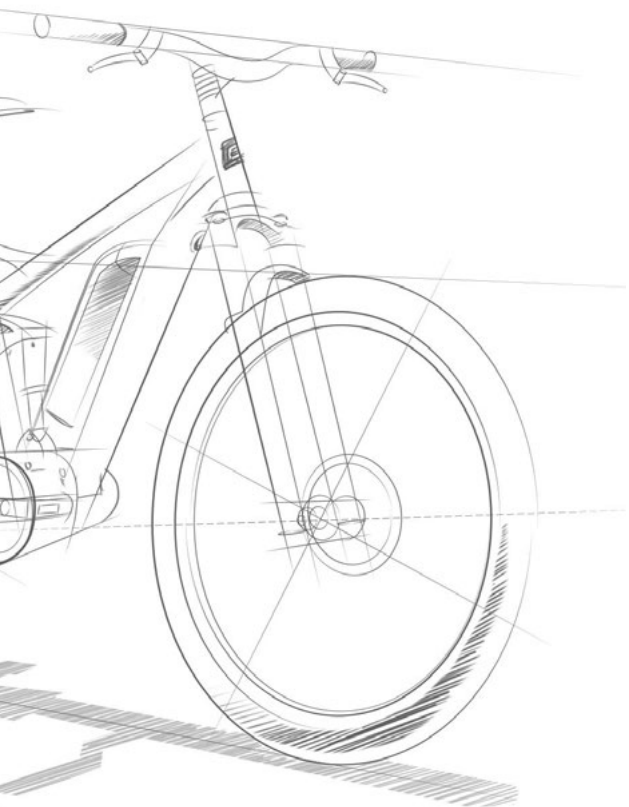


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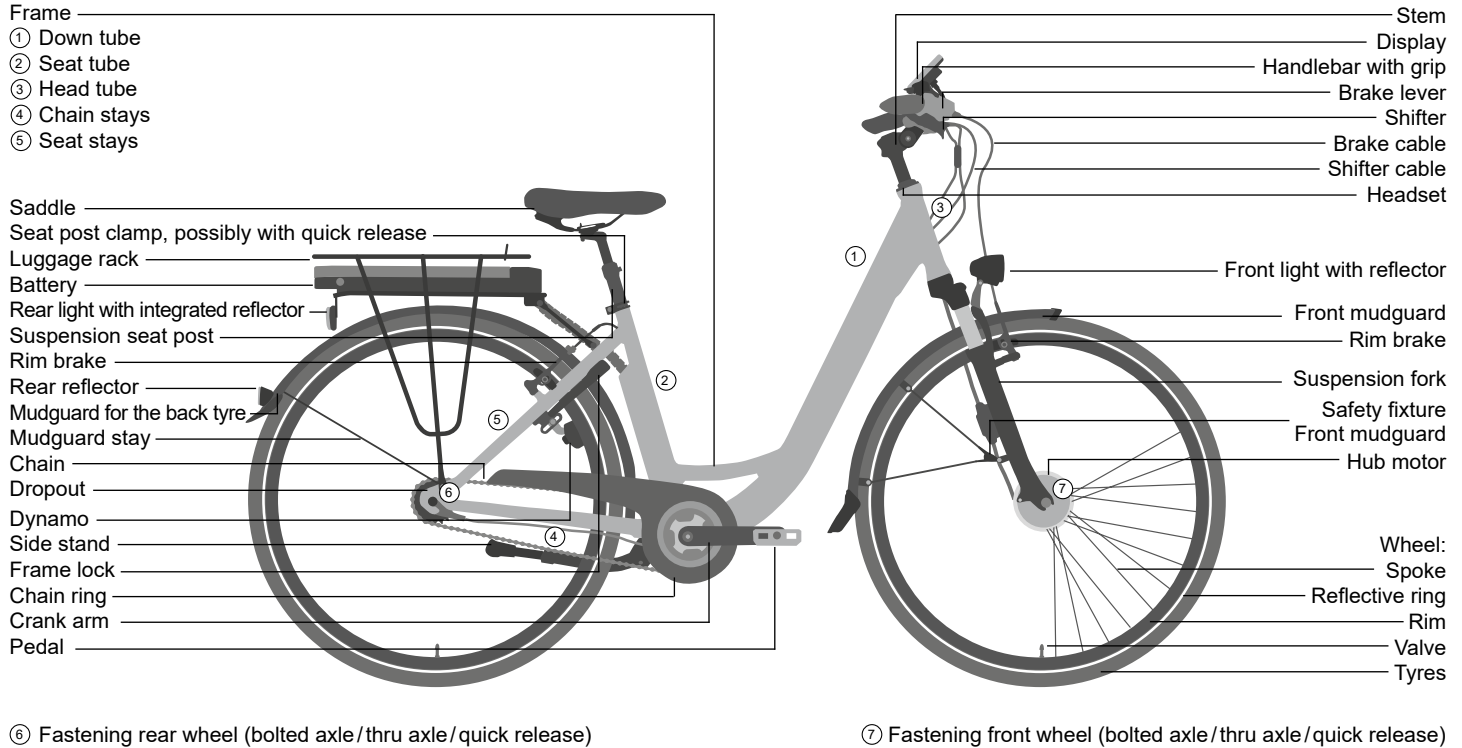


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ORIGINAL OPERATING INSTRUCTIONS FISCHER PEDELECS

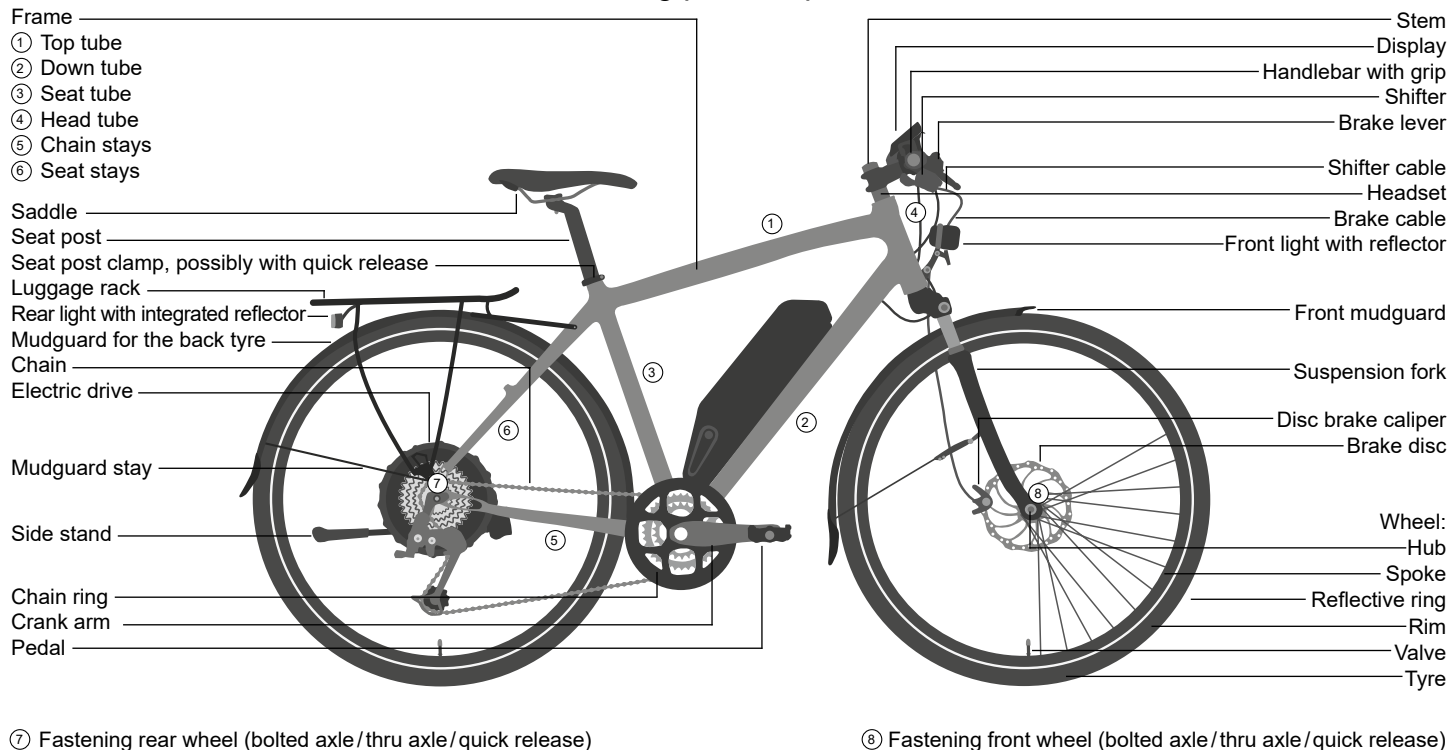
ORIGINAL OPERATING INSTRUCTIONS PEDELEC 2026 | E-CITY/E-TREKKING/E-MTB

City pedelec parts



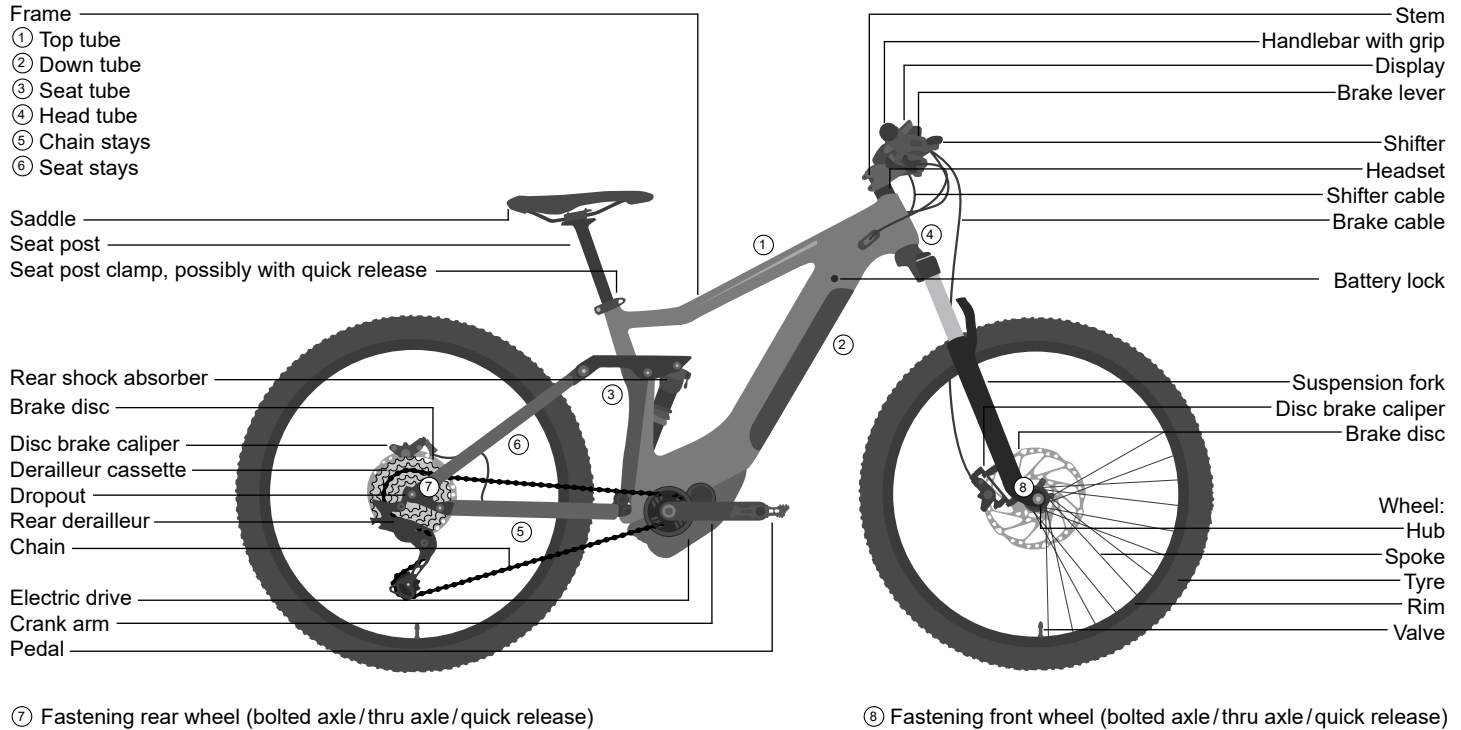
The enclosed images show the standard commercial pedelec models. The pedelec you have purchased may look somewhat different. This manual describes pedelecs in the following categories: City/trekking and MTB. This instruction manual only applies to the pedelec mentioned on the envelope.

Trekking pedelec parts



The enclosed images show the standard commercial pedelec models. The pedelec you have purchased may look somewhat different. This manual describes pedelecs in the following categories: City/trekking and MTB. This instruction manual only applies to the pedelec mentioned on the envelope.

Mountain pedelec parts



The enclosed images show the standard commercial pedelec models. The pedelec you have purchased may look somewhat different. This manual describes pedelecs in the following categories: City/trekking and MTB. This instruction manual only applies to the pedelec mentioned on the envelope.

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If you have any questions about your pedelec, please contact our service hotline for Germany (+49 721 97902560), for Austria (+43 1 9073366), for Poland (+48 22 738 64 60) or for the Czech Republic (+800 01 01 01).

Introduction

Dear Customer,

To start with, we'd like to provide you with some important information about your new pedelec.

This will enable you to handle the technology better and to avoid risks.

Please read and follow the operating instructions carefully, save them on your computer/smart-phone and keep them in a safe place.

Check immediately that your pedelec is complete and undamaged. Contact Fischer Service if this is not the case.

In order to ensure safe operation, it is first necessary to perform some assembly work and adjustments. Please read the assembly manual carefully to this end. For any major or safety-related work, contact our service hotline and leave this work to a specialist/Fischer service technician.

It is assumed that the pedelec's user has acquired the basic necessary knowledge to operate bicycles/pedelecs.

Everyone that

- uses,
- repairs or services,
- cleans,
- or disposes of

this pedelec must completely acknowledge and understand the content and meaning of these operation instructions. Should you have any further questions or if anything remains unclear, please contact us on our service hotline.

This manual contains information about construction, technology, maintenance and servicing. Please take note of this information, as much of it is relevant to safety. Failure to consider this information can cause serious accidents and damage to property.

As modern pedelec technology is highly complex, we have chosen to only describe the most important points.

Likewise, these operating instructions only apply to the pedelecs that are also listed in the declaration of conformity.

For specific technical details, please refer to the information and instructions provided or those available online from the respective manufacturers of the components used.

Should you have any questions, please contact us on our service hotline.

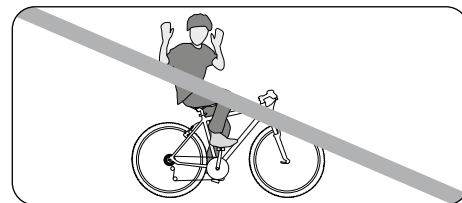
Before riding your pedelec on public roads, you should inform yourself about the applicable national regulations in your specific country.

First, however, a few pointers which the person using the pedelec should consider before starting a journey:

- Always wear a fitted and suitable bicycle helmet and use it each time you ride.
- Read the instructions supplied by your helmet manufacturer relating to fitting the helmet properly.
- Always wear bright clothing or sportswear with reflective elements when you ride. This is vital so that other people can SEE YOU.



- Tight clothing is mandatory; if you do not have any, use trouser clips. Your shoes should be slip-resistant and have hard soles.
- Never ride with your hands off the handlebars!



Even if you are an experienced pedelec user, it is essential that you first read the chapter "Before your first ride" and then carry out all the important checks from the chapter "Before every ride".

Please note that as a pedelec rider, you are particularly at risk on public roads.

Ensure that you protect yourself and others with responsible and safe riding.

Note for parents and legal guardians:

As your child's legal guardian, you are responsible for their actions and safety. This includes taking care of the pedelec's technical condition and supervising the rider.

In addition, you should also ensure that your child has learnt how to use the pedelec safely. They should know how to ride the pedelec properly and responsibly in the environment in which it will be used.

Safety Instructions

Please read all warnings and advice in this instruction manual carefully before using your pedelec. Please read all warnings and advice in these operating instructions carefully before using your pedelec. Always keep the operating instructions so that they are available at all times.

Before your first ride, please be sure to read the chapters "Before the first ride", "Before each ride" and "Intended use"!

If you lend your pedelec to a third party, please give them this operating manual along with the pedelec.

This operating manual contains five different types of pointers – one providing important information about your new pedelec and how to use it, a second referring to possible damage to property and the environment, and a third type warning against potential falls and serious damage, including physical injury. The fourth pointer helps you to apply the proper torque so the parts don't loosen or break. The fifth pointer reminds you that you need to study the operating, system and assembly instructions carefully.

When you see these symbols, there is always a risk that the described danger may occur.

The text which the warning covers always has a grey background.

The warnings break down as follows:



Note

This symbol provides information about how to use the product or highlights specific parts of the operating instructions that are particularly important.



Attention

This symbol warns of misuse which could result in damaging the product or the environment.



