

# SwingLock



*Figure 1 - SwingLock Rear with Vertical Hook Upper*



*Figure 2 - SwingLock Rear with Angled Hook Upper*

## Features & Benefits

- Rack components easily store out of the way when not in use
- Designed to meet Federal Railroad Administrations regulations (49 CFR 238.233c) for the securement of a bike rack with bicycle to the car wall
- Intuitive design allows users to safely and quickly load/unload bike
- Loading and unloading process involves minimal lifting and always allows the rider two-handed contact on the bicycle
- Constrains lateral movement of bike for secure hold regardless of force orientation
- Right and left-handed models available

## Bid Specifications

| Dimensions and Capacities  | Benefit   |
|--|---|
| 1) The bicycle rack shall be capable of carrying one bicycle.  | Allows customers with bicycles to access the transit system.  |
| 2) The bicycle rack shall accommodate bicycles with wheel sizes from 16 inches to 29 inches.   | Accommodates the majority of bicycles and <u>wheel</u> sizes  |
| 3) The bicycle rack shall accommodate bicycles with up to 48" wheelbase. (excluding tandems, electrics, and recumbent bicycles).   | Accommodates the majority of bicycle <u>frame</u> sizes   |
| 4) The bicycle rack shall accommodate tire widths up 3" inches using the vertical hook, 3.25" using the angled hook  | Addresses the growing trend of wide mountain bike tires.  |
| Safety and Construction  | Benefit   |
| 1) The bicycle rack shall be modular construction with replaceable components.   | Allows components to be replaced due to collision, damage or abuse. Eliminates the need to replace the entire rack.                                   |
| 2) All parts of the moving portion of the bicycle rack shall be made of stainless steel, aluminum or other corrosion resistant materials. Plated steel components shall not be used. | Ensures a long corrosion free existence in any environment.   |
| 3) The bicycle rack shall contact the bicycle's tires only - no contact shall be made with the frame of the bicycle.   | This assures the bicycle rider a scratch free trip every time.  |
| 4) Maintenance of the bicycle rack shall not require the use of any surface lubrication.   | Eliminating the need for liquid lubricants greatly reduces the likelihood of binding due to road debris build-up on moving parts.                     |
| 5) The bicycle rack shall be designed specifically for commercial transit use and not for consumer use.  | The transit environment will quickly destroy a rack made for occasional consumer use.   |
| 6) The bicycle rack manufacturer shall have a sum of at least 10,000 racks installed at a minimum of 50 transit agencies in North America.   | This ensures the bicycle rack is a product which is proven in the marketplace   |
| 7) The bicycle rack shall include a warranty against manufacturing defects for a period of one year.   | The manufacturer stands behind the product.   |
| 8) The carrier employs a gas spring rear hoop to secure the rear wheel   | More than just "hooking" your wheel into position, this system provides superior lateral and vertical retention over large bumps in the road.         |
| Operation  | Benefit   |
| 1) The bicycles shall be able to be loaded and unloaded independent of each other.   | Allows the user to remove only their bicycle, further promoting quick loading and unloading.  |
| 2) The bicycle rack shall be designed such that the bicycle rider can load and unload the bicycle from either side of the bike rack.   | Ensures easy user experience.   |
| 3) The bicycle rack shall be clearly marked with easy to follow instructions for operation.  | Educates the user as to the correct orientation of the bike when loading, further ensuring the shortest loading and unloading time possible.          |
| 4) Orientation of the pedals by the bicycle rider shall not be required when using the rack.   | Decreases potential damage to the bicycle being loaded and to a previously loaded bicycle. Reduces load and unload time ensuring schedule compliance. |
| 5) The carrier can be deployed or stowed with one hand or foot.  | Allows users to maintain control of the bicycle at all times.   |