

A. ON THE BACK OF THE VEHICLE

A1. Track measuring (Tolerance: ± 2 mm)



A1.1 Track width
56,5 cm (SL)
60,5 cm (GT)



A1.2 Distance before the axis
55,7 cm (SL)
59,6 cm (GT)



A1.3 Distance behind the axis
56,0 cm (SL)
59,9 cm (GT)

A2. Ball joints check



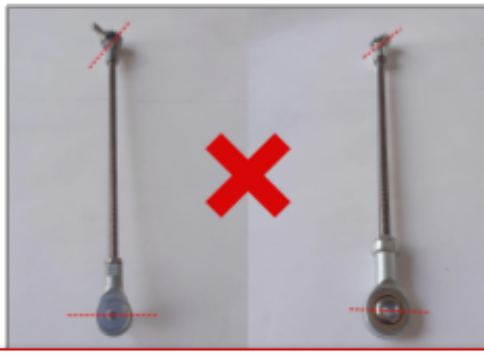
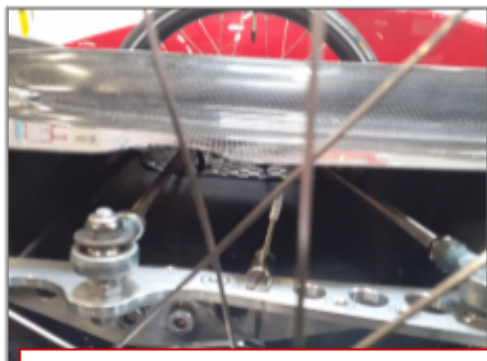
A2.1 The rod end bearing of the chassis have to be firmly locked with their nuts



A2.2 The ball joint needs to have free movement of 20°



A2.3 The ball joints have to be screwed tight with counter nuts

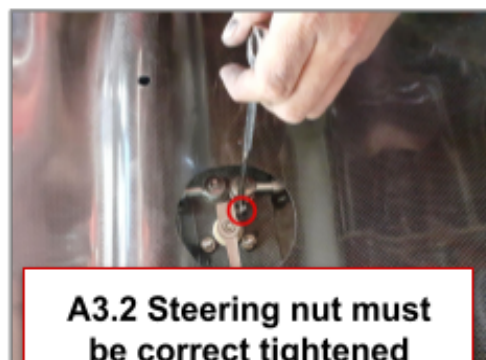


A2.4 All ball joints should be straight aligned

A3. Steering

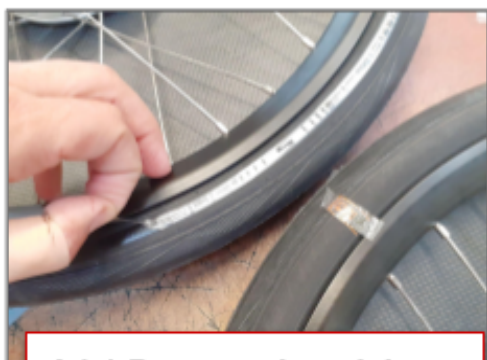


A3.1 The lower cardan must be clamped

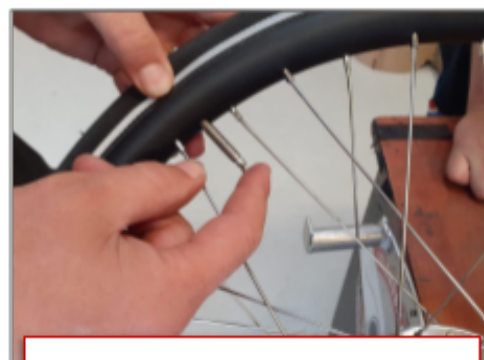


A3.2 Steering nut must be correct tightened

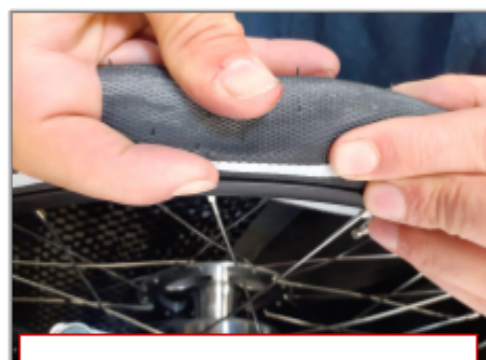
A4. Tyres (deflate first)