Danger

This symbol indicates possible dangers to your health and life that could arise if specific actions or appropriate care is not taken.



Important bolted connection

Precise torque must be applied here when tightening. The correct mounting torque is either displayed on the component or listed in the table of torques on page 40. In order to apply a precise torque, you must use a torque wrench. If you don't have a torque wrench, please contact an expert/Fischer customer service technician. Parts which do not have the correct torque could fall off or break! This may result in severe falls.



Operating instructions

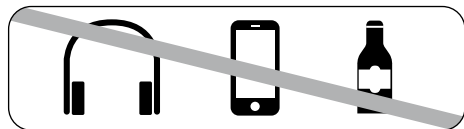
Read and follow all instructions supplied with the bicycle, instructions on the website <https://drive.google.com/drive/folders/13cec3A6WO1M9PEkUCEwZsXAipKErBZ-t> and instructions on the manufacturer's websites. If you are in doubt about any topic in this manual, please contact our service hotline (Germany: +49 721 97902560, Austria: +43 1 9073366, Poland: +48 22 738 64 60, Czech Republic: +800 01 01 01).

Check that the quick releases are fastened and secured each time your pedelec has been left unattended – even if it is for just a short time. Regularly check that the bolts and components are secure.

This operating manual assumes that you have a basic knowledge of riding pedelecs/bicycles. It will not teach you how to ride a pedelec/bicycle. Likewise, it does not explain how to assemble or repair the pedelec.

Always be aware that pedelecs may give rise to risks, especially to riders themselves. Always be aware that you are not as protected as you are in a car, for example. Pedelecs have no airbag and no body. Nevertheless, you are faster and can ride on other areas of the road compared to a pedestrian. Pay particular attention to others on the road.

Never ride with headphones. Never use your phone while riding. Never cycle if you are unable to control your bike completely. Under no circumstances should you ride your bike if you have taken medicine or are under the influence of alcohol or drugs.



- Under wet and slippery conditions, adapt how you cycle accordingly. In this case, you should ride more slowly and brake earlier and more gradually, as the braking distance becomes significantly longer.
- Ride at an appropriate speed for the terrain and your riding capabilities.



Instructions about electrics and electronics



A quick start guide is enclosed for your pedelec. Complete system instructions for the installed drive can be found online at <https://drive.google.com/drive/folders/13cec3A6WO1M9PEkUCEwZsXAipKerbZ-t>. There you will also find information about operation, maintenance and care as well as technical data. For more information, please refer to the websites of the respective component manufacturer.



The electrical installation of your pedelec is very powerful. For correct and safe operation, it is necessary that it is regularly maintained by a specialist/Fischer customer service technician. Immediately remove the battery when you notice damage to the electrical system, particularly when live parts are exposed after an accident. Please always use our service hotline for repairs or if you have a question or problem, or discover a defect. A lack of technical knowledge can lead to severe accidents damage.



Don't let children who are unattended ride the pedelec without first thoroughly instructing them on how to use it. Explain to children the dangers of using electrical devices.



Keep in mind that on a pedelec you are travelling much faster than you would on a bicycle without an electric drive. Other road users may misjudge this. Only use your pedelec for the intended use. If you are unclear about the pedelec's intended uses, please contact our service hotline.



Modern pedelec technology is high tech, and working on pedelec parts requires expert knowledge, experience and specialist tools. Do not do any work on your pedelec yourself. Please use our service hotline if you have any questions about repairing, servicing and maintaining your pedelec!



- **INGESTION HAZARD: DEATH** or serious injury can occur if ingested.
- A swallowed button cell or coin battery can cause Internal Chemical Burns in as little as 2 hours.
- **KEEP** new and used batteries **OUT OF REACH OF CHILDREN**
- Seek immediate medical attention if a battery is suspected to be swallowed or inserted inside any part of the body.

Your pedelec has a "pushing aid" function, whereby it moves at up to 6 km/h without the need to pedal yourself.



The pushing aid function works to assist you if you, for example, have to climb a steep ramp from an underground car park or underpass. Do not use it to ride the bike.



Both wheels must be on the ground when using the pushing aid, otherwise there is a danger of serious injury.

Charging process



Never charge your pedelec's battery unattended.

In some models you can charge the battery while it is mounted in the pedelec. For this purpose, read the enclosed operating instructions or those available online from the component manufacturer.

Charger

- Only use the charger that came with your bike or one from the same manufacturer.
- Use the charger only in dry areas and do not cover it during operation. It could otherwise short circuit or cause a fire.

- When cleaning the charger, always unplug the charger from the power outlet first.
- Read the instructions on the charger before you start charging the battery.



Note: Sudden temperature changes can cause condensation to form on the battery. Avoid this by storing the battery in the same place where it is charged. Only use the supplied cable or a charging device approved by us to charge your pedelec, otherwise there is a risk of fire.

Maintenance and care



Always remove the battery before doing any kind of work on the electrical system to your pedelec.

- Maintenance and cleaning on exposed live parts may only be performed by a specialist/ Fischer customer service technician!
- Only replace parts of your pedelec with original parts or parts approved by the manufacturer. Otherwise, warranties or guarantees may be voided.
- Remove the battery before cleaning your pedelec.
- Ensure that you do not touch or accidentally connect contacts when cleaning or maintaining the battery. You are at risk of injuring yourself or damaging the battery if these are live.

- Cleaning with a high-pressure device may result in damage to the electrical system. The high pressure can cause cleaning fluid to seep into sealed parts and damage them.
- Avoid damaging cables and electrical parts. If this happens, the pedelec must be removed from operation until inspection by a specialist/ Fischer customer service technician!

Wear and tear and warranty

Keep in mind that pedelec parts are subject to greater wear than those of a bicycle without an additional drive. This is due to the greater weight of the vehicle and the higher average speed that is achieved through the propulsion. This higher level of wear is not a material defect and is not subject to warranty.

Typical parts affected by this are:

- Tyres
- Brake pads
- Components of the drive
- Spokes

The battery is subject to ageing and is therefore also a wearable part. Please note that the battery gradually loses its capacity depending on its age and operating life. Take this into account when planning journeys and ensure that you switch to a new battery in good time. Information about replacement/substitute batteries can be obtained on our service hotline.

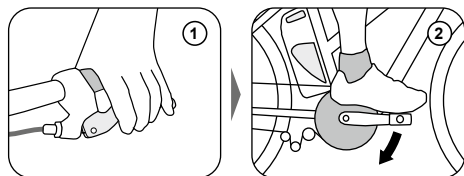
Before the first ride



Practice operating and riding your pedelec in a quiet and safe place before you take to public roads!

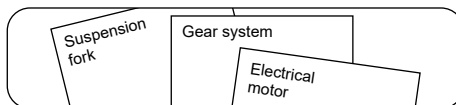


Always squeeze the brakes of your pedelec before placing a foot on the pedal. The electric engine starts working as soon as you begin to pedal. This boost is surprising to begin with, and can lead to falls or cause dangerous traffic accidents and injury to occur.



Please read all warnings and advice in this instruction manual carefully before using your pedelec.

Please consult the operating manuals of the individual component manufacturers, which were supplied with your pedelec or can be found online.



Should you still have any questions after reading the documents, please contact us on our service hotline. Ensure that the pedelec is ready for use and adjusted to fit your body.

That means:

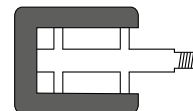
- Comfortable and secure position and fixing the saddle (see page 19)
- Comfortable and secure position and fixing of the handlebar (see page 21)
- Mounting and adjusting of the brakes (see page 22)
- Making sure the brake handles are easily accessible (see page 21)
- Familiarising yourself with the assignment of brake handles to the front (left brake handle) and rear wheels (right brake handle).
- Fastening the wheels securely onto the frame and the fork



Modern braking systems might be more powerful or have a different functionality than those that you are used to. Practice operating the brakes in a safe area without traffic before you start a journey. Also remember that the effectiveness of brakes can be different to what you are used to in wet conditions or on slippery surfaces. Adapt the way you cycle for slippery surfaces with possibly longer braking distances.



If rubber or plastic pedal covers have been put on your pedelec, familiarise yourself with their grip. When wet, rubber and plastic pedals are very slippery.



Snagging hazard

Moving and turning parts of your pedelec may lead to danger during use, maintenance and upkeep. Protect yourself by not wearing loose clothes that may get caught. During use, maintenance and upkeep, stay away from turning parts (wheels, brake discs, cassettes). Do not touch moving, sharp or protruding parts (chains, pedals).

Make sure the wheels are securely fastened in the frame and fork. Check that all the quick releases, slide-in shafts and all important nuts and bolts are secure (see page 17 and 40). Lift your pedelec up slightly and drop it onto the ground from about 10 cm in the air. If you hear rattling or other unusual sounds, please contact us on our service hotline before you start riding. Try to roll the pedelec forwards while pressing

the brakes. The rear brake, when operated, must allow the rear wheel to lock, the front brake must lift the rear wheel off the ground. Please make an initial test ride in a safe place where you can familiarise yourself with the new brakes! Modern brakes can behave completely differently than those that you are perhaps used to. The pedelec's steering should not rattle or have any play.

Check the air pressure in the tyres. You will find information as to the correct tyre pressure on the sides of the tyres. Please adhere to the required minimum and maximum pressure!

If you cannot find the recommended pressure values, 2.5 bar / 36 PSI is a suitable pressure for most tyres. If the tyre is narrower than 30 mm or 11/8", fill it to 4 bar / 58 PSI.

As a general rule of thumb when you are out on a ride, you can check the tyre pressure by doing the following: If you place your thumb on a pumped-up tyre, you should not be able to significantly change its shape by applying pressure. In addition, check whether there is an indication of maximum tyre pressure stated on the rim. If so, this specified pressure must not be exceeded. You can ride your bicycle with different tire pressures.

Low tire pressure allows for more suspension: Riding comfort increases.

High tire pressure reduces rolling resistance on slippery surfaces: You need less force to pedal.

Take the following into account when adjusting the tire pressure:

- The higher the rider's weight, the higher the tire pressure should be. The lower the rider's weight, the lower the tire pressure can be.
- Inflate the tires with higher tire pressure if the ground is slippery. On uneven terrain, you will ride more comfortably with slightly lower tire pressure.

Check the tyres and rims. Look for damage, cracks and deformations, foreign objects, eg glass splinters or sharp-edged stones, etc.

Never ride your pedelec if you notice cuts, tears or holes. Please contact us on our service hotline.

It is also necessary for you to check the following components of your pedelec:

- Please check that the battery is secure.
- Ensure the battery is sufficiently charged for the planned trip.
- Familiarize yourself with the functions of the operating element.



Due to the performance of the drive system, you are exposed to higher stresses and acceleration as a pedelec rider than a normal bicyclist. Please keep this in mind. Take regular breaks, particularly on longer rides and if you take lots of rides within a short period of time.

Before each ride

Before every ride, please check that:

- The lights and bell are working and safely secured.
- The brakes are working and are safely secured.
- The cables and fittings are not leaking if you have a model with hydraulic brakes.
- The tyres and rims are free of foreign objects and bear no damage and turn smoothly, particularly after riding off-road.
- The tyres have a sufficient tread depth.
- The spring elements are working and safely secured.
- Secure fit of screws, nuts, quick-release axles and quick releases (see page 17 and 40), even if the vehicle was only left unattended for a short period of time.
- There are no deformations or damage on the frame and fork.
- The handlebars, stem, seat post and seat are correctly and securely fastened and set up in the right position.
- The seat post and seat are secure. Try turning the seat or tipping it upwards or downwards. The seat should not move.
- If you are using clipless or magnet pedals, please check that they are working properly. The pedals should release easily and smoothly.

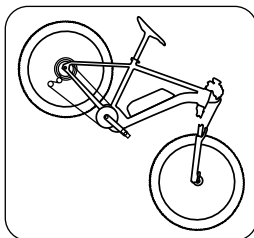


Do not use your pedelec if you think it may not be in perfect condition. Please contact us on our service hotline. Especially if you use your pedelec intensively, due to sports or daily usage, it is essential to have all important components regularly inspected by a specialist / Fischer customer service technician. Frame and fork, suspension components and other parts relevant to your safety such as brakes and wheels are subject to heavy wear, which can impact the operating safety of these parts. A component may unexpectedly begin to malfunction if you use it beyond its lifespan or recommended period of use. This may lead to accidents and serious injury.



Please make these checks before continuing after an accident or if your pedelec falls over. Components made from aluminium cannot be safely straightened again. Please contact us on our service hotline.

If you have a fall



you need to check that these parts are working and safely secured.

- Examine the frame and fork closely. If you examine the surface from different angles, you usually will be able to clearly see any deformations.
- Check that the seat, seat post, stem and handlebars are still in the correct position. If this is not the case, DO NOT attempt to turn or bend the part back from its new position without undoing the corresponding screws. When fastening parts, always use the specified tightening torque. These values can be found on page 40 and in the chapter "Quick Release" on page 17.
- Check that both wheels fit correctly and securely in the frame and fork.

Check the entire pedelec for any damage. This could be dents and cracks in the frame and fork but also bent parts. Also, if any parts such as the handlebars or seat have shifted or twisted,

- Lift the pedelec up at both the front and rear to turn the front and rear wheels. The rim should move smoothly straight through the brakes. The tyres must not touch the brakes. You can see from the distance between the frame or fork and the wheel whether the wheel turns without rubbing.
- Check that both brakes are operating fully.
- Do not set off again without having checked that the chain is fixed securely onto both the front chain wheel and rear sprockets. It must be engaged fully with the cogs. If you set off and the chain slips off a cog you may fall, at the risk of injury.



Aluminium components can break unexpectedly when deformed. Do not use any parts that have been deformed or bent, such as after a fall. Always replace these parts.

If you notice any changes to your pedelec, DO NOT continue cycling. Do not retighten loose parts without prior inspection and not without a torque key. Please contact us on our service hotline, describe the fall and have your pedelec inspected! If you fall, make sure you are physically unharmed. If in doubt or in pain, see a doctor.

Legal Regulations

Within the scope of the European Union, there are different types of pedelecs and e-bikes for which different legal regulations apply.



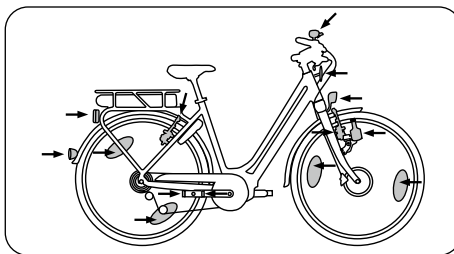
A pedelec (pedal electric cycle) is a bicycle in which the rider is assisted by an electric drive when pedalling. Its engine can go up to 250 Watts (UK: 200 W), and its maximum speed limit is 25 km/h. It is therefore still considered to be a bicycle which does not need to be registered. The S-pedelec is the faster model. Once again assistance is only provided when pedalling, but it has a more powerful engine. It is generally 350 to 500 Watts and has a cut-off speed of 45 km/h. It is therefore regarded as a moped, light motor-cycle or motorbike depending on location and is required by law to be registered and insured in some countries.



Find out about the relevant national stipulations that apply to you! Check your cycle passport to see which type of pedelec you have. Respect the legal regulations. Also, ask your specialist retailer.



Check whether your third party liability insurance covers possible damage caused by using an pedelec.

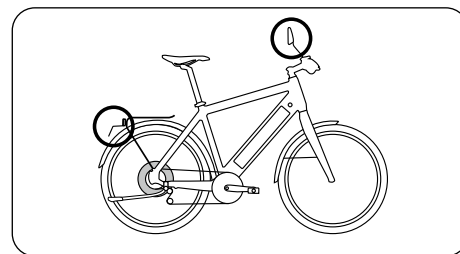


 According to EU law, a pedelec is under the same category as a bicycle and, therefore, has the same requirements. The rules for using pedelec paths are also the same as for bicycles. Special rules may apply outside the EU and in some EU regions. Please stay informed about the national regulations applicable in your specific country.

To use bike paths with your pedelec, please consult the applicable legal practice in your country. The regulations governing the operation of a pedelec and the requirements regarding minimum age, certificates, official licenses and helmet requirements may vary in different countries. The same applies to the obligatory use of cycle paths. Please inform yourself about the applicable legal practice.

Separate regulations for S-pedelecs/e-bikes

If pedal assistance is provided above 25 km/h, it is not considered a pedelec/e-bike according to Directive 2002/24/EC which has since expired. According to the current EU Regulation 2013/168/EU, type approval/approval for specific use is mandatory.



According to EU law:

- Speed pedelecs (S-Pedelec) are legally categorised as two-wheeled motor vehicles in class L1e, subcategory L1e-B (mopeds).
- On journeys using engine assistance only, you are not permitted to ride over 18 km/h.
- The engine assistance switches off when you reach approx. 45 km/h.
- A driving licence is required. The moped test certificate is mandatory.
- A driving license is required. Please inform yourself about the applicable regulations regarding licenses. It is possible that a minimum age is enough to be allowed to ride without a driving license.
- If you have a national driving license for a car, the required permission may be covered by this.
- You are required by law to wear a helmet and be insured. Before setting out on a ride, find out about the legal stipulations that apply to you.

