a rag after every ride.

SAFETY INSTRUCTIONS

Be sure to have your rear shock checked by a service centre of the rear shock manufacturer once a year at least.

More information on adjusting and maintenance is available on the internet at
www.srsuntour-cycling.com
www.foxracingshox.de
www.rockshox.com

Contact your authorized SCOTT dealer for assistance.

SUSPENSION SEAT POSTS

Suspension seat posts **(d)** enhance the cyclist's comfort when riding on rough ground. They can be used on roads and field tracks. The seat posts are usually designed for a cyclist of average weight, i.e. 75 kilograms. Their shock-absorbing properties can be modified either by adjusting the spring preload and/or by replacing the springs. Typically, for this purpose the seat post must be removed from the frame. The adjustment is made by a bolt which is screwed into the seat post at its lower end. Ask your SCOTT dealer to explain you the basic setting.

⚠ WARNING

Be sure not to pull out the seat post too far. The mark on the seat post (e) (end, min, max, stop, limit etc.) should always remain within the seat tube.

SAFETY INSTRUCTIONS

Seat post manufacturers normally include instructions with their deliveries. Read them carefully before changing any settings or doing any maintenance work on your suspension seat post.

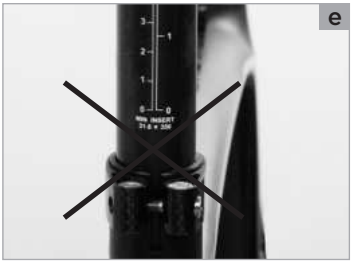
Check and maintenance

Hold the saddle at the back and front and tug it crossways to the direction of travel **(f)**. Check in this way if the suspension mechanism of the seat post has any sideways play. If you notice any play, have it checked and, if necessary, reduced by your SCOTT dealer.

SAFETY INSTRUCTIONS

Have the seat post checked once a year by your SCOTT dealer.

d


e

f

BRAKES

Brakes **(a)** are used for adjusting one's speed to the surrounding terrain and traffic. In an emergency situation, the brakes must bring your SCOTT bike to a halt as quickly as possible.

In the event of such emergency brakings, the rider's weight shifts forward abruptly, thus reducing the load on the rear wheel. The rate of deceleration is primarily limited by the danger of the rear wheel losing contact with the ground **(b)**, resulting in an overturning of the SCOTT bike and, secondly, by the grip of the tyres on the road. Such a problem becomes particularly acute when riding downhill. Therefore, in case of an emergency braking you should try to shift your weight towards the rear and the ground as far as possible.

Actuate both brakes simultaneously **(c)** and bear in mind that, due to the weight transfer, the front brakes can generate a far better braking effect on a surface with good grip.

The braking conditions on unpaved surfaces and when it is wet or dirty differ, i.e. overbraking the front wheel can make the wheel slip away.

Make yourself familiar with the operation before you set off for the first time. Practise braking on different kinds of surfaces in an area free of traffic.

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

There are various types of brake systems that may be subject to the following problems:

Too long braking or brake dragging can result in an overheating of the **rim brakes (d)**. This can damage the inner tube or make the tyre slip on the rim causing a sudden loss of air which could lead to a serious accident in the process.

With **roller, drum, back-pedal (e)** and **disc brakes** prolonged braking or permanent dragging of brake pads can also lead to an overheating of the brake system. This can result in a reduction of the braking power or brake failure. Risk of accident!

When riding downhill, get used to braking hard and then releasing the brake again, whenever the road surface and the situation allows for it. If you are in doubt about the braking action, stop and let the brake system cool down.

⚠ WARNING

- **The assignment of brake lever to brake caliper can vary, e.g. left lever acts on front brake. Have a look at the SCOTT handover report in the Quick Start Manual and check whether the brake lever of the front brake is on the side you are used to (right or left). If it is not, ask your SCOTT dealer to switch the brake levers before you set off for the first time.**
- **Be careful while getting used to the brakes. Practise emergency stops in a place clear of traffic until you are comfortable controlling your SCOTT bike. This can save you from having accidents in road traffic.**
- **Wet weather reduces the braking effect and the road grip of the tyres. Be aware of longer stopping distances when riding in the rain, reduce your speed and actuate the brakes carefully.**
- **Ensure that braking surfaces and brake pads are absolutely free of wax, grease and oil. Risk of accident!**

SAFETY INSTRUCTIONS

- **When replacing any parts be sure to only use parts that bear the appropriate mark and, to be on the safe side, original spare parts (f). Your SCOTT dealer will be pleased to help you.**
- **Be sure to read the manuals of the brake manufacturers before you start to readjust or to service the brake or before doing any work whatsoever.**

V-Brakes and cantilever brakes

Operation and wear

V-brake **(a)** and cantilever brake designs **(b)** have two brake arms mounted separately on either side of the rim. When actuating the brake lever, both arms are pressed together by the cable, the pads touching the rim.

The friction generated by braking causes wear to the brake pads as well as to the rims. Frequent rides in the rain and dirt and on uneven ground can accelerate wear on both braking surfaces. Some rims are provided with wear indicators, e.g. grooves or circular indentations. If the rim is worn down to the point where the grooves or indentations are no longer visible, they need to be replaced. Once the abrasion of the rim has reached a certain critical point, the rim may break under the tyre pressure. This can make the wheel jam or the inner tube burst, both of which can cause an accident. Risk of falling!

Functional check

Check whether the brake pads are accurately aligned with the rims and still sufficiently thick. You can judge the wear of the brake pads by the appearance of grooves.

If the pads are worn down to the bottom of the grooves **(c)**, it is time to replace them. Be sure to observe the appropriate instructions of the respective manufacturer.

See your SCOTT dealer and ask them to examine the remaining thickness of the rims when you have worn through your second set of brake pads at the latest. Your SCOTT dealer has special measuring devices for determining the remaining thickness of the rims.

The brake pads must hit the rim simultaneously, first touching it with the front portion of their surface. At the moment of first contact the rear portion of the pads should be a millimetre away from the braking surface. Viewed from the top the brake pads form a “V“ with the trough pointing to the front **(d)**. This setting is to prevent the brake pads from screeching when applied.

The brake levers must always remain clear of the handlebars. You should not even be able to pull them all the way to the handlebars in the event of an emergency stop. If this is the case, however, observe the following chapter “Synchronising and readjusting”. A correctly adjusted brake is only ensured if all of these checks have been made successfully.

⚠ WARNING

- **Brake cables which are damaged, e.g. frayed (e), must be replaced immediately, as they can otherwise fail in a critical moment, possibly causing a crash!**
- **Adjusting the position of the brake pads relative to the rims requires a considerable degree of skill. Replacing and adjusting the brake pads is a job best left to your SCOTT dealer.**
- **Have your rims regularly inspected and measured by your SCOTT dealer.**

Synchronising and readjusting

Almost all brake designs have a bolt located next to one or both brake callipers for adjusting the initial spring tension **(f)**. Turn the bolt slowly and watch how the gap changes between brake pads and rim.

Adjust the spring in a way that the gaps are equal on either side with an unapplied brake and the brake pads touch the rim simultaneously during braking.

The position of the brake lever where the brake starts to act, also referred to as pressure point, can be adjusted to the size of the hand as well as to individual convenience by readjusting the brake cable. Make absolutely sure you cannot pull the brake lever all the way to the handlebar grip. With an unapplied brake the brake pads should not be too close to the rim sides, otherwise they could drag along the rim during riding. Before making this adjustment, observe the notes in the chapter “Brake lever reach adjustment”.

To readjust the brakes, unscrew the knurled lock ring located at the point where the brake cable enters the brake lever on the handlebars **(a)**. Unscrew the knurled, slotted adjusting bolt by a few turns. This reduces the free travel of the brake lever. Keeping the adjusting bolt firm, tighten the lock ring against the brake lever unit. This prevents the adjusting bolt from coming loose by itself. Ensure that the slot of the bolt faces neither forward nor upward, as this would permit water or dirt to enter more easily.

⚠ WARNING

Always test the brakes' function when stationary after adjusting them and make sure the brake pads engage fully with the rim without touching the tyre, when you pull them hard.

DISC BRAKES

Operation and wear

The most striking feature of disc brakes **(b)** is their outstanding braking effect. They respond a lot faster in wet conditions than rim brakes do and achieve their normal high braking power within a very short time. They require little maintenance and do not wear down the rims as rim brakes do. Disc brakes consist of the brake calliper **(c)**, the rotor, the brake lines (hydraulic) or cables (mechanical) as well as the brake lever unit. Actuating the brake lever compresses the hydraulic pistons through hydraulic pressure or mechanically, pushing the brake pads against the rotor.

The friction generated by braking causes wear to the brake pads as well as to the rotors. Frequent rides in the rain and dirt and on uneven ground can accelerate wear on both braking surfaces. Depending on the manufacturer and the model there are different ways of checking the brake pads and rotors for their wear limits.

⚠ WARNING

New brake pads have to be bedded in before they reach their optimal braking performance. Accelerate your SCOTT bike about 30 to 50 times to around 30 kmh and bring it to a halt each time. This procedure is finished, when the force required at the lever for braking has stopped decreasing.

Dirty brake pads and rotors can lead to drastically reduced braking power. Therefore, make sure the brake remains free of oil and other fluids, especially when you clean your SCOTT bike or grease the chain **(d)**. Dirty brake pads can under no circumstances be cleaned, they must be replaced! Rotors can be cleaned with special brake cleaners or with warm water and mild soap.

Unusual noises (scratching, chafing etc.) during braking and/or a noticeable change of the braking force (stronger or weaker) are indications that the brake pads are soiled or worn down. Check the brake pads and replace them, if necessary **(e)**. Otherwise you risk further damage, e.g. to the rotor, or even an accident due to brake failure! If you are in doubt, contact your SCOTT dealer.

⚠ CAUTION

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

NOTICE

If your SCOTT bike has disc brakes, be sure to mount the safety locks before transporting your bike with the wheels dismounted.

Hydraulic disc brakes

Functional check

Regularly check the lines and connections for leaks while pulling on the lever **(a)**. Contact your SCOTT dealer immediately in the event of a brake liquid leakage. A leak in the brake lines can render the brake ineffective. Risk of accident!

Wear and maintenance

Hydraulic disc brakes have a mechanism which automatically compensate for the worn down brake pads. The brake lever travel does not change.

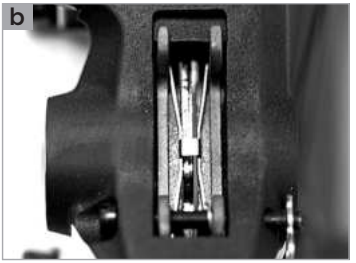
Check the pads **(b)** for wear at regular intervals by following the manuals of the respective manufacturer.

⚠ WARNING

- **Loose connections and leaky brake lines drastically impair braking power. If you find leaks in the brake system or buckled lines, contact your SCOTT dealer immediately!**
- **Do not transport your SCOTT bike with saddle and handlebars upside down – risk of brake failure. Never turn it upside down for repair works.**
- **A heavily clogged brake can lead to squeaking noises during braking.**
- **Only transport your SCOTT bike with wheels mounted or if dismounted with safety locks. Pull the brake lever and secure it with a strong elastic strap, when transporting your SCOTT bike with hydraulic disc brakes. This will prevent air from entering the system.**
- **Do not open the brake lines. Brake fluid that can be very unhealthy and damaging to the paint could leak out and render the brake ineffective.**

SAFETY INSTRUCTIONS

- **If your brake system works with DOT brake fluid, the latter needs to be replaced regularly according to the intervals prescribed by the manufacturer.**
- **Read in any case the manual of the brake manufacturer carefully before removing the wheel or doing any maintenance work. Improper operation can lead to brake failure.**



Mechanical disc brakes

Functional check

The more brake pads of mechanical disc brakes wear down, the longer is the brake lever travel. Regularly check whether you get a positive braking response before the lever touches the handlebars **(c)**. Make sure the brake cables are in sound condition!

⚠ WARNING

Damaged cables (d) should be replaced immediately, as they can snap. Risk of accident!

Wear and maintenance

To a certain extent, wear of the brake pads can be compensated directly at the brake lever. Unscrew the knurled lock nut on the bolt through which the cable enters the grip **(e)** and then unscrew the bolt until the lever has the desired travel. Retighten the lock nut by taking care that the slot of the bolt does not face upward or forward, as this would permit an unnecessarily high amount of water or dirt to enter.

After readjusting check the functioning and make sure the brake pads do not drag when releasing the brake lever and spinning the wheel.

Repeated readjustment at the brake lever makes the arm on the brake calliper change its position. This can reduce braking power and result in a complete brake failure in an extreme case. Risk of accident!

Some models offer further ways of adjusting the brakes directly at the brake calliper **(f)**, though this requires a certain amount of skill. Read the instructions of the brake manufacturer carefully before adjusting the brake. If you are in doubt or if you have any questions, contact your SCOTT dealer.

⚠ WARNING

Repeated readjustment at the brake cable can drastically reduce the maximum braking performance.

SAFETY INSTRUCTIONS

Read in any case the manual of the brake manufacturer carefully before removing the wheel or doing any maintenance work. Improper operation can lead to brake failure.

ROLLER, DRUM AND BACK-PEDAL BRAKES

These types of brakes have an enclosed design; brake pads and surfaces inside the hub body are largely protected against the influences of the weather. The braking force is transmitted through cables from the levers to the brakes. As rear brakes they are mostly connected to an internal gear hub **(a)** and sometimes they are operated by back pedalling.

With back-pedal brakes maximum braking force is achieved by stepping on one of the pedals in its rearmost position with the cranks horizontal **(b)**. With internal gear hubs from SRAM braking power is increased when having shifted to a lower gear.

The risk of overheating is particularly high with these brake systems. Brake overheating occurs on prolonged (steep) downhill rides with permanent brake dragging. Brake fading is a result thereof which, in extreme cases, can lead to brake failure.

Therefore, if you notice that the braking effect deteriorates, stop and let the brake system cool down. Sometimes, it will be enough to operate the front and rear brake in an alternating pattern. If that will not suffice, stop for a couple of minutes before you set off again **(c)**.