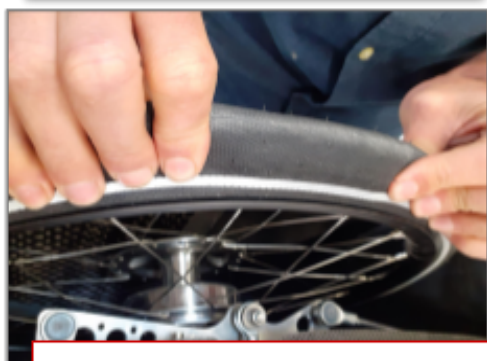
A4.1 Remove the stickers, if exist



A4.2 Check valve



A4.3 The jacket must not have transport damage



A4.4 The inner tube must not be jammed



A4.5 ... twisted or crammed



**A4.6 Double layer rim tape must be centered
Front wheel: 25mm
Rear wheel: first layer 19mm, above 21mm.**

A5. Wheels



A5.1 The wheels must not touch the cutouts



A5.4 The wheels must be straight. Tolerance: 1 mm



A5.2 Spoke tension must be between 1000 and 1200N



A5.3 Wheels spin freely

A6. Rear suspension



Length of the rear suspension: 6,5 to 7 cm

A7. Rear wheel



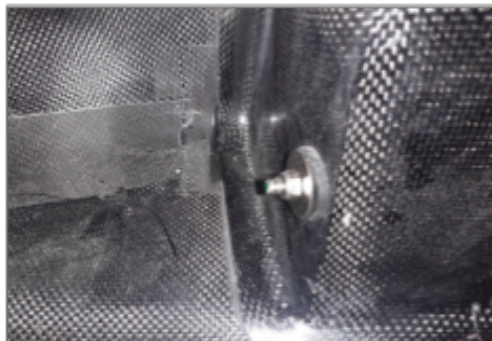
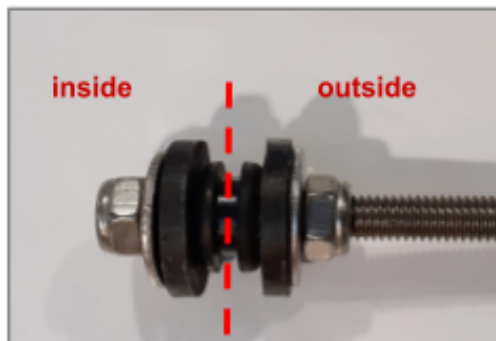
The wheel arch must not rub against the spokes or the cassette



INSPECTION MANUAL **Milan SL / GT**

B. THE VEHICLE ON WHEELS

B1. Trailing arm (safety relevant)



The nuts of the trailing arm need to be tightened enough that the compression washers can be turned with the fingers

B2. Chain tubes



The chain tubes must be secured with clamps and cable ties

Closing underneath

B3. Dome



The 2 nuts on top of front struts must be tight and locked against each other. The washer should not be pressed in the rubber washer

B4. Front idler



B4.1 Have to be aligned to the direction of the travel



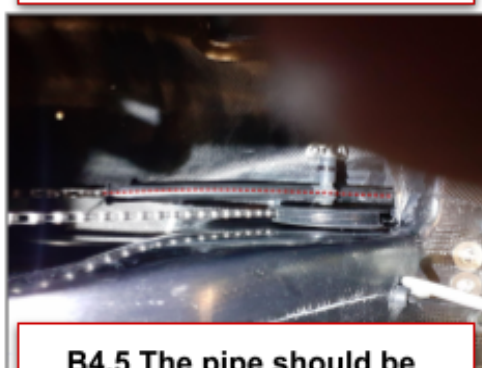
B4.2 Does not scrub on the carbon frame or chain tube