- In general, parts can only be replaced by identical parts. Other parts may only be installed if they comply with your speed pedelec's type approval. Specialist retailers may have lists of alternative parts which also comply with your speed pedelec's type approval.
- **Child seats** may only be installed on speed pedelecs if they have been approved by the speed pedelec manufacturer.
- **Passenger trailers** are not permitted for speed pedelecs, not even with approval from the speed pedelec or trailer manufacturer.
- **The blood-alcohol level limit is the same as when driving a car depending on the applicable legal stipulations.**

These regulations also apply to you if you are within the scope of the European Union. Other regulations may apply in other countries, including some European nations in isolated cases. Please inform yourself about the applicable legislation for using your speed pedelec.

Speed pedelecs/e-bikes and bike paths

If you use your speed pedelec like you would a normal bicycle, without the assistance of the electric motor, you are permitted to use all cycle paths without limitation. The following applies if you use the motor: Like for mopeds, you have to use cycle paths outside of urban areas when riding a speed pedelec. If this is not permitted, this is displayed by an additional sign on the cycle path stating "no mopeds". In urban areas, you are only permitted to use cycle paths which feature an additional sign permitting you to do so.

Intended use



Pedelecs are means of transport designed to be ridden by one person. Transporting an additional person on the bike is only permitted in the framework of national legislation. If you would like to transport baggage, your pedelec needs to be fitted with suitable equipment. Children may be transported in child seats or in trailers intended for this purpose. Pay attention to quality. Ensure that you do not exceed the maximum permissible weight. Safety-relevant parts such as the brakes, stem and frame have been designed to carry only the maximum permissible total weight/mass. Do not exceed the total weight/mass! Exceeding this limit can result in serious accidents or even death.

Unless otherwise specified, trailers and additional luggage racks are not permitted. The pedelec is not licensed for competitions. Child seats must be attached to the frame.

Fischer pedelecs with a Brose motor and without rear suspension are approved for use with trailers.

For information on trailer use with other models, please contact the FISCHER service hotline on +49 721 97902560 or send an e-mail to support@fischer-fahrrad-kundendienst.de.

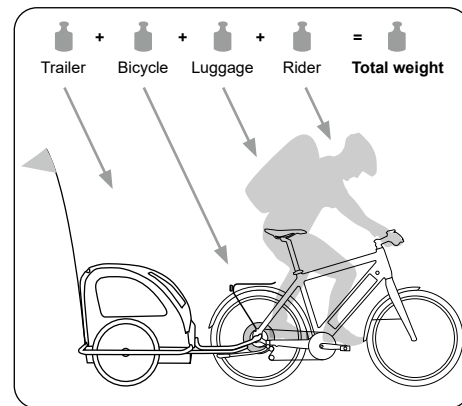
Child seats are only permitted on pedelecs without rear suspension. Child seats must be attached to the frame.



Depending on its size and specifications, the weight of the pedelec is 25–28 kg.

The maximum permissible gross weight comprises the weight of the pedelec, the rider's weight, and the weights of any luggage and trailers.

You will find the exact weight of your pedelec and the maximum permissible gross weight on a sticker on your pedelec.





Dangers of improper use

Only use your pedelec for its intended use. Please read the section "Intended Use" in the original instruction manual. This also includes adherence to the operating, servicing and maintenance conditions that are described in this manual. Inform other users of the intended use and the dangers of not adhering to it. Improper use, overloading and lack of maintenance may lead to accidents and falls involving severe injuries to you and other people!



Protect your pedelec from unauthorized and improper use by others. Never leave your pedelec unattended and always secure it with a lock. Always take your lock with you to secure your pedelec.

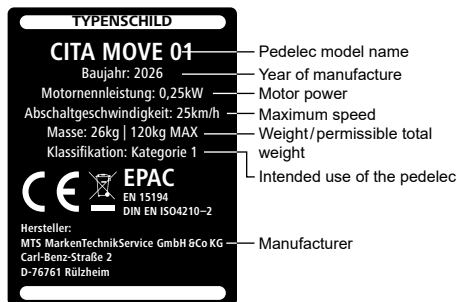


The electrical components are only designed and permitted for use in electrically supported bikes, pedelecs or EPACs of the Fischer company. They are not to be used for any other purpose. It is not permissible to use it for competitions or commercial purposes.

The information in this operating manual only apply to the pedelec models listed on the cover. Information for specific pedelec models is marked accordingly.

You can find out which of the following types your pedelec belongs to by checking the sticker on the seat tube.

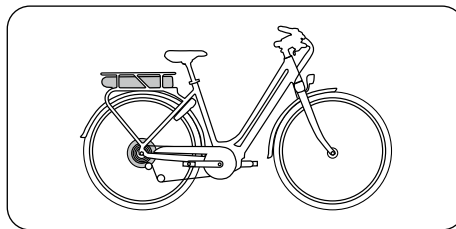
This sticker may not be in your language.



Use as intended also includes adherence to the operating, servicing and maintenance conditions that are described in this manual.

The following information describes the proper use of pedelecs that have been equipped as prescribed by national legislation:

Classification: Category 1



Refers to pedelecs used on normal paved surfaces where the tyres are intended to maintain ground contact at average speeds and to handle occasional drops or jumps/steps. Drops, jumps or steps must not be higher than 15 cm. Typical average speed is 15 to 25 km/h.

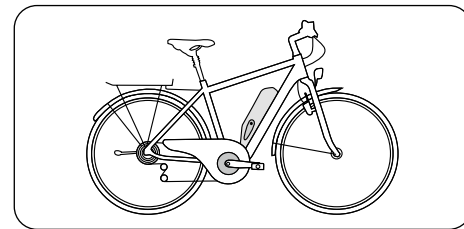
Pedelecs may be used on public roads and light terrain, such as country roads, if they are properly equipped in accordance with national regulations.

The manufacturer and retailer shall not be liable for use that falls beyond the scope of intended use. This applies particularly to damage resulting from failure to comply with the safety instructions, e.g., owing to

- use on terrain,
- overloading, or
- the improper repair of defects.

Pedelecs are not intended for hard impact, extreme use (i.e. riding over steps, jumps) and extreme sporting events (i.e. bike tricks, stunt jumping). Participation in competitions is only allowed when authorised by the manufacturer.

Classification: Category 2



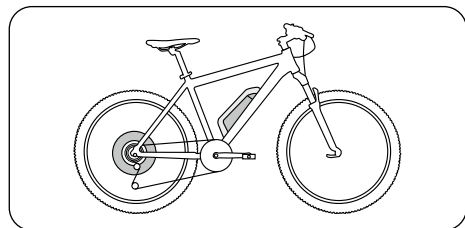
Refers to pedelecs to which condition 1 applies and which are also used on unpaved roads and gravel paths with moderate uphill and downhill gradients. In these conditions, there may be contact with uneven terrain and repeated loss of contact between the tyre and the ground. Drops, jumps or steps must not be higher than 15 cm. Typical average speed is 15 to 25 km/h.

The manufacturer and retailer shall not be liable for use that falls beyond the scope of intended use. This applies particularly to damage resulting from failure to comply with the safety instructions, e.g., owing to

- use on terrain,
- overloading, or
- the improper repair of defects.

Pedelecs are not intended for hard impact, extreme use (i.e. riding over steps, jumps) and extreme sporting events (i.e. bike tricks, stunt jumping). Participation in competitions is only allowed when authorised by the manufacturer.

Classification: Category 3



Refers to pedelecs to which condition 1 and condition 2 apply which are also used on rough paths, rough unmade roads, difficult terrain and on unmade paths and which require technical skill to use. The height of jumps, drops or steps should be less than 60 cm.

You should always wear the appropriate safety equipment (eg. a suitable helmet and cycling gloves).

The manufacturer and retailer shall not be liable for use that falls beyond the scope of intended use. This applies particularly to damage resulting from failure to comply with the safety instructions, e.g., owing to

- Using the bike on difficult terrain, steep inclines, for jumps and in bike parks
- overloading, or
- the improper repair of defects.

Pedelecs are not intended for hard impact, extreme use (i.e. riding over steps, jumps) and extreme sporting events (i.e. bike tricks, stunt jumping). Participation in competitions is only allowed when authorised by the manufacturer.



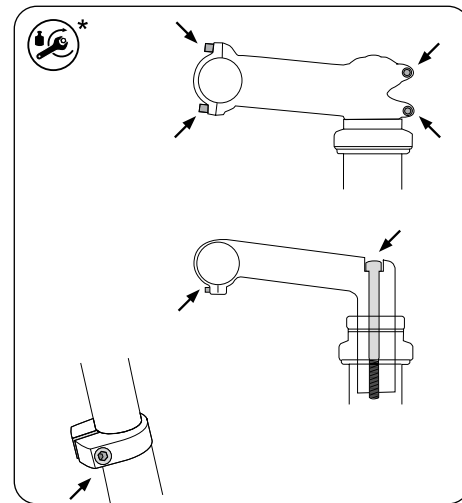
If you are unsure about which model pedelec you have, please contact us on our service hotline for questions about usage limits. Before riding on public roads with your pedelec, inform yourself about the applicable regulations in your country. Only ride on pathways and trails that are permitted for vehicles. Special regulations may apply in some instances.

Adjusting the pedelec to the rider

The seat post, seat, stem and handlebars can only be tightened and secured with quick releases or bolted connections.

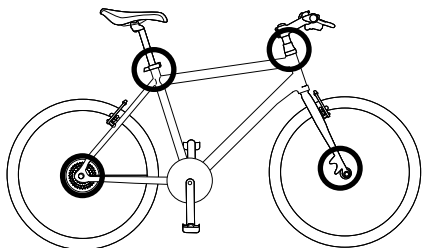


For detailed information, please read the operating instructions supplied by the manufacturer. Only have work on the handlebar and stem performed by experts or Fischer customer service technicians!



Possible positions for adjusting bolted connections

* see page 40



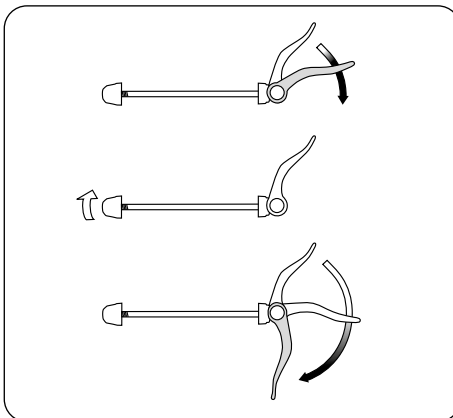
Possible positions of quick releases

Operating quick releases and quick release axles

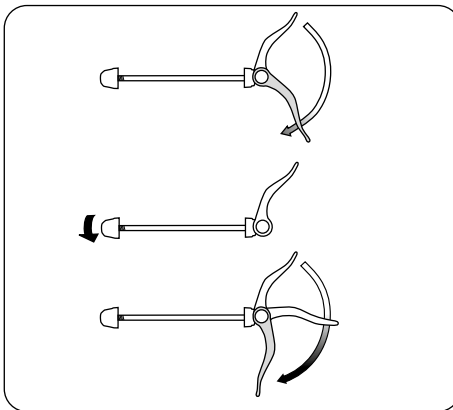
Quick release levers and through axles are systems installed on the pedelec in place of bolted connections. They consist of two parts: the quick release lever, which provides the necessary clamping force, and the adjustment nut, which allows you to regulate the tightness. You can change the tightness of your quick release when it is open.



Quick releases should be closed with the correct tightness. To close the lever correctly, pressure should be felt when it is half closed and, at the end, the ball of the thumb needs to be used to completely close it.



Loosening the adjusting nut



Tightening the adjustment nut



- All quick release levers and quick release axles must be firmly closed before you set off.
- Make sure all quick release levers and quick release axles are securely and properly fastened before every ride—even if the pedelec has only been left unattended for a short time.
- When closed, the tip of the quick release lever must always rest tightly. If possible, they should point backwards. This way, it will not get bumped and open while you are riding your pedelec.
- The quick release lever for the wheel has to be installed on the opposite side to the brake disc to avoid burns from contact with the hot brake disc. The clamping force of the quick release can also be reduced if it is heated by the brake disc.



When you park your pedelec, attach wheels or other parts of your vehicle that are attached with quick release fasteners in with your bike lock.

Quick release axles



If your pedelec has one or several quick release axles, please read the corresponding instructions on how to operate and service these parts.

In current chassis, quick release axles may be used in place of quick releases or bolts. These usually function like quick releases and should be operated as such.

The axle is attached or screwed into the dropout and holds the hub between the two dropouts. The hub and the axle may be fastened with a quick release lever, which is operated just like a normal quick release. Systems in which the axle is only inserted or screwed in and then fastened with a screw also exist.



Please read the enclosed instructions from the component manufacturer or those available online to this end and contact us on our service hotline if you have any questions regarding the system.



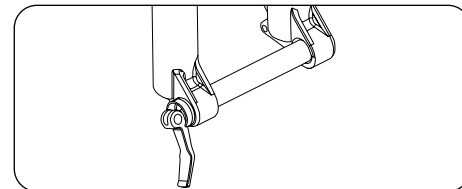
Inappropriately installed wheels may shift while you are riding or become detached. This may damage the pedelec or even expose the rider to severe and life-threatening injuries. It is therefore important to take note of the following instructions:

- Ensure that the axle dropout and quick-release mechanisms are clean and free of dirt and impurities.
- Should you have any questions about how to correctly fasten the front wheel with the built-in quick-release system, please contact us on our service hotline.
- Firmly fasten the front wheel. Never ride your pedelec when you are not sure if the front wheel has been appropriately fastened and cannot come loose.

Installation

1. Place the wheel in the dropouts. The hub must be firmly pushed into the dropout. With the disc brakes, please ensure the brake disc is properly inserted between the disc pads in the brake calliper.
2. Ensure that neither the brake disk nor the hub or the brake disk fastening screws rub against the lower parts of the fork. If you do not know how to adjust your pedelec's disc brakes, read the instructions provided by your brake manufacturer.
3. Turn the quick-release lever to the open position. Ensure that the lever grips the appropriate slot in the axle.

4. Insert the axle into the hub from the correct side up to the stop, until it sits in the other end.



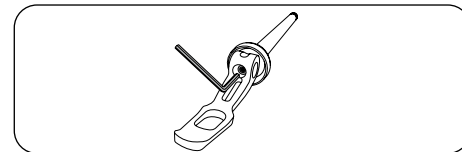
Slide-in shaft in the fork ends, without hub, Rock Shox® fork

5. Close the quick-release lever by folding it over.

When you close it, you should feel resistance once the quick-release lever is in the middle position (extension of the axle).

The quick-release lever should leave a clear imprint on your palm.

In case you do not feel resistance in the 90-degree position and the lever does not leave a clear imprint on your hand, the tension is not sufficient. Increase the tension in accordance with the fork manufacturer's operating manual.



An example diagram of a quick-release axle with quick-release lever and Allen key for adjustment

Do not use any other tools to fasten the axle to the lower part of the fork. The axle and/or the lower part of the fork may be damaged when the axle is excessively tightened.



The quick-release fastener may not be readjusted or turned after closing. Turning the quick-release fastener may loosen the axle and have a detrimental effect on driving safety. This may lead to severe or lethal injuries.

Removal

1. Open the quick-release lever.
2. Then pull the axle out of the hub.



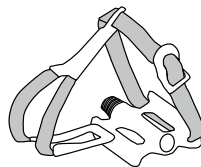
Check that all quick release fasteners and quick release axles are firmly attached, even if your pedelec only remained unsupervised for a short time. You may only start driving when all quick release fasteners are firmly closed.

Installing the pedals

If your pedelec was supplied without the pedals pre-installed, these have to be attached with the correct spanner or wrench. Please read the assembly manual carefully to this end.



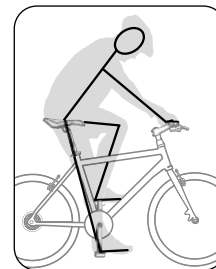
Read the attached instructions of the component manufacturers when using pedals with clips and straps. Practice taking your feet in and out of the hooks and operating the strap releases in a safe place. Tightened straps do NOT release the feet! Inadequate tyres can result in falling over and injury.



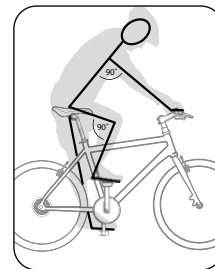
Adjusting the seat

Before you use your pedelec for the first time, the saddle position has to be adjusted to suit your body size. This will allow you to ride your bike safely.

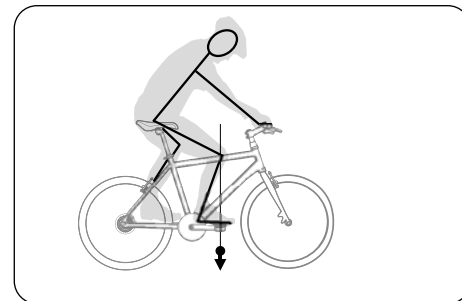
The height, horizontal orientation and inclination must be adjusted for the saddle and the height and orientation of the stem for the handlebars.



