



TRIOBIKE



BOXTER

ORIGINAL INSTRUCTIONS

ENGLISH V 2.1





hello new user let's ride

Congratulations on your new bicycle! Proper assembling and operation of your bicycle is important for your safety and enjoyment. Our customer service department is dedicated to your satisfaction with Triobike and its products. If you have questions or need advice regarding assembly, parts, performance, or returns, please contact the experts at Triobike.

Enjoy the ride!

our contacts

phone: +45 36 70 00 70

email: support@triobike.dk

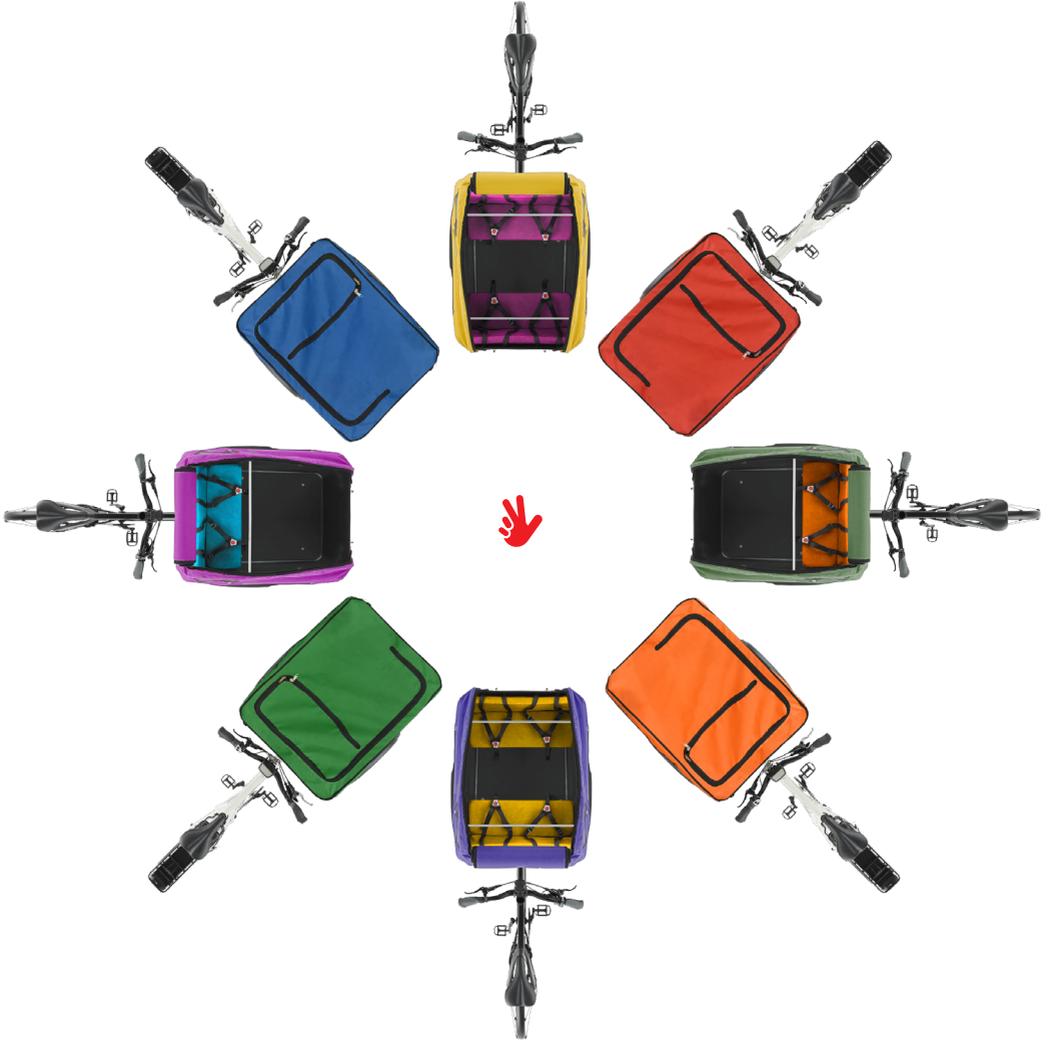
website: www.triobike.com

social medias: [youtube](#) | [facebook](#)



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ABOUT THIS MANUAL

It is important that you understand your new bicycle. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle. It is also important that your first ride on your new bicycle is in a controlled environment, away from cars, obstacles and other cyclists.

This manual contains important information regarding safety, assembly, use, and maintenance of the bicycle but is NOT intended to be a complete or comprehensive manual covering all aspects concerning bicycle ownership.

We recommend consulting a bicycle specialist if you have any doubts or concerns regarding your experience or ability to properly assemble and maintain the bicycle.

REMINDER

All persons assembling, using, and maintaining the bicycle must read and understand the safety warnings and operating instructions in this manual before using the bicycle. It is the responsibility of the user to ensure the bicycle is properly maintained and in proper operating condition. Doing so will reduce the risk of injury.

Always conduct regular maintenance and inspection of your bicycle. Complete the Safety Checklist at the end of this manual before each use.



WARNINGS

DO NOT INSTALL ANY KIND OF ADDITIONAL ELECTRIC MOTOR OR INTERNAL COMBUSTION ENGINE TO THE BICYCLE. ADAPTING A BICYCLE IN THIS MANNER POSES AN EXTREME SAFETY RISK TO RIDER AND COULD RESULT IN LOSS OF CONTROL.

INABILITY TO SAFELY REACH THE HANDLEBARS AND DISMOUNT THE BICYCLE MAY RESULT IN LOSS OF CONTROL OF THE BICYCLE. IMPROPER SETUP OR MAINTENANCE OF THE BICYCLE MAY RESULT IN AN UNEXPECTED MOVEMENT, LOSS OF CONTROL, AND SERIOUS INJURY.

RIDING THE BICYCLE IN UNSAFE CONDITIONS, IN AN UNSAFE MANNER, OR DISREGARDING TRAFFIC LAWS MAY RESULT IN AN UNEXPECTED MOVEMENT, LOSS OF CONTROL, AND SERIOUS INJURY.



GENERAL SAFETY

Inspect the entire bicycle before riding - ensure that there are no loose parts, bolts or screws. Test the brakes and check if the pressure in the front tires is equal. Check rear tire pressure too.

If you have any doubts or questions, contact your local bike dealer.

By not following these safety precautions, you may risk injuring yourself or others.

GENERAL BIKE SAFETY PRACTICES

- Always follow the traffic laws in your country.
- Never ride while under the influence of alcohol, medication or drugs.
- If you suffer from any health conditions, please consult your doctor before riding.
- Never endanger yourself or others by reckless riding.
- The usage of bicycles or any accessories such as lamps, bells etc. is the user's own responsibility, and TRIOBIKE cannot be held responsible for any damage, accidents, personal injury or fines caused by the usage of these products.
- Familiarize yourself with all the bicycle's features before riding.
- Practice gear shifts, braking, and the use of the electric system.
- Always ride defensively in a predictable, straight line.

