



Safety Check – Steering, Stopping and Security

Steering

1. Check that the handlebars and stem are tight: hold the front wheel between your knees and try to turn the handlebars (sideways, and up and down). Check for loose levers, bar-ends and caps, and grips or tape.
2. Check the tires: they should be inflated so they feel hard (min. 40 psi. for wider tires; the max. pressure is printed on the sidewall), and should be free of wobbles, cuts, cracks, bulges, and bald spots.
3. Check the front wheel: it should be mounted tightly and evenly in the fork. Both wheels should be round and true, the spokes should be evenly tight, and any quick-release levers closed properly.

Stopping

1. Squeeze the brake levers as hard as you can: they should not touch the handlebar. If they do, you may be able to turn out the barrel adjuster where the cable enters the housing, and secure it with the lock ring. (A coaster (pedal)-brake should have its arm secured to the chainstay of the bike frame.)
2. The brake pads should touch the rims flatly and evenly, and not protrude above the rim anywhere it may be dented (eventually rubbing on the tire and causing a blowout). The rubber pads should be thick enough.
3. With each brake on in turn, push the bike forward and back; the brake arms should not wobble too much. The brake pads should not rotate when turned by hand.

Security

1. Grab the seat on the front and back; it should not twist or tilt.
2. All other parts should be attached securely (check by hand, or a tool may be needed for some); pedals, cranks, rear wheel, headset bearings, kickstand, rack, fenders, water bottles, and any accessories and baggage.
3. Check helmet fit: it should cover the forehead, with the junctions just below the ears, and very little slack under the chin. You should not be able to push it down onto your nose, or up off of your forehead. Secure shoe laces and right pant leg, and any other loose clothing. Use lights and reflectors at night.

Finally, take a careful test ride to:

1. Shift through all the gears (to check derailleur limits), and test the brakes.
2. Pedal hard in your most-used gears (to check for chain wear)
3. Try riding no-hands, if you can (to check fork alignment and headset bearings)

**Have anything you are not sure of checked by an experienced bike mechanic!
(Or you can make an appointment to learn how to do all this at OCBC.)**