Correct seat height



Knee joint of the upper leg at min. 90°, angle of arm 90°



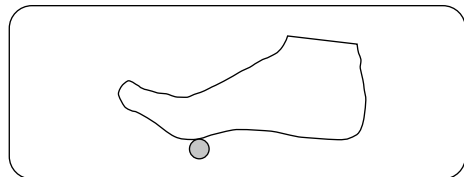
The knee should be above the axle of the front pedal

Finding the correct seat height

Adjust the saddle to the estimated correct height. Sit on the pedelec. Have someone help hold you in place or lean against a wall or railing.

Move a pedal to its lowest position and place your heel on it. Your leg should now be straight. If you now place your foot in the correct riding position, your leg should be slightly bent.

You are using the correct foot position for riding when your foot's widest point is above the pedal axle.



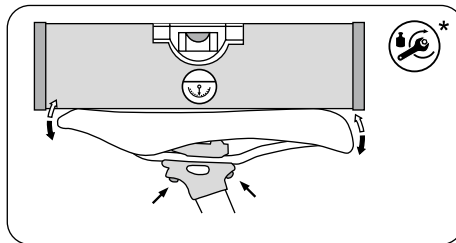
Children and people who feel insecure when riding should be able to touch the ground with their toes.

Otherwise, when stopping you run the risk of falling and serious injury. The minimum saddle height should be adjusted to the body of the rider. The rider must be able to cycle freely without hindrance to their health or safety. The seat post's maximum extension should allow it to remain securely clamped into place by the bolt.

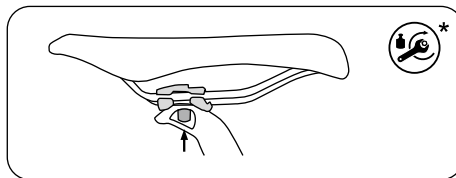
Adjusting the saddle tilt

If you have adjusted the saddle height, the saddle inclination should be checked and adjusted

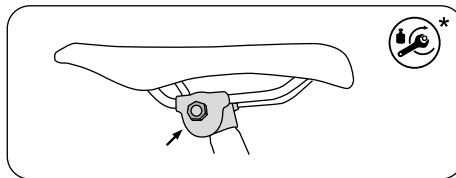
as well. The surface of the saddle should always be level. You can perform this adjustment when the seat clamp bolts (saddle tilt) of the seat post have been undone.



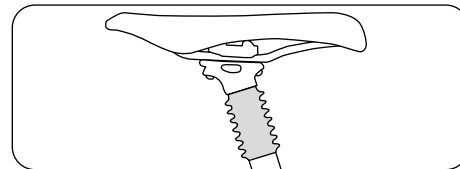
Patented seat post with two-screw locking mechanism



Patented seat post with one-screw locking mechanism



Attachment with seat clamp



Suspension seat post



Before you start riding, please test to see if your seat post and seat are secure. To do this, grasp the saddle at the front and back and attempt to turn it. It should not move.



For information concerning the installation and service of threaded and telescopic seat posts, read the manufacturer's service manual.

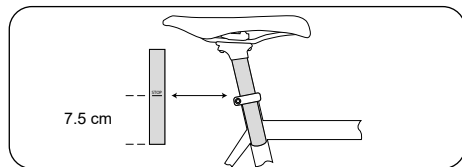


If your pedelec has full suspension, a piece of Bowden cable may be exposed at the bottom of the seat tube. This is the cable for the adjustable seat post. It should not be shortened or fixed. The free length of the cable is needed for height adjustment and maintenance of the seat post.

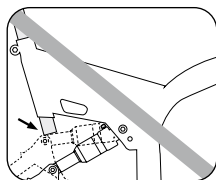
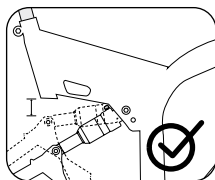
* see page 40



Never pull the seat post further out than the maximum mark on the tube frame! If there is no maximum mark, the seat post should always be at least 7.5 cm deep in the tube frame.



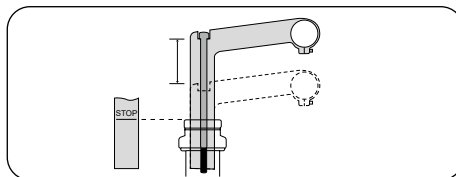
On bikes with rear wheel suspension the seat post must never touch the suspension element, even when the rear suspension is compressed!



Position/adjusting

Various stem models are used on your pedelec:

Quill stem



Height adjustment possible

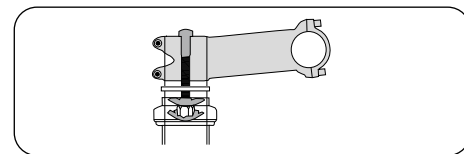


Never pull the stem out further than the maximum mark on the tube frame! If there is no maximum mark, then at least 7.5 cm of the stem must always remain inside the fork tube.



Changing the position of the stem also changes the position of the handlebars. You should always be able to safely reach and use grips and controls. Please ensure that all cables and lines are long enough to allow you to turn the handlebars in every possible way. For detailed information about your stem, please read the operating instructions supplied by the manufacturer.

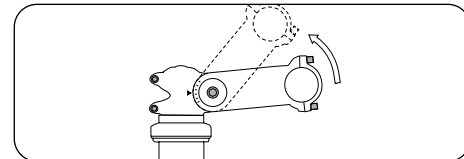
A-head stems



Height change possible as follows:

- Exchange of fitted spacers under or above the stem
- Turning of the stem
- Exchange of the stem

Adjustable A-head stem



Adjustment of stem tilt possible



For detailed information, please read the operating instructions supplied by the manufacturer.

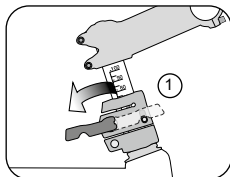


Only have work on the handlebar and stem performed by experts or Fischer customer service technicians!

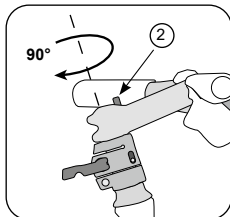
Stem Twist

With the Stem Twist, you can bring the handlebar into riding position in just a few steps.

1. Open the quick release lever ①.

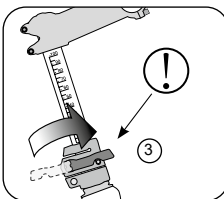


2. Turn the handlebars 90 degrees until the locking mechanism is visible and audibly clicks and the safety bolt ② on the stem is visible.



If the safety bolt ② does not move smoothly or does not automatically extend from the stem even though the locking mechanism is engaged, this can usually be fixed with a little spray lubricant. If it still does not lock smoothly and automatically, do not ride it. If this happens, please call our service hotline.

3. Close the quick release lever completely to fasten the handlebars ③.



Before riding, check that the stem is secure and will not twist. To do this, stand in front of the pedelec and place the front wheel between your legs. Grab the ends of the handlebars and try to turn the handlebars against the front wheel. The handlebars must be hard to turn! If the handlebars and stem can be twisted, do not ride it! First tighten the stem's fork tube clamping screws properly. This must be done using a torque wrench. The correct tightening torque in this case is 6–8 Nm.

Setting up the brake levers

Set up your brake levers in such a way that you can safely pull them back them and brake comfortably. Please familiarise yourself with which lever operates which brake! Some brakes are now equipped with power modulators. This guards against “overbraking” and any dangerous locking of the wheels.



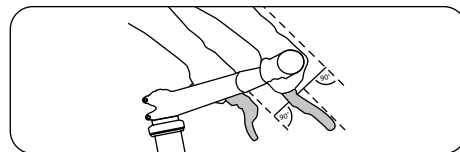
When you squeeze the brake levers hard or all the way to the end of their leverage, the braking force can increase sharply! Please familiarise yourself with this new braking behaviour. Read and follow the brake manufacturer's operating instructions. These can be found on the manufacturer's website. If you have any questions, please contact our service hotline.



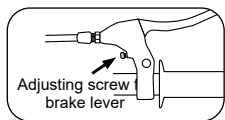
The brake levers should be set up so that your hands can safely and comfortably apply them as a straight extension of your arms.



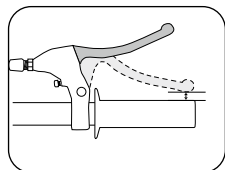
Check the position of the brake levers before your first ride. Usually, the right brake lever operates the rear wheel brake and the left brake lever operates the front wheel brake. If you would like to swap the position of the brake levers on the handlebars, please contact a specialist retailer to do the work.



In order to allow people with smaller hands to safely apply the brakes, the levers can be set up to be closer to the handlebars using an adjusting screw (located in the lever).



In some models it is possible to bring the brake levers closer to the handlebars, using special devices.



Set up the cable tension in such a way that the brake levers do not touch the handlebar grip, even when they are applied to their fullest extent!



If you adjust the position of the brake or gear levers, make sure that they do not interfere with each other's function.

Back pedal brakes

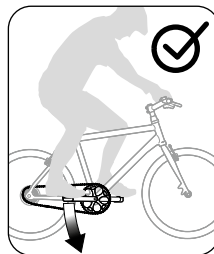
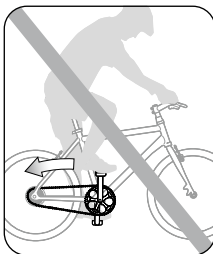
If your pedelec is equipped with back pedal brakes, brake by pushing the pedals backwards instead of forwards. This means that your pedelec will not freewheel and you are unable to rotate the pedals backwards freely as you otherwise can.



The safest way to brake using back pedal brakes is when the pedals are at the same height parallel to the ground. If one pedal is at the top and one at the bottom, it is difficult to produce enough force to brake effectively.



The effectiveness of back pedal brakes can deteriorate substantially on long inclines! This type of braking system can become very hot from continuous braking. You should also use the front brake to slow down on long inclines. Wait until the back pedal brake has cooled down and do not touch the brake drum.



Children

Children and pedelecs

Inform yourself on whether the child is old enough to ride the bike and has the necessary license to do so before allowing him or her to ride the pedelec. Pedelecs may only be ridden by children that are of legal age and possess the necessary permit.



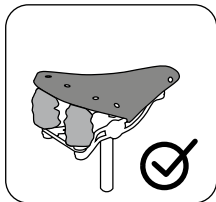
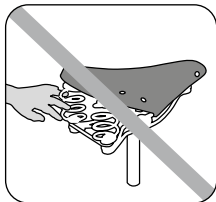
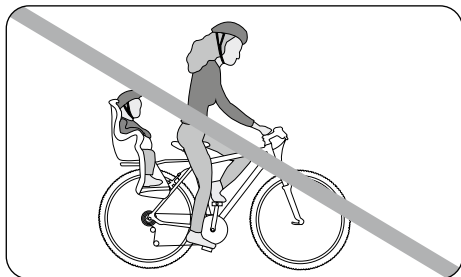
Don't let children who are unattended ride the pedelec without first thoroughly instructing them on how to use it. Explain to children the dangers of using electrical devices.

Carrying children/trailers for children

- Please only use safe, certified children's seats.
- The child must wear a helmet, their feet must be tucked in and protected from any possible contact with moving parts, such as spokes.
- A child seat changes the way your pedelec behaves when riding. Take note of the longer braking distances and the steering which could be less stable. Practice riding with a child seat in a safe area before taking to public roads. Please comply with the manufacturer's instructions supplied with the seat.



Only install children's seats on bicycles which are suitable for this kind of equipment. Never attach a child's seat to the seat post. Wrap and protect all springs and moving parts on the saddle and seat post. Please ensure that your child cannot trap their fingers anywhere. This could result in injury!



In some countries, only children up to a certain age may ride in child seats. Find out about the legal regulations which relate to the age of the child and the rider.



If additional equipment was delivered with your pedelec which was not pre-assembled, please ensure that you read the manufacturer's instructions.

Child bike trailers:

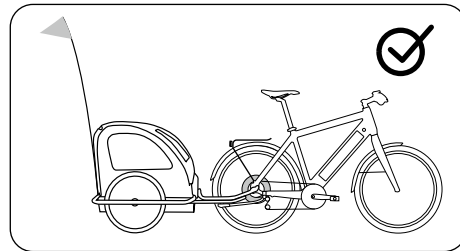
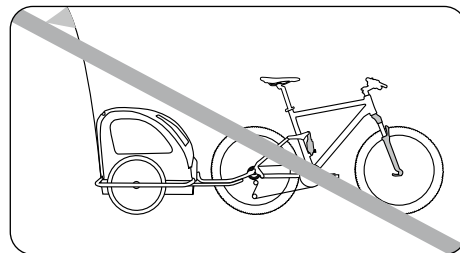
- Take no chances in terms of quality when buying bike trailers for children.
- Only install child bike trailers on pedelecs intended for this purpose using mounting parts which are supplied or approved by the manufacturer.
- It is easy not to see a child bike trailer in traffic! Use a brightly coloured flag and approved light system to ensure that it is easily seen. Ask about safety accessories on our service hotline.
- Notice that trailers make the pedelec much longer than usual. Riding a pedelec around corners with a trailer is different to riding without. You must keep this in mind when riding in traffic. Before riding on public roads, practise riding your bike with an empty trailer in a safe and quiet environment.



Check whether the manufacturer provides a maximum permitted weight and a maximum permitted speed. If so, these values must be adhered to. Children under 16 are not legally permitted to ride a bike with a trailer in Germany.



Full suspension pedelecs are not suitable for use with trailers and child bike trailers! The bearings and attachments are not designed to withstand this sort of force. This could result in wear and damage with serious consequences.



Frame

Frame shapes vary according to the type and function of the pedelec. Thanks to the evolution in materials and construction techniques, it is nowadays possible to produce all shapes of frames safely so they perform stably during riding. So despite a low step-through, you can still be sure that your pedelec is always safe on the roads, even with luggage on board.



If your e-bike is stolen, it can be identified using its frame number. Please always note down the full number in the correct order. If you do not have the number it will be impossible to make a unique identification. In the documentation you received from the retailer when you purchased your pedelec, there is also a section where the frame number is entered. The frame number can also be engraved on various parts of the frame. It is often located on the seat tube, on the drop-outs or on the bottom bracket shell.



Under no circumstances should you ride with a bent or broken frame. Never attempt to repair damaged parts yourself. Otherwise, there is a danger of accidents. Defective parts must be replaced by a specialist/Fischer customer service technician. Please only ride your pedelec again when the parts affected have been replaced. Faults on the frame or other parts can cause accidents. If your pedelec does not ride in a straight line without any problems, this can be due to a bent frame or fork. Please contact us on our service hotline to have the frame and fork inspected and wheel tracking corrected, if necessary.

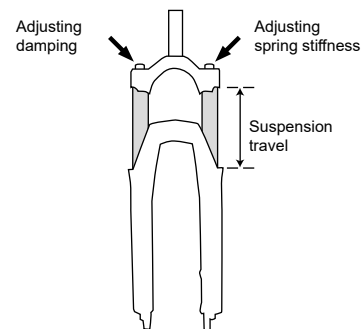
Suspension

If your pedelec is equipped with suspension elements, they must be adjusted to suit the rider's weight and intended purpose. Such work requires specialist knowledge and experience and should only be performed with the help of a specialist/Fischer service technician.



Carefully read the enclosed manual concerning the suspension system to your pedelec.

A typical suspension fork can look like this:



Any adjustment to a suspension fork must be carried out in accordance with the suspension fork manufacturer's operating manual. As a general rule, the suspension fork should show noticeable movement when riding over uneven surfaces but should not "knock" (i.e. compress all the way to the limit stop).

A suitable basic set up would see the suspension pushed in around 10–15% (cross country), 15–20% (touring) or 25–33% (enduro, freeride, downhill) of the spring travel when the rider is sitting normally on the pedelec.

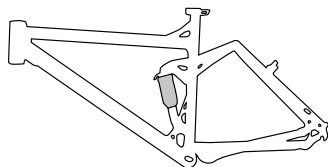


Suspension forks can only function effectively if they are regularly cleaned. Purpose-made cleaning products or warm water with washing up liquid are suitable here. Specialist retailers also stock suitable spray lubricant for greasing your suspension regularly, both after every clean and otherwise. The same applies for suspension seat posts.



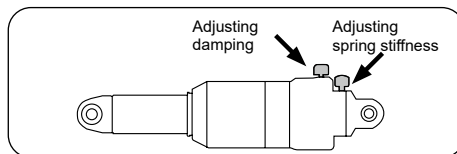
Most suspension seat posts can be adjusted to the rider's weight. However, in most cases this requires the seat post to first be extracted from the frame. Please contact us on our service hotline if you have any questions.

Suspension frames and spring elements



In this case, the frame's rear fork is flexible and a shock absorber provides suspension and damping. Some shock absorbers use a metal spring to absorb vibration, while others do this with an air chamber. The absorbability, which regulates the speed of compression and stretching, can be adjusted in high quality shock absorbers.

A typical spring element can look like this:



For detailed information, please read the enclosed instructions from the manufacturer.