- Never ride against traffic.
- Expect the unexpected (e.g., opening car doors or cars backing out of concealed driveways).
- Take extra care at intersections and when preparing to pass other vehicles.
- Maintain a comfortable stopping distance from all other riders, vehicles and objects. Safe braking distances and forces are subject to the prevailing weather conditions. Do not lock up the brakes.
- When braking, always apply the rear brake first, then the front. The front brake is more powerful and if it is not correctly applied, you may lose control and rise the rear wheel. Always use the correct hand signals to indicate turning or stopping.
- Obey the traffic laws (e.g., stopping at a red light or stop sign, giving way to pedestrians).
- Wear proper riding attire, reflective if possible, and avoid open toeshoes.
- Do not use items that may restrict your hearing and vision.

GENERAL SAFETY

WET WEATHER

- When riding in wet weather always use safety lights to enhance visibility.
- Exercise extreme caution when riding in wet conditions.
- Ride at a slower speed. Turn corners gradually and avoid sudden braking.
- Brake earlier, it will take a longer distance to stop.
- Pot holes and slippery surfaces such as line markings and train tracks all become more hazardous when wet.

ROAD CONDITIONS

- This bike is for on-road use only. Do not use the bike off-road or on rough terrain.
- Be aware of road conditions. Concentrate on the path ahead.
- Avoid pot holes, gravel, wet road markings, oil, curbs, speed bumps, drain grates and other obstacles.
- Cross train tracks at a 90 degrees angle or walk your bicycle across.

GENERAL SAFETY

NIGHT RIDING

- Do not ride the bike at night without lights on, both front and rear.
- If using battery powered lights, make sure batteries are well charged.
- Wear reflective and light colored clothing.
- Ride at night only if necessary. Slow down and use familiar roads with street lighting.

HILL TECHNIQUE

- Gear down before a climb and continue gearing down as required to maintain pedaling speed.
- If you reach the lowest gear and are struggling, don't stand up on your pedals, since you may lose control of the bike.
- You will then obtain more power from each pedal revolution.
- On the descent, use the high gears to avoid rapid pedaling.
- Do not exceed a comfortable speed; maintain control and take additional care.
- Braking will require additional distance. Initiate braking slowly and earlier than usual. Please consider that a fully loaded boxter can reach 240 Kg and this will heavily effect the braking distance.

GENERAL SAFETY

CORNERING TECHNIQUE

- Brake slightly before cornering and prepare to lean your body into the corner.
- Decrease your riding speed, avoid sudden braking and sharp turns.

FRONT BOX

- When loading and unloading passengers on the front box, be sure that the parking lock is activated.
- Load and unload only 1 passenger at a time.
- Always follow the specific instruction when loading and unloading passengers on the front box.

