



USER MANUAL

CITY & TOURING E-BIKES

Keep this manual with your bicycle
Read it before your first ride

www.aeres-bikes.com

AERES IS PART OF

BELGIAN
 **CYCLING FACTORY**

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01 • WELCOME TO AERES

Congratulations on choosing an Aeres bicycle. Aeres — Latin for “air” — stands for freedom, lightness and forward motion, and every bicycle that carries the name is built to make everyday riding smoother, lighter and more enjoyable.

Aeres is part of Belgian Cycling Factory (BCF), Belgium's largest bicycle company and home to Ridley, Eddy Merckx and Nukeproof. More than thirty years of frame-building and engineering experience sit behind every Aeres model, combining accessible geometry, dependable componentry and clean Belgian design.

This manual brings together the information you need to set up, ride, maintain and enjoy your Aeres bicycle safely for many years. It covers the parts and systems shared across the Aeres range. Where a chapter concerns your electric drive system, always read it alongside the separate quick-start guide and the manufacturer's documentation supplied with your motor, battery and display.

How to use this manual

Please read this manual in full before your first ride, and keep it somewhere safe so you — or a future owner — can refer back to it. Some adjustments described here are straightforward and safe to carry out yourself; others call for specialist tools, torque wrenches or workshop experience. Wherever a job is better left to a professional, this manual says so clearly. If in doubt, your Aeres dealer is always the safer choice.

Your first service

New cables stretch and spokes settle in as a bicycle beds in. We recommend a first check-up at your Aeres dealer six to eight weeks — or roughly 150 to 300 km — after you start riding, and then at least once a year after that. A yearly service catches wear before it becomes a safety issue and keeps your warranty in good standing.

REGISTER YOUR BICYCLE

Registering your Aeres bicycle activates your warranty cover and makes it easier to prove ownership if your bicycle is ever lost or stolen. You can register online at www.aeres-bikes.com or ask your dealer to do this for you at the point of sale.

We wish you many beautiful and safe kilometres on your new Aeres.

02 • SAFETY FIRST

Cycling is a wonderful way to move through the world, but like any activity that involves speed, traffic and moving mechanical parts, it carries risk. Careful, regular maintenance is the single biggest factor in reducing that risk. Please read this chapter carefully before you ride your Aeres bicycle for the first time, and return to it whenever you carry out maintenance yourself.

GENERAL WARNING

A fault that is not corrected can cause loss of control and a fall. A fall can result in serious injury or death. Never ride a bicycle that you know or suspect to be faulty. Always wear an approved cycling helmet, and follow the traffic laws of the country in which you are riding.

Before every ride

- Check that both wheels are firmly seated and that quick-release levers or thru-axles are properly closed.
- Squeeze both brake levers and confirm the bicycle stops smoothly, without excessive lever travel or noise.
- Spin each wheel and check it runs true, without rubbing the brake pads or frame.
- Check tire pressure and look for cuts, bulges or embedded objects.
- Make sure the handlebar, stem and saddle are firmly clamped and cannot be twisted by hand.
- Confirm the battery is securely locked in place and check the charge level.
- At dusk, at night or in poor visibility, confirm that both lights work and that reflectors are clean and undamaged.

Component life and inspection

Every component on a bicycle has a finite service life. Materials fatigue with use, and a component nearing the end of its life can fail suddenly, without warning, and cause a serious accident. If you notice unusual noises, play, cracks, dents, discoloration or corrosion anywhere on the bicycle, stop riding it and have it inspected by your Aeres dealer before using it again.

A crash, a hard impact or a fall from a car rack can shorten the life of a component even when no damage is visible from the outside. After any impact of this kind, have your bicycle professionally inspected before riding it again — this applies with particular force to carbon components, described below.

Carbon components

Some Aeres models use carbon-fibre parts such as a seat post, handlebar or fork. Carbon is extremely strong and light, but it is also less forgiving of impact than metal: it does not bend or dent as a warning sign the way aluminium does, and internal fibre damage is not always visible from the outside.

- Never apply grease, oil or assembly paste directly onto a carbon seat post or the inside of a carbon frame tube — use carbon-specific mounting paste only, and keep contact surfaces dry.
- Never expose carbon parts to high heat, such as inside a car parked in direct sun for long periods, or near a heat source.
- If a carbon part has been in a crash or has taken a hard knock, have it inspected before your next ride, even if it looks undamaged. Do not continue riding on a carbon part that shows cracks, dents, a change in colour, or that starts creaking.

Bent or damaged parts

A bent handlebar, fork, stem, crank or pedal — particularly in aluminium — must be replaced, never straightened. Bending the material back into shape changes its internal structure and can cause it to fail later, without warning, even if it appears sound.