B4.3 Should spin quietly when the chain is pressed down



B4.4 The axle must be fixed in the left 8mm hole in the carbon



B4.5 The pipe should be thermoformed so that the empty run runs smoothly



B4.6 Should be aligned with rear idler, the pipe and the disc

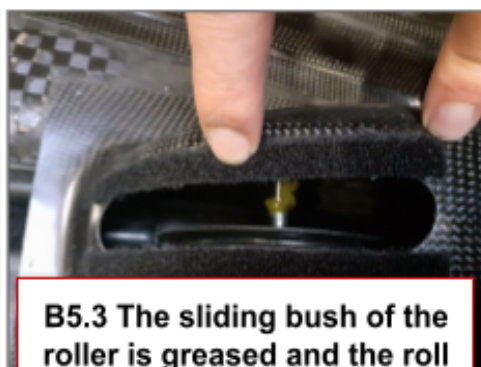
B5. Rear idler



B5.1 Hook must be present as a cover



B5.2 Must be vertically aligned



B5.3 The sliding bush of the roller is greased and the roll can move sideways



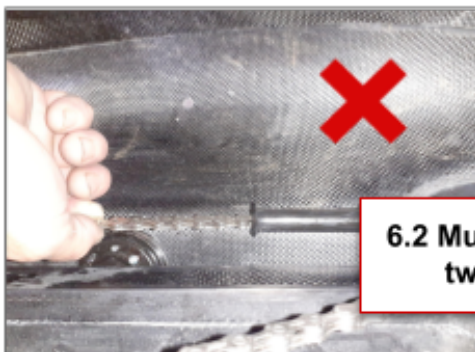
B5.4 The axis must be tightened



B5.5 The locking screws on the idler case are set

B6. Chain

6.1 Must be lubricated



6.2 Must not be twisted

B7. Front derailleur

B7.1 The end stops should be set correctly.

B7.2 The shift cable should be secured against collision with pedal cranks.

B7.3 Pedalling back on big sprocket does not make the chain to escape on the small one.

B8. Rear derailleur

B8.1 All gears must shift proper.

B8.2 The end stops must be set (**safety relevant**).

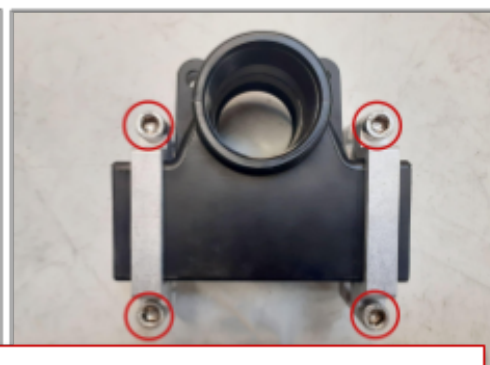
B9. Bottom bracket holder



B9.1 The M6 bolts on the front derailleur must be 6 Nm tightened



B9.2 The 4xM6 screws of the bottom bracket slide should be tightened



B10. Crank



Check by torque tool: Crank arm screw Radial: 7 Nm, Crank arm screw axial, Pedal screw: ~ 10 Nm

B11. Steering



B11.1 Screw well tight



B11.2 Has no play



B11.3 Moves easily

B12. Brake



B12.1 Cables must be well secured



B12.2 The lever must function gradually



B12.3 The stationary brake have to be handled with ease



B12.4 Gear shift lever must not touch horn button support



B12.5 Check that breaks work on each side and that they are balanced.



B13. Seat



B13.1 The seat must be straight



B13.2 It has to be as deep as possible. It should touch the bottom

B14. Elastic straps

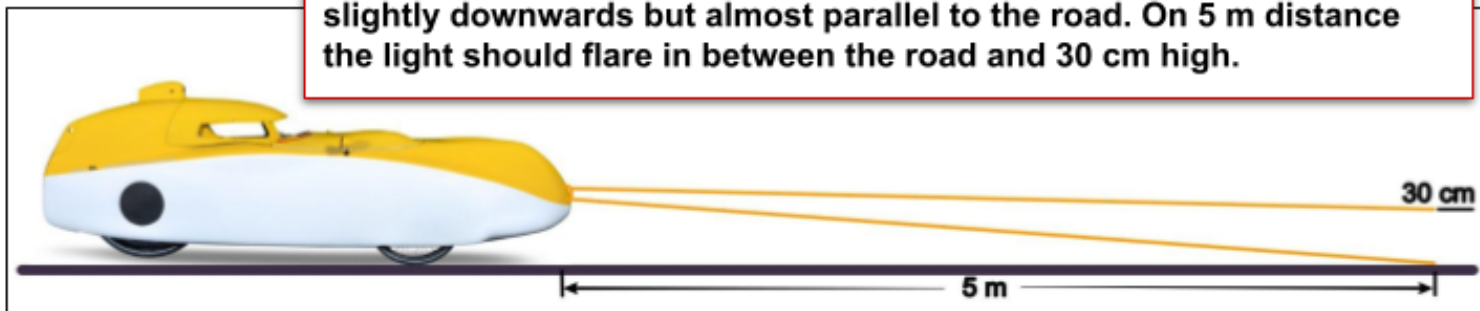
Must be set and when fixed they don't deform the lid.