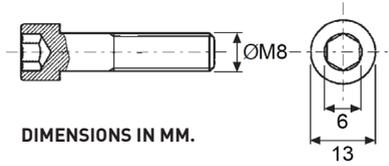


TRIOBIKE
BOXTER

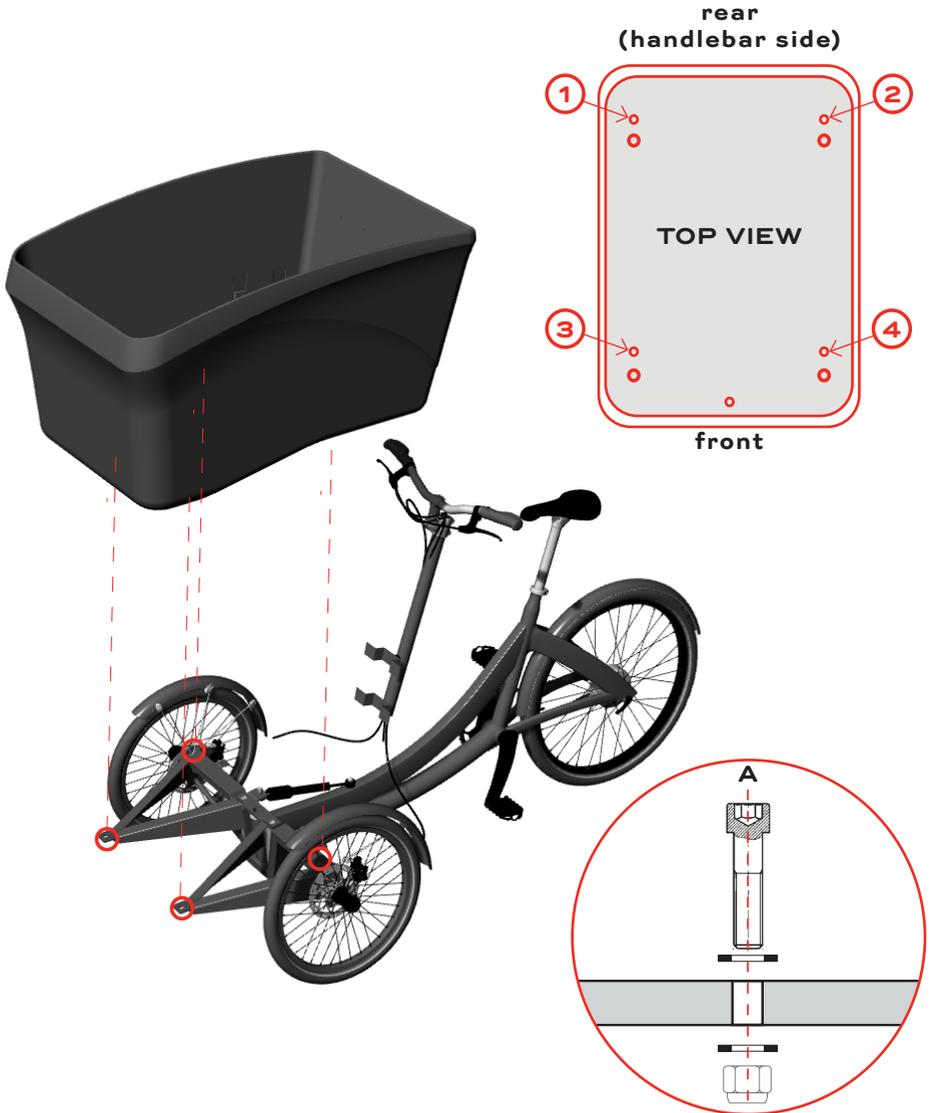




ASSEMBLING THE BIKE

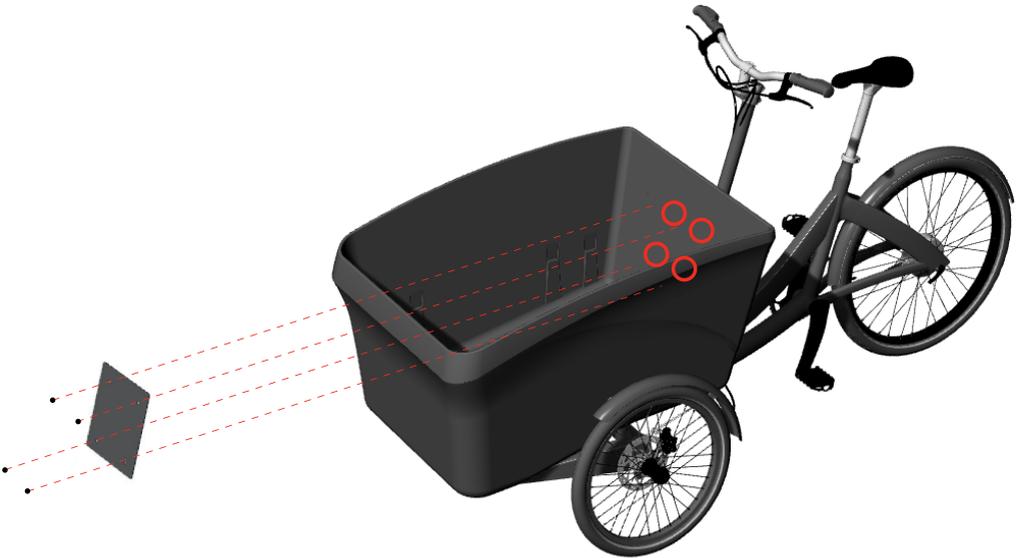
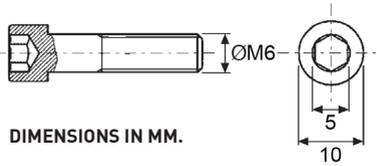


1- Unscrew the 4 M8 bolts from the front of the bike frame. M8 bolts are the big and long ones. They come with 2 different lengths: the long ones have to be mounted on the front, with washers between the bottom of the frame and the nut.



2- Place the box on the front metal frame, align the 4 SMALL holes (1,2,3,4) as shown in the big picture and place 4 M8 bolts in them. Put bolts (apply some grease on them), nuts and washers according to picture **A**. In case the bike is equipped with the Integrated Lights Kit, pay attention to the cables: they should not be squeezed between the box and the front frame. Tight all the 4 bolts inserted before using a force of **10 Nm (7.38 ft-lb)**.

ASSEMBLING THE BIKE

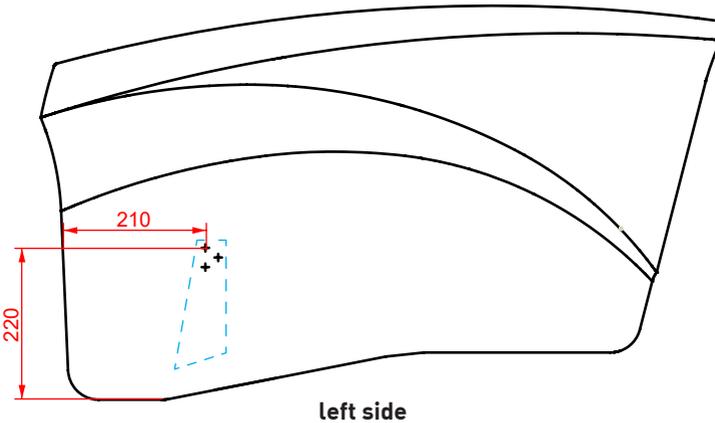
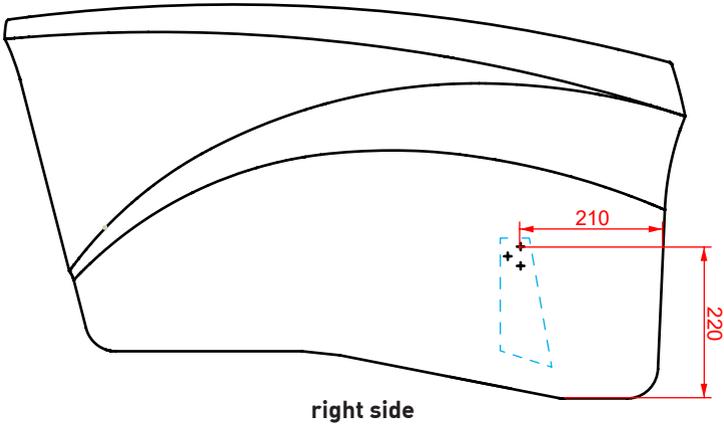


3- Unscrew the 4 M6 bolts-nuts you find on the backrest. M6 bolts are, compared to the M8 ones, smaller and shorter.

4- Mount the handlebar using the 4 M6 bolts (the ones on the top have to be coupled with washers, the ones on the bottom don't need washers) + 4 M6 nuts (bolt outside, nuts inside). If the bike is equipped with the Integrated Lights Kit, fix the light cables installing the specific cable stoppers under the box. The provided screws are self-tapping so you have freedom of positioning. Consider that when the bike is turning the external cable gets shorter.

ASSEMBLING THE BIKE

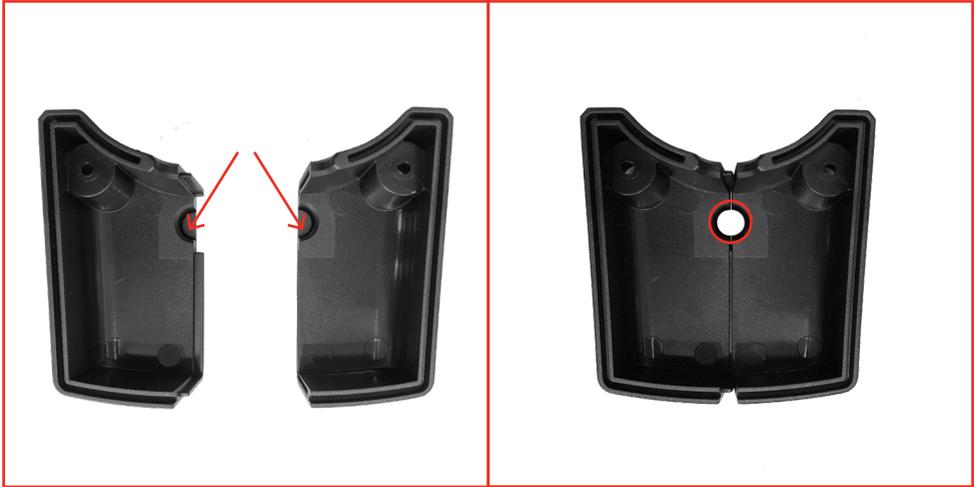
DIMENSIONS IN MM.



5- The lights brackets for non integrated lights have to be mounted in the position shown in the drawings. The screws have to end up in the reinforced area corresponding to the front seat support, visible inside the box. Use only the supplied screws.