⚠ WARNING

- **Brake cables which are damaged, e.g. frayed, must be replaced immediately, as they can otherwise fail in a critical moment, possibly causing a crash!**
- **If during braking the travel of the brake lever increases, unusual noises occur and/or the braking effect is more or less effective than usual, do not ride your bicycle. In such a case contact your SCOTT dealer immediately.**
- **Check regularly whether the torque support (d) is firmly attached to the frame or fork. Use a torque wrench and never exceed the maximum torque values!**

Checking and readjusting back-pedal brakes

The chain tension **(e)** of bicycles with back-pedal brakes has to be checked and retensioned, if necessary, after approx. 1,000 km or 50 hours of use. For more details read the chapter “Bicycle chain”.

⚠ WARNING

- **Keep in mind that the back-pedal brake is ineffective with a fallen-off chain (f). Risk of falling!**

DERAILLEUR GEARS

The gears of your SCOTT bike **(a+b)** serve to adjust the gear ratio to the terrain you are riding on and the desired speed.

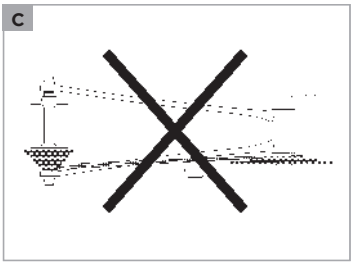
A low gear (where in the case of derailleur gears the chain runs on the small chainring and a large sprocket) allows you to climb steep hills with moderate pedalling force. You must, however, pedal at a faster pace. High gears (large chainring, small sprocket) are for riding downhill. Every turn of the pedals takes you many metres forward at correspondingly high speed.

⚠ WARNING

- **Continue pedalling at reduced cadence during gear shifting, however, at clearly reduced pedalling force. In particular when shifting through the chainrings continue pedalling slowly and without force.**
- **With SCOTT pedelecs reduce the cadence and the pedalling force shortly before you start shifting. In doing so there is a short interruption of the drive. If you continue pedalling, the high chain forces could result in a chain failure.**
- **Practise switching gears in a place free of traffic until you are familiar with the functioning of the levers or twist grips of your SCOTT bike.**

SAFETY INSTRUCTIONS

- **SCOTT pedelecs have only one chainring. As a consequence there is no front derailleur and no shifter on the left handlebars.**
- **Read the gear manufacturer's manual carefully and practise shifting gears until you are familiar with it before you set off for the first time.**



Operation and control

Derailleur gears always work according to the following principle:

Large front chainring	– high/heavy gear	– higher gear ratio
Small front chainring	– low/easy gear	– lower gear ratio
Large rear sprocket	– low/easy gear	– lower gear ratio
Small rear sprocket	– high/heavy gear	– higher gear ratio

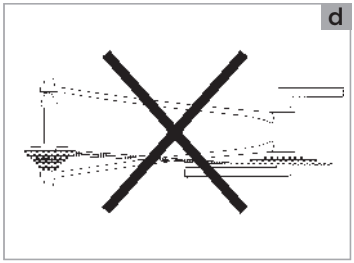
Normally, the shifters are mounted as follows:
Shift lever right – rear sprockets
Shift lever left – front chainrings

Modern SCOTT city/trekking bikes can have up to 30 gears. As there are, however, overlapping ranges, actually 15 to 18 gears are usable. It is not advisable to use gears which involve an extremely oblique run of the chain, as this reduces power transmission efficiency and hastens wear of the chain.

An unfavourable run of the chain is when the smallest chainring is used with one of the two or three outermost (smallest) sprockets **(c)** or when the largest chainring is used with one of the inmost (largest) sprockets **(d)**.

The bottom bracket **(e)** is the interface between cranks and frame. There are different designs, in some cases the bearing spindle is part of the bottom bracket, in some other cases it is integrated into the right crank. Sealed bottom brackets are maintenance free and delivered without play ex works. The bottom bracket in the frame must be checked for play at regular intervals.

Also check at regular intervals whether the cranks are firmly attached to the bearing spindle or whether there is play. Grab the crank and try to jiggle it forcefully. It must be absolutely free of play **(f)**. If you notice any play, contact your SCOTT dealer immediately.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Depending on the gear system, gear shifting is initiated by actuating a shift lever, a brake and shift lever unit or by a short turn of the wrist with twist grips. Continue pedalling during gear shifting **(a)**, however, at reduced pedalling force.

Find below the principles of the shift lever types and their operation. It is, however, also possible that your new SCOTT bike has a gear system that is not listed below.

With shift levers pressing the large shifter **(b)** (thumb shifter) normally moves the chain towards the larger chainrings/sprockets.

That means that any gear shift with the right thumb produces a lower gear. This is an indexed shifting system with the option of shifting several gears with one action. Actuating the large thumb shifter on the left produces a higher gear.

Pulling the small lever **(c)** located in front of the handlebars from the rider's viewpoint and actuated with the index finger (index finger lever) shifts the chain towards the smaller chainwheels/sprockets, i.e. on the right side to the higher gears and on the left side to the lower gears.

The principle of twist grips **(d)** is slightly different. Turning the right-hand grip towards you makes for a lower gear ratio, while the same movement on the left produces a higher gear – and vice versa. The shifting direction may vary in this case, as well.

⚠ WARNING

Always wear straight-cut trousers or use trouser clips (e) or the like to make sure your trousers do not get caught in the chain or the chainrings. Risk of falling!

Shifting gears under load, i.e. while pedalling hard, can make the chain slip. At the front derailleur the chain may even slip off the chainrings and result in an accident! At least the service life of the chain will be shortened considerably.

NOTICE

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

Avoid gears which involve an extremely oblique run of the chain, as this will increase wear!

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

SAFETY INSTRUCTIONS

Read in any case carefully the operating instructions of the gear manufacturer. Make yourself familiar with your new gears in an area free of traffic, if necessary. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Checking and readjusting

The derailleur gears of your bike were carefully adjusted by your SCOTT dealer before delivery. However, Bowden cables may stretch a little on the first kilometres, making gear shifting imprecise and the chain rattle.

Adjusting the front and rear derailleur **(f)** accurately is a job for an experienced mechanic. If you want to try to do the adjustment on your own, observe in addition the manual of the gear manufacturer. If you have any problems with the gears, contact your SCOTT dealer.

⚠ WARNING

For your own safety, bring your SCOTT bike to your SCOTT dealer for its first inspection after 100 to 300 kilometres, 5 to 15 hours of initial use or four to six weeks, and at the very latest after three months.

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Adjusting the rear derailleur

Increase the tension of the Bowden cable by turning the adjustable cable stop at the shifter lever **(a)** or the adjusting bolt through which it runs into the rear derailleur **(b)**. To do so, shift to the smallest sprocket and turn the bolts anti-clockwise in half turns until the cable is slightly tensioned. After tensioning the Bowden cable check whether the chain immediately climbs onto the next larger sprocket. To find out you either have to turn the cranks by hand **(c)** or ride your SCOTT bike and shift through the gears.

If the chain easily climbs onto the next larger sprocket, check whether it just as easily shifts to the small sprockets. If it does not, release the respective adjusting bolt a little. You may need several tries.

⚠ WARNING

Adjusting the front and rear derailleur accurately is a job for an experienced mechanic. Observe in any case the manual of the gear manufacturer. If you have any problems with the gears, contact your SCOTT dealer.

SAFETY INSTRUCTIONS

Ask a helper to lift the rear wheel or hang the SCOTT bike into a work stand. By turning the cranks and shifting through you can easily check the function.

Adjusting the limit stops

The rear derailleur is equipped with limit screws **(d)** which limit the movement range of the derailleur, thus preventing the derailleur and chain from colliding with the spokes or the chain from dropping off the smallest sprocket. The limit screws are adjusted by your SCOTT dealer. They do not alter their position during normal use.

If necessary, correct the position by means of the limit screws. The limit screws on rear derailleurs are often marked “H” for high gear and “L” for low gear. High gear means that the chain is running on the smallest sprocket. Turn the screw clockwise to move the rear derailleur towards the wheel and anticlockwise to move it away from the wheel **(e)**.

Shift to the largest (inmost) sprocket and check whether the teeth of the sprocket and the teeth of the guide pulley are all in a perfectly vertical line **(f)**. Turn the limit screw marked “L” clockwise until the rear derailleur stops moving towards the spokes and can neither be moved by actuating the shift lever nor by pushing it with your hand. Turn the cranks carefully.

This adjustment prevents the chain from getting stuck between sprocket and spokes or the rear derailleur or the derailleur cage from touching the spokes, which could result in damage to the spokes, the rear derailleur and the frame. In the worst case, this could result in a fall or accident.

⚠ WARNING

If your SCOTT bike has tipped over or the rear derailleur received a blow, the rear derailleur or its mount, also referred to as the derailleur hanger, might be bent. Risk of material failure and accident. It is advisable to check its range of movement and readjust the limit screws, if necessary, after such an incident or after mounting a new rear wheel on your bike.

Do a test ride in a place free of traffic, after adjusting the gears of your bicycle.

SAFETY INSTRUCTIONS

Let your SCOTT dealer maintain and service your SCOTT bike regularly.

Adjusting the front derailleur

The range within which the front derailleur keeps the chain on the chainring without itself touching the chain is very small. If the chain tends to jump off the chainring, you will need to reduce the movement range in the same way as with the rear derailleur, i.e. by turning the limit screws marked “H“ and “L“ **(a)**. The limit screws are adjusted by your SCOTT dealer. They do not alter their position during normal use.

As with the rear derailleur, the cable of the front derailleur **(b)** is subject to lengthening which leads to a reduced precision in gear changing. If necessary, shift to the small chainring and increase the tension of the Bowden cable by turning the adjusting bolt through which it passes at the entry to the gear shifter **(c)**.

⚠ WARNING

- **Always check after an accident whether the guide plates of the front derailleur are still parallel to the chainrings. Make sure they do not touch the large chainring which would block the drive. Risk of accident!**
- **Adjusting the front derailleur is a very delicate job. Improper adjustment can cause the chain to jump off, thus interrupting the power train. This can cause a fall!**
- **Do a test ride in a place free of traffic, after adjusting the gears of your bicycle.**

MULTI-SPEED HUBS (INTERNAL GEAR HUBS)

Operation and control

The advantages of multi-speed hubs **(d+e)** are their enclosed design. Unlike derailleur gears the gear drive is within the hub body, only the primary ratio from the chainring to the sprocket being outside. What is more, all the gears can be shifted through with one gear shifter.

Provided that it is serviced regularly, the drive chain has a comparatively longer service life. And this applies even more if it is protected from the influences of the weather by a sealed chain box.

With multi-speed hubs normally the power transmission and the gear ratio adjustment is guaranteed via one or several planetary gears, depending on the number of gears. To change gears the pedal force should be reduced shortly.

In contrast to derailleur gears, multi-speed hubs cannot only be combined with manually actuated brakes (rim, drum, roller or disc brakes), but also with back-pedal brakes **(f)** (roller or drum brakes) that are actuated by a reverse rotation of the pedals. The best braking power is achieved with the pedals on a horizontal level.

⚠ WARNING

- **Always make sure changing gears makes as little noise as possible and is absolutely jerk-free.**
- **Make yourself familiar with the operation of your gears in a place free of traffic and practise operating the shifters or the twist grips as well as the brake system, before using your bike on public roads.**
- **There are some multi-speed hubs where the effects of the back-pedal brake depend on the selected gear. Read the gear manufacturer's manual carefully and make yourself familiar with the brake function before using your bike on public roads.**

SAFETY INSTRUCTIONS

- **Removing and mounting wheels is not the same as with derailleur gears. With this fact in mind read the chapter "Repairing tyre punctures" and observe the notes given in the manual of the manufacturer.**

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Check, readjustment and maintenance

Multi-speed hubs require only little maintenance and need not be adjusted very often. Check the chain tension **(a)**, in particular when removing and mounting wheels, and read the chapter “Bicycle chain“.

If the indexed gear change does not work trouble-free, then contact your SCOTT dealer.

Adjusting multi-speed hubs

Shift into the fourth (4th) gear. Look from above at the right-hand side of the hub. There you can see two yellow markings. These two markings must be at the same height **(b)**, i.e. they must produce a line.

Turn the adjusting screw at the shifter **(c)** until you get just one single line.

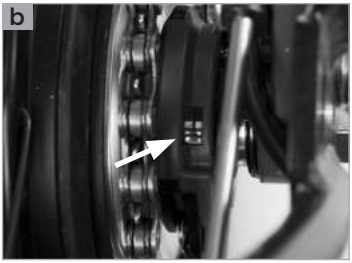
⚠ WARNING

Regularly check the reliable fit of the bolted connection of the hub and, if necessary, of the torque support (d) (“brake torque arm“) at the frame.

Shimano recommends for example regular maintenance (oil change) every 5,000 km or every two years. Read the manual of the gear manufacturer or contact your dealer.

SAFETY INSTRUCTIONS

Observe the manual of the gear manufacturer. If you are in doubt or if you have any questions, contact your SCOTT dealer.



GATES BELT DRIVE

With the Gates belt drive **(e)** a carbon drive belt replaces the usual chain. This works only in connection with a gear hub. The carbon drive belt is made of carbon fibres which reduces the weight significantly and requires less maintenance by offering smoother running and comfort than a chain. In addition, the belt is more resistant to corrosion and the influence of direct sunlight.

Maintenance and care

Thanks to the carbon fibre surface, the belt remains free of dirt. Therefore, it will do to clean the belt with water, if necessary. The carbon drive belt needs neither lubrication nor oiling.

Checking the belt tension

The optimum operation of the Gates belt drive requires the proper tension of the belt **(f)**. An unusually low tension can make the belt skip and thus affect the performance. A too high tension of the belt will render the drive sluggish and unnecessarily increase the wear of the belt and the bearings.

On SCOTT bikes with vertical drop-outs re-tensioning the belt is not necessary, in case you need to replace a flat tyre.

SAFETY INSTRUCTIONS

For easy setting of the tension download the Gates Carbon Drive iPhone®-App (available free of charge in the iTunes® App Store), use the Carbon Drive Krikit Gauge or the Eco Tension Tester (available in Europe at present).