Avoid washing your pedelec with a high-pressure cleaner as the cleaning fluid can penetrate sealed parts due to the high pressure and then eventually destroy them. The shock absorber's sliding pistons and gaskets should be carefully cleaned with a soft cloth as part of your regular pedelec cleaning routine. Spray lubricant on the running surface of the shock absorbers and gaskets helps keep the system working effectively. Special spray lubricant is available for this purpose.



You should regularly check the links of the rear fork for play. Grip the frame securely and attempt to move the rear wheel from side to side. You can also test for play in the shock absorber attachment by rapidly lifting and dropping the rear wheel. If you a) notice play anywhere or b) hear rattling, please contact us on our service hotline. Do not use your pedelec until it has been repaired.



The functionality and secure fit of the suspension parts are vital for your safety. Clean and check your full suspension pedelec on a regular basis! Warm water with a little washing up liquid or gentle cleaning agents are suitable for cleaning this part of the pedelec.



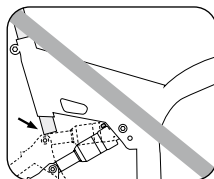
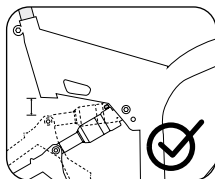
Tighten all screws to the recommended torque to avoid screws falling out or breaking and parts falling off (see page 40).



Full suspension pedelecs are not suitable for use with trailers and child bike trailers! The bearings and attachments are not designed to withstand this sort of force. This could result in wear and damage with serious consequences.



If you have a full suspension frame with a short seat tube which is open at the bottom, the seat post can only be lowered to the point that it does not touch the spring element when it uses its full travel.



Maintenance and upkeep



Only have components replaced by original spare parts from the manufacturer or parts approved by the manufacturer.



Please have your pedelec checked by a specialist retailer on a regular basis. Please contact us on our service hotline. Our Fischer customer service technicians identify damages and worn components and can advise you on choosing any necessary replacements. Refrain from repairing key parts yourself (frame, fork, handlebars, stem, headset, brakes, lights).



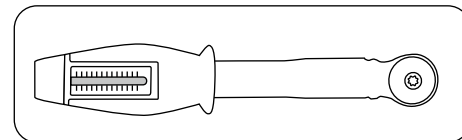
The pedelec and all mechanical parts are subject to wear, tear and heavy use. Different materials and components can react to wear and tear from heavy use in different ways. If a component is used for longer than it is designed for, it may suddenly stop working and possibly lead to injury or cause additional damage. Any kind of tear, puncture or colour change seen in an overused area indicates that the component's use has reached its limit; the component should in this case be replaced.



Screws and torque wrenches:

When working on the pedelec, please ensure that all screws are tightened to the correct torque. On many components, the torque required for mounting is printed.

Measurements are given in Newton metres (Nm) and applied with a torque wrench. It is best to use a torque wrench that displays the tightening torque as it is in use. Otherwise screws can snap or break. If you do not own a torque wrench, please have this work performed by a specialist/Fischer customer service technician! A table listing the most important torques for bolted connections is provided on page 40.



You will also find a wide range of information and videos about use, maintenance and settings of your pedelec online.



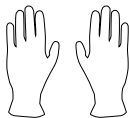
<https://service.fischer-bike.com/downloads>



www.youtube.com/user/
FischerFahrradmarke



Wear suitable protective clothing, protective gloves and protective goggles during all installation and maintenance work. Otherwise, dirt or injuries that may be caused by lubricants and auxiliary devices for the motor among other things may result.



Chain

Cleaning the chain

To ensure it works effectively, the pedelec chain has to be cleaned and greased regularly (see page 37). Dirt can be removed when washing the rest of the pedelec. Otherwise you can clean the chain by rubbing it with an oily cloth. If it is clean, it should be lubricated at the joints with the appropriate lubricant. After a while, the excess lubricant should be wiped off.

Chain tension



To ensure that the chain and gears work safely, the chain has to have a certain level of tension. It might otherwise jump off the gears and lead to a fall. Have an expert/Fischer customer service technician regularly check and adjust the chain tension. Derailleur gear systems tense the chain automatically.

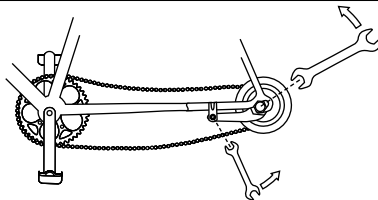


Be absolutely sure to fasten the axle nuts and the brake arm correctly.

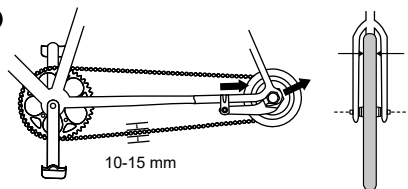


In the case of pedelecs with adjustable dropouts, the mounting screws of the axle housing should be loosened and tightened, and not the axle nuts. If the bottom bracket shell contains an eccentric bush, please tighten the chain according to the instructions provided by the corresponding manufacturer.

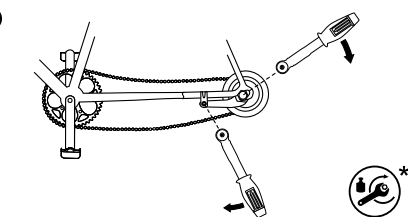
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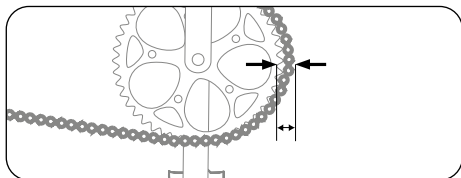
2



3



Dirt and permanent strain wear the chain. The chain should be replaced as soon as it can be significantly lifted (approx. 5 mm) from the front chain ring. Modern chains for derailleur gear systems no longer have chain connectors. Specialised tools are needed to open/change/close them. They should be changed by a specialist/Fischer customer service technician. Other chains are supplied/assembled with chain connectors. In some cases, these can be opened without the need for tools. These chain connectors can also be used to repair a damaged chain on a ride if they have the correct width for the drivetrain.



Wheels

Checking the wheels

The pedelec is connected to the ground by its wheels. The wheels are subject to a great deal of strain through the uneven characteristics of the ground and the weight of the rider. Thorough checks and centring work on the wheels is undertaken before they are shipped. However, during the first few kilometres of riding, the spokes bed in.

- After the first 100 kilometres, the wheels need to be checked by a specialist or Fischer customer service technician and centred again if required.
- The tension of the spokes should be checked at regular intervals. Loose or damaged spokes must be replaced or centred by an expert or Fischer customer service technician.

The wheels can be fixed into the frame and fork in different ways. Commonly, the wheel is attached with an axle nut or a quick release. In addition, there are also various thru axle connections which are screwed in or fixed with various quick release systems.



If a quick release axle is fitted on your bicycle, you can get more information in the enclosed manufacturer operating manual or on the manufacturer's website on the Internet.



All screws must be tightened with the correct torque. If the torque is not correct, the screws could break or loosen other parts (see chapter 40 "Torques for screwed connections").

Checking the hubs

You can check the hub bearings as follows:

- Lift both wheels up from the ground by first lifting the pedelec at the front then at the rear. Spin each wheel to start them turning.
- The wheel should continue to turn and then slow evenly. If the wheel suddenly stops, the bearing is defective. One exception is front wheels with a hub dynamo. These have a slightly higher resistance. This is not noticeable when cycling, but can be seen in this test.
- The hub bearing should not exhibit play. Pull the wheels from side to side in the fork and frame to check if they are loose. No play should be noticeable here.
- If the wheel moves slightly to the side in the bearing or only turns with difficulty, the hub bearings must be adjusted by an expert or Fischer customer service technician.

Wheels/Tyres



Rims undergo high strain and are safety-relevant parts. They will become worn from riding. If you see any damage, do not ride using this rim. Have an expert or Fischer customer service technician inspect and replace any damaged rims. Wear can weaken rims and lead to falls and serious accidents.

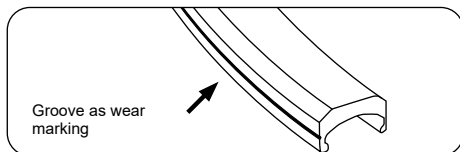


Normal operation wears down brake rubbers and brake pads. You should therefore regularly check the condition of your braking system and brake pads. Replace worn brake pads in good time! Ensure that rims and brake discs are clean and free of any oil.

Clean the braking surfaces regularly according to the inspection plan, page 37.



Modern rims (from 24") indicate when they are worn from braking. These indicators take the form of embossed or coloured points or lines on the brake surfaces of the rims. When these disappear, you should no longer use the rims. There are also similar indicators which only appear after a certain level of wear. It necessary to have the rims inspected by a specialist/Fischer customer service technician no later than once you have worn out two pairs of brake pads.



The permitted tyre pressure may not be exceeded when inflating the tyres. Otherwise this could lead to a tyre bursting. The tyres must be inflated to at least the stated minimum tyre pressure. If the tyre pressure is too low, there is a possibility that the tyre could free itself from the rim. On the side surface of the tyre, there is information on the maximum permitted tyre pressure and generally also on the minimum permitted tyre pressure. If you replace the tyres, only exchange them for the same model with the same dimensions and profile. The bicycle's handling could otherwise be negatively affected. This may lead to accidents.



Tyres are available in various dimensions. The tyre dimensions are provided with standardised information. Example 1: "46-622" means that the tyres have a width of 46 mm and the rim has a diameter of 622 mm. Example 2: "28 x 1.60 inches" states that the tyre has a diameter of 28 inches and a width of 1.60 inches.

Tyres and tyre pressure

The amounts for the recommended tyre pressure can either be named in bar or PSI. The following table presents the conversions for the usual pressure levels and shows which tyre widths these pressures should be applied to.

<i>Tyre width</i>	<i>Recommended tyre pressure</i>
20 mm	9.0 bar 130 psi
23 mm	8.0 bar 115 psi
25 mm	7.0 bar 100 psi
28 mm	6.0 bar 85 psi
30 mm	5.5 bar 80 psi
32 mm	5.0 bar 70 psi
35 mm	4.5 bar 65 psi
37 mm	4.5 bar 65 psi
40 mm	4.0 bar 55 psi
42 mm	4.0 bar 55 psi
44 mm	3.5 bar 50 psi
47 mm	3.5 bar 50 psi
50 mm	3.0 bar 45 psi
54 mm	2.5 bar 35 psi
57 mm	2.2 bar 32 psi
60 mm	2.0 bar 30 psi



Please also inform yourself using the information provided by your tyre manufacturer. This could possibly be different from the tyre pressures listed here. Not adhering to these guidelines can lead to damage to your tyres and inner tubes.



Example of tyre pressure information



In the event of different specifications regarding tyre pressure on the tyres and the rims, the higher minimum pressure and lower maximum pressure apply!



Tyres are wearable parts. You should therefore regularly check the pressure, tread and condition of your tyres. Not every tyre is suitable for every purpose. Contact us on our service hotline for advice when selecting tyres.



Only replace broken or worn key parts with original replacement parts from the manufacturer or parts approved by your manufacturer. This is mandatory in the case of light systems, while the manufacturer's warranty is usually nullified if you install non-approved replacement parts. Contact us on our service hotline for advice on suitable components.



If you install non-original or wrong replacement parts, this can lead to severe loss of function! Tyres with poor grip or safety, brake pads with a low friction coefficient and incorrectly installed or poorly made lightweight components can all lead to potentially serious accidents. The same applies for improper assembly!

Flat tyre repair for conventional tyres



To repair a flat tyre, contact a pedelec retailer, an authorised specialist workshop or our service hotline. You need expert knowledge and specialist tools, especially when removing the drive wheel and disconnecting the motor connections. If you still want to perform the repair yourself, please obtain prior instruction (e.g. from an expert/Fisher customer service technician).

Wheel removal and installation for wheels without a hub motor



Always turn off the electrical system first and remove the battery before performing any kind of work! Failure to do so may result in electrical shock or serious injury.

To repair a punctured bike tyre, you will need:

- Tyre levers (plastic)
- Patches
- Rubber cement
- Sandpaper
- Spanner or wrench (for wheels without quick release levers)
- Air pump
- Spare tube

1. Opening brakes

Please read the instructions in the chapter "Brakes" (page 33).

2. Removing the wheel

- If your pedelec has quick release levers or axles, open them (see page 17)
- If your pedelec has hex nuts, loosen these with a suitable spanner anti-clockwise.

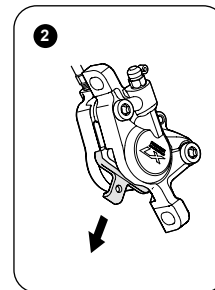
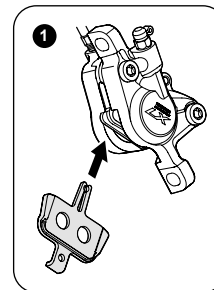
You can then remove the front wheel according to the steps listed above.

Place the plastic wedge



Source: Shimano® techdocs

shown in the pictures below in place of the brake disc between the brake pads ①. Remove the wedge ② before putting the wheel back in place. This stops the brake pads from being accidentally adjusted.

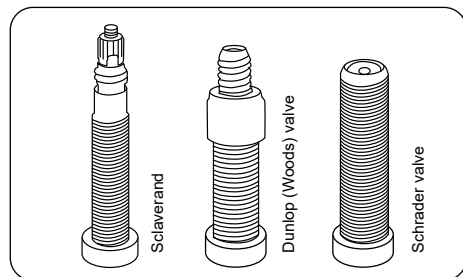


The following applies for rear wheels:

- If your pedelec uses a derailleur gear system, change gear to the smallest sprocket. In this position, the rear derailleur poses the least hindrance in removing the wheel.
- If your pedelec has quick release levers or axles, open them (see page 17).
- If your pedelec has hex nuts, loosen them in anti-clockwise direction with a ring spanner in the correct size.
- Pull the derailleur backwards a little.
- Lift the pedelec slightly.
- Tap the wheel from above with the palm of the hand.
- Take the wheel out of the frame.

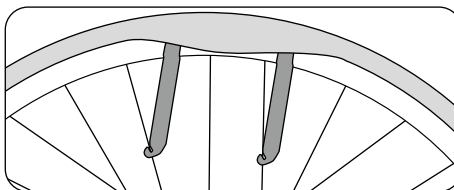
If your pedelec has a gear hub, please consult the instructions supplied by your manufacturer for removing the wheel.

Types of pedelec inner tube valves:



3. Disassemble tyre and inner tube

- Remove the valve cap, the locking nut and possibly the union nut from the valve. For Dunlop valves, remove the valve core.
- Let the remainder of the air out of the tube.
- Insert the tyre lever opposite the valve on the inside of the tyre.
- Insert the second tyre lever approx. 10 cm from the first, between the rim and tyre.
- Lift the tyre wall over the edge of the rim.
- Lever the tyre as often over the rim as is necessary for loosening the tyre all around the rim.
- Take the tube out of the tyre.



4. Fit the tyre and new inner tube



Avoid foreign objects getting inside the tyre. Make sure that the tube is wrinkle-free and does not get pinched anywhere. Ensure that the rim tape covers all spoke nipples and does not show any sign of damage.

- Put one edge of the rim inside the tyre.
- Press one side of the tyre completely into the rim.
- Push the valve through the valve hole in the rim and place the hose inside the tyre.
- Use the ball of the hand to press the other side of the tyre completely over the edge of the rim.
- Verify that the tube is properly seated.
- In the case of Dunlop valves: Replace the valve core in its seat and tighten the union nut.
- Pump a little air into the tube.
- Check that the tyre is properly in place and turns straight using the control ring on the side of the tyre. Correct the tyre's position by hand if it does not turn straight.
- Pump air into the tyre up to the recommended pressure.



When mounting the wheel, pay attention to the rotational direction of the tyre.

5. Mounting the wheel

Reattach the wheel securely back in the frame or fork with the corresponding quick release, bolted connection or full floating axle mechanism.



If your pedelec has disc brakes, please ensure that the brake discs are correctly secured between the brake pads.



Read the gear manufacturer's instructions to correctly and safely assemble and set up derailleur gear systems, hub gears and combined hub and derailleur gear systems.



Tighten all screws to the recommended torque. Otherwise the screws could break and parts could fall off (see page 40).

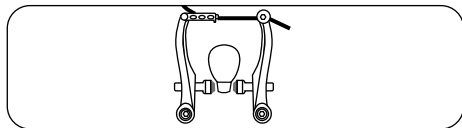
- Connect the brake line, attach it or close the brake quick release.
- Check whether the brake linings touch the brake surfaces.
- Securely attach the brake arm.
- Carry out a brake test.

Brakes

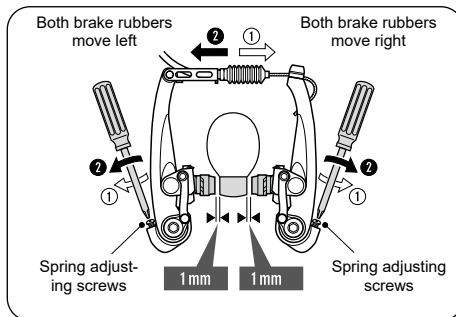


Your pedelec can be equipped with different brake systems. You can find information on the built-in brakes on your pedelec in the enclosed manufacturer's manual and on the manufacturer's website.