MOUNTING THE BATTERY (MID DRIVE SYSTEM)

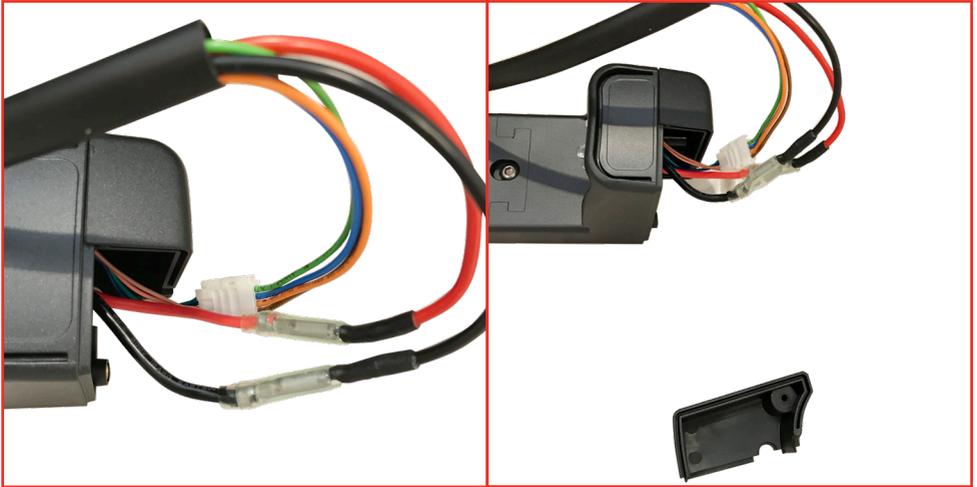


- 1- Take the 2 halves of the battery dock terminal part. Using a tool, open the hole for the battery cable breaking the thin plastic placed inside.



2- Mount the right half of the terminal part. Use the small Allen headed bolts + washers. Don't tight completely the bolt, leave to the right half a little bit of freedom to move.

MOUNTING THE BATTERY



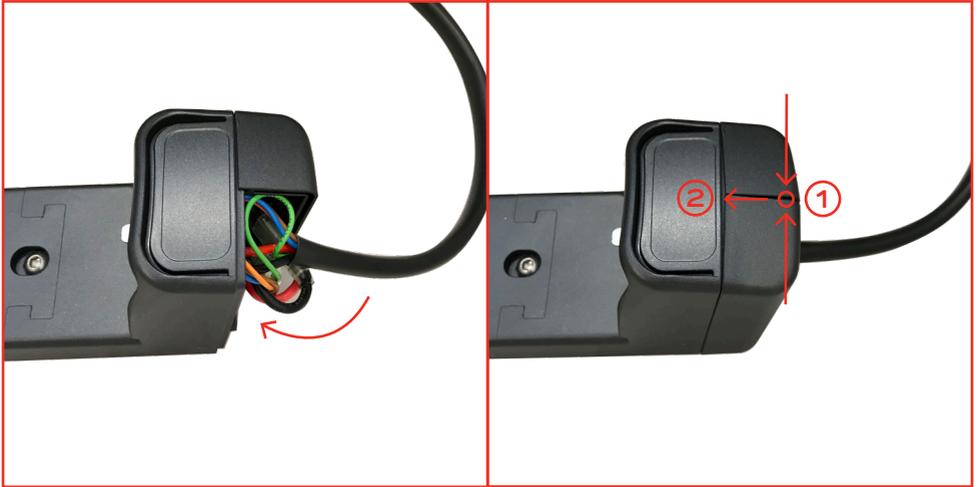
3- In case the battery cable connected to the motor is not inside the front box of the bike, pass it through the hole. Then connect every wire with the wires that come from the battery dock:

- RED with RED
- BLACK with BLACK
- WHITE with WHITE

IMPORTANT:

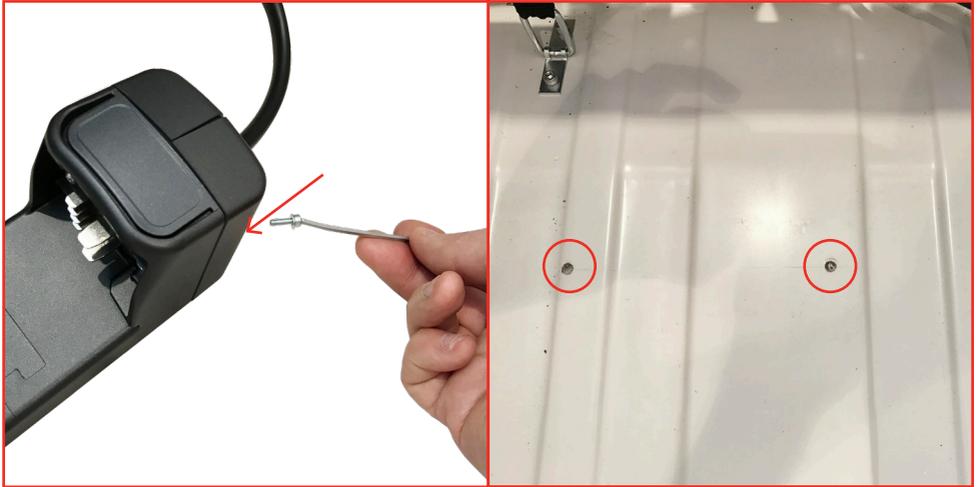
Don't connect the cables when the battery is connected to the dock. Don't invert the cables, this will short circuit the system and it's extremely dangerous!

MOUNTING THE BATTERY



4- Push the wires inside the hollow space contained by the 2 halves of the battery dock. The 2 halves need to be first merged together (they've a dent) and then connected to the battery dock.

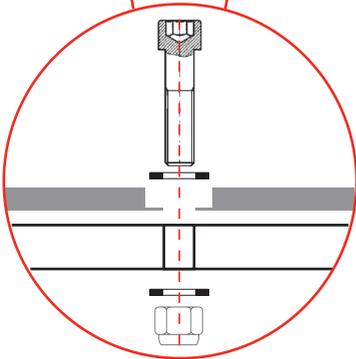
MOUNTING THE BATTERY



5- Mount the left half of the terminal part. Use the small Allen headed bolts + washers. Tight both the left and the right bolts.

6- Identify the mounting holes on the front box floor.

MOUNTING THE BATTERY



7- Fix the battery dock to the box using 2 M6 bolts. Use 2 washer + 1 M6 bolt + 1 M6 nut in each hole. A nut and a washer have to be placed under the front box.

8- Place the seat (if included) in its position.



INSTALLING THE STEP-IN



left

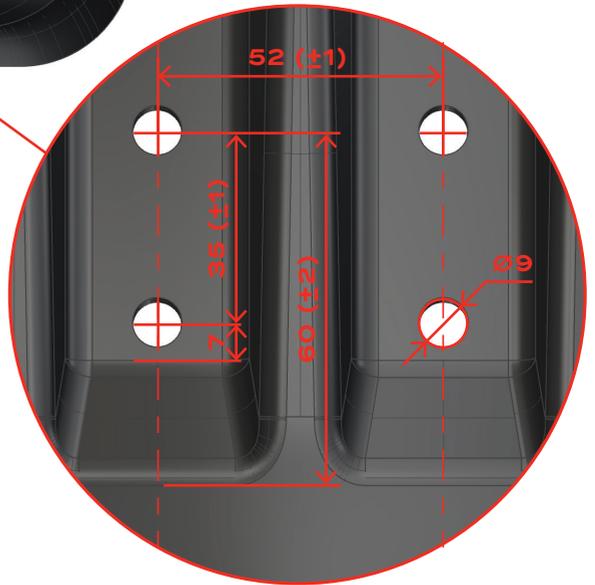
center

right

1- With the front box flipped upside down, on the right side identify the 2 gaps between the reinforcement fins.