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BICYCLE CHAIN

Regular and correct lubrication of your bicycle chain ensures enjoyable riding and prolongs its service life. It is not the quantity but the distribution and regular application of lubricant that counts. Clean the dirt and oil off your chain with a slightly oily rag from time to time **(a)**. Special degreasers are not necessary; they even have a damaging effect.

Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links **(b)**. To lubricate the chain, drip the lubricant onto the rollers of the lower run of the chain while you turn the crank. Once this is done, turn the cranks a few more times; then let your SCOTT bike rest for a few minutes so that the lubricant can disperse. Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.

⚠ WARNING

Make sure the braking surfaces of the rims, the rotors and the brake pads remain clear of lubricants, otherwise the brake can fail!

NOTICE

For the sake of the environment, use biodegradable lubricants only. Bear in mind that some of the lubricant can end up on the ground, especially in wet conditions.

CHAIN MAINTENANCE

Although the chain is one of the wearing components of your SCOTT bike, there are still ways for you to prolong its life. Make sure the chain is lubricated regularly, especially after riding in the rain. Try to only use gears which run the chain in the straightest line between the sprockets and chainrings and get into the habit of high cadence pedalling.

Chains on bicycles with derailleur gears are worn out after approx. 1,000 to 3,500 km or 50 to 125 hours of use. Heavily stretched chains impair the operation of derailleur gears. Cycling with a worn-out chain also accelerates the wear of the sprockets and chainrings. Replacing these components is relatively expensive compared with the costs of a new chain. It is therefore advisable to check the condition of the chain at regular intervals.

Your SCOTT dealer has accurate measuring instruments to check the chain wear **(c)**. Replacing the chain should ideally be left to an expert, as this requires special tools. In addition, you need to select a chain matching your gear system **(d+e)**.

⚠ WARNING

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

SAFETY INSTRUCTIONS

When replacing your chain, only use appropriate and suitable original spare parts (f). Your SCOTT dealer will be pleased to help you.

WHEELS AND TYRES

The wheel consists of the hub, the spokes and the rim. The tyre is mounted onto the rim so that it encases the tube in the case of the most common system, i.e. the clincher or folding tyres. There is a rim tape running around the rim well **(a)** to protect the sensitive tube against the edges of the rim trough, which are often sharp.

Another common system comprises tubeless tyres which require specific rims without boreholes and firmly screwed valves.

The wheels are subjected to considerable stress through the weight of the rider and any carried luggage as well as through bumpy road surfaces and terrain. Although wheels are manufactured with great care and delivered accurately trued, spokes and nipples can lose a little tension on the first kilometres. Ask your SCOTT dealer to check and true up the wheels after you have bedded them in over about 100 to 300 kilometres or 5 to 15 hours of use.

After the bedding-in period, check the wheels regularly. It will, however, rarely be necessary to retighten the spokes **(b)**.

NOTICE

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

SAFETY INSTRUCTIONS

Tubeless tyres will not be considered any further in the following. Read the manuals of the rim manufacturer, the tyre producer and ask your dealer for advice.

NOTES ON TYRES, INNER TUBES, RIM TAPE, INFLATION PRESSURE

The tyres should provide grip and traction. At the same time they should run smooth and enhance the rider's comfort by absorbing small shocks. Both the rolling friction and the grip depend on the nature of the tyre carcass, the rubber compound and the tyre tread. Your SCOTT dealer will be pleased to help you choose from the numerous types of tyres **(c)**.

If you want to mount a new tyre, you need to observe the sizing system and the actual size of the old tyre. The latter is specified in two different units on the side of the tyre. One of the sizes is the standardized size in millimetres which is more precise, e.g. the number sequence 40-622 **(d)** means that the tyre is 40 mm in width when fully inflated and has an inner tyre diameter of 622 millimetres. The other size is indicated in inches (e.g. 28x1.5").

Tyres must be inflated to the proper inflation pressure to provide an optimal compromise between smooth running and riding comfort. Properly inflated tyres are also more resistant to punctures. An insufficiently inflated tyre can easily get pinched ("snakebite") when it goes over a sharp kerb.

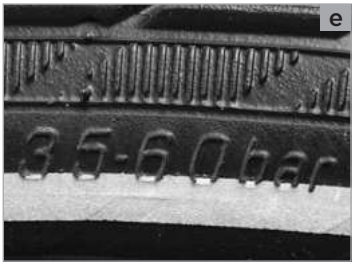
The air pressure recommended by the manufacturer is given on the side of the tyre or on the type label **(e)**. The lower of the two pressure specifications makes for better cushioning for lightweight riders and is therefore best for cycling on a rough surface. Rolling resistance on level ground decreases with growing pressure, but so does comfort. Highly inflated tyres are therefore most suitable for heavy riders and for riding on tarred roads. Therefore, adjust the pressure to your weight and your riding habits.

Inflation pressure is often given in the old system of units, i.e. in psi (pounds per square inch). The table **(f)** gives the most common pressure values in terms of both systems.

Clincher and folding tyres and rim alone are not able to hold the air. Therefore, an inner tube has to be placed inside the tyre to retain the air pressure.

Rims of clincher and folding tyres require in general a high-value rim tape over the complete width of the rim base. This rim tape protects the inner tube from the braking heat which could make the tyre burst.

d



e

f

psi	bar	psi	bar
45	3.1	75	5.2
50	3.4	80	5.5
55	3.8	85	5.9
60	4.1	90	6.2
65	4.5	95	6.6
70	4.8	100	6.9

⚠ WARNING

- **Replace tyres with a worn tread or with brittle or frayed sides. Dampness and dirt penetrating the tyre can cause damage to its inner structure. The tube might burst. Risk of falling!**
- **If you mount a new tyre with another size than the standard tyre mounted, it might be possible that the clearance between the front of your shoe and the wheel will be reduced when you ride at reduced speed. Also observe the space between fork and frame. Risk of accident!**
- **Treat your tyres with care. Always ride your bike with the prescribed tyre pressure (a) and check the pressure at regular intervals, at least once a week. Riding with too low or too high air pressure may make the tyre come off the rim or burst.**
- **Clincher and folding tyres allowing an inflation pressure of five bars or more have to be mounted on hook bead rims, identifiable by the designation "C".**

SAFETY INSTRUCTIONS

- **Observe the maximum pressure value of the rim. The pressure is dependent on the tyre width. You can find the values in the operating instructions of the rim or wheel manufacturer.**
- **Note that a pedelec weighs more 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.**

VALVES

There are three valve types in general use on SCOTT city and trekking bikes:

1. **Sclaverand** or **Presta valve (b)**: This valve is nowadays used on almost all types of bikes. It is designed to withstand extremely high pressures.
2. **Schrader** or **American valve (c)**: This is an adapted car tyre valve.
3. **Dunlop** or **Woods valve (d):** The usual valve.

All valve types come with a plastic cap to protect them from dirt. The **Schrader** and **Dunlop valve** can be inflated with a suitable pump directly after removing the protective cap.

With **Presta valves** you first have to undo the small knurled nut a little and depress it carefully until air starts to escape. Check the nut is tightened and seated in its stem, otherwise air may slowly leak out. Do not forget to tighten the valve by hand nut after inflating.

Tyres with **Schrader valves** can conveniently be inflated at car filling stations with a compressed air dispenser. The same applies to **Dunlop** and **Presta valves** fitted with a special adapter. A compressed air dispenser must be used very carefully as you may otherwise overinflate the tyre and make it burst.

To let out air, press the needle in the centre of the Schrader valve or the knurled nut of the Presta valve **(e)**.

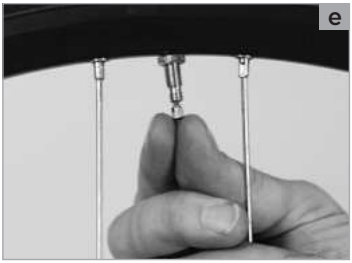
In the case of the **Dunlop valve** unscrew the knurled nut until air comes out of the valve. Retighten the knurled nut subsequently. Normally, you have to inflate the tyre completely.

It can be hard to inflate tyres to the necessary pressure by using hand pumps. It is much easier with a track pump equipped with a pressure gauge.

RIM TRUENESS AND SPOKE TENSION

For the true running of the wheel it is imperative that the tension exerted by the spokes is distributed evenly around the rim. If the tension of a single spoke changes, e.g. as a result of riding fast over a kerb or of a loose nipple, the tensile forces acting on the rim become unbalanced and the wheel will no longer run true. The functioning of the SCOTT bike may even be impaired before you notice the wobbling appearance of a wheel that has gone out of true.

With rim brakes the sides of the rims also serve as braking surfaces. An untrue wheel can impair your braking effect. It is therefore advisable to check the wheels for trueness from time to time. For this purpose lift the wheel off the ground and spin it with your hand. Watch the gap between the rim and the brake pads. If the gap varies by one millimetre or more, you should ask your SCOTT dealer to true up the wheel **(f)**.



⚠ WARNING

Do not ride with untrue wheels. In the case of extreme side-to-side wobbles, the brake pads of rim brakes can miss the rim and get caught in the spokes! This normally instantly jams the wheel and throws you off your bicycle.

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

NOTICE

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

REPAIRING TYRE PUNCTURES

Punctures during cycling are the most common cause for flat tyres. However, as long as you have the necessary tools and a spare tube or a repair kit **(a)**, this need not mean the end of your cycle ride. If your wheels are attached with quick-releases to the frame and the fork, you only need two tyre levers and a pump **(b)**.

SAFETY INSTRUCTIONS

Before removing a wheel, read chapters "Remounting the wheel" and "Using quick-releases". If you are in doubt or if you have any questions, contact your SCOTT dealer.

REMOVING THE WHEEL

If your bicycle has **mechanical rim brakes** (cantilever and V-brakes) you first have to unhook the brake cable from the brake arm **(c)**. To do this, grip the rim with one hand and press the brake pads and/or arms together. In this position the usually barrel shaped nipple of the lateral brake cable or the brake hose (of V-brakes) can easily be disengaged.

a

b

c

If you have **disc brakes** (hydraulic or mechanic), check the position of the brake pads through the inspection window. In this way you will be able to tell after the removal whether the brake pads are still in their correct position. Read the manual of the brake manufacturer.

If you have derailleur gears, you should shift the chain to the smallest sprocket before removing the rear wheel **(d)**. This shifts the rear derailleur right to the outside where it does not interfere with the removal of the wheel. Open the quick-release of the wheel, as described in chapter "Using quick-releases".

If you cannot remove the wheel after releasing the nuts, this is due to the drop-out safety tabs. They come as metal catches which engage with recesses in the drop-outs **(e)**. Just release the quick-release adjusting nut a little and slip the wheel past the tabs.

You will find it easier to remove the rear wheel, when you pull the rear derailleur slightly backwards. Lift your SCOTT bike a little off the ground and give the wheel a light blow with your hand so that it drops out.

⚠ WARNING

If you purchased a SCOTT bike with hydraulic disc brakes, never turn your SCOTT bike upside down for repair work, i.e. with the handlebars and saddle underneath, otherwise the brake can fail.

⚠ CAUTION

Rotors can become hot, so let them cool down before removing a wheel.

NOTICE

Never pull the (disc) brake lever while a wheel is removed and always make sure that you fit the safety locks (f) before removing the wheel.

SAFETY INSTRUCTIONS

In the case of drum and roller brakes as well as of internal gear hubs release the torque support ("brake torque arm") supporting the drive and brake forces to the frame. The shift cables and the click box must also be dismounted before wheel removal.

Observe the manuals of the brake and gear manufacturer.

d

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f

CLINCHER AND FOLDING TYRES

Tyre removal

Remove the cap and the fastening nut off the valve and deflate the tyre completely **(a)**. Press the tyre from the sides towards the centre of the rim around its entire circumference. This will ease the removal.

Apply a plastic tyre lever to one bead of the tyre about 5 cm beside the valve and lever the tyre out of the rim in this area **(b)**. Hold the tyre lever tight in its position. Slip the second tyre lever between rim and tyre at a distance of about ten centimetres on the other side of the valve and lever the next portion of the bead over the edge of the rim **(c)**.

After levering a part of the tyre bead over the edge of the rim you should normally be able to slip off the whole tyre on one side by moving the tyre lever around the whole circumference. Now you can remove the inner tube. Make sure the valve does not get caught in the rim, as this can damage the inner tube. If necessary you can remove the whole tyre by pulling the other tyre bead off the rim.

Repair the puncture according to the instructions of the repair kit manufacturer or replace the inner tube by a new one.

When you have removed the tyre, you should also check the rim tape **(d)**. It should lie squarely in the rim trough, covering all spoke nipples, and should neither be damaged nor brittle.

In the case of double wall rims the tape must cover the entire rim base, but it should not be so broad as to stand up along the inside edges of the rim trough. Rim tapes for this type of rim should only be made of fabric or durable plastic. If you are in doubt or if you have any questions, contact your SCOTT dealer.

⚠ WARNING

If the fabric of the tyre is destroyed by the perforating object, replace the tyre to be on the safe side.

Replace spoilt rim tapes immediately.

NOTICE

If you get a puncture en route, inflate the inner tube and bring it close to your ear. In most cases you can hear the air coming out. At home you can help yourself with a bucket of water where you can locate the hole by the bubbles. When you have found the hole, look for the corresponding place on the tyre and check it, as well. Often, you will find a foreign body sticking in the tyre, which ought to be removed. Otherwise another puncture can occur.

Tyre mounting

When mounting a tyre make sure no foreign matter, such as dirt or sand, gets inside the tyre and you do not damage the inner tube in the process.

Slip one bead of the tyre onto the rim. Using your thumbs, press one bead over the edge of the rim and then around the entire circumference. This should normally be possible without using tools.

Stick the valve of the inner tube through the hole in the rim **(e)**. Inflate the inner tube slightly so that it becomes round and push it into the tyre all the way round **(f)**. Make sure not to leave any folds in the inner tube.

To finish mounting the tyre, start at the opposite side of the valve. Using your thumbs, press as much of the second bead of the tyre over the edge of the rim as you can.

