



SwingLock™

Various part numbers available. Call for details.

Originally designed for the Kawasaki M8 rail car, the SwingLock™ offers a safe and highly-secure bicycle wheel retention system that can be used on light to heavy rail trains, and select commuter vehicles. The rack includes upper and lower assemblies that collectively secure the bike. The upper assembly consists of a padded hook and channel that supports the front wheel. The lower assembly utilizes a swinging rear wheel stabilizer that stows flush to the vehicle wall when not in use.

The SwingLock™ offers the highest degree of safety and bicycle retention of any interior bike rack available. The fasteners, attachment hardware and components were designed with strength requirements to meet Federal Railroad Administration regulations (49 CFR 238.233c) for the securement of a bike rack with bicycle to the car wall.

Features & Benefits

- Rack components easily stored out of the way when not in use so the seat can be utilized
- No aisle interference when bike is stowed
- Clean design and function compliments car design
- Loading and unloading process involves minimal lifting and allows the rider two-handed contact on the bicycle at all times
- Minimal lateral movement due to the secure capturing system of the rear wheel so the bicycle will stay put even under quick stops, hard turns, and side to side bouncing
- Right and left-handed models available

Bid Specifications

Dimensions and Capacities	Benefit
1) Designed to occupy open space or one folded double seat.	Utilizing a pre-existing space.
2) The carrier accommodates all bicycle types with a 16 – 29” wheel diameter, up to 2.5” wide tires, and up to 48” wheel base (excluding tandems, electrics, and recumbent bicycles.)	Because of the unique rear wheel loop, the rack always adjusts to the tire and bike size inserted into the rack. This accounts for the majority of the bicycles commonly used. Rack was not designed or intended to be used with any motorized vehicle.
3) Lifting motion is kept to a minimum; in most cases requiring the user to only lift the bicycle mere inches off the floor.	Allows easy operation of the rack for all body types.

Operation	Benefit
1) The carrier is oriented to load and unload in a vertical position.	Allows for easy, low-profile stowage.
2) The carrier includes complete operating instructions with a graphic decal.	Educates the user as to the correct orientation of the bike when loading, further ensuring the shortest loading times possible.
3) The carrier can be deployed or stowed with one hand or foot.	Allows the user to maintain control of the bicycle at all times.
4) The rear wheel hoop can be activated with a slight push of the foot.	Allows the user to stow the bicycle from a standing position.

Safety and Construction	Benefit
1) The carrier shall be designed to secure the bicycle in a manner that prevents it from becoming dislodged, allowing bicycle movement (railcar direction of travel “swaying” or railcar transverse direction “swinging”) or any other unsafe action that could be harmful to the bicycle rider or passengers.	Ensures passenger safety while the carrier is being used in normal train car travel motions.
2) Fasteners, attachment hardware and components shall have a designed strength meeting Federal Railroad Administration regulations (49 CFR 238.233c) for the securement of the bike rack with bicycle to the car wall.	Offers the highest degree of safety and bicycle retention of any interior bike rack available.
3) The carrier’s components (upper and lower assemblies) should be minimal in size and volume to accommodate the visibility of any pre-existing signage or advertisement space.	Ensures the rack will not cover up any important safety, advertising or other signage that may be costly and difficult to relocate inside the vehicle.
4) The finish on all metal parts shall be bead-blasted stainless steel.	Durable time tested finish that retains its good looks and resist corrosion.
5) All moving parts are stainless steel.	Ensures maintenance and corrosion free operation.
6) All outside corners of the rack are rounded.	Rounded corners are friendly to users’ limbs when loading and unloading their bicycle.
7) A minimum number of parts are used on the carrier, and no loose parts.	Easy to maintain and simple to understand. Eliminates the risk of losing a valuable part rendering the rack unusable.
8) The carrier employs an active latching system securing the rack in its stowed and deployed position.	Keeps the rack secure in the interior of the vehicle during cornering and normal operating conditions, preventing the rack from coming in contact with passengers.
9) Bicycles stowed in the rack are oriented at such an angle as to not intrude on the walking aisle of the vehicle.	Allows passengers to freely move about the length of the vehicle without difficulty.
10) 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 retention.