DIMENSIONS IN MM.



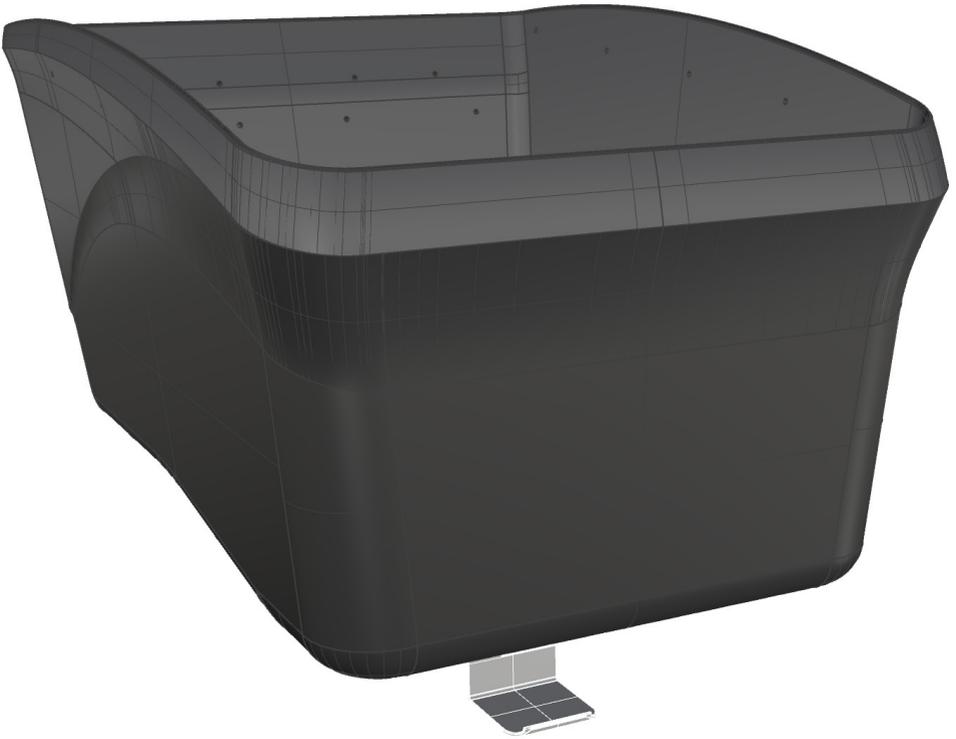
2- With a 9mm tip, drill 4 holes as shown in the picture. They have to stay in the middle of the flat part between the fins.

INSTALLING THE STEP-IN



3- Connect the step in to the box using 2x DIN912 M8x40 bolt on the front and 2x DIN912 M8x45 on the rear. Put washers between the bolt head and box floor.

INSTALLING THE STEP-IN



4- Test the step in putting your foot on it. It should not shake or make noise.



SAFETY CHECKLIST

Before every ride, it is important to carry out the following safety checks. Do not ride a bicycle that is not in proper working condition!

ACCESSORIES

- The reflectors are properly placed and not obscured.
- All other fittings on the bike are properly and securely fastened, and functioning (e.g.: lights).
- Rider's and passenger's clothing and items are properly constrained and not loose.

BEARINGS

- All bearings are lubricated, run freely and display no excess movement, grinding or rattling.

BRAKES

- The front and rear brakes work properly.
- The brake control cables are lubricated, correctly adjusted and display no obvious wear.
- The brake control levers are lubricated and tightly secured to the handlebar.

CHAIN

- The chain is oiled, clean and runs smoothly.

CRANKS AND PEDALS

- The pedals are securely tightened to the crank arms.
- The crank arms are secured to the axle and are not bent.

FRAME

- The frame is not bent or broken.
- The quick-release clamps are locked in place.

STEERING

- The handlebar and post are correctly adjusted and tightened, and allow proper steering.
- The handlebar binder bolt is tightened.

WHEELS AND TIRES

- The wheels are properly attached to the bicycle and axle.
- The tires are properly inflated within the recommended pressures displayed on the tires sidewall.
- The tires have the proper amount of tread, no bulges or excessive wear.



QUICK RELEASE SEAT CLAMP



- Unlock the quick-release lever

- Adjust the seat height up or down until the rider feels that he/she has control of the bicycle and are comfortable.

IMPORTANT: be sure the minimum insertion marks do not go past the top of the seat clamp and are not visible.



- Try to close the quick-release lever. If it closes easily, open it up and tighten the adjustment nut further. If it's too difficult to close, open the quick release lever up and loosen the adjustment nut a little and try again.

DO NOT ATTEMPT TO TIGHTEN BY TURNING THE QUICK-RELEASE LEVER. THE QUICK-RELEASE LEVER IS FOR CLOSING, THE ADJUSTMENT NUT IS FOR ADJUSTING THE PRESSURE.

IMPORTANT: you should feel resistance when you close the quick-release lever and should leave a temporary impression on your fingers. Open and close the handle to ensure the seat is securely locked in place.



HANDLEBAR



ADJUSTING THE STEM ANGLE

- Using a 6 mm Allen wrench loosen the bolt at the front of the stem.

IMPORTANT: do not loosen the bolts on the side of the stem.

- Grasp the stem of the handlebar and rotate to the desired angle.

- Re-tighten the handlebar bolt at the front of the stem and check the handlebar is securely attached and cannot move.

- Once you have adjusted the angle of the handlebar check the angle of the cables to be sure they are facing forward.



PARKING LOCK



LOCK

- Press the LEFT brake lever IN.
- Rotate the small lever to the left.

UNLOCK

- Press the LEFT brake lever IN.
- Rotate the small lever to the right.



GEAR



EXTERNAL SHIMANO GEARS

The rear shifter is placed on the right handlebar and has an indicator that reads either low or high or a series of number from 1 and up. First gears are used for slower riding, hill climbing, or to allow for easier peddling. It is recommended to start off in this gear and move through the gears as speed increases as needed, or comfortable. Use your index finger to shift up to a higher gear, and your thumb to shift down to lower gear.



ENVIOLÒ TRANSMISSION

Shifting with the Enviolo system, while riding:

- Shifting into low ratios for starting or climbing
 - Using the Nfinity grip, rotate in the direction indicating more of a "hill"
- Shifting into high ratios for higher speeds
 - Using the Nfinity grip, rotate in the direction indicating more of a "flat"

Shifting with the Enviolo system, while stopped:

- Enviolo Cycling CVPs cannot be shifted completely through the ratio range while stopped: 50-70% of the shift range is typically accessible, with the remaining accessible with very little pedal rotation



REAR DRIVE E-SYSTEM



TURNING ON THE SYSTEM

Triobike mono rear drive features a pedal-assist electric drive system manufactured by Promovec: PLEASE CAREFULLY READ ITS MANUAL.

- Rotate the key on the battery case to the right: the rear light should switch on when the system is active.

- Press ON/OFF button on the handlebar control. To turn off the system, press the power button on the handlebar control. When the display is off, the complete system is off too.