B15. Electrics

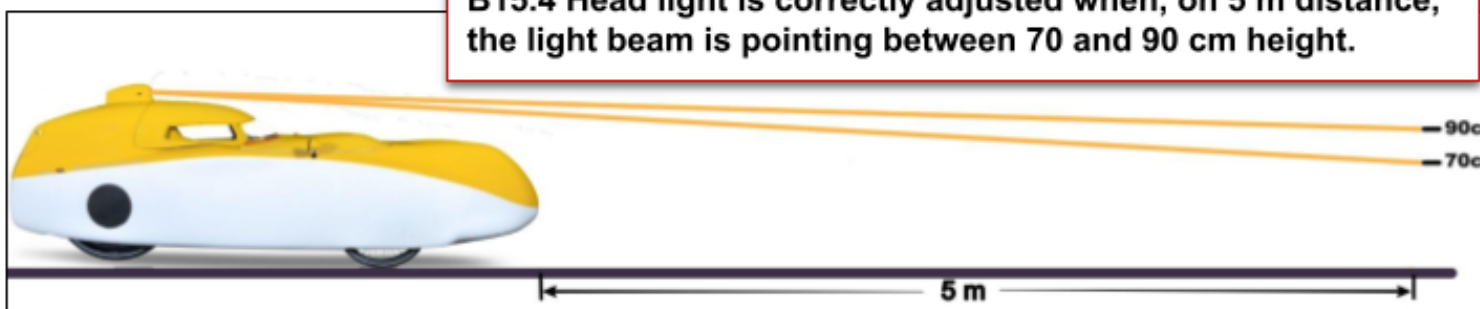
B15.1 The Milan must have all the electrics functioning.

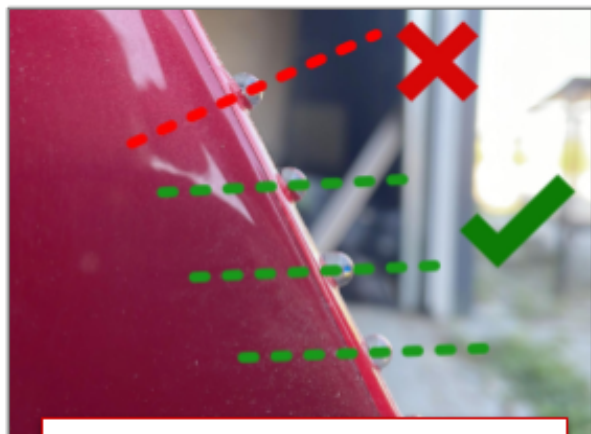
B15.2 The headlights must fit the light cutouts in the body.

B15.3 The front light is correctly adjusted when the light is pointing slightly downwards but almost parallel to the road. On 5 m distance the light should flare in between the road and 30 cm high.



B15.4 Head light is correctly adjusted when, on 5 m distance, the light beam is pointing between 70 and 90 cm height.





B15.5 The leds have to be horizontally aligned

B16. Tacho

The speedometer must be correctly set and should work properly, according to the table below.

Schwalbe Durano	146
Schwalbe Kojak	149
Schwalbe Shredda	156
Schwalbe Pro One	144
Continental Speed Contact	145

B17. Hood and lid



B17.1 The sealing tape should be correctly glued between the hood and the lid.



B17.2 The edges of the hood and lid must be congruent



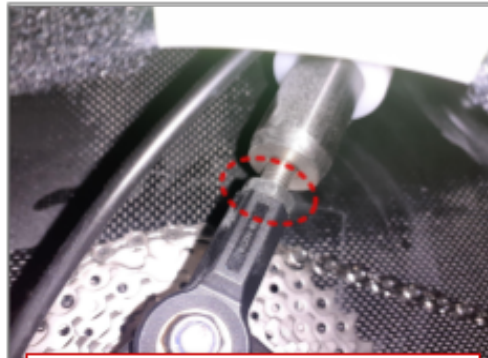
B17.3 The safety cable must have between 45 and 50°

B17.4 The hinge hole in the hatch cover must be drilled large enough that the hinge cable can be pulled smoothly.