V-brake rim brakes



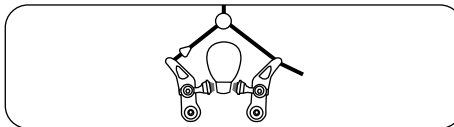
What to do if the rubber brakes start rubbing against the rim: The spring setting allows you to set the return force in such a way that both brake pads lift evenly from the rim when you release the brake lever. Then, check that the brakes are functioning correctly.



Adjusting the brakes on the rim

Source: Shimano® techdocs

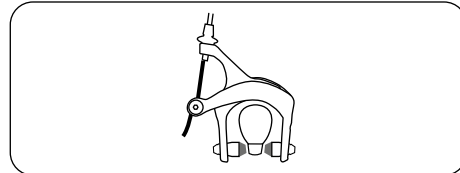
Cantilever brakes



Opening cantilever brake or V-brake

- Hold the wheel with one hand.
- Press the brake arms together against the rim.
- Hang the bowden cable of the brake or the outer sheath of the bowden cable over one of the brake arms.

Side-pull caliper brakes

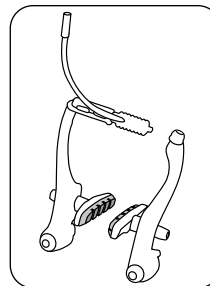


Side-pull calliper brake:

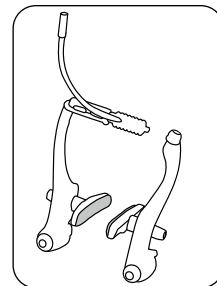
- Open the quick release lever on the brake arm or lever, or:
- If you do not have a brake quick release, deflate all of the air out of the tyre. Now the wheel can be pulled out from between the brake pads.

Brake pad wear

The rubber brakes for brake pads are almost all made with grooves and notches. The grooves and notches are used, for instance, to determine the degree of wear on the brake pads. If they are no longer visible, you should change the rubber brakes.

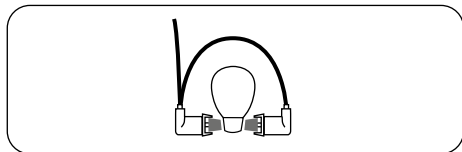


new brake pads



worn out brake pads

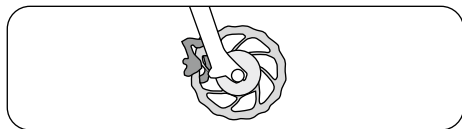
Hydraulic rim brakes



Hydraulic rim brake:

- If your system features a brake quick release, remove the brake unit according to the instructions supplied by your manufacturer.
- If you do not have a brake quick release, deflate all of the air out of the tyre.

Disc brakes with hydraulic or mechanical operation



Disk brakes:

- The wheel can be removed without any further preparation.
- Please note: when fitting the wheel, the disk must be slotted between the brake linings of the brake calliper and ultimately be centred without contact.

Bedding in disc brakes

New disc brake pads and brake discs have to be bedded in carefully before you ride the bike for the first time. This process optimises brake performance.



The bedding-in process involves sharp braking. You should be familiar with braking power and the use of disc brakes. Sharp braking without being familiar with brake performance and the operation of disc brakes, can lead to accidents causing severe or fatal injury. If you are unsure, you should have a qualified bicycle/pedelec mechanic perform the bedding-in process for you.

Proceed as follows:

To bed in the brakes, accelerate the pedelec to 30 km/h and then bring the pedelec to a halt by applying maximum braking. Repeat this procedure approx. 20 times. For optimal results, the wheels should not be allowed to lock.



Please do not touch the brake disc while it is rotating or directly after braking. Otherwise injuries or burns may result.



Source: Shimano® techdocs

Vapour bubble formation on disc brakes



Avoid permanently braking for long periods, as can be the case during long, steep descents. Otherwise, bubbles may form and a total failure of the braking system may occur. Severe falls and injuries may result. The brake lever may not be applied if the pedelec is on its side or upside down. Otherwise air bubbles can enter the hydraulic system which could cause the brakes to fail. After transporting the pedelec, check if the pressure point of the brakes seems softer than before. Then slowly apply the brake a few times.

By doing this, air can be discharged from the brake system. If the pressure point remains soft, please do not use your pedelec. The specialist/Fischer customer service technician must bleed the brake.



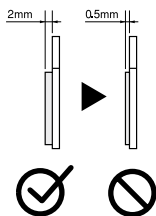
You can avoid this problem by applying the brake lever before transporting your pedelec and then fixing it in this position using a strap. This prevents air from entering into the hydraulic system.



When you come to cleaning the braking system, please first read the instructions provided by the component manufacturer.



In particular, brake discs are subject to wear. Have these safety-critical components regularly inspected by an expert or Fischer customer service technician for wear and replace them, if necessary.



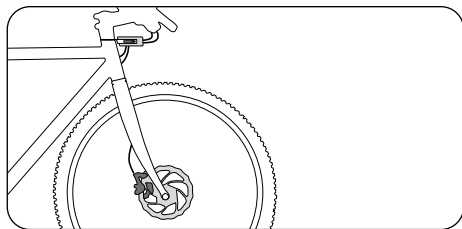
Source: Shimano® techdocs



Please do not touch the brake disc while it is rotating or directly after braking. Otherwise injuries or burns may result.



Source: Shimano® techdocs



If your pedelec comes equipped with a converter, which makes it possible to operate hydraulic brakes with mechanical brake levers, read the attached component manufacturer's operating instructions before using it.



Almost all modern brakes provide considerably more braking power than was available for bicycles/pedelecs in the past. Carefully familiarise yourself with the brakes, practise using them and emergency braking, starting on safe ground with no traffic before setting off onto roads with traffic.



If you ride on a long or very steep slope, do not brake constantly or only using one brake. This could lead to the brakes overheating and loss of braking force.

You are braking properly and safely if you use both brakes equally. The only exception is if you are cycling in slippery conditions



Brakes and brake systems are parts that can be vital to your safety. You should therefore service them on a regular basis. This requires specialist knowledge and special tools. Leave all work on your pedelec to a specialist/Fischer customer service technician! Work that is improperly carried out is a risk to your safety on the pedelec! No oil-based liquids should ever be applied to brake pads, rim brake surfaces, brake shoes or brake discs. These substances reduce the effectiveness of the brakes.



After any work on the braking system, perform at least one brake test on safe, empty terrain before you return to traffic.



Have the brake fluid replaced on a regular basis. Check the brake shoes regularly and have them replaced when they are worn out. Further information can be found in the operating manual provided by the brake manufacturer.

Gear system



This operating manual describes the use of common commercial gear components on a pedelec as an example. If components differ, relevant information can be found on the website of the component manufacturer.



Please contact us on our service hotline if you have any questions regarding assembly, maintenance, adjustments and operation.

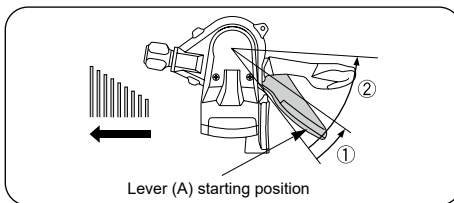
The gear shifters regulate the necessary cycling power and speed. Using lower gears makes cycling uphill easier and reduces physical exertion when pedalling. While riding in higher gears, more physical exertion is needed to pedal, allowing you to reach higher speeds with lower pedalling cadence. In general, you should strive to ride at a higher pedalling frequency and in lower gears.

Your pedelec can be equipped with different gear systems:

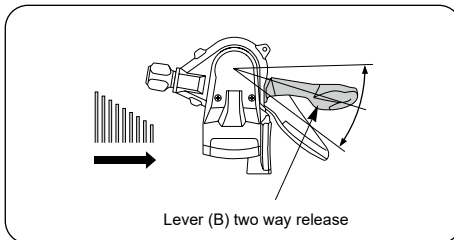
- Derailleur gear systems
- Hub gears

These gears can be operated using various gear levers:

Gear lever, STI Type, for example a Shimano lever



Switching from a small to a larger sprocket (Lever A)



Changing from a larger to a smaller rear sprocket (Lever B)



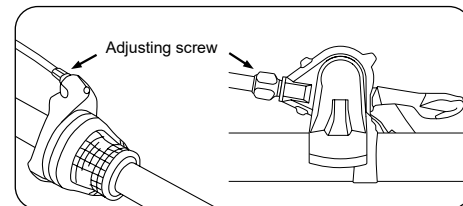
Easy-to-understand video instructions for adjusting derailleurs and hub gears can be found on our website at: www.fischer-fahrrad.de/mediathek.

Your pedelec's gears have been carefully assembled and adjusted by the manufacturer. In rare cases, a gear may become misaligned while in transport. You can tell that this is the case if the individual gears do not easily click into place, the chain slips or a permanent clicking or slight rattling occurs while riding it. If this happens,

turn the adjusting screw on the gearshift handle a quarter turn in either direction and try again to see whether the gear clicks in more easily or whether there is less noise when riding it. If it has become easier to shift gears, repeat the adjustment until the gears are working properly and quietly. If it becomes worse and the noises become louder, turn the adjusting screw in the other direction.



You can get more information about the brakes on your pedelec in the operating manual provided by your manufacturer or on the manufacturer's website.



Gears are components that are vital to your safety. Familiarise yourself with the operation and gears of your pedelec before riding. Leave work on the gears to a specialist/Fischer customer service technician! Work that is improperly carried out is a risk to your safety on the pedelec!



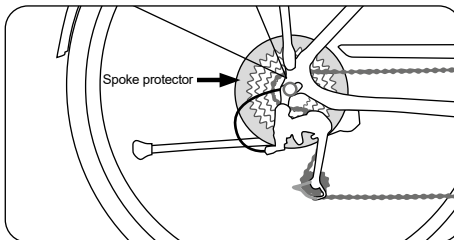
Do not pedal backwards while changing gears as this could damage the gear system. Changes to the setup of your gears should only be made in small steps and with the greatest of care. Incorrect setup work can lead to the chain coming off the sprockets and causing a fall. In case of doubt, please contact us on our service hotline.



Despite a perfectly set up chain gear system, a bike chain crossing at an angle can lead to noises during riding. These noises are normal and do not cause any damage to the gear components. With less angled running of the chain in a different gear, this noise will no longer appear.



The use of spoke guards is recommended and required for City, Tour and Children's bikes. Otherwise, only minor setup errors could lead to the chain or the entire rear derailleur falling between the sprockets and the spokes.



Inspection plan



The first inspection is particularly important for ensuring that your pedelec remains safe and problem-free! Cables and spokes stretch, and bolted connections may come loose. For this reason, have an initial inspection performed by experts or Fischer customer service technicians.



Only exchange or replace parts of your pedelec with parts of the same brand and type. Otherwise, the guarantee and warranty will be voided.



On all pedelecs with a Brose mid-engine, the toothed belt must be replaced every 15,000 km as part of maintenance. This may only be done by an authorized specialist workshop.

Modern pedelec technology is highly efficient but sensitive. You should service your pedelec on a regular basis. This requires specialist knowledge and special tools. Leave the work on your pedelec to a specialist/Fischer customer service technician! You can get more information about your pedelec's parts as well as cleaning and maintenance in the operating manual provided by your manufacturer or on the manufacturer's website.

Work which you are able to carry out yourself with no risk to safety is printed in **bold**. Sustainable safe function and retention of warranty claims require that you:

- **Clean your pedelec after every ride and check it for possible damage.**
- **Have inspections performed by an expert or Fischer customer service technician.**
- **Check your pedelec every 300 – 500 km or every three to six months.**
- **Check that all screws, nuts and quick releases are secure.**
- **Use a torque wrench to tighten any screws!**
- **Service and lubricate the movable parts (except the brake surfaces) according to manufacturer information.**
- **Have paintwork touched up.**
- **Have deficient and worn parts replaced.**

Inspection timeframes and assignments Before every ride with your pedelec

Check:

- **Spokes**
- **Rims for wear and concentricity**
- **Tyres for damage and foreign bodies**
- **Quick release**
- **The functionality of the gears and suspension**
- **Brake function**
- **Hydraulic brakes: Tightness**
- **Lights**
- **Bell**
- **Tyres: properly secured and correct tyre pressure**

After riding 200 kilometres from purchase, then at least once a year

Check:

- **Tyres and wheels**

Torques:

- **Handlebars**
- **Seat post**
- **Chains**
- **Pedals**
- **Saddle**
- **All fastening screws**

Adjust the following components:

- **Headset**
- **Brakes**
- **Gears**
- **Spring elements**

Every 300 to 500 kilometres

Check:

- **Chain**
- **Rear sprocket**
- **Brake pads for wear, replace if necessary**
- **Sprocket**

Clean:

- **Chain**
- **Rear sprocket**
- **Sprocket**

Oil:

- **Chain with suitable lubricant**
- Check:
- **all screws are firmly fastened**

Every 1000 kilometres

- **Check hub brakes, grease the brake sleeve with specialist lubricant if required or replace it (expert or Fischer customer service technician).**

Every 3000 kilometres

Have the following inspected, cleaned and replaced, if necessary, by a specialist/ Fischer customer service technician:

- **Hubs**
- **Headset**
- **Brakes**
- **Pedals**
- **Gears**
- **Chain**

After riding in wet weather

Clean and oil:

- **Gear system**
- **Brakes (excluding brake surfaces)**
- **Joints in the full suspension frame according to instructions from the manufacturer**
- **Chains**

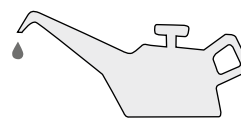


Ask our service hotline about suitable lubricants! Not all lubricants are suitable for all purposes. Using the wrong lubricant may lead to damage and reduced functionality!

Lubricant schedule



Working on the pedelec requires special knowledge, experience and special tools! Only allow experts or Fischer customer service technicians to work or check key parts on the pedelec!



Lubrication plan

What must be lubricated?	At what intervals?	With which lubricant?
Chain	after removing dirt, after having ridden in the rain, every 250 km	Chain oil
Brake and gear cables	in the event of malfunctioning once a year	Silicon-free grease
Wheel bearings, pedal bearings, bottom bracket	once a year	Bearing grease
Spring elements	After cleaning to remove dirt, after riding in the rain, as prescribed by the manufacturer	Special spraying oil
Thread in case of installation	during installation	Assembly lubricant
Contact surfaces of carbon fibre parts	during installation	Carbon assembly paste
Sliding surfaces of quick releases	once a year	Grease, Spray lubricant
Metal seat posts in the metal frame	during installation	Grease
Joints of gear systems	in the event of malfunctioning once a year	Spray lubricant
Joints of brake systems	in the event of malfunctioning once a year	Spray lubricant
Joints in the full suspension frame	in the event of malfunctioning when soiled	According to the manufacturer's instructions

Bolted connections



It is vital that all bolted connections on the pedelec have the correct torque in order to ensure that they are secure. Too much tightening torque may damage the screw, nut or component. You must use a torque wrench. You cannot properly tighten the bolted connections without this special tool!



Adhere to any specified torque values where indicated for components. Please read the instructions provided by the manufacturer, which lists the correct mounting torques.

Bolted connection *Torque*

Crank arm, Steel 30 Nm

Crank arm, Aluminium 40 Nm

Pedals 40 Nm

Front wheel nut 25 Nm

Rear wheel nut 40 Nm

Stem expander bolts 22–24 Nm

Ahead stem clamping bolts 6–8 Nm

Bar ends – clamping bolt on bracket 10 Nm

Bolted connection *Torque*

M8 bolt for seat post clamp 20 Nm

M6 bolt for seat post clamp 14 Nm

Seat clamp bolt 20 Nm

Brake blocks 6 Nm

Dynamo attachment 10 Nm

General torques for screw joints

In general, the following torques can be used for bolted connections:

<i>Dimensions</i>	<i>Screw quality</i>			<i>Unit</i>
	8.8	10.9	12.9	
M 4	2.7	3.8	4.6	Nm
M 5	5.5	8.0	9.5	Nm
M 6	9.5	13.0	16.0	Nm
M 8	23.0	32.0	39.0	Nm
M 10	46.0	64.0	77.0	Nm

Loose accessories

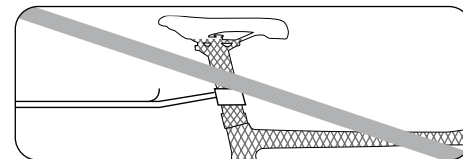
You always have to fit the enclosed accessories in line with the guidelines and instructions. You have to ensure that screwed connections are secured with the correct torque (see page 40 "Bolted connections")

- Only use add-on parts which satisfy the requirements of the applicable legal guidelines and road traffic regulations.
- Using unpermitted accessories can result in accidents. You should therefore only use original accessories and add-on parts which fit your pedelec.
- Contact us on our service hotline for advice.