IMPORTANT: don't leave the battery charging too much time after the full charge. When the battery is fully charged disconnect it from the charger.



USING THE SYSTEM

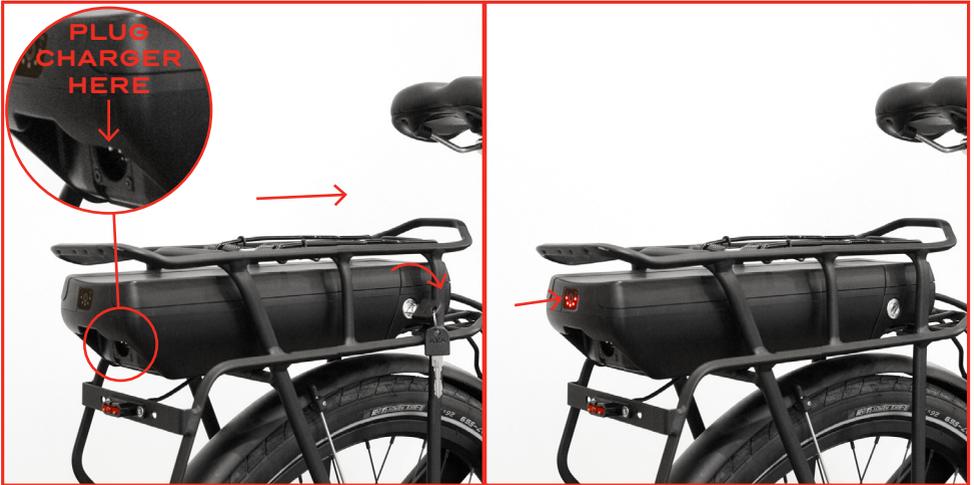
- Choose the desired assist level by pushing the arrows on the handlebar control up/down. Choose between level 1-5.

- To make the bike move with electric assistance you just have to pedal. The throttle works as walk assist from 0 to 6 km/h. Please handle it gently and twist it only toward the back, applying an intense force or twisting it toward the front could break it.

IMPORTANT: For safety reasons, on the 500W system the assist level selection using the arrow buttons is disabled, so the bike always requires throttle, before the motor is activated. Regardless of the selected assist level shown in the display.



MID DRIVE E-SYSTEM



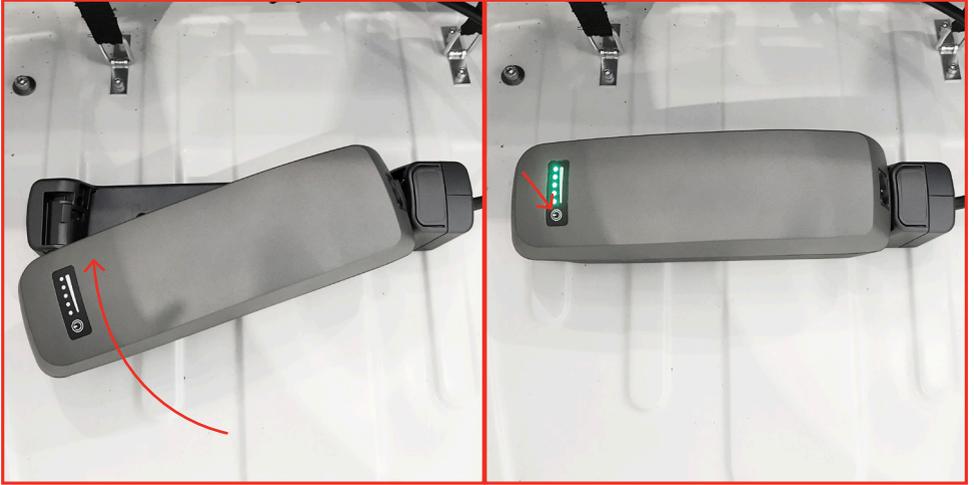
REAR RACK MOUNTED BATTERY

Triobike mono mid drive features a pedal-assist electric drive system provided by Brose:
PLEASE CAREFULLY READ ITS MANUAL.

- Insert the battery in the specific space in the rear rack, then rotate the key on the battery case to the right: the battery now is locked.
- Press the button on the rear of the battery pack: all the LED should turn on showing the charge level, then they should turn off. The system now is active.

IMPORTANT:

- **plug the charger ONLY on the connector BELOW to the ON/OFF button placed on the battery.**
- **don't leave the battery charging too much time after the full charge. When the battery is fully charged disconnect it from the charger.**

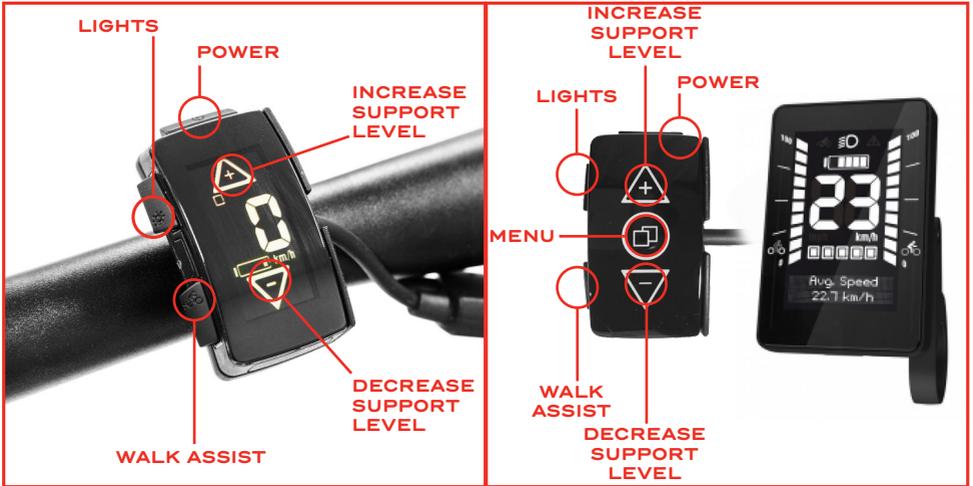


FRONT BOX MOUNTED BATTERY

- Insert the battery in the specific stand placed inside the front box and push it towards the handlebar. Press the power button on the battery pack. The system now is active.
- To remove the battery, insert the key in the lock and turn it counterclockwise, then remove the battery pulling it toward the front of the bike.
- To charge the battery, plug the charger magnetic connector in the specific socket. The LED on the battery will start blinking. When the charge is done all the 5 LEDs are on.

IMPORTANT: don't leave the battery charging too much time after the full charge. When the battery is fully charged disconnect it from the charger.

MID DRIVE E-SYSTEM



USING THE SYSTEM (BLOKS NEW STYLE/SPORTIVE DISPLAY)

- Choose the desired assist level by pushing the “+/-” on the handlebar control. Choose between level 0-4 (0= no assistance - 4= max assistance).
- To make the bike move with electric assistance you just have to pedal.
- To activate the walk assist, just press for 2 seconds the specific button on the handlebar control. The bike will slowly move by itself, without pedalling.
- Integrated lights can be switched on and off pressing the specific button.
- To turn off the system, press the power button on the handlebar control for 3 seconds. When the display is off, the complete system is off too.