Make sure the inner tube does not get pinched and squashed between the tyre and the rim. You can prevent this by pushing the inner tube into the hollow of the tyre with a finger as you work along.

Work the tyre into the rim by approaching the valve symmetrically from both sides. Towards the end, you will have to pull the tyre vigorously downwards **(a)** to make the already mounted portion of the tyre slip towards the deepest part of the rim well. This will ease the job noticeably on the last centimetres.

Before fitting the tyre completely on the rim check again whether the inner tube lies properly inside the tyre and press the last stretch of tyre over the edge of the rim using the balls of your thumbs.

If this does not work, you will have to use the tyre levers **(b)**. Make sure the bent ends point towards the inner tube and the inner tube does not get damaged.

Push the valve subsequently a little into the tyre so that the inner tube does not get caught between the rim and the tyre beads. Check whether the valve stands upright. If not, dismount one bead again and reposition the inner tube.

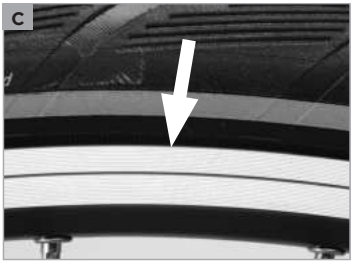
To make sure the inner tube does not get pinched between the rim and the bead, move the tyre sideways back and forth between the sides of the rim. While doing so, also check whether the rim tape has shifted.

Inflate the inner tube to the desired pressure. The maximum pressure is indicated on the side of the tyre.

Check whether the tyre is properly seated by inspecting the fine witness line just above the rim edge. This line should be even to the rim all around the tyre **(c)**. If it is not, deflate the tyre a little and check again. Starting from the maximum tyre pressure you can now reduce the pressure through the valve to suit your needs. Observe the recommended tyre pressure range.

REMOUNTING THE WHEEL

Mounting the wheel is done in the reverse order of dismounting. Make sure the wheel is correctly seated in the drop-outs and accurately centred between the fork legs or the seat and chainstays. Make sure that the quick-release and the drop-out catches are correctly seated **(d)**. For more information see the chapter “Using quick-releases”.



If you have V-brakes and cantilever brakes hook up the brake cable at the brake arm. To do this, grip the rim with one hand and press the brake pads and/or the brake arms together. In this position the usually barrel shaped nipple can easily be engaged **(e)**.

If you have disc brakes, check before mounting the wheel whether the brake pads rest snugly in their seats in the brake calliper body. The gaps between the brake pads and the wheel should be parallel and the wear indicators in their correct position **(f)**. Make sure you guide the rotor carefully between the brake pads.

If your bicycle has a multi-speed hub, back-pedal, drum or roller brakes, verify the proper assembly of the individual components and tension the chain before tightening the wheel nuts by pulling the wheel backwards.
Verify that the amount of play midway between sprockets and chainring is not more than two centimetres. Make sure there is no excessive chain slack! Finish by tightening the torque support ("brake torque arm") to the prescribed torque value.

If your SCOTT bike is equipped with thru axles, you will find further information in the chapter "Thru axles on the SCOTT Bike".

All brakes:
After mounting the wheel and tightening the quick-release pull the brake lever (several times, if you have disc brakes).
Lift your SCOTT bike off the ground and spin the wheel with your hand. With the wheel spinning the rotor should not drag along the brake calliper or the brake pads and the rim should keep off the (rim) brake pads.

⚠ WARNING

- **If you have rim brakes, make sure you hook up the brake cable immediately after the wheel mounting!**
- **Before setting off again check that the brake surfaces and/or rotors are still free of grease or other lubricants after the wheel mounting.**
- **Check whether the brake pads hit the rotors or brake surfaces of the rims. Make sure the wheel is properly seated and firmly fixed in the drop-outs. Always do a brake test as described in the chapter "Tests before every ride"!**

d

e

f

TESTS AFTER AN ACCIDENT

1. Check whether the wheels are still firmly fixed in the drop-outs **(a)** and whether the rims are still centred with respect to the frame or fork. Spin the wheels and observe the gap either between brake pads and rim sides or between frame and tyre. If you have rim brakes and the width of the gap changes markedly and you have no way to true the rim where you are, you need to open the brakes a little with the special device so that the rim can run between the brake pads without touching them. Note that in this case the brakes may not act as powerfully as you are used to.

   No matter whether you have rim or disc brakes, have the wheels trued by your SCOTT dealer immediately after you are back home.

   For more information see the chapters “Brakes”, “Using quick-releases” and “Wheels and tyres” and the manuals of the component manufacturers.

2. Check that handlebars and stem are neither twisted nor bent or broken and that they are level and aligned. Make sure the stem is firmly fixed on the fork by trying to twist the handlebars relative to the front wheel **(b)**. Briefly lean on the brake levers to make sure the handlebars are firmly fixed in the stem.

   Realign the components, if necessary, and gently tighten the bolts to ensure a reliable clamping of the components **(c)**. The maximum torque values are printed directly on the components or specified in the manuals of the component manufacturers.

   For more information see the chapters “Adjusting the SCOTT bike to the rider” and “The headset on the SCOTT bike” and the manuals of the component manufacturers.

3. Check whether the chain still runs on the chainwheels and the sprockets **(d)**. If your SCOTT bike fell over to the chain side, verify the proper functioning of the gears. Ask somebody to lift your SCOTT bike by the saddle and carefully shift 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.

If the rear derailleur or the drop-outs/derailleur hanger is bent, the rear derailleur may collide with the spokes. This in turn can destroy the rear derailleur, the rear wheel or the frame. Check the function of the front derailleur, as a displaced front derailleur can throw off the chain, thus interrupting the drive of your SCOTT bike. Risk of falling!

For more information see the chapter “Gears” and the manuals of the component manufacturers.

4. Make sure the saddle is not twisted by using the top tube **(e)** or the bottom bracket shell as a reference. If necessary, open the clamping, realign the saddle and retighten the clamping **(f)**.

   For more information see the chapters “Adjusting the SCOTT bike to the rider” and “Using quick-releases” and the manuals of the component manufacturers.

5. Let your SCOTT bike bounce on the ground from a small height. If there is any rattling, check where it comes from. Check the bearings and bolted connections, if necessary. Tighten them slightly, if necessary.

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

⚠ WARNING

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

⚠ WARNING

- **Back home you need to check your SCOTT bike thoroughly. Damaged parts must be repaired or replaced. Ask your SCOTT dealer for advice. For more information on carbon components see the manuals of the component manufacturer.**
- **Deformed components, especially components made of aluminum, can break without previous warning. They must not be repaired, i.e. straightened, as this will not reduce the imminent risk of breakage. This applies in particular to the fork, the handlebars, the stem, the cranks, the seat post and the pedals. When in doubt, it is always the better choice for your safety to have these parts replaced. Ask your SCOTT dealer for advice.**
- **If your SCOTT bike is assembled with carbon components, it is imperative that you have it checked by your SCOTT dealer after an accident or similar incident. Carbon is extremely strong and durable with very low weight, making it perfect for the production of high-performance parts. However, one of the inherent properties of carbon is that possible overstress may compromise the inner carbon-fibre structure without showing any visible deformation, as is the case with steel or aluminium. A damaged component can fail without previous warning. Risk of falling!**
- **Make it a rule to check the functioning and in particular the limit stop of the rear derailleur after a fall or if your SCOTT bike has toppled over.**

ADDITIONAL INFORMATION “TESTS AFTER AN ACCIDENT” WITH YOUR SCOTT PEDELEC

1. Check the rechargeable battery **(a-c)**. Try to remove the rechargeable battery from its mounting. If the rechargeable battery is no longer properly in its holder or shows any damage, do not use your SCOTT pedelec any longer, at least not in the assistance mode. Switch off the drive and the rechargeable battery separately, if necessary. A damaged battery can lead to a short-circuit resulting in a sudden failure of the SCOTT 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! In such a case, contact your SCOTT dealer immediately. For more information see the system instructions of your drive manufacturer.

2. Check that all values are displayed properly and fully on the control unit **(d)** or the display. Do not use your SCOTT pedelec, if the control unit shows an error message or a warning. In the case of critical errors the system switches off automatically. In the case of non-critical errors the system may be still operable.

   Do not set off on your SCOTT pedelec when the control unit or the display shows a warning. In such a case, contact your SCOTT dealer immediately. For more information see the system instructions of your drive manufacturer.

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

THE HEADSET ON THE SCOTT BIKE

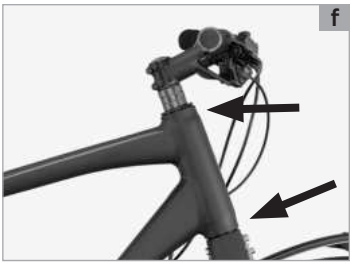
The headset **(f)** connects the fork to the frame, but allows it to move freely. It must turn with virtually no resistance, if the SCOTT bike is to run straight, stabilising itself as it travels. Shocks caused by uneven road surfaces expose the headset to considerable levels of stress. In this way it can become loose and go out of correct adjustment.

⚠ WARNING

Riding the bicycle with a loose headset increases the stress on fork and bearings. This can lead to damage to the fork. Risk of falling!

d

e


f

Checking and readjusting

Check the headset for play by placing your fingers around the upper head tube race. Bring your weight to bear on the saddle, pull the front brakes with your other hand and push the SCOTT bike firmly back and forth with the wheel remaining on the ground **(a)**. If the bearing has play, you will feel the upper head tube race moving in jerks relative to the lower head tube race - visible as a small gap in between the head tube races.

To check the bearing for ease of running, lift the frame until the front wheel is suspended in the air **(b)**. The handlebars should turn from far left to far right without feeling roughness or tightness at any point. With a gentle tap on the handlebars the fork should turn easily from the middle position.

If you face any problems during the test, contact your SCOTT dealer.

SAFETY INSTRUCTIONS

Adjusting the headset requires a certain amount of experience and should therefore be left to your SCOTT dealer.

CONVENTIONAL HEADSETS

The adjustment tolerance between there being play in the bearings and them being set too tight is very small. The bearing can easily be damaged. If you want to try it nevertheless, you need two large and flat open-end wrenches **(c)**. Ask your SCOTT dealer for advice.

Release the top lock nut and turn the head cup below clockwise without tightening it. Fix the lower head cup and retighten the lock nut.

⚠ WARNING

A too tight adjustment can destroy the bearings and affect the riding characteristics.

SAFETY INSTRUCTIONS

If you want to adjust conventional headsets you will need special tools. If, nevertheless, you want to try it by yourself, read the manual of the headset manufacturer.

THREADLESS HEADSET – AHEADSET®

The distinct feature of this system is that the stem does not sit within the fork steerer tube, but rather slips over the fork steerer tube, which in this case is threadless. The stem is thus an important part of the headset, as the stem clamping fixes the adjustment. You generally only need one or two Allen keys and a torque wrench to adjust an Aheadset®.

Release the clamping bolt(s) located on the side of the stem by one to two turns. Gently tighten the countersunk adjusting bolt on top a little **(d)**, e.g. by a quarter turn, by using an Allen key.

Realign the stem to ensure that the handlebars are at right angle to the wheel. Make sure the front wheel is in line with the top tube and the stem **(e)**. Tighten the clamping bolts of the stem **(f)**. Use a torque wrench and never exceed the maximum torque values! You will find the prescribed values in the chapter "Recommended torque settings for your SCOTT bike", directly on the components and/or in the manuals of the component manufacturer.

Check the headset for play as described above. Do not overtighten the headset. Risk of headset failure!.

⚠ WARNING

Bear in mind that by overtightening the bolts the stem can crush the steerer tube. In particular forks with carbon steerer tubes are highly sensitive to overtightening the steerer tube clamping at the stem. Risk of breakage! Make sure the clamping area is absolutely free of grease when any of the clamping faces is made of carbon. If necessary, use carbon assembly paste in the clamping areas to ensure maximum clamping.

⚠ WARNING

Check the secure seat of the stem by taking the front wheel between your legs and trying to turn the handlebars and stem relative to the wheel (a). A loose stem can cause an accident.

Never change the preloading mechanism in the inside of the fork steerer tube. Never install a star nut in carbon fork steerer tubes.

NOTICE

Do not overtighten the upper bolt, it only serves to adjust the headset play (b).

SAFETY INSTRUCTIONS

If you do not succeed in adjusting the headset, this can have several reasons. If you are not absolutely sure, ask your SCOTT dealer for help.

RIDING A SCOTT PEDELEC

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

Set off for your first ride by selecting the lowest drive support **(d).** Gradually get used to the additional propulsion. Slowly approach the potential of your SCOTT 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. This is where a SCOTT pedelec clearly differs from a conventional SCOTT bike.

⚠ WARNING

Pull the brake lever of the rear brake and stop pedalling. The pedelec will stop. Emergency stop! To achieve the shortest possible stopping distance brake with both brakes in a way that the pedelec slows down gradually (see chapter “Brakes”).

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

RIDING WITH MOTOR ASSISTANCE

The system is switched on and off at the buttons of the control element on the battery or on the handlebars**.** Furthermore, different assistance modes can be selected with the command console at the handlebars **(e)**, the remaining capacity of the rechargeable battery is displayed and the different functions of the cycle computer, if available, can be selected **(f)**.

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 the amount of force applied to the pedals.

The assistance switches off when you reach a speed of more than 25 kmh.

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 SCOTT pedelec would set off suddenly. Risk of falling!

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. Reduce the pedal force deliberately, before you start changing the gear.

Do not give in to the temptation to always ride in a high gear, due to the strong motor. Shift gears frequently **(a)** in the same way that you are used to doing with a conventional SCOTT bike so as to make your own contribution to your forward progress as efficient as possible. Your cadence should always be in a smooth flow. In other words, you should pedal at more than 60 crank rotations per minute.

Change down the gears before stopping.

Keep in mind that the other road users are not yet used to the new 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.