Loose luggage rack



Only install baggage racks on pedelecs which are suitable for this kind of equipment. Use only the intended fixing devices. Never attach a baggage rack to the seat post! It is not designed for this purpose. Overloading of the seat post by a luggage rack can break the seat post and lead to serious accidents.

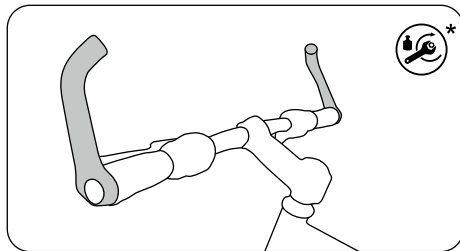




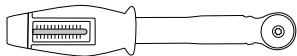
When loading luggage racks, please make sure not to cover the front or rear lights or reflectors!

Avoid uneven loading of the luggage racks.

Bar ends/handlebars

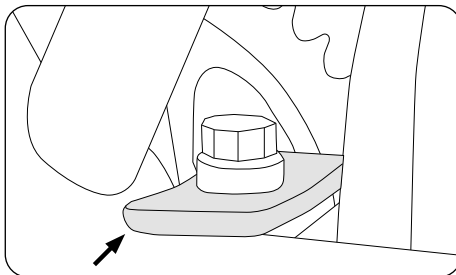


Bar ends always have to be attached to the handlebars with the correct torque, otherwise this can cause falls. Before fitting the bar ends, please inform yourself whether the add-on has been approved by the handlebar manufacturer, as only then may the bar ends be fitted.



Double Leg Kickstands

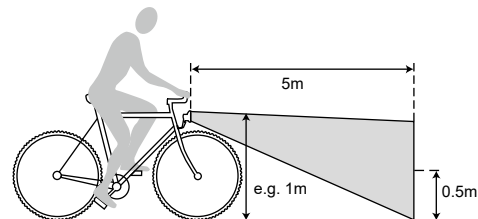
Only install double leg kickstands with the correct counter plate.



The warranty and guarantee are voided if a double leg stand is installed without an appropriate counter plate.

Mounted accessories

Lighting system



Please read the operating instructions supplied for your light system. It is not possible to replace the bulbs in modern LED lights.

Clean your reflectors and lights on a regular basis. Warm water and cleaning agent or dishwashing liquid are suitable. It is also important to keep the contact points in good condition with a suitable spray lubricant. Your pedelec is fitted with modern lighting technology. In addition to the conventional features, it also offers you safety functions such as a standlight. This means that if you are stationary at night, e.g. at a traffic light, you are still visible to other public road traffic participants.

Equally, some models are equipped with the newly developed daytime lights. These are supplied by various energy sources depending on the riding situation. With pedelecs that have a Ba-

fang operating unit, the rear light always turns on when the electrical system is turned on. For more on this, please read the instructions supplied by the component manufacturer.



Well-functioning lighting is a matter of life or death! Have an expert or Fischer customer service technician perform assembly, checks and repairs.

Mudguards

Mudguards are fixed correctly in place with special braces. If the inside of the mudguard runs parallel to the tyre forming a ring shape, the braces are perfectly positioned. During normal use, the mudguard should not loosen. The mudguard is fitted with a safety fastening in case an object jams between the mudguard and the tyre. This releases the mudguard from its holder to prevent a fall.



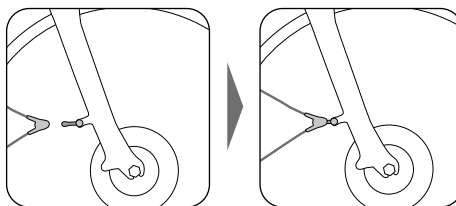
You must stop cycling immediately if a foreign body is trapped between the tyre and the mudguard. Foreign bodies must be removed before you can continue on your ride. Otherwise, there is a risk of a fall and serious injuries.



On no account should you continue riding with a loose mudguard brace, as this could become wedged in the wheel and jam it.

Damaged mudguards must be replaced by a specialist/Fischer customer service technician before riding again. In addition, you should also regularly check whether the braces are fixed securely in the safety releases.

Re-locking a safety release



The diagram features a brace attached with a plastic clip.

- This clip is locked into the stay on the fork.
- The mudguards are aligned in such a way that they do not contact the tyres.

Luggage rack



Luggage load changes the behaviour of your pedelec. It extends the braking distance, among other things. This may lead to severe accidents. Please adjust your riding style to this, i.e. brake earlier and anticipate more sluggish steering. Only transport baggage on racks intended for this purpose! Never attach a baggage rack to the seat post! It is not designed for this purpose. Overloading of the seat post by a luggage rack can break the seat post and lead to serious accidents!

- Do not attach child seats to luggage racks.
- Please ensure that nothing can get caught in the spokes and spinning wheels.

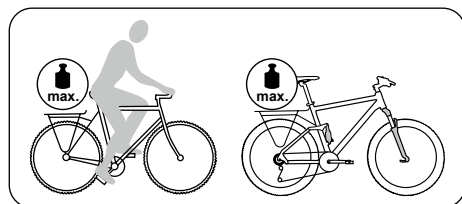


If you are riding with baggage, ensure that you do not exceed the maximum permissible weight of the pedelec (see page 14). Information on the load-bearing capacity of the rack is also stated here.

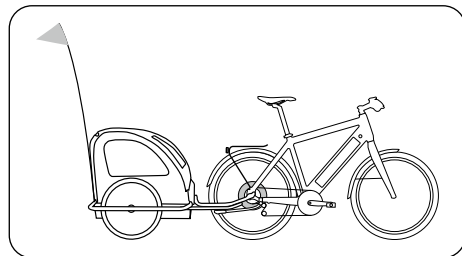


When loading luggage racks, please make sure not to cover the front or rear lights or reflectors!

Avoid uneven loading of the luggage racks.



Trailer



Full suspension pedelecs are not suitable for use with trailers and child bike trailers! The bearings and attachments are not designed to withstand this sort of force. This could result in wear and damage with serious consequences.



Find out whether your pedelec is approved for use with a trailer.

Fischer models manufactured in or after 2023 with a fully integrated battery are approved for use with trailers. Only use trailers that have been tested and approved by Fischer. Look for a seal of quality like the GS symbol. Contact us on our service hotline for advice.

Notice that trailers make the pedelec much longer than usual. Riding a pedelec around corners with a trailer is different to riding without. You must keep this in mind when riding in traffic. Before riding on public roads, practise riding your bike with an empty trailer in a safe and quiet environment.



Read the manufacturer's operating manual, which often contains important information regarding riding with a trailer. Please take a look at the corresponding website.

Check whether the manufacturer provides a maximum permitted weight and a maximum permitted speed. If so, these values must be adhered to. Children under 16 are not legally permitted to ride a bike with a trailer in Germany.

Transporting the pedelec



By car

Only use roof and rear racks that meet the requirements of the applicable licensing regulations. Roof, rear and other racks that are approved by the authorities are safe for use in traffic. They must be approved according to the applicable admission regulations. Look for a seal of quality like the GS symbol.



Inadequate pedelec/bicycle racks may cause accidents. Always adjust your riding behaviour to the load you are carrying.



The total height of your vehicle changes when you transport a pedelec on the roof!

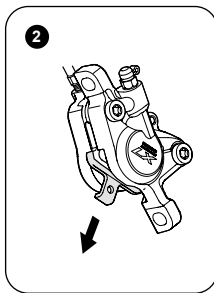
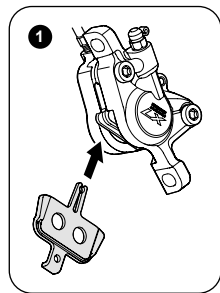
Carefully attach the pedelec, so that it cannot come detached from the rack. This could result in severe traffic accidents. Check the fasteners multiple times during transport. Loose parts (e.g. tools, air pumps, bags or child seats) may come off during the drive and put other motorists at risk. Remove all loose parts before departing.

For longer journeys in the rain, the display should be protected from water. A securely fastened plastic bag could be used to this end, for example. Only then may the pedelec be attached at the handlebars, stem, pedelec seat or seat post if this is intended by the rack manufacturer. Do not use fasteners that could damage the pedelec fork or the frame.

Always transport pedelecs on their wheels when not otherwise prescribed by the carrier manufacturer. Please do not attach the pedelec to the roof rack or rear carrier by its crank set. It may come loose and cause a severe accident. The manufacturers of add-on components and accessories also provide information regarding use and assembly on their websites. Check it out when you use something new.

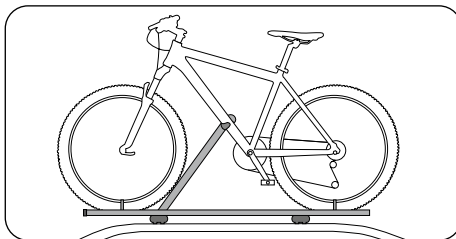
When removing a wheel for transport:

Place the plastic wedge shown in the pictures below in place of the brake disc between the brake pads ①. Remove the wedge ② before putting the wheel back in place. This stops the brake pads from being accidentally adjusted.



Rules for transporting a pedelec:

You can transport your pedelec by car as you would a normal bicycle. Before transporting your pedelec, remove the battery and transport it separately. The weight of the pedelec will call for a heavier-duty rack. Always adjust your riding behaviour to the load you are carrying.



On the train

Public transportation has different regulations regarding the carrying or transportation of pedelecs. Know which busses and trains you can take before using public transportation. If you are travelling on an IC/EC train, you need to reserve a place for the pedelec in advance.

Rules for transporting a pedelec:

The same regulations apply as when transporting a bicycle. It is best to remove the battery from the bike before and while using public transportation.

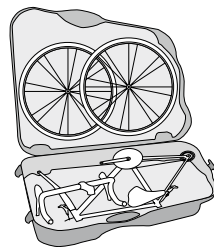


By airplane

Check with the airline about the regulations regarding the transport of sports equipment/bicycles. You may have to declare the bicycle. Carefully pack your bicycle to prevent any damages in transport. For packaging, you can use a special bicycle case or a sturdy transport box. Contact us on our service hotline if you have any further questions.

Rules for transporting a pedelec:

Batteries must be transported as dangerous goods. You must ensure that it is clearly labelled as such. Ask your airline about this. Also, check with your airline about the regulations regarding the transport of sports equipment/bicycles/pedelecs.



The following generally applies to the transport of pedelecs:



The battery is not considered a hazardous material when transported to operate the pedelec. The battery becomes a hazardous material when it is transported any other way. In this case, you must follow the appropriate guidelines.



Remove the battery of your pedelec before transportation and transport it separately.



Never send the battery yourself. Batteries are considered hazardous materials. In some circumstances, it can overheat and catch fire. Only send your pedelec's battery via your specialist/Fischer customer service technician. Please contact us on our service hotline.

Replacing parts on your pedelec

For pedelecs/e-bikes, the following applies:

Guide for parts which may be changed on CE-approved e-bikes / pedelecs with assisted pedalling up to 25 km/h

Category 1

Components allowed to be changed only with permission from the bike's manufacturer/system provider

- **Motor**
- **Sensors**
- **Electrical steering**
- **Electrical cables**
- **Control panel on the handlebars**
- **Display**
- **Battery pack**
- **Charger**

Category 2

Components allowed to be changed only with permission from the bike's manufacturer

- **Frame**
- **Suspension strut**
- **Bike fork and suspension fork**
- **Wheel for the hub motor**
- **Brake system**
- **Brake pads** (Rim brakes)
- **Luggage rack**

(Luggage racks determine how much weight the wheel can carry. Both positive and negative changes made to the bike can potentially impact the bike's drivability as compared to that implied by the manufacturer.)

Category 3 *

Components allowed to be changed according to the bike or bike part's manufacturer

- **Pedal crank arm**
(Provided that the distances/chainsets/frame centre (Q-Factor) are observed)
- **Wheel without hub motor**
(Provided that the ETRTO is observed)
- **Chain or drive belt**
(Provided that the original width is observed)
- **Rim tape**
(Use the correct rim tapes for the rims) Modified combinations may result in rim tape shifting and thus in defective inner tubes)
- **Tyres**
(The increased acceleration, additional weight and more dynamic cornering require the use of tyres approved for e-bike use. As a result, compliance with the ETRTO is essential)
- **Brake hoses/brake cables**
- **Brake pads**
(Disc, roller, drum brakes)
- **Handlebar/stem unit**
(Provided that there is no need to change the lengths of cables and/or hoses. It should be possible to change the seating position within the original hose lengths for the benefit of the consumer. Going beyond that results in a significantly changed load distribution on the wheel and could seriously affect steering)

• **Saddle and seat post unit**

(Provided that the offset to the rear does not exceed 20 mm with regard to the series/original area of application. In this case as well, modifying the load distribution beyond the intended adjustment range could seriously affect steering. The length of the saddle brace on the saddle frame as well as the saddle shape are also important)

• **Bicycle lights**

(Headlights are designed for a specific voltage which must be compatible with the vehicle's rechargeable batteries. In addition, electromagnetic compatibility (EMC) must be ensured provided that the headlight may be responsible for a part of the potential interference)

*The manufacturer of the part can only approve a component if it was tested in accordance with its intended use and with standards beforehand. A risk analysis must also have been performed.

Category 4

Components not requiring any special kind of approval to be changed

- **Headset bearings**

- **Bottom bracket**

- **Pedals**

(Provided that the pedal is not wider than the series/original area of application)

- **Derailleur**

- **Rear derailleur**

(All gear change parts must be suitable for the number of gears and be compatible with one another)

- **Gear lever/grip shifter**

- **Gear cables and housings**

- **Chain rings/belt pulleys/sprockets**

(Provided that the number of teeth and the diameter is identical to the series/original area of application)

- **Chain guard**

- **Mudguards**

(Provided that the width is not smaller than the series/original parts and the distance to the tyre is at least 10 mm)

- **Spokes**

- **Inner tube of the same type with the same valve**

- **Dynamo**

- **Rear light**

- **Reflector**

- **Spoke reflectors**

- **Bike stand**

- **Grips with screw clamps**

- **Bell**

Category 5

Special notes for mounting accessories

- **Bar ends are permitted**

- **provided that they are mounted on the front**
(The load distribution must not be significantly changed)

- **Rear view mirrors are allowed.**

- **In Germany additional battery/rechargeable battery-operated headlights are permissible according to 67 of German road traffic licensing regulations. (Inform yourself about the legislation in your country).**

- **Trailers are only permitted after approval by the vehicle manufacturer.**

- **Child seats are only permitted after approval by the vehicle manufacturer.**

- **Front baskets are not recommended due to the undefined load distribution. Only permitted after approval by the vehicle manufacturer.**

- **Bicycle bags and top cases are permitted. Respect the maximum permissible weight, the maximum load of the rack and the load distribution.**

- **Attached weather protectors are only permitted after approval by the vehicle manufacturer.**

- **Front and rear luggage racks are only permitted after approval by the vehicle manufacturer.**

Source: www.ziv-zweirad.de, Updated on May 08, 2018

Pedelec tuning is prohibited



Do not modify the pedelec's technology in any way. Manipulating the bike in any way to increase performance or speed can lead to legal problems and/or make the bike less safe to ride.

Possible legal implications:

- The pedelec is required by law to be registered for approval and insured. All statutory provisions regarding equipment and the applicable licensing regulations apply.
- The manufacturer does not offer any kind of guarantee, warranty or liability.
- Criminal consequences cannot be ruled out. For instance, a negligent bodily injury may result in a legal offence.
- Termination of bicycle insurance

Possible technological implications:

- Tampering with the bike's technology may limit its capabilities, cause defects or break the bike parts.
- The motor and battery may become overloaded and overheat. Consequences: Irreparable damages and risk of fire.
- This puts more wear on the brakes. Consequences: Malfunction, overheating, increased wear and tear.

Warranty and liability in the case of defects



The conditions for warranty / liability for faults are (partially) harmonised in countries that are subject to EU law. Find out about the relevant national stipulations that apply to you.

Within the scope of EU law, the seller is liable for material faults for at least the first two years from the date of purchase. This includes defects that were present at the time of purchase or handing over. Moreover, during the first six months it is assumed that the fault already existed at the time of purchase.

Bicycles – especially those with auxiliary electrical motors – are complex vehicles. Therefore it is required to implement all service intervals properly. Omitting servicing puts the claim of the seller at risk if the error could have been avoided by servicing. The necessary maintenance is outlined in the chapters of these operating instructions and in the enclosed instructions from the component manufacturers.

According to EU law, you may request rectification in the first step. If repair fails conclusively, which is the assumption after two attempts, the customer is entitled to abatement or cancellation of the contract.

Liability for material faults does not cover normal wear and tear within the framework of use as intended. Components of the drive and the braking devices as well as tyres, lights and areas of contact between the rider and the pedelec are subject to wear due to use, as is the battery in the case of pedelecs.

In the event of damage associated with this, any warranty claims are void if you remove or fail to replace missing seals and/or covers (e.g. on charging plugs or ports).



Should a defect or liability case occur, please contact us on our service hotline. We recommend filing all purchase receipts and inspection reports as proof for your records.