MID DRIVE E-SYSTEM



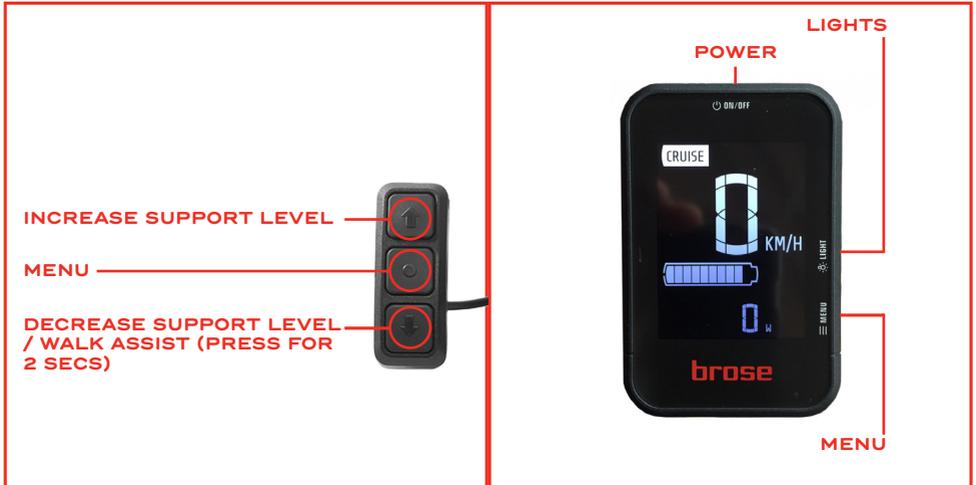
USING THE SYSTEM (BROSE ALLROUND DISPLAY)

- To turn on the system, press the power button.
- Choose the desired assist level by pushing the “+/-” on the handlebar control. Choose between ECO, TOUR, SPORT and BOOST. To make the bike move with electric assistance you just have to pedal.
- To activate the walk assist, just press for 2 seconds the specific button.

IMPORTANT: the walk assist works only when the assistance level is set to ECO or more.

- Integrated lights can be switched on and off pressing the specific button.
- To turn off the system, press the power button on the handlebar control for 3 seconds. When the display is off, the complete system is off too.

MID DRIVE E-SYSTEM



USING THE SYSTEM (BROSE DISPLAY)

- Choose the desired assist level by pushing the “↑/↓” on the handlebar control. Choose between “CRUISE” (less assistance), “TOUR”, “SPORT” (max assistance).
- To make the bike move with electric assistance you just have to pedal.
- To activate the walk assist, just press for 3 seconds the “↓” button on the handlebar control. The bike will slowly move by itself, without pedalling.
- Integrated lights can be switched on and off pressing the specific button.
- To turn off the system, press the power button on the display for 3 seconds. When the display is off, the complete system is off too.

MID DRIVE E-SYSTEM



USING THE SYSTEM (MARQUARDT COMFORT PLUS DISPLAY)

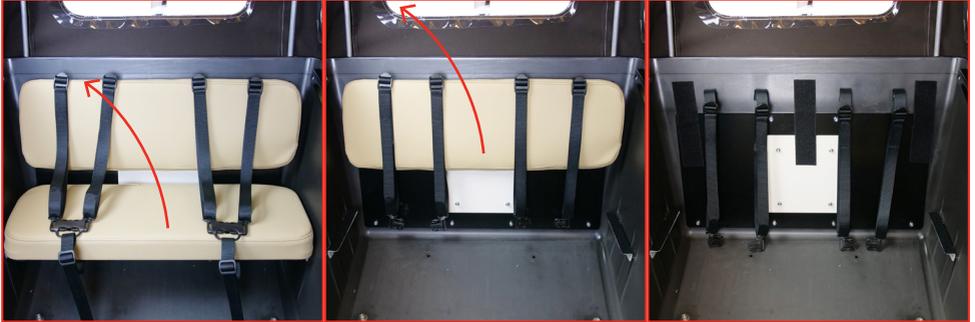
- Choose the desired assist level by pushing the “^/√” on the handlebar control. To make the bike move with electric assistance you just have to pedal.
- To activate the walk assist, just press for 2 seconds the “^” button on the handlebar control. The bike will slowly move by itself, without pedalling.

IMPORTANT: the walk assist works only when the assistance level is set to 1 or more.

- Integrated lights can be switched on and off by pressing the specific button.
- To turn off the system, press the power button on the display for 3 seconds. When the display is off, the complete system is off too.



SEATS



REMOVING THE BENCH

On a boxter equipped with seats, to have more loading space is possible to remove the bench: simply lift it applying some force in order to detach it from the Velcro strips.

REMOVING THE BACKREST

To completely remove the seats, pull the backrest applying some force in order to detach it from the Velcro strips.



SEAT BELTS



FASTEN THE SEAT BELTS

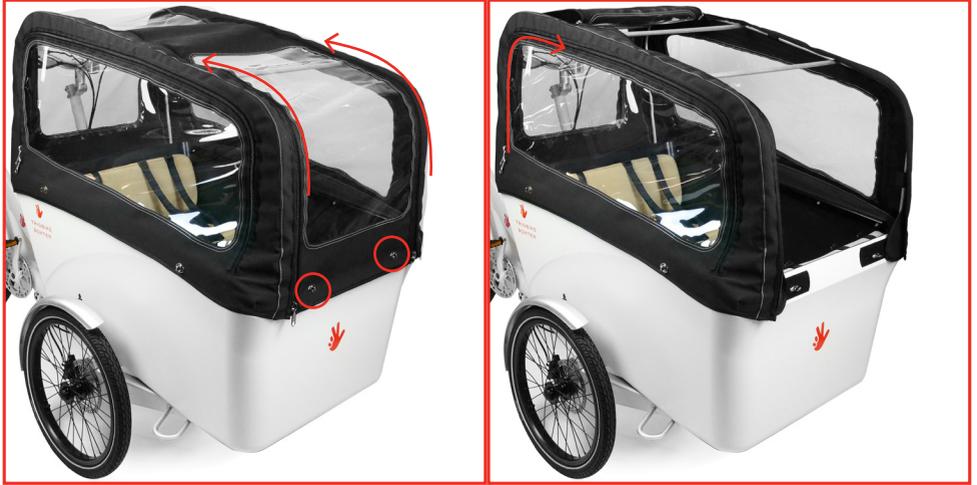
- Join the two ending parts coming from the backrest parts of the seat belt. The right one goes to the top.
- Insert the joint parts in to the buckle. Listen for the click.
- Tug on the seat belts to make sure the belts is securely fastened.

RELEASE THE SEAT BELTS

- Press the orange button to release the latches. The latches will eject from the buckle.