⚠ WARNING

- **Do a test ride in an unfrequented area (b) to make yourself familiar with the riding characteristics of your SCOTT 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 (c), select the lowest drive assistance and be ready to brake when you set off. Risk of falling!**
- **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 falling!**
- **Note that car drivers and other road users may underestimate your speed. Always wear bright clothing. Therefore, always ride on public roads with this fact in mind and anticipate the actions of other road users. Risk of accident!**
- **Keep in mind that pedestrians do not hear you when you approach at high speed. Therefore, ride particularly defensive and anticipating when using cycle lanes and cycle/footpaths to avoid accidents. If necessary, ring the bell to warn others.**

USEFUL INFORMATION FOR 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 handlebars **(d)** or, additionally, on the rechargeable battery.

NOTICE

In general, the batteries of SCOTT pedelecs have no memory effect. It is recommended that you charge the battery after every long ride. Avoid any deep discharge of the rechargeable battery.

SAFETY INSTRUCTIONS

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

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

Furthermore, you can affect the range by
- checking the tyre pressure regularly, i.e. once a week with a pressure gauge **(f)**, and adjusting it, if necessary
- shifting gears down in front of traffic lights and intersections or in general in cases of stops and by setting off in low gears
- shifting gears regularly, as you would do on a SCOTT bike without drive
- not only riding in high gears
- riding with these facts in mind and always looking ahead 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 SCOTT pedelec in cooler weather, in particular when it is cold
- not parking your SCOTT 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 SCOTT pedelec: Without drive assistance you can ride your SCOTT pedelec like a usual bike with an unlimited range and nearly without compromising on riding characteristics.

⚠ WARNING

If your battery runs empty during the ride, do not recharge the battery with any charger, even if it happens to be fitted with an identical connector type. Risk of explosion! Make it a habit to charge your battery only with the supplied charger (a).

RIDING WITHOUT MOTOR ASSISTANCE

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

Observe some important facts, when you intend to ride without rechargeable battery **(b)**:

- If you want to ride without drive assistance and with the battery mounted, you can switch on the control unit of your SCOTT pedelec to benefit from the functions of your cycle computer.
- After you have removed the battery of your SCOTT pedelec: Keep the connections of the rechargeable battery free of dirt and moisture **(c)**.

⚠ WARNING

If the lighting set of your SCOTT pedelec (d) is powered by the rechargeable battery, you cannot use your light when riding without battery. In this case, do not ride without rechargeable battery.

a

b

c

USEFUL FACTS FOR RIDING A SCOTT SPEED PEDELEC

Basically, a SCOTT speed pedelec is a pedelec, however, it is significantly faster. Read the chapter "Riding a SCOTT pedelec" thoroughly, before reading this chapter. Keep in mind that all tips and warnings given in the mentioned chapter apply all the more and with still greater importance to SCOTT speed pedelecs. Practise the handling of the still more powerful and faster SCOTT speed pedelec and always ride with foresight.

In contrast to SCOTT pedelecs, SCOTT speed pedelecs are classified as motor vehicles. This entails a number of regulations according to which your SCOTT speed pedelec must be equipped:

- Beside the bicycle typical components it must be fitted with a rear view mirror **(e)**.
- A SCOTT speed pedelec must have liability insurance, an operating licence or EU type approval and the insurance marking must be attached **(f)**.
- The tyres must have a minimum tread depth of 1 mm, as is well known for motor vehicles. Every tyre worn down to this minimum depth must be replaced by an identical one; otherwise this will void the operating licence.

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

- using cycle lanes and paths within built-up areas,
- using lanes that are marked with a road sign allowing access for mopeds,
- using your SCOTT speed pedelec on cycle lanes which are allowed for mopeds,
- riding in the wrong (opposing) direction up one-way roads, even if ordinary cyclists are permitted to do this,
- using pedestrian zones, even when they are allowed for bikes,
- using bike parking facilities,
- using forest trails
- using your SCOTT speed pedelec on lanes which are closed to motor vehicles, motorcycles and mopeds,
- using your SCOTT speed pedelec on public roads and on private premises, if authorized by the owner.

⚠ WARNING

- Towing child trailers or mounting and using child carriers is not permitted for SCOTT speed pedelecs.
- When riding a SCOTT speed pedelec wearing a suitable helmet **(a)** is compulsory in Germany and Switzerland. Check the regulations on wearing helmets in your country. Ask your SCOTT dealer about suitable SCOTT helmets for SCOTT speed pedelecs.
- Pull the brake lever of the rear brake **(b)** and stop pedalling. The pedelec will stop. Emergency stop! To achieve the shortest possible stopping distance brake with both brakes in a way that the pedelec slows down gradually (see chapter “Brakes”).
- For your own safety, always ride your SCOTT speed pedelec with the light switched on **(c)**, wear bright clothing as well as a suitable helmet and glasses.
- 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 SCOTT pedelec or SCOTT speed pedelec. Risk of accident! In the case of SCOTT speed pedelecs be sure to only assemble original spare parts, otherwise the operating licence expires.
- Be aware that the brakes of your SCOTT speed pedelec are always more effective than the drive. If you face any problems with your drive (e.g. because it pushes you forward in front of a bend), slow down your SCOTT speed pedelec carefully.

SAFETY INSTRUCTIONS

- The regulations and rules for pedelecs and speed pedelecs are being revised constantly. Read the daily press to keep you informed about current legislative changes.
- Before towing a trailer with your SCOTT bike read chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.
- Before mounting a child carrier or pannier rack, check whether your SCOTT bike is permitted for child carriers ot pannier racks. You will find the respective information in the chapter “Intended use of your SCOTT bike” or in the SCOTT handover report in the Quick Start Manual. Contact your SCOTT dealer.

INFORMATION FOR PROPER HANDLING OF THE RECHARGEABLE BATTERY

Remove the rechargeable battery, if you do not use your SCOTT 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 **(d)**, if the rechargeable battery is left unused for more than two months and recharge it in between, if necessary, to 50 %, i.e. until half of the LEDs.

Clean the battery housing with a dry or, if at all, a slightly moist rag. Do not direct the water jet of a high-pressure cleaner at the rechargeable battery or submerge the battery into water, 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.

⚠ WARNING

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

⚠ WARNING

- Keep the rechargeable battery and the charger out of the reach of children!
- We recommend that you charge your battery only during the day and only in dry rooms which have a smoke or a fire detector; but not in your bedroom. Place the battery during the charging process on a big, non-inflammable plate **(a)** made of ceramics or glass! Unplug the battery once it has been charged up.
- Keep the rechargeable battery and the charger away from moisture and water during the charging process to exclude electric shocks and short circuits.
- Do not use a rechargeable battery or a charger that is defective. If you are in doubt or if you have any questions, contact your SCOTT dealer.
- Do not expose your battery or the charger to the blazing sun during charging.
- Do not charge any other electrical devices with the supplied charger of your SCOTT pedelec!

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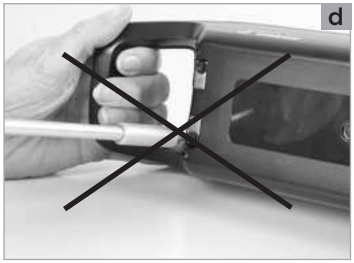
b

c

⚠ WARNING

- The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. 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!
- Make sure your rechargeable battery does not show any damage, i.e. cracks, breakages or discolorations at the contact points **(b+c)**. Do not use a battery with such damage. Bring a damaged battery to your SCOTT dealer at once.
- Make sure your rechargeable battery is in sound condition. Do not open, disassemble or crush the battery **(d)**. Risk of explosion!
- Make sure your rechargeable battery is not exposed to mechanical impacts.
- Keep your battery away from fire and heat. 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 metal or 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).
- Make sure to use the battery only for the SCOTT pedelec **(e)** for which it is designed.



NOTICE

- When you remove your battery from the holder for charging it **(a)** with your SCOTT 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 **(b)**. 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 can occur, when the battery has run out completely and the SCOTT pedelec was left standing for some days. Depth discharge will affect the rechargeable battery of your SCOTT pedelec permanently. A deep-discharged battery can only be recharged in exceptional cases and with special chargers. Contact your SCOTT dealer.
- If the rechargeable battery or the charger (or parts of it) must be replaced, only use original spare parts. Contact your SCOTT dealer.
- Charge the battery at an ambient temperature of approx. 20 degrees Celsius. Therefore, before starting the charging, wait until the temperature of the battery has increased or decreased after a ride in cold or hot weather.
- Do not dispose of your rechargeable battery in the normal household rubbish **(c)**! It must be disposed of according to battery disposal regulations. Therefore, sellers of new rechargeable batteries must provide collection of old batteries and appropriate disposal. If you are in doubt or if you have any questions, contact your SCOTT dealer.
- Remove the rechargeable battery from your SCOTT pedelec, if you do not use your SCOTT pedelec for a longer period of time. Keep it clean and dry and make sure the battery is charged 50 to 60 % during storage **(d)**.
- If possible, remove the rechargeable battery from your SCOTT pedelec if you do not use your SCOTT pedelec for a longer period of time and keep it clean and dry.
- Do not charge your battery over a long period of time, if you do not need it. When the battery is fully charged remove the charger at short term.

a

b

c

SAFETY INSTRUCTIONS

- **Lithium-ion batteries have no memory effect; they can therefore be charged at any time without affecting battery life.**
- **Also observe the notes on the respective labels on the rechargeable battery or on the charger.**

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

SCOTT KIDS' BIKES

USEFUL INFORMATION FOR PARENTS

Children are among the most vulnerable road user groups, not only because of their lack of experience and practice, but also for the simple reason that they are smaller and may therefore have difficulties overseeing things and be easily overlooked by other road users.

If you want your child to use his/her SCOTT kids' bike **(e)** on the road, you should be willing to invest time in road Safety INSTRUCTIONS and help him/her improve his/her riding skills.

Children are not as observant as adults, and you should therefore get into the routine of checking the SCOTT kids' bike **(f)** and performing adjustments and maintenance as necessary. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Bear in mind that it is your responsibility to supervise your child on his/her first rides – do not overchallenge your child! Inform yourself about the traffic rules in your country. They vary from country to country. For example, in Germany, children must use the pavement until they are eight years old and they are permitted to do so until the age of ten.

d

e

f

It is essential that your child has good control of his/her SCOTT kids' bike before riding on public roads. As a first step in this direction we recommend that you give your child a scooter or a SCOTT walker **(a),** so that he/she can train his/her sense of balance.

This being accomplished you will need to make your child familiar with the functioning of the brakes and gears **(b)** before you let him/her sit on his/her SCOTT kids' bike. Find a place away from the road, ideally a backyard or park, where you can practise braking and shifting gears with your child under your supervision.

Once your child has progressed to a point where he/she can ride in traffic **(c+d)**, teach him/her how to cross kerbs and railway tracks, i.e. to cross these obstacles, if possible, at right angle. Your child should also learn to look ahead and back for any danger before taking this kind of obstacle.

Set a good example when it comes to wearing a cycling helmet **(e)** and to riding on cycle lanes. It is also advisable to let your child take part in road safety lessons offered at schools or by local clubs and associations.

⚠ WARNING

- **It is important to tell children when they practise braking that in wet conditions the brake performance is less effective and the tyre grip reduced and that they should therefore ride more slowly and brake more carefully.**
- **Take care your child is wearing the helmet while cycling only. For example, wearing the helmet at a park or playground can be hazardous; the helmet can get caught on features or obstacles and result in strangulation by helmet straps.**
- **Children should not ride near precipices, staircases or swimming pools as well as on paths used by automotive mobiles.**

⚠ WARNING

- **Make sure the child always wears a properly fitting cycling helmet and well visible, i.e. bright, clothing. It is also advisable to wear reflector stripes to increase visibility.**
- **Children can be vain. Therefore, buy a cycling helmet that the child feels happy with. Take your child with you to make sure you buy one which is comfortable and fits correctly. This will increase the chances that the helmet is actually worn, which one day might be a life-saver. Make sure the helmet is always fastened!**
- **When you buy the helmet, have yourself explained how to adjust the straps of the helmet to the head. Only a properly fitted helmet can provide full protection in case of an accident!**

SAFETY INSTRUCTIONS

- **Make sure the cycling helmet complies with the EN 1078 test standard.**

ADJUSTMENT

Adjusting the SCOTT kids' bike to the bodily proportions of a child is even more important than in the case of an adult. When determining the saddle height you should find a compromise that allows the child to reach the ground with both feet **(f)** when sitting in the saddle while at the same time giving them enough space for pedalling. A safe standing (when stopping) takes absolute priority!

Handlebars that are too far away from the saddle or adjusted in a too high/low position can also lead to the fact that the child is less confident and relaxed during cycling. Normally, children's bicycles allow adjustments of the saddle tilt and sometimes the tilt of the handlebars can be adjusted, as well.

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Special attention should be paid to the adjustment of the control elements, such as brake levers. Easy reach and operation should be ensured for the child **(a)**.

For more information on how to perform the adjustments of the SCOTT kids' bike to the proportions and needs of your child, read the chapter "Adjusting the SCOTT bike to the rider". If you are in doubt or if you have any questions, contact your SCOTT dealer.

Get into the habit of doing the checks as described in the chapter "Tests before every ride" together with your child. In this way, your child will learn to handle the SCOTT kids' bike properly and you will be able to detect any defects that have developed during use.

Encourage your child to tell you, if anything should not be working properly on his/her SCOTT kids' bike. Rectify the fault immediately or take the SCOTT kids' bike to your SCOTT dealer for repair.

⚠ CAUTION

Children and adolescents need to have the saddle height and the position of saddle (b) and handlebars (c) checked at least every 3 months!

SAFETY INSTRUCTIONS

- **SCOTT recommends not using training wheels. Only buy training wheels, if at all, that have been certified, for example, according to DIN/GS.**
- **If you wish to install training wheels, ask your SCOTT dealer about suitable models. Read the mounting instructions of the supplier and ask, if necessary, your SCOTT dealer for further information.**
- **The training wheels are only an unsatisfactory riding aid for very small children and should be removed as soon as possible to train the sense of balance of your child.**

LIGHTING OF YOUR SCOTT BIKE

For riding on public roads a functioning lighting set is obligatory (see the chapter “Legal requirements for riding on public roads”).