Guarantees

FISCHER – the bicycle brand® grants you, besides the warranty required by law that are not affected hereby, an additional

MANUFACTURER'S GUARANTEE:

General

MTS Group Inter-Union Technohandel GmbH, Carl-Benz-Strasse 2, 76761 Rülzheim grants you a 24-month guarantee for the battery and a 10-year guarantee for a frame break. Any age- and charge cycle-related degeneration of the battery, and thus the battery capacity, is excluded from the scope of the guarantee. Regardless of this warranty, you are entitled without restriction to your statutory rights as a consumer. Your guarantee rights according to Section 437 BGB (German Civil Code) – i.e. the right to rectification, withdrawal or reduction and compensation – are not affected by this manufacturer's guarantee.

Duration of the guarantee

The guarantee granted by MTS Group Inter-Union Technohandel GmbH concerns guarantees with a duration of 24 for the battery and 10 years for a frame break. A guarantee of one year is applied to B-products, which can only be purchased in factory sales. The guarantee begins at the time of delivery of the good to you or a third party named by you, who is not the carrier.

Guarantee scope

The guarantee applies in the event of manufacturing or material defects.

Guarantee terms and conditions

This guarantee is granted exclusively to private individuals, who have bought the FISCHER e-bike themselves from FISCHER trade partners, who exclusively use it for intended, private use outside of competitions and register with us online within 6 weeks of the purchase date.* Evidence of an initial inspection must be provided. Please retain the purchase receipt for your records at least for the duration of the guarantee.

The guarantee excludes:

Damages that are caused by technical modifications, improper repairs or defective maintenance according to the operating manual. Further detailed guarantee exceptions can be found in the operating manual. We are obliged to provide evidence with regard to the aforementioned exceptions.

Applicable law

German law is applicable for claims arising from the guarantee.

* Registration is possible at www.fischer-fahrrad.de. In order to complete the form, your personal data as well as the data of your bicycle logbook (contained in the operating manual) and the purchase receipt are required.

Guarantee terms and conditions (extract):

- Exclusively for private end consumers who have bought the FISCHER e-bike from a FISCHER-approved FISCHER trade partner (evidence in the form of a purchase receipt required)
- Only for intended use for private purposes; i.e. especially no use for competitions or renting
- Online registration within 6 weeks of the purchase date at www.fischer-fahrrad.de
- No guarantee for damages that are caused by technical modifications, improper repairs or defective maintenance. Information on proper maintenance can be found in the operating manual you received together with your FISCHER e-bike.
- In cases covered by warranty, we will replace or repair the defective part.
- The extensive guarantee conditions can be found at www.fischer-fahrrad-kundendienst.de

The law of the Federal Republic of Germany applies.

Environmental protection tips

General cleaning and maintenance

Please take the environment into account when caring for and cleaning your pedelec. You should use care and cleaning products which are biodegradable wherever possible. Please make sure that no cleaning agents are disposed of in the sewage. When cleaning the chain, use a suitable chain cleaning tool and dispose of chain lubricant properly at a suitable waste disposal site.

Brake cleaners and lubricants

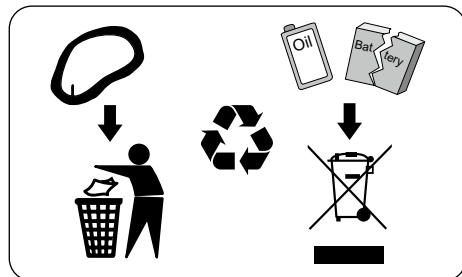
Brake cleaners and lubricants are to be treated like general cleaning and maintenance agents.

Tyres and inner tubes

Tyres and inner tubes may not be put into the residual or domestic waste and have to be disposed of at your local recycling centre.

Pedelec batteries

Batteries belonging to pedelecs should be treated as hazardous and are therefore subject to compulsory special labelling. They have to be disposed of by the retailer or the manufacturer. Please contact us on our service hotline.



Services

When you purchase a FISCHER pedelec, you also receive a comprehensive range of services.

Service hotline

Our free hotline can be reached at the number +49 721 97902560 in Germany, or +43 1 9073366 in Austria, +48 22 738 64 60 from Poland or +800 01 01 01 from the Czech Republic or via the following link: www.fischer-fahrrad-kundendienst.de

Please keep the following information at hand when calling the hotline:

1. Year of manufacture
2. Model (e.g. ECU 1820 or EM 1864)
3. Article no. (E.g. 18005 or 18024)

One place you can find this information is on the serial plate.

In addition, we will need your contact details for further processing.

Legal disclosure

Fischer 2in1 edition 7.0 January 2026

MTS Group Inter-Union Technohandel GmbH,
Carl-Benz-Straße 2, 76761 Rülzheim,
Tel: +49 7272 9801-100, Fax: +49 7272
9801-123, www.mts-gruppe.com
MTS Group Inter-Union Technohandel
GmbH is represented by: Managing director:
Jürgen Herrmann, Frank Jansen

The declaration of conformity for Fischer
pedelecs can be found on the internet at
www.fischer-fahrrad.de.

Responsible for distributing and marketing the
operating instructions: inMotion mar.com
info@inmotionmar.com, www.inmotionmar.com

Contents and illustrations: Veidt-Anleitungen
info@veidt-anleitungen.de

These operating instructions cover the
requirements and scope of EU law.

If this product is delivered or used outside
the aforementioned territory, the manufactur-
er or distributor of the vehicle must inde-
pendently provide the documents that may
be required locally or nationally for legally
compliant operation there.

Status editorial closing date 01/2026

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or using this document for any commercial
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Inspections

During the next inspection special care should be taken for:

Parts that should be changed:

Problems that occurred:

1. Inspection
After approx. 200 kilometres

Work done:

Materials used:

Date, signature

Retailer stamp

2. Inspection
After approx. 1000 kilometres

Work done:

Materials used:

Date, signature

Retailer stamp

3. Inspection
After approx. 2,000 kilometres

Work done:

Materials used:

Date, signature

Retailer stamp

4. Inspection

Work done:

Materials used:

Date, signature

Retailer stamp

5. Inspection

Work done:

Materials used:

Date, signature

Retailer stamp

Bicycle identification

Vehicle manufacturer _____

Brand _____

Model _____

Frame height/size _____

Colour _____

Frame number _____

Fork/suspension fork _____

Serial number _____

Rear shock absorber _____

Serial number _____

Gears _____

Engine number _____

Battery number _____

Key number _____

Special features _____

In the case of change of ownership:

Owner _____

Address _____

Date/Signature _____

EC- Declaration of Conformity



in accordance to Machinery Directive 2006/42/EC & radio equipment Directive 2014/53/EC

Manufacturer/responsible person MTS MarkenTechnikService GmbH & Co. KG / Herr Daniel Lück

Product EPAC/Pedelec (electric power assistants cycle)

Brand Fischer, die Fahrradmarke

Models Cita Move 01 W
Viator Move 01 T, Viator Move 01 D
Montis Move 01 D

Used Standards DIN EN 15194:2017-12, DIN EN 17404:2022-07, DIN EN ISO 4210-2:2015-12

The object of the declaration described above is in conformity with Directive 2011/65/EU of the European Parliament and of the Council of 8 June 2011 on the restriction of the use of certain hazardous substances in electrical and electronic equipment.

- ☒ Machinery directive 2006/42/EG ☒ Radio equipment directive 2014/53/EU
☒ low voltage directive 2014/35/EU (*for charger*)

Address MTS Group Inter-Union Technohandel GmbH
Carl-Benz-Str. 2, 76761 Rülzheim

Phone +49 (0)7272/9801-100
Fax +49 (0)7272/9801-123
mts-gruppe.com

Rülzheim, 27 November 2025

Daniel Lück
Managing Director

Christian Rüffel
Head of Fischer Bike

Place and date of issue

Name and signature

Authorised representative for technical documentation: Thomas Stephan MTS Group, Carl-Benz-Str. 2, 76761 Rülzheim

Repair and complaint form

We regret that there are issues with our FISCHER e-bike and kindly ask you to promptly contact our authorised distributor or the FISCHER customer service so that your FISCHER e-bike is operational again as quickly as possible.

1. Inspect the FISCHER e-bike immediately after purchase/receipt for functionality. Should your FISCHER e-bike exhibit a defect, you have the option to have the distributor of the FISCHER e-bike rectify this defect within the scope of the warranty. The sooner and more specifically you are able to identify and describe defects to the seller, the more effective the help you will receive.
2. Please describe the defect in as much detail as possible using the repair and complaint form.

Purchase from a FISCHER-authorized distributor

In the event that you have bought the FISCHER e-bike from a FISCHER-authorized distributor, please complete the repair and complaint form and contact this distributor. The distributor will determine the defect and perform any necessary rectifications.

Purchase from the FISCHER web shop

In the event that you have purchased your FISCHER e-bike directly from our FISCHER online shop, the FISCHER customer service is responsible for handling the matter. In this case, please contact the FISCHER service hotline on +49 721 97902560 or by email at support@fischer-fahrrad-kundendienst.de

For complaints regarding FISCHER e-bikes that you have purchased from one of our authorized online distributors, please contact the respective distributor directly regarding the exact complaints process.

3. Please keep the completed repair and complaint form, the purchase receipt and the operating manual ready so that the authorized dealer from whom you purchased the FISCHER e-bike can help you quickly and properly.
4. In the event of a return, please enclose the completed repair and complaint form and a copy of the purchase receipt with the FISCHER e-bike. We kindly ask you to carefully pack the FISCHER e-bike, ideally in the original box, otherwise in another suitable transport package. A guarantee claim can only be asserted if you have returned the FISCHER e-bike to us in full, i.e. including all accessory parts.

5. Should transport damages occur during the return of the FISCHER e-bike, you will have to claim damages from the transport company. FISCHER e-bikes that we receive in a damaged condition due to improper or defective packing by you are not covered by the warranty.
6. The costs for returning FISCHER e-bikes to us shall be borne by you as the sender. As a rule, we do not accept any FISCHER e-bikes that are sent to us without carriage paid. Should we determine upon inspection that the case is indeed covered by warranty, we shall of course reimburse you for the costs of the return consignment. (Deviating regulations on the part of the FISCHER-authorized distributor are may occur. Please check with your FISCHER-authorized dealer about these regulations.)
7. This consignment note must always be kept with the FISCHER e-bike. In case of any return or return consignment of the FISCHER e-bike, please retain the completed section for your records or create a copy of this receipt.

Section for the authorized dealer

Repair and complaint form

Please note that this return note must be fully completed and signed so that your complaint/return consignment can be processed.

Your details:

Name _____

Street _____

Postal code, Town/City _____

E-mail _____

Telephone _____

Model no. _____ Kilometre reading _____
(e.g. EM 1724)

Purchased at _____

Your data will only be used to ensure your service and will be stored confidentially in accordance with the General Data Protection Regulation.

Are the following parts included?

☐ yes ☐ no

Key for the frame lock

☐ yes ☐ no

Key for the battery

☐ yes ☐ no

Charger

☐ yes ☐ no

Navigation device (or Teasi)

☐ yes ☐ no

Operating device/display

☐ yes ☐ no

Operating manual

☐ yes ☐ no

Battery

☐ yes ☐ no

Tool kit

☐ yes ☐ no

Pedals

☐ yes ☐ no

Transport box present?

☐ yes ☐ no

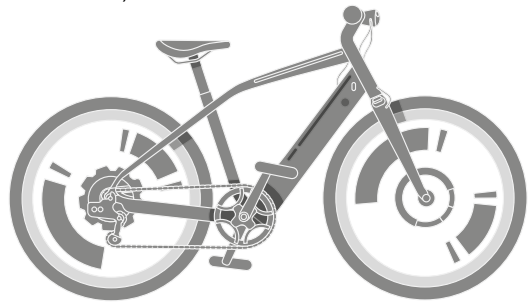
Section for the authorized dealer

Repair and complaint form

Please note that this return note must be fully completed and signed so that your complaint/return consignment can be processed.

Are visible defects present?

(Please mark signs of use, scratches)



Frame number: _____

(these can be found either on the seat tube or next to the battery on the bottom of the frame)

- 1) Incorrect frame size
- 2) Defective / Damaged
- 3) Incorrect article
- 4) Not complete

Defect description: (No.)

Was this e-bike already in our service facility? ☐ yes ☐ no

Are other parts missing? Which: _____

- Please note:
- We require a copy of the original purchase receipt in order to check your guarantee claim. Please enclose it.
 - A guarantee claim can also only be asserted if all parts are present.

Signature of purchaser

Signature of service staff

Section for the customer

Repair and complaint form

Please note that this return note must be fully completed and signed so that your complaint/return consignment can be processed.

Your data will only be used to ensure your service and will be stored confidentially in accordance with the General Data Protection Regulation.

Your details:

Name _____

Street _____

Postal code, Town/City _____

E-mail _____

Telephone _____

Model no. _____ Kilometre reading _____
(e.g. EM 1724)

Purchased at _____

Are the following parts included?

☐ yes ☐ no

Key for the frame lock

☐ yes ☐ no

Key for the battery

☐ yes ☐ no

Charger

☐ yes ☐ no

Navigation device (or Teasi)

☐ yes ☐ no

Operating device/display

☐ yes ☐ no

Operating manual

☐ yes ☐ no

Battery

☐ yes ☐ no

Tool kit

☐ yes ☐ no

Pedals

☐ yes ☐ no

Transport box present?

☐ yes ☐ no

After Sales Service

Service in Germany and Austria:

Für Fragen zu Ihrem Pedelec nutzen Sie bitte die Fischer Community unter <https://community.fischer-fahrrad.de/customers/s>, schreiben uns eine E-Mail an **support@fischer-fahrrad-kundendienst.de** oder Sie wenden sich an unsere Service Hotline in Deutschland **+49 721 97902560** oder unsere Service Hotline in Österreich **+43 1 9073366**.

Service in the Netherlands and Belgium:

Je hebt een probleem ontdekt met je e-bike? FSN+, als partner van FISCHER, staat hier aan uw zijde!

Registreer uw fiets/e-bike op de website van FSN+ en ervaar zorgeloze fietstochten met het volledige ser-vicepakket! U kunt ook telefonisch contact met ons opnemen op het volgende telefoonnummer: **+800-32797834**

Fischer-Service-NL@mts-gruppe.com

Vous avez rencontré un problème avec votre VAE? FSN+, en tant que partenaire de FISCHER, est à vos côtés !

Enregistrez votre VAE sur le site web de FSN+ et faites l'expérience de tours à vélo sans soucis grâce au pack de services complet ! Vous pouvez également nous contacter par téléphone au numéro suivant : **+800-32797834**

Fischer-Service-BE@mts-gruppe.com

All other countries:

EN Dear customer, if you have any questions or problems with your FISCHER e-bike, please first contact the company/store where you purchased the FISCHER e-bike directly. There you will get an answer.

FR Cher client, si vous avez des questions ou des problèmes avec votre VAE FISCHER, veuillez d'abord contacter directement la société/succursale où vous avez acheté le VAE FISCHER. Vous y obtiendrez une réponse. Ou écrivez à l'adresse électronique suivante
Fischer-Service-F@mts-gruppe.com

ES Estimado cliente, si tiene alguna pregunta o problema con su FISCHER E-Bike, por favor contacte primero con la compañía/sucursal donde compró la FISCHER E-Bike directamente, allí obtendrá una respuesta. También puede escribir a la siguiente dirección de correo electrónico:
Fischer-Service-E@mts-gruppe.com

CZ Vážení zákazník, pokud máte jakékoli dotazy nebo problémy s elektrokolem FISCHER, obraťte se nejprve přímo na společnost/obchod, v němž jste elektrokolo FISCHER zakoupili. Nebo se obraťte na: **servis@kolofix.cz**
+800 01 01 01.
Servis vám odpoví.

PL Drogi Kliencie, w przypadku pytań lub problemów z rowerem elektrycznym FISCHER, najpierw skontaktuj się bezpośrednio z firmą/sklepem, w którym dokonałeś zakupu roweru elektrycznego FISCHER.

Alternatywnie, skontaktuj się z nami drogą mailową: **serwis@fischer-ebike.pl**,
+48 22 738 64 60
Tam uzyskasz pomoc.

PT Caro cliente, se tiver quaisquer perguntas ou problemas com a sua e-bike FISCHER, por favor contacte primeiro a empresa/loja onde adquiriu directamente a e-bike FISCHER. Aí obterá uma resposta.

FI Hyvä asiakas, jos sinulla on kysymyksiä tai ongelmia FISCHER-sähköpyöräsi kanssa, ota ensin yhteyttä yritykseen/myymälään, josta ostit FISCHER-e-pyörän suoraan. Siellä saat vastauksen.

SE Kära kund, om du har några frågor eller problem med din FISCHER e-cykel, vänligen kontakta först företaget / butiken där du köpte FISCHER e-cykel direkt. Där får du ett svar.



MTS Group
Inter-Union Technohandel GmbH
Carl-Benz-Straße 2
76761 Rülzheim
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Service hotline

Germany	+49 721 97902560
Austria	+43 1 9073366
Poland	+48 22 738 64 60
Czech Republic	+800 01 01 01
Croatia/Denmark	+800 3279 7834