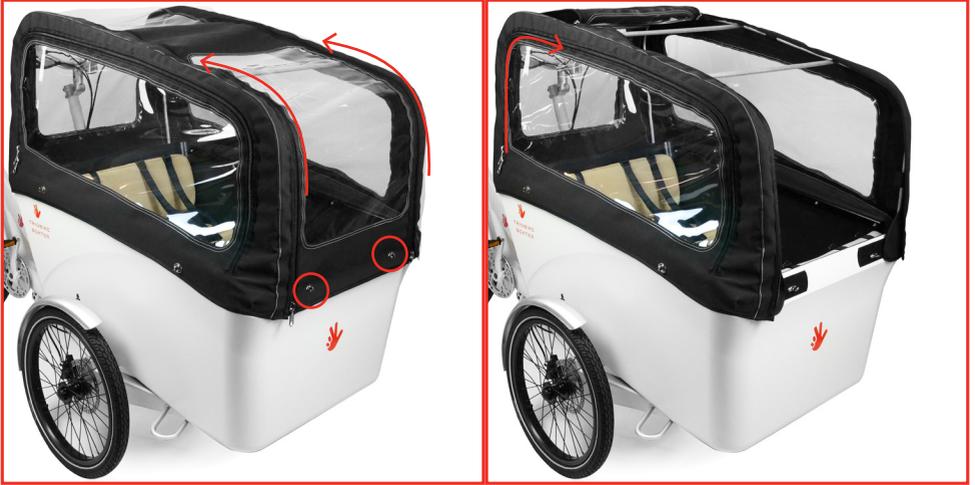
HOOD



OPENING THE 2 KIDS HOOD

- move to the front of the box;
- turn the front metal locks, they've to be horizontally aligned;
- open the front zippers;
- lift the hood.

The right side window is openable too, just open its zippers.



OPENING THE 4 KIDS HOOD

- move to the front of the box;
- turn the front metal locks, they've to be horizontally aligned;
- open the front zippers;
- lift the hood.

The right side window is openable too, just open its zippers.



GENERAL SPECIFICATIONS

FRAME: aluminium 7005

BOX: PU foam

REAR WHEEL: 26"

FRONT WHEELS: 20"

BRAKES:

FRONT:

Tektro hydraulic disc brakes, with parking lock

REAR:

Tektro hydraulic disc brakes, with parking lock

GEARS:

Shimano Nexus 8 speeds internal hub

Shimano Nexus 8 speeds internal hub

Enviolo CA (mid drive motor version only)

E-SYSTEMS:

MID DRIVE VERSION:

MOTOR: Brose Drive S | 250W – 90 Nm

BATTERY: Li-Ion cells, 36V – 501 Wh

250W VERSION:

MOTOR: PROMOVEC 250W – 43 Nm – geared

BATTERY: Li-Ion cells, 36V – 461 Wh

500W VERSION:

MOTOR: PROMOVEC 500W – 65 Nm – geared

BATTERY: Li-Ion cells, 48V – 653 Wh

TRANSMISSION:

chain (Shimano Nexus 8, Shimano Deore 9 speeds)

Gates Carbon Drive belt (Enviolo CA)

EQUIPMENT:

LIGHTS:

MID DRIVE:

integrated 2x front + 1x rear lights

REAR DRIVE:

integrated 2x front + 1x integrated in the battery pack

TIRES:

FRONT: puncture free Schwalbe Marathon Plus 20" x 1.75"

REAR: puncture free Schwalbe Marathon Plus 26" x 1.75"

STEERING DAMPER: one included

SADDLE: Triobike gel

SEAT POST:

Ø: 31,6 mm

LENGTH: 450 mm

STEM: adjustable

HANDLEBAR:

HEIGHT: ground up 117 cm (46.1 inch)

WIDTH: 65 cm (25.6 inch)

LOCK: AXA framelock

DIMENSIONS:

OVERALL: length 218 cm (85,8 inch), width 91 cm (35,8 inch)

BOX:

WIDTH: outside 78 cm (30,7 inch), inside 71 cm (28 inch)

LENGTH: outside 101 cm (39,8 inch), inside 97 cm (38.2 inch)

TOTAL WEIGHT: 43 Kg (94.8 lbs)

MAX PAYLOAD ON THE FRONT BOX: 125 Kg (276 lbs)

OVERALL MAX PAYLOAD: 240 Kg (350 lbs)



WARRANTY

Limited warranty of manufacture fail of 24 months. This warranty does not apply to gear hubs, brakes and shifters which are covered directly with these manufacturers.

Failure due to accidents, abuse, neglect, normal wear & tear, improper assembly, wrong assembling operation, changes of the original product, improper use and maintenance by any other than authorized bicycle mechanics or use of parts inconsistent with the use originally intended for the bicycle as sold are not covered by this warranty.

The bicycles are intended to be used for city biking. TRIOBIKE shall not be held responsible for any accidents, injury, losses or damage caused by use of the bicycle, being that of responsibility of the owner.

The above limited warranty is conditional upon the bicycle being properly maintained and operated under normal conditions and use.

In case of warranty claim contact the original place of purchase, accompanied by an original bill of sale or proof of purchase that identifies the bike or the frame by the serial number.

Outside Denmark, the original owner is responsible for any and all labour and transportation charges associated with the warranty repair or replacement of all parts.



TRIOBIKE
BOXTER



MAINTENANCE

GENERAL ADVISE

Please remember to have your first check & fine tune after 3 months. Hereafter we recommend a complete service and fine tuning of your bike every year/2000 km. Please consultant your local dealer or local shop.

For specific control point for each service contact your local bike shop - this bike must be serviced only by trained and quified bike mechanic.

Specific control points for each service: brakes, gears, battery status, spokes, bearings.

TIRES

It's important to have correct air pressure on tires. It improves control and handling, and it doesn't stress tires. Correct pressure is 4.5 Bar (65 PSI).

BATTERIES

Batteries have to be charged every 4 weeks, also when the bike is parked and not in use.

For complete instructions please check the e-system manufacturer manual.

SPOKES

The users must check the tension and eventually tighten the spokes after 100 km. The same operation has to be repeated every month/1000 km.

year/km	operation checklist	dealer stamp
3 months check	brakes gears bearings spokes	
1 year 2000 km 1240 miles	brakes gears bearings battery status tires check chain spokes	
2 years 4000 km 2480 miles	brakes gears bearings battery status tires check chain spokes	
3 years 6000 km 3730 miles	brakes gears bearings battery status tires check chain spokes	
4 years 8000 km 4970 miles	brakes gears bearings battery status tires check chain spokes	
5 years 10 000 km 6210 miles	brakes gears bearings battery status tires check chain spokes	

REPEAT ONCE A YEAR OR 2000 KM (1240 MILES)



EC DECLARATION OF CONFORMITY

Manufacturer: Triobike A/S
Gammel Kongevej 80
1850 Frederiksberg C - Denmark

Hereby declares that the following product:

Product Name: boxter
Function: Transport bike with electric support
Type: mid drive, rear drive
Year: 2019

- meets all the provisions of the Directive 2006/42 / EC (on machinery);
- meets all the provisions of the Directive 2004 / 108EG (Electromagnetic Compatibility);
- meets the associated battery charger complies with all provisions of the Directive 2006/95 / EC (Low Voltage).

Triobike A/S
Copenhagen, 4 January 2019
Sammy Eisinger (managing director)



TRIOBIKE

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