You should be familiar with the assembly of the lighting set so that you can repair possible failures yourself.

DYNAMO-OPERATED LIGHTING SYSTEM

Rear light and front lamp are powered by the generator (also referred to as dynamo). They are connected with two cables each to the generator **(d)**. In some cases the front lamp and the rear light are wired with only one cable each the frame being in this case the return line.

REAR LIGHTING

One or more LEDs beam through a (red) diffusion disc rearwards and are visible at best even from the side. Nowadays, most rear lights **(e)** provide a stand light function that is powered by a capacitor or a battery when the SCOTT bike has to stop at traffic lights, for example.

FRONT LIGHTING

Todays illuminants are LEDs (“light emitting diodes”) beaming white light by means of state-of-the-arts mirror optics and/or a diffusion disc on the road lane.

Some models are fitted with a sensor that switches on the front lamp **(f)** automatically when it gets dark; the dynamo must, however be activated. An additional feature of particularly high-quality front lamps is a stand light function or even daytime running lights (both with LEDs).

HUB DYNAMO

Hub dynamos **(a)** are built into the hub of the front wheel. They are virtually non-wearing and extremely effective. Some models are switched on electronically, some others mechanically. Hub dynamos are either switched on by a lever at the handlebars or directly at the front lamp **(b)**. Other models offer the comfort of being switched on and off automatically by means of a sensor.

SPECIAL CASE – PEDELECS

In some countries it is allowed for SCOTT pedelecs to feed the lighting from the battery **(c)**. Even if the motor no longer works, because the battery is empty, the residual current will do for the lighting. Without battery, however, you must not ride.

BATTERY-OPERATED OR RECHARGEABLE-BATTERY-OPERATED LIGHTING

The regulations on the use of battery or rechargeable battery-operated front lamps **(d)** and rear lights are different in each country. Familiarize yourself with the relevant country-specific regulations and comply with the road traffic regulations in your country **(e)**.

Ask your SCOTT dealer for suitable battery-operated or rechargeable-battery-operated lightings.

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

⚠ WARNING

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

SAFETY INSTRUCTIONS

Rechargeable battery-operated lights do not have a memory effect. Charge the rechargeable batteries of the lights at regular intervals, e.g. after every long ride.

SAFETY INSTRUCTIONS

Read the manuals of the lighting and dynamo manufacturers carefully and follow their instructions. In case you need more information on your lighting set contact your SCOTT dealer.

USEFUL FACTS ABOUT THE SCOTT BIKE

HELMETS AND GLASSES

Cycling helmets **(f)** are absolutely recommendable. Your SCOTT dealer has a variety of styles and sizes.

Make sure the helmet complies with the test standard EN 1078 or the like (depending on the country where you use it). Cycling helmets are only approved for use during cycling. Observe the manufacturer's instructions.

⚠ WARNING

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

In addition to a cycling helmet and suitable clothing, cycling glasses are absolutely essential when you are riding your SCOTT bike. They do not only protect your eyes from the sun and the wind, but also keep out flies and other impurities that may impede your vision when they fly into your eyes. Being temporarily without sight may result in an accident or fall!

Good cycling glasses should fit tightly on your face not allowing any wind to affect your eyes. Cycling glasses come in a wide range of models, such as glasses with clear lenses and without UV protection for cycling in the dawn and at night or glasses with maximum UV protection for cycling under extreme sunlight.

Your SCOTT dealer has a wide range of cycling glasses available and will be pleased to advise you.

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CLOTHING

Cycling trousers **(a)** are essential if you want to sit comfortably. These close-fitting trousers, at least at the inside, have special padding in the seat. They have no seams that can press into you and they do not form folds. Cycling trousers are therefore designed to be worn next to the skin.

Since sporty cycling will soon bring you out in a sweat, a jersey made of synthetic materials is ideal **(b)**. The fibres themselves do not take up any moisture but instead wick the sweat away from the skin up to the surface of the materials and thus prevent you getting cold from the cool wind produced by your speed. On longer tours you should in addition have suitable protection against the rain. Your SCOTT dealer will be glad to help you choose the right equipment.

⚠ WARNING

Never ride with wide-cut trousers or skirts that might get caught in the spokes, chain or chainrings. To avoid any such mishap, use suitable clips or straps, if necessary.

For increased visibility to other road users be sure to wear striking and bright-coloured clothing!

PEDALS AND SHOES

Cycling shoes **(c)** should be made of solid material to provide firm support for your feet. In addition, they should have a stiff sole so that the pedal cannot press through. The sole should not be too wide in the area of the heels, as the rear stays or the crank will otherwise get in the way of your pedalling. This will prevent your feet from assuming a natural position when pedalling and may cause knee pain in the long run. Your SCOTT dealer has a wide range of shoes available and will be pleased to advise you.

Special cycling shoes are obligatory, if your SCOTT bike is equipped with clipless pedals. With these shoes cleats are fixed to the sole. They give you a firm connection between shoe and pedal and allow depending on the model an at least acceptable walking position.

The main advantage is that these clipless pedals **(d)** prevent your feet from slipping off when pedalling fast. They enable you not only to push but also to pull the pedals. This makes your pedalling more smooth and increases the power transmission compared to normal pedals.

The usual way to engage with the pedal is to turn it from the lowest position of the crank to the horizontal using the tip of the cleat and push down on the back of it. Normally, the shoe engages with the pedal with a click which you will hear and feel clearly.

The release force of clipless pedals is adjusted by means of an Allen key **(e)**. At the beginning the setting should allow an easy release. Once you have more practice, you can tighten the setting.

If there are any creaking or squeaking noises, which occur, some grease will solve the problem in most cases. These noises as well as lateral play of the shoe on the pedal can, however, also be signs of wear. Check the cleats at regular intervals.

⚠ WARNING

- **Make sure the fastening bolts of the cleats are properly tightened, as you will find it almost impossible to disengage your shoe from the pedal if the cleat is loose. Risk of falling!**
- **Taking up the pedals, engaging and disengaging the shoes should first be practised when stationary (f). Later on you can refine your technique in a place clear of traffic.**
- **Only use clipless pedals allowing you to engage and disengage smoothly. A defective pedal or a badly worn cleat can make the shoe disengage from the pedal. Or unclipping the shoe from the pedal is sometimes very difficult or even impossible. In both cases there is the danger of a fall!**

⚠ WARNING

- **Make sure that the pedals and shoe soles are always clear of mud and other foreign bodies and grease the lock-in mechanism with lubricant at regular intervals (a).**
- **Some cycling shoes with cleats are only suitable for walking to a limited extent. As the cleats are sometimes thicker than the sole, they provide less grip even on a non-slip ground. Be particularly careful.**

SAFETY INSTRUCTIONS

- **Ask your SCOTT dealer for advice about the different shoe and pedal models. Cycling shoes come in various styles for specific uses.**
- **Read the manual of the pedal manufacturer.**

ACCESSORIES

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

Your SCOTT bike can be fitted with various kinds of accessories **(b)**. Make sure to observe the requirements according to the traffic regulations in your country and of the EN standards. Any retrofitted part must be compatible with your SCOTT bike. If you are in doubt or if you have any questions, contact your SCOTT dealer.

⚠ WARNING

- **Unsuitable accessories may change the qualities of your SCOTT bike and even cause an accident. Therefore, before fitting any accessories contact your SCOTT dealer and observe the instructions regarding the intended use of your SCOTT bike.**

a

b

c

⚠ WARNING

Retrofitted accessories, such as mudguards, pannier racks etc. can impair the functioning of your SCOTT bike. Ask your SCOTT dealer for advice before mounting any kind of accessories to your bike.

SAFETY INSTRUCTIONS

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

Bar ends

Flat handlebars can be equipped with bar ends **(d)**. Some thin-walled handlebars (primarily those made of aluminium or carbon fibre) require additional handlebar plugs or other special parts to prevent the handlebars from being crushed or broken. Be sure to have them mounted by your SCOTT dealer!

Bicycle locks

Do not forget to take a high quality D- **(e)** or chain lock with you on your ride. The only way to effectively protect your SCOTT bike against theft is to lock it to an immovable object.

Puncture kit

The most important accessories for a successful cycle tour are a tyre pump and a small tool kit. The tool kit should include two plastic tyre levers, the most commonly used Allen keys, a spare tube, a tyre repair kit and a little cash **(f)**. In this way you will be well prepared in the event of a puncture or some other mishap. Take your mobile phone with you, as well.

Cycle computers

Electronic tachometers determine the travelling and average speed, the number of kilometres per day and year, and also the travelling time **(a)**. Top-end models show the highest speed that was reached, the difference in height, the cadence or (with a special chest strap) your pulse rate as well.

Today, there are global positioning systems (GPS) and specific power meters for optimal training on the market which are compatible with your SCOTT bike.

Kickstand

Bike kickstands **(b)** are intended to prevent your bike from falling over when it is parked. The kickstand should be chosen according to the kind of use that it will get.

Your SCOTT dealer would be glad to advice you in detail about a suitable type of kickstand. Have the kickstand installed by your SCOTT dealer.

Mudguards/wheel protections

If you want to mount mudguards on your SCOTT bike, ask your SCOTT dealer for advice. There are removable mudguards **(c)**, also referred to as clip-on mudguards, as well as firmly attached models that provide more protection against moisture and dirt.

Retrofittable mudguards for fix fastening are usually made of plastics and are secured in the correct position by means of additional stays. The length of the stay is perfect when the bottom edge of the mudguard runs at an approx. distance of 15 mm parallel to the tyre.

Also make sure that neither the brakes nor the steering are affected.
For safety reasons the front wheel stays must have security fastenings. They prevent the tyre from being blocked by impurities taken up by the front wheel from the ground. In this case the security fastening frees the stay and hereby prevents a possible accident. The plug connection can easily be refastened.

⚠ WARNING

Damaged mudguards should be replaced in any case. Risk of accident!

TRANSPORTING LUGGAGE

There are various ways of carrying luggage on your SCOTT bike. Your choice will primarily depend on the weight and volume of the luggage and on the bicycle you want to use. Using a rucksack is a convenient way of transporting luggage on a bike. However, your SCOTT bike is fitted with a pannier rack **(d)** for longer cycling tours or if you intend to take heavy and bulky items with you.

It is advisable to carry luggage in stable pannier bags **(e)** with a very low centre of gravity.

The lower you stow heavy items, the less the riding characteristics are affected.

Another possibility of transporting luggage are handlebar bags **(f)**. They often have snap buckles for quick mounting and removal. Handlebar bags are particularly suitable for valuables, the photographic equipment and maps that should be within easy reach during your tour.

When buying pannier bags, make sure they are watertight so that your belongings are protected and you will not have any unpleasant surprises after the first rain shower.

Lowrider bags fitted at the front of the bicycle are mounted to the fork by means of special holders. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Do not overload your SCOTT bike. Follow the indications given in the chapters “Intended use of your SCOTT bike” and “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike” and observe the maximum permissible load printed or imprinted on the pannier rack. Stow heavy items as far down as possible.

⚠ WARNING

- Adjust the suspension fork and the tyre pressure **(a)** to the additional load **(b)**.
- Luggage generally affects the riding behaviour of your SCOTT bike and makes your stopping distance longer! Therefore, practise riding a loaded bicycle in a place free of traffic.

SAFETY INSTRUCTIONS

- Contact your SCOTT dealer before attaching pannier bags to your SCOTT bike.

TRANSPORTING CHILDREN ON YOUR SCOTT BIKE

The only possible and legal way of transporting children by bicycle is in special child carriers **(c)** or trailers **(d)**. Contact your SCOTT dealer.

SAFETY INSTRUCTIONS

- Only buy tested child carriers, child trailers and trailer systems (e.g. DIN/EN/GS tested systems) and have them properly mounted. The manuals of the manufacturers included in the deliveries, provide detailed information in this regard.
- You find more information in the chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.

USING A CHILD CARRIER

⚠ WARNING

- Check the weight card or the sticker on the bike to see if the bike model you have chosen is allowed a child carrier/seat.
- Make sure the child you are taking with you wears a helmet. Keep in mind that you always wear a helmet **(e)**, as well.

⚠ WARNING

Note that your stopping distance increases due to the additional load of the child seat.

⚠ CAUTION

Cover the springs of your saddle to make sure that your child will not have the fingers pinched.

SAFETY INSTRUCTIONS

Mounting and using child carriers on SCOTT speed pedelecs is permitted by law. Look in the SCOTT handover report in the Quick Start Manual and ask your SCOTT dealer whether child carrier mounting on your SCOTT speed pedelec is permitted and if so, which model.

USING A CHILD TRAILER

SCOTT bikes and SCOTT pedelecs are not designed for mounting child trailers. Contact your SCOTT dealer.

⚠ WARNING

Check the weight card or the sticker on the bike to see if the bike model you have chosen is allowed a child carrier/seat.

Your SCOTT speed pedelec is not approved for mounting child seats, child and transport trailers.

SAFETY INSTRUCTIONS

You find more information in the chapter “Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike”.

USING KIDS’ TANDEM BIKES/TRAILER SYSTEMS

⚠ WARNING

Trailer systems and kids’ tandem bikes are not allowed on SCOTT bikes **(f)**.

d

e

f

⚠ WARNING

- Towing devices have a strong influence on the riding characteristics of your SCOTT bike. The weight of both the hitched kids' bike and the child will make the bicycle somewhat top-heavy. Your SCOTT bike may tend to wobble. Practise getting on and off your bicycle as well as cycling. Keep in mind, in particular when turning, that your bicycle including trailer system is much longer.
- It is also important for you to practise with your child how to behave on a hitched bicycle during the ride. Make sure your child wears a helmet **(a)** even when riding on a tandem bicycle. Set a good example by wearing a helmet, as well!
- When riding in the dark the attached kids' bike should be fitted with the prescribed lighting **(b)**, i.e. the latter should be marked with a wavy line and the letter "K" **(c)**. If you are in doubt or if you have any questions, contact your SCOTT dealer. If the bottle dynamo's roller does not spin, we recommend a tested battery-powered rear light.