B18. Rear swing arm



B18.1 Is free of play



B18.2 Low nut M8 DIN 439 A2 must be present



B18.3 The M6 nut must be locknut

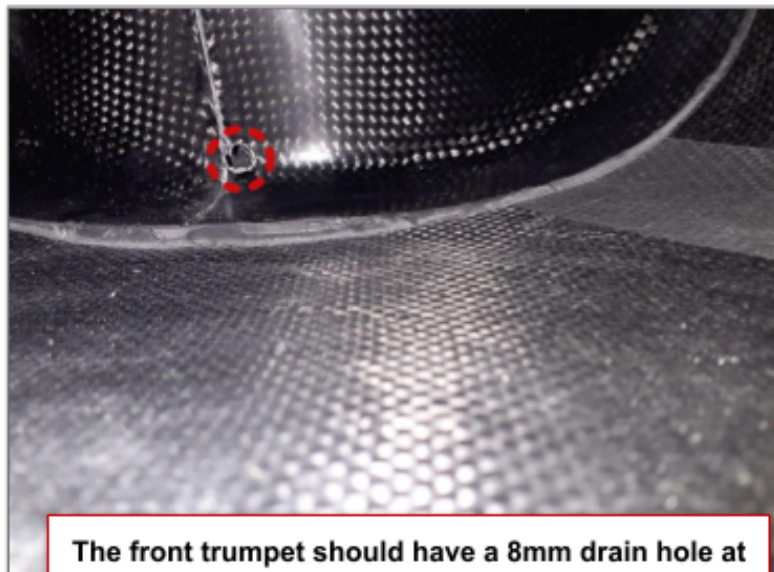


B18.4 The screw of the bearing must be fixed and Loctite present. Bullet label has to be present that was factory checked.



B18.5 The rear suspension is different for over 90 kg client weight. Check that is stiff enough.

B19. Water drain



The front trumpet should have a 8mm drain hole at the bottom. Invisible for the eye, could be found by touch or with a mirror.



B20. Rear wheel



B20.1 Check rotation direction



B20.2 Check that wheel hasn't play

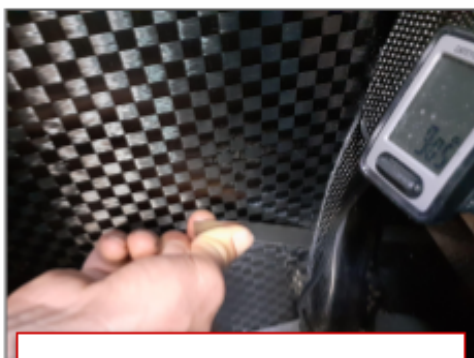


B20.3 Check the bearing of the wheel. When spun, before spin stop, the wheel must turn back a bit.



B20.4 Push the body of the vehicle to check that the suspension has not jump.

B21. Gluing



B21.1 The proper gluing can be tested with a cutter blade



B21.2 Water poured in the drainage hole does not get inside the vehicle



B21.3 The cover of the rear cassette has to be mounted with inside arrow top

B22. Delivery

The **charger** and **battery** have to be included. Also the **cleats** and the **sealing stickers**.

C. TEST DRIVE

C1. Steering



The vehicle must go straight.

Drive on a flat road (watch out that most of the roads are tilting to the right).

First check if the steering is free and without resistance or play.

The cardan of the steering must be properly adjusted, it has to move easy and without play.

After it, try to find a straight line and hold the steering like in picture 3.

Check if the velomobile keeps going straight.

C2. Brakes

Safety relevant!

The vehicle must not pull left or right side when using the brakes.

The brake cables should be tight enough.

C3. Gear shift

All gears should shift correctly.

C4. Safety

Safety relevant!

When applying the brakes at full load the cables must not slip.

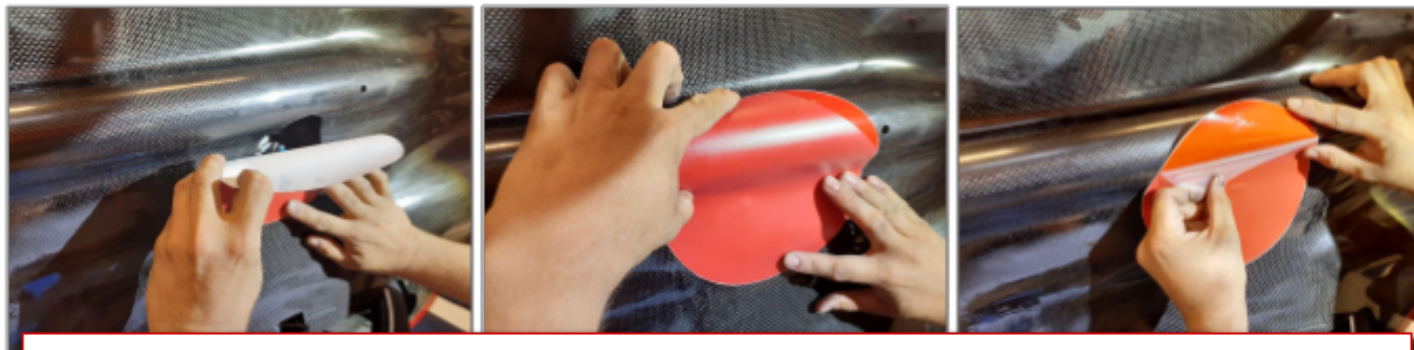
C5. Abnormalities

Any noticeable noise must be observed and any other problem.



ADDENDUM

Sealing the bottom hole



When the inspection of the vehicle is completed glue the reflective big sticker to cover the big hole on the bottom.