



VeloPorterTM 2

Two position bicycle rack p/n 100634

Features & Benefits

- Modular Design – Reduce maintenance costs and lower the total cost of ownership with easily replaceable parts
- Energy Absorbing Wheel Trays – Provides a much safer product in the public arena
- Wider Wheel Trays – Accommodates bicycle tire widths up to three (3) inches
- Support Arm Design – Accepts wider variety of bicycle wheel sizes ranging from 16”-29” in diameter
- Stainless Steel & Composite Materials – Highly corrosion resistant
- Backwards Compatible – Upgrade to the VeloPorter using existing Sportworks hardware. Maximize your initial investment in Sportworks mounting brackets and DL2, DL2 S/S and Trilogy pivot plates.

Available Options

- Advertising Frame Kit, 13 x 32 P/N100756
- Multi-Language Decals-P/N various
- Deployment Kit-P/N 100634-DPLY or 100732 for existing rack
- Ten Second Bracket (TSB)-P/N various

Bid Specifications

Dimensions and Capacities	Benefit
1) The bicycle rack shall be capable of carrying two bicycles.	Allows customers with bicycles to access the transit system.
2) The two bicycle rack shall not be greater than 27 inches deep nor more than 59 inches wide.	A small footprint on the front of the bus.
3) The bicycle rack shall accommodate bicycles with wheel sizes from 16 inches to 29 inches, excluding tandems and recumbent bicycles.	Accommodates the majority of bicycle <u>wheel</u> sizes
4) The bicycle rack shall accommodate bicycles with a wheelbase dimension of up to 46 inches.	Accommodates the majority of bicycle <u>frame</u> sizes
5) The bicycle rack shall accommodate tire widths up to three inches.	Addresses the growing trend of wide mountain bike tires.
6) The bicycle rack shall secure bicycles up to 55 lbs. per wheel tray while the vehicle is moving. Additionally, the bicycle rack shall support a 250 pound (maximum) centrally located static load when it is deployed and the vehicle is not moving.	Accommodates large and heavily weighted commuter bikes, cruisers and some electric bike models that fall below the per wheel tray weight requirements. The static load feature takes into account non-intended use such as a person standing on the rack to wash the bus window.
Safety and Construction	Benefit
1) The bicycle rack shall utilize flexible molded thermoset composite wheel trays suitable for temperatures -40F to 140F degrees.	The wheel tray material is the same type as is used on the bumper of a transit bus. Provides an added measure of safety due its flexibility. Lighter weight than a conventional steel design.
2) The bicycle rack shall be of modular construction with removable wheel trays	Allows wheel tray and support arm assembly to be replaced due to collision damage or abuse. Eliminates the need to replace entire rack.
3) 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 an environment including constant exposure to the weather and to the bus wash.
4) Continuous support shall be provided for the rear wheel of the bicycle allowing it to be rolled into the position closest to the bus without lifting	Allows the rider to easily load and unload a bicycle in the position closest to the bus by rolling it into position rather than being forced to lift it into position risking possible back injury.
5) The bicycle rack shall be mounted to the front of the bus and shall have a deployed and a stowed position.	Increases rack and bicycle visibility for the operator and allows the bus to retain its maneuverability when in the stowed position.
6) The bicycle rack shall latch securely in both the stowed and the deployed positions.	Keeps bikes safe and secure while the coach is in motion and the rack securely stowed when not in use.
7) The bicycle rack shall include a molded support arm handle.	Provides multiple points of contact on most popular wheel diameters while accommodating wheels ranging from 16 inches to 29 inches in diameter.
8) 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.
9) All outside corners of the bicycle rack shall be rounded.	Rounded corners are friendly to users' legs when loading and unloading their bicycle. This also reduces wear on bus washing systems.
10) Attaching a bicycle to the rack shall not require the use of any straps or cords.	No straps or cords to wear out during the service life of the unit, further minimizing maintenance costs.
11) The bicycle rack, when in use shall not interfere with bus access panels or windshield wipers.	The rack fits as closely as possible all the while reducing interference with the face of the coach, including, wipers, vents and access panels.
12) The bicycle rack support arm shall be self-storing, requiring no action from the bicycle rider for proper stowage.	The arm is simply pulled away from the bicycle tire and released. The latch prevents the support arm from hitting the front of the bus when the bicycle rack is folded up.
13) The bicycle rack shall be compatible with a mounting bracket that can be completely removed from the bus in less than ten seconds.	Allows the rack with the bracket attached to be quickly removed from the bus in the field for towing or in the shop for seasonal removal or repair.
14) 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.
15) 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.
16) 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 insures the bicycle rack is a product which is proven in the marketplace
17) The bicycle rack shall include a warranty against manufacturing defects for a period of one year.	The manufacturer stands behind the product.
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 is encouraged to load and unload the bicycle from either the "curb-side" or front of the vehicle.	Ensures the bicycle rider is in a safe location when using the rack.
3) Lifting weight to stow the bicycle rack shall be less than 20 pounds.	Allows easy one-hand operation and falls well below OSHA and NIOSH limits.
4) 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.
5) 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 insuring schedule compliance.
6) The bicycle rider shall be able to move the bicycle rack from the deployed to the stowed position or the reverse using only one hand.	Allows the bicycle rider to deploy the rack for loading or to stow the rack while using the other hand to hold their bicycle. This also reduces load and unload time insuring schedule compliance.