SAFETY INSTRUCTIONS

- Only buy tested trailer systems **(d)** (e.g. DIN/EN/GS tested systems) and have them properly mounted. The manuals of the manufacturers included in the delivery of your trailer system, provide detailed information in this regard.
- If you want to use your SCOTT bike for towing a trailer system, check whether it is approved for towing. Have a look at the SCOTT handover report in the Quick Start Manual or ask your SCOTT dealer for advice.
- You find more information in the chapter "Notes on the transport of loads and on carrying children and/or pets with your SCOTT bike".

a

b

c

TRANSPORT OF THE SCOTT BIKE OR SCOTT PEDELEC

BY CAR

Nearly every car accessory dealer and car company offers carrier systems **(e)** that allow the transport of a bike without disassembly.

The usual design involves rails fixed to the roof of the car onto which the bicycles are fixed with clamps gripping the down or the top tubes. This can, however, result in irreparable damage to the frame. High-end, very thin-walled aluminium or carbon frames are particularly susceptible to such kind of damage. Due to the material properties of carbon, you may not see a severe damage at first sight. This can result in an unforeseeable severe accident at a later date. There are, however, special suitable models available in the car accessory trade.

Rear carriers are becoming more and more popular. Their big advantage over roof carriers is that you do not have to lift up the bicycle so high to attach it. Make sure the clamps do not cause any damage to the fork or frame. Risk of breakage!

Whatever system you opt for, make sure it complies with the relevant safety standards, e.g. DIN/EN standards of your country (GS symbol).

Read the manual of your bicycle carrier and comply with the maximum load capacity and recommended or prescribed driving speed. If applicable, comply with the required supporting load on the trailer hitch.

⚠ WARNING

Make sure to remove all parts of your SCOTT bike (tools, pannier bags, tachometers (f) etc.) which may come loose during transport. Risk of accident!

d

e

f

⚠ WARNING

- Do not buy a carrier on which the SCOTT bike has to be mounted upside down, i.e. with the handlebars and saddle fixed face down to the carrier. This way of fastening the bicycle exposes handlebars, stem, saddle and seat post to extreme stress during transport. Do not opt for a carrier system with crank arm fit. Risk of breakage!
- Check whether your SCOTT bike is properly fastened before and at regular intervals during the journey, e.g. during a stop. A SCOTT bike that detaches from the roof carrier may endanger other road users.
- Always secure your SCOTT bike or its components when putting it/them into the interior of your car. Parts shifting around can impair your safety.
- Make sure the lights and the number plate of your car are not hidden from view. For some carriers, a second exterior rear view mirror is required by the road traffic regulations.

NOTICE

- Most clamps are a potential source of damage to large-diameter frame tubes that are not designed to be fixed in such clamps **(a)**! Do not use such systems with carbon frames.
- Bear in mind that your car has a greater overall height with the bicycle on it. Measure the overall height and place a sign stating the height somewhere in the cockpit or on the steering wheel so that it can be easily seen.
- If your SCOTT bike has disc brakes, be sure to mount the safety locks **(b)** before transporting your bike with the wheels dismounted.

⚠ WARNING

Be sure to transport your SCOTT bike only with the wheels mounted. If transporting your SCOTT bike with the wheels removed, make sure to mount the safety locks. Pull the brake levers and secure them with a strong elastic strap (c) when transporting a SCOTT bike with hydraulic disc brakes (d). This will prevent air from entering the system.

NOTICE

Observe that due to the additional weight of pedelecs, it can be possible that you cannot mount as much pedelecs as the carrier is designed for.

BY PUBLIC TRANSPORT

In the cities the regulations for taking SCOTT bikes **(e)** by public transport differ. In some places there are for example off-times when you are not allowed to take your SCOTT bike with you or only with an additional bicycle ticket. Inform yourself in time about the regulations of carrying the bicycle before you start the trip!

The regulations for taking bicycles and pedelecs with you by train **(f)** differ in each country. Inform yourself in time about the respective transport regulations.

⚠ CAUTION

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

SAFETY INSTRUCTIONS

Observe that every train traveller is normally allowed to take only one bicycle with him.

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.

d

e

f

WHAT TO BEAR IN MIND WHEN TRANSPORTING YOUR SCOTT PEDELEC

By car

SCOTT pedelecs can be transported like conventional SCOTT bikes outside or inside the car **(a)**. Always make sure the SCOTT pedelec is securely fastened outside or inside the car and check the fastenings regularly. In addition, you should always remove the battery from your SCOTT pedelec **(b)** before fastening your SCOTT pedelec outside the car. Stow the battery in its original cardboard box **(c)** and, if mounted, a removable display unit, inside the car and secure it appropriately to avoid any damage during transport. The rechargeable battery should be tightened with straps. Hazardous goods!

Protect the connections of the rechargeable battery against rain, wetness, moisture and dirt during the journey, for example, with a plastic bag.

⚠ CAUTION

The weight distribution on pedelecs differs markedly from the weight distribution on bicycles without drive assistance. A pedelec is markedly heavier than a bicycle without drive assistance. For this reason parking, pushing, lifting and carrying the SCOTT 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.

NOTICE

Before transporting several pedelecs with a roof mounting or a rear mounting carrier system, inform yourself about the maximum load capacity of the bike carrier and the maximum load of the trailer hitch. Keep in mind that the weight of a pedelec is higher than the weight of a bicycle without drive. Maybe you can only transport one or two pedelecs instead of three bicycles without drive.

NOTICE

Make sure to remove all movable and loose parts and above all the rechargeable battery, if possible, the control element **(d)** and the cycle computer on the handlebars before transporting the pedelec inside or outside the car. If you transport your SCOTT pedelec without its battery on a bike carrier system, protect the connections against water, moisture and dirt, for example, with a plastic bag **(e)**.

SAFETY INSTRUCTIONS

If necessary, inform yourself about the laws and regulations concerning bike/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.

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

By train / By public transport

SCOTT pedelecs can be transported like conventional bikes by public transport.

⚠ CAUTION

If the rechargeable battery of your SCOTT pedelec is mounted to the down tube or to the pannier rack, you can remove the battery for an easier boarding and disembarking **(f)**.

SAFETY INSTRUCTIONS

Observe that every train traveller is normally allowed to take only one pedelec with him.

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

By plane

If you intend to take your SCOTT 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 material or the forwarding agent in time.

SAFETY INSTRUCTIONS

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

GENERAL NOTES ON CARE AND SERVICING

MAINTENANCE AND SERVICING YOUR SCOTT BIKE

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

The bike will be due for its first service after 100 to 300 kilometres, 5 to 15 hours of initial use or four to six weeks, at the latest however after three months. The bedding-in phase typically involves spokes slightly losing tension or gears coming out of adjustment **(b)**, so there is every reason to have your SCOTT dealer service the SCOTT bike at this stage. This bedding-in process is unavoidable. Therefore, remember to make an appointment with your SCOTT dealer to have your new SCOTT bike inspected. This first service is very important for both functioning and durability of your SCOTT bike.

a

b

c

It is advisable to have your SCOTT bike serviced regularly by your SCOTT dealer after the bedding-in phase, i.e. according to the SCOTT service and maintenance schedule. If you ride a great deal on poor road surfaces or on uneven ground, it will require correspondingly shorter service periods (see SCOTT service plan in the Quick Start Manual). The off-season during the winter months is a very good time to take your SCOTT bike to your SCOTT dealer for the annual inspection, as they will have plenty of time for you and for servicing.

The intended use of your SCOTT bike includes regular servicing and the replacement of worn out parts in time, e.g. chains, brake pads **(c)** or bowden and brake cables **(d)**. This will ensure the safe functioning and therefore has an influence on the liability for material defects and the warranty.

For more information see the chapter “SCOTT service and maintenance schedule” and the manuals of the component manufacturers.

⚠ WARNING

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

If a component needs to be replaced, make it a rule to only use original spare parts (f). Wearing parts of other manufacturers, e.g. brake pads or tyres that are not of identical dimension, may render your SCOTT bike unsafe. Risk of accident!

d

e

f

CLEANING AND CARING FOR YOUR SCOTT BIKE OR SCOTT PEDELEC

Dried sweat, dirt and salt from riding during the winter or in sea air can harm your SCOTT bike. You should therefore make it a habit of cleaning all components at regular intervals **(a)**.

Avoid cleaning your bike with a high-pressure cleaner. The high-pressure jet is likely to enter bearings by passing through the seals and dilute the lubricants hereby increasing the friction. This destroys and impairs the functioning of the bearing races in the long term. High-pressure jets are also likely to remove frame and rim stickers. The electronics could be damaged in the case of pedelecs.

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

Check the chain for wear and relubricate after cleaning and drying **(b)** (see the chapter “Bicycle chain” and the manuals of the component manufacturers).

Wipe dry the sliding surfaces of the suspension fork and the rear shock **(c)** and apply special spray approved by the manufacturer **(d)**.

Apply a coat of standard hard wax on painted, metal and carbon surfaces (except from brake surfaces and brake discs). Polish the waxed surfaces after drying to give them a nice shine.

⚠ WARNING

Keep cleaning agents and chain oil clear of the brake pads, brake discs and rim sides (braking surfaces). Otherwise the brake could fail. Never grease or lubricate the clamping areas of a frame made of carbon, e.g. handlebars, stem, seat post and seat tube. Once greased, carbon components may never again ensure reliable clamping!

⚠ WARNING

While cleaning, watch out for cracks **(e)**, scratches, dents as well as bent or discoloured material. Have defective components replaced immediately and touch up paint defects. If you are in doubt or if you have any questions, contact your SCOTT dealer.

⚠ CAUTION

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

NOTICE

Do not clean your SCOTT bike with a high-pressure cleaner or a water jet and if you do, be sure to keep it at a distance. Do not aim at the bearings.

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

Keep in mind that the auxiliary drive of your SCOTT pedelec 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.

A rechargeable battery that has reached the end of its service life must not be disposed of with normal household rubbish **(f)**. Bring the rechargeable battery to the dealer, where you buy your new one. If in doubt, ask your SCOTT dealer.

Note that in the case of SCOTT speed pedelecs only certain components are allowed to be replaced to ensure insurance cover. Be sure to only use original spare parts.

The use of third Party Bike Shields / Protective Film is prohibited.

SAFETY INSTRUCTIONS

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

d

e

f

SHELTERING AND STORING YOUR SCOTT BIKE OR SCOTT PEDELEC

If you regularly look after your SCOTT bike during the season **(a)**, you will not need to take any special measures when storing it for a short time, apart from securing it against theft. Store your bike in a dry, well aerated place.

If you want to store your SCOTT bike for a longer period of time, e.g. over the winter months, observe the following things: Inflated inner tubes tend to gradually lose air when the bike is not used for a long time. If your SCOTT bike is left standing on flat tyres for an extended period, this can cause damage to the structure of the tyres. It is therefore better to hang the wheels or the entire SCOTT bike or to check the tyre pressure regularly **(b)**. Clean your SCOTT bike and protect it against corrosion. Your SCOTT dealer offers a variety of care products, such as spray wax etc.

Remove the seat post **(c)** and let moisture that may have entered dry. Spray a little finely atomized oil into the metal seat tube. However, do not apply oil in a carbon seat tube. Shift the gear to the smallest chainring and the smallest sprocket. This relaxes the cables and the springs.

SAFETY INSTRUCTIONS

- **There are hardly any waiting times at your SCOTT dealer during the winter months. In addition, many of the SCOTT dealers offer an annual check-up at a special price. Benefit from the idle time and ask your SCOTT dealer to do the scheduled maintenance work!**
- **For more information on the safekeeping and storing of your SCOTT pedelec see the chapter "Information for proper handling of the rechargeable battery" and the system manual of your drive manufacturer.**

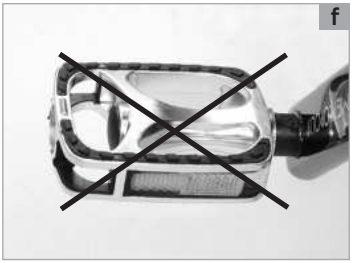
WHAT TO BEAR IN MIND WHEN SERVICING SCOTT SPEED PEDELECS

Note that in the case of SCOTT speed pedelecs only certain components are allowed to be replaced, otherwise there is the risk of loosing the operating licence and the insurance cover. Only use spare parts confirmed by experts' reports on the approval for your SCOTT speed pedelec. As an alternative you may also go through an individual approval process by a technical inspection authority of your country. To be on the safe side, be sure to only use original spare parts.

Components which must not be replaced or only after a type test, e.g. carried out by a technical inspection authority: Frame, fork, drive unit, battery, tyres, rims, brake system, front and rear light, kickstand, handlebars, stem, command console/display **(d+e)** and licence plate frame.

⚠ WARNING

- **Keep in mind that your SCOTT speed pedelec is a type-approved speed pedelec. Its assembly must practically remain unchanged.**
- **For further information check the Manual SCOTT S-Pedelec 45 kmh/28 mph.**
- **In the case of SCOTT speed pedelecs be sure to only assemble original spare parts (f), otherwise the operating licence expires.**



Maintenance and care of your SCOTT pedelec motor

The motor, the rechargeable battery and the control element and/or display are mainly maintenance free, except for the battery charging which is necessary regularly. From time to time the dirt and oil needs to be cleaned off your chain with an oily rag **(a)**. Special degreasers are not necessary; they even have a damaging effect.

Having cleaned the chain as thoroughly as possible, apply chain oil, wax or grease to the chain links **(b)**. To lubricate the chain, drip the lubricant onto the rollers of the lower run of the chain while you turn the crank. Once this is done, turn the cranks a few more times; then let the SCOTT pedelec rest for a few minutes so that the lubricant can disperse. Finally wipe off excess lubricant with a rag so that it does not spatter around during riding or can collect road dirt.

NOTICE

A rechargeable battery that has reached the end of its service life must not be disposed of with normal household rubbish. Bring the rechargeable battery to the dealer, where you buy your new one. If in doubt, ask your SCOTT dealer.

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

SCOTT SERVICE AND MAINTENANCE SCHEDULE

It is advisable to have your SCOTT bike serviced regularly after the bedding-in phase. The schedule given in the table below is a rough guide for cyclists who ride their bike between 1,000 and 2,000 km or 50 to 100 hours of use a year.

If you consistently ride more or if you ride a great deal on poor road surfaces, the maintenance periods of the SCOTT service plan will shorten accordingly.

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Lighting	Check	▪			
Tyres	Check pressure	▪			
	Check tread and side walls		▪		
Brakes (rim brakes)	Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary	▪			
Brakes (hydraulic rim brakes)	Check lever travel, wear of brake pads, position of pads relative to rim; test brakes in stationary	▪			
Brakes (drum/roller)	Lever travel, test brakes in stationary	▪			
Brakes, brake pads (rim brakes)	Clean		▪		
Brake cables/ lines, pads	Visual inspection		▪		
Brakes (disc brakes)	Check lever travel, wear of brake pads, check seals, test brakes in stationary	▪			
	Replace liquid (DOT-liquids)			o	
Suspension forks	Check and retighten bolts, if necessary			o	
	All-inclusive service (change oil)			o	
Rims (of rim brakes)	Check thickness, replace if necessary				o after 2nd set of brake pads at the latest
Fork (rigid)	Check and replace, if necessary				o at least every two years
Bottom bracket	Check for bearing play		▪		
	Dismount and regrease (cups)			o	
Chain	Check and grease, if necessary	▪			
	Check wear, replace, if necessary				o after 1,000 km or 50 hours of use
	Derailleur gears				
Telescopic seat post	Service			▪	
Crank	Check and retighten, if necessary		▪		
Painted/anodized/ carbon surfaces	Polish				▪ every 6 months at least
Wheels/spokes	Check for trueness and tension		▪		
	True or retighten				o if necessary

Component	What to do	Before every ride	Monthly	Annually	Other intervals
Handlebars and stem (aluminium and carbon)	Check and replace, if necessary				o every 2 years at the latest
Headset	Check for bearing play Regrease		▪	o	
Metal surfaces	Polish (except: rim sides of rim brakes, rotors)				▪ every 6 months at least
Hubs	Check for bearing play Regrease		▪	o	
Pedals (all)	Check for bearing play		▪		
Pedals (clipless)	Clean and grease locking mechanism		▪		
Seat post/stem	Check bolts Dismount and re-lubricate, carbon: new assembly paste (no grease!)		▪	o	
Front/rear derailleur	Clean and grease		▪		
Quick-releases/ thru axles	Check seat	▪			
Bolts and nuts (Multi-speed hubs, mudguards etc.)	Check and retighten, if necessary		▪		
Valves	Check seat	▪			
Cables gears/brakes	Disassemble and regrease			o	

If you have a certain degree of mechanical skills, experience and suitable tools, such as a torque wrench, you should be able to do the checks marked ▪ by yourself. If you come across any defects, take appropriate measures without delay. If you are in doubt or if you have any questions, contact your SCOTT dealer.

Jobs marked **o** are best left to your SCOTT dealer.

⚠ WARNING

For your own safety, bring your SCOTT bike to your SCOTT dealer for its first inspection after 100 to 300 kilometres, 5 to 15 hours of initial use or four to six weeks, and at the very latest after three months.

RECOMMENDED TORQUE SETTINGS FOR YOUR SCOTT BIKE

All bolted connections of the bike components have to be tightened carefully and checked regularly to ensure the safe and reliable operation of the SCOTT bike. This is best done with a torque wrench that disengages as soon as the desired torque value has been reached or a click-type torque wrench. Tighten carefully by approaching the prescribed maximum torque value in small steps (0.5 Nm increments) and check in between the proper fit of the component. Never exceed the maximum torque value indicated by the manufacturer!

Where no maximum torque setting is given start with 2 Nm. Observe the indicated values and observe the values on the components and/or in the manuals of the component manufacturers.

Component	Bolted connections	Shimano[1] (Nm)	SRAM/Avid[2] (Nm)	Tektro[3] (Nm)	TRP[4] (Nm)
Rear derailleur	Mount (on frame/derailleur hanger)	8 - 10	8 - 12		
	Cable clamp	5 - 7	4 - 5		
	Pulley wheels	3 - 4			
Front derailleur	Mount on frame	5 - 7	3 - 7		
	Cable clamp	5 - 7	5 - 7		
Shifter	Mount on handlebars	5	2 - 5.5		
	Hole covering	0.3 - 0.5			
Brake lever unit	Mount on handlebars	4 - 8	3 - 5.5	6 - 8	
	Time trial brake lever			5 - 7	
Hub	Quick-release lever	5 - 7.5			
	Lock nut for bearing adjustment Of quick-release hubs	10 - 25			
	Sprocket cluster lock ring	29 - 49	40		
Internal gear hub	Hub axle nut	30 - 45			
Crank	Crank mount (grease-free square-head)	35 - 50			
	Crank mount (Shimano Octalink)	35 - 50			
	Crank mount (Shimano Hollowtech II)	12 - 14			
	Crank mount (Isis)		31 - 34		
	Crank mount (Giga X Pipe)		48 - 54		
	Chainwheel mount	10 - 17	8 - 12		
Sealed cartridge bearing	Shell (square-head)	49 - 69			
	Shell (Shimano Hollowtech II, SRAM Giga X Pipe)	35 - 50	34 - 41		
	Shimano Octalink	50 - 70			
Pedal	Pedal axle	35			
Shoe	Cleat	5 - 6			
	Spike	4			
Brake (V-brake)	Cable clamp	6 - 8	6 - 8	6 - 8	6 - 8
	Brake shoe mount	6 - 8	6 - 8	6 - 8	6 - 8
	Brake pad fixing	1 - 2			
	Brake boss frame/fork			8 - 10	

[1] **www.shimano.com** [2] **www.sram.com** [3] **www.tektro.com** [4] **www.trpbrakes.com**

These values are reference values of the above-mentioned component manufacturers. Be sure to observe the values in the manuals of the component manufacturers. These values do not apply to the components of other manufacturers.

⚠ WARNING

Some components have the maximum permissible torque values printed on them. Use a torque wrench and never exceed the maximum torque value! If you are in doubt or if you have any questions, contact your SCOTT dealer.

NOTICE

Due to the unmanageable number of components on the market, SCOTT is not in a position to foresee every product that will be replaced or newly assembled by third parties. Therefore SCOTT denies any liability for such kind of additions or modifications with regard to compatibility, torque values etc. Whoever assembles or modifies the SCOTT bike shall ensure that the SCOTT bike is assembled according to the state of the art in science and technology.

RECOMMENDED TORQUE SETTINGS FOR DISC BRAKES AND HYDRAULIC RIM BRAKES ON YOUR SCOTT BIKE

Component	Shimano[1] (Nm)	SRAM/Avid[2] (Nm)	Tektro[3] (Nm)	TRP[4] (Nm)	Magura HS[5] (Nm)
Brake calliper mount on frame/fork	6 - 8	9.5	6 - 8	6 - 8	6
Brake lever unit on handlebars - Single-bolt clamp - Two-bolt clamp	 4 - 8	 3 - 5.5 3	 5 - 7	 3 - 5	 4
Union screws of cable at grip and normal cable at brake calliper	5 - 7	5			4
Brake cable connector at brake calliper (disc tube cable)	5 - 7	5		5 - 6	3
Expansion tank cap	0.3 - 0.5				
Bleeding device brake calliper	4 - 6		4 - 6		4
Bleeding device brake lever	0.5 - 1				0.5
Brake disc fixing (6-holes)	4	6.2	4 - 6	4 - 6	4
Brake disc fixing (centerlock)	40			40	
Hose (union nut) direct connection					4
Slave cylinder (bleeder screw)					4
Brake pad retainer at brake calliper	2 - 4	1	3 - 5		2.5
Cable clamp at brake calliper	6 - 8		6 - 8	6 - 8	

[1] www.shimano.com [2] www.sram.com [3] www.tektro.com [4] www.trpbrakes.com [5] www.magura.com

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LEGAL REQUIREMENTS FOR RIDING ON PUBLIC ROADS

If you want to use your SCOTT bike for riding on public roads **(d)**, it has to be equipped according to the regulations of the respective country.

Pay particular attention to your SCOTT bike being equipped with the prescribed lighting **(e)** and reflectors **(f)**.

Ask your SCOTT dealer to inform you about the road traffic regulations in force in your country. Make yourself familiar with the road traffic regulations for riding on public roads and off-road.

⚠ WARNING

For your own safety, be sure to switch on the light as soon as dusk sets in.

Keep the lighting set clean and check its functioning at regular intervals.

SAFETY INSTRUCTIONS

When riding on public roads cyclists must in general observe the same regulations as car drivers. Make yourself familiar with the road traffic regulations of your country.

You find more important tips for riding in chapter “Safety and behaviour”.

WARRANTY AND GUARANTEE

Your SCOTT bike was manufactured with great care. Normally it is delivered to you by your SCOTT dealer fully assembled.

As direct purchaser you have full warranty rights within the first two years after purchase. Contact your SCOTT dealer in the event of defects.

To ensure a smooth handling of your claim, it is necessary to present your receipt, your SCOTT handover report in the Quick Start Manual and the proofs of the service plan in the Quick Start Manual. Therefore, be sure to keep these documents in a safe place.

To ensure a long service life and good durability of your SCOTT bike, use it only for its intended purpose (see the chapter “Intended use of your SCOTT bike“ and the SCOTT handover report in the Quick Start Manual). Observe the permissible load specifications as specified on the SCOTT handover report in the Quick Start Manual. Be sure to follow the mounting instructions of the manufacturers (above all, the torque values of the bolts) as well as the prescribed maintenance schedule.

Observe the checks and routines listed in this owner’s manual or in any other manuals enclosed with this delivery (see the chapter “SCOTT service and maintenance schedule”) as well as any instructions concerning the replacement of safety-relevant components such as handlebars or brakes etc.

⚠ WARNING

Keep in mind that retrofitted accessories can impair the functioning of your SCOTT bike. If you are in doubt or if you have any questions, contact your SCOTT dealer.

SAFETY INSTRUCTIONS

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

a

b

c

NOTES ON WEARING PARTS

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

The components below require regular care **(c+d)** and maintenance. The following parts which have reached their limit of wear must be replaced:

Drive chain
Brake pads
Brake fluid (DOT)
Brake discs/rotors **(e)**
Brake cables
Brake cable housings
Seals of suspension elements
Rim sides (of rim brakes) **(f)**
Rubber grips
Hydraulic oil
Chainwheels
Chainstay protection
Bearings in hubs, joints etc.
LED
Handlebar tape
Lamps
Tyres and inner tubes
Sprockets
Saddle covering / saddle
Pulleys
Bowden cables
Cable housings
Inner tubes
Lubricants

MANUFACTURER'S GUARANTEE

When purchasing a new SCOTT bicycle from an authorized SCOTT dealer, SCOTT grants a manufacturer's guarantee subject to the following provisions.

Conditions

The manufacturer's guarantee is only granted to the first-time buyer of a SCOTT bicycle who has purchased it from an authorized SCOTT dealer. The manufacturer's guarantee only applies if the bicycle is registered to the first buyer at www.scott-sports.com within ten days of purchase.

Duration

The manufacturer's guarantee is granted from the date of purchase for a period of five years on bicycle frames and rear ends. The guarantee period is reduced to three years, if the SCOTT bicycle is not serviced at least once a year by an authorized SCOTT dealer. Maintenance services must be carried out in accordance with the maintenance instructions in the SCOTT manual and must be confirmed there by the stamp and signature of the authorized SCOTT dealer.

For frames and rear ends of Category 5 bicycle models and for rigid forks manufactured by SCOTT, the duration of the manufacturer's guarantee is limited to two years.

If a defect on the SCOTT bicycle is remedied within the scope of a manufacturer's guarantee or a warranty claim, the duration of the manufacturer's guarantee is not extended. The manufacturer's guarantee ends, when the first-time buyer transfers ownership of the SCOTT bicycle to a third person.

Assertion

The manufacturer's guarantee is provided by SCOTT Sports SA, Route du Crochet 11, 1762 Givisiez, Switzerland. The buyer must inspect the SCOTT bicycle immediately after purchase and notify his authorized SCOTT dealer at once in writing of any obvious defects. Hidden defects must be reported immediately after their discovery. In the event of a guarantee claim, the SCOTT bicycle must be handed over to an authorized SCOTT dealer. The latter will contact SCOTT to remedy the defect. The assertion of a guarantee claim always requires the presentation of the original proof of purchase as well as the proof of maintenance service in the SCOTT manual.

Performance of SCOTT in the event of a guarantee claim

In the event of a guarantee claim, SCOTT will, at its own discretion, repair the defect or replace the defective product with a product of similar quality, whereby colour and model deviations are possible. If a repair or replacement is not possible, a purchase price refund will be made taking into account previous use. SCOTT is entitled to commission third parties to remedy the defect.

Limitations

The manufacturer's guarantee applies exclusively to frames, swingarms and rigid forks of SCOTT bicycles. Bicycle components are excluded from this manufacturer's guarantee.

The manufacturer's guarantee does not apply to normal wear and tear, damage caused by accidents or other excessive force on the SCOTT bicycle, corrosion, improper maintenance, incorrect assembly and assembly of unsuitable components or accessories as well as cosmetic defects, for example in the varnish.

The manufacturer's guarantee does not apply to SCOTT bicycles that have been used in a rental shop.

Miscellaneous

These manufacturer's guarantee provisions apply to all SCOTT bicycles as of model year 2023.

Statutory warranty rights of the buyer and guarantees of component manufacturers (Shimano, SRAM etc.) remain unaffected by this manufacturer's guarantee.

The place of jurisdiction for all disputes in connection with this manufacturer's guarantee is Freiburg, Switzerland. This manufacturer's guarantee is subject to Swiss law to the exclusion of all legislation that refers to foreign law.

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P.E.D Zone C1, Rue Du Kiell 60 | 6790 Aubange | Belgium

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WWW.SCOTT-SPORTS.COM
SCOTT Sports SA
Route du Crochet 11, CH–1762 Givisiez
Phone: +41 26 460 16 16 | Fax: +41 26 460 16 00
Email: webmaster.marketing@scott-sports.com