Moving parts and loose clothing

A bicycle has several moving parts — spokes, chainrings, the chain and pedals among them — that can catch loose clothing, shoelaces, scarves or long hair. Keep this in mind both while riding and while carrying out maintenance.

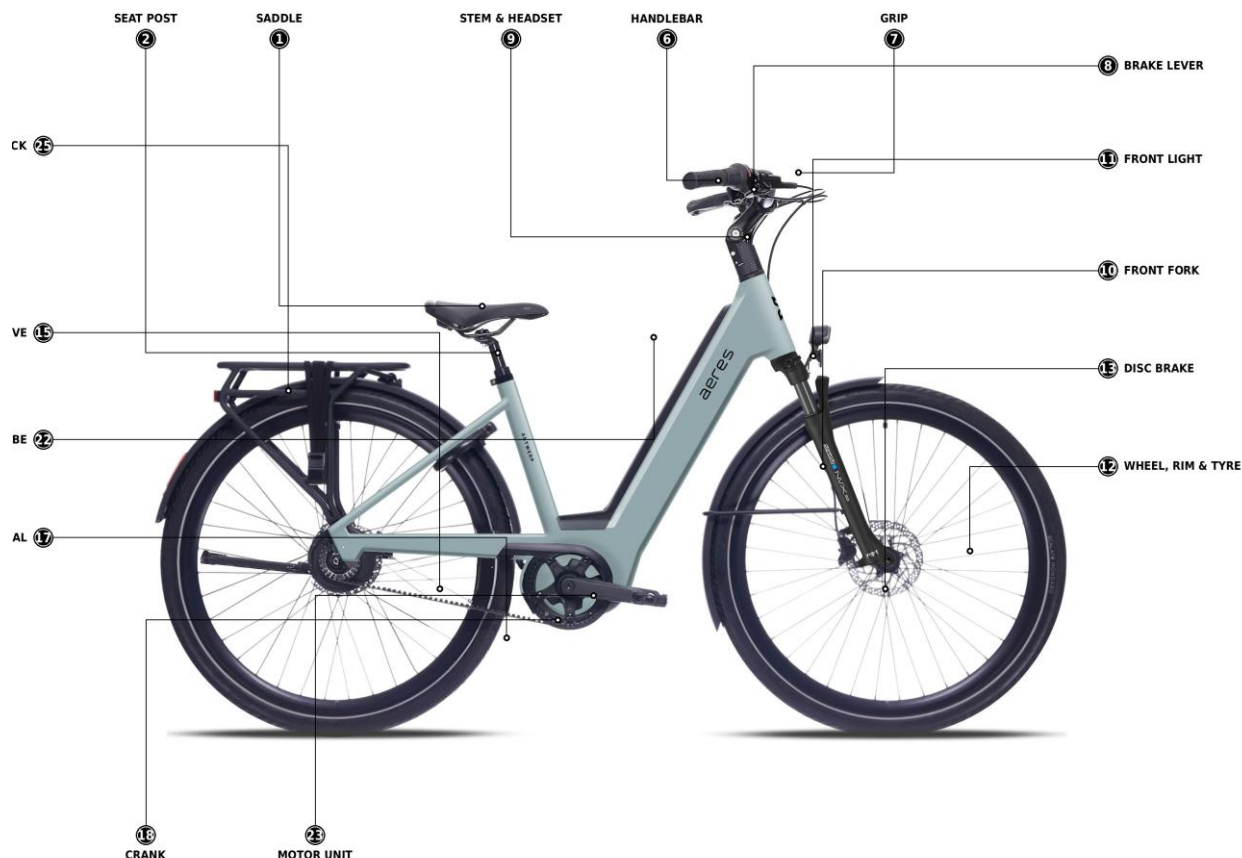
Riding conditions

Every Aeres model is designed for a particular type of use. City and touring bicycles are intended for paved roads, cycle paths and light, well-maintained tracks; they are not designed for jumps, stairs, aggressive off-road riding or other extreme loads outside their intended use. Using a bicycle outside its intended category can cause premature wear, component failure and injury, and is not covered by warranty.

- Wet roads roughly double stopping distances — brake earlier and more gently than you would in the dry.
- Loose gravel, wet leaves, tram rails and painted road markings all reduce grip; take corners and braking zones more cautiously on these surfaces.
- Never brake using only the front brake — this can pitch the bicycle forward, especially on a bicycle fitted with front suspension. Always use both brakes together.

03 • GETTING TO KNOW YOUR BICYCLE

The exact specification of your bicycle depends on the model and configuration you purchased. The Aeres Antwerp shown below illustrates the parts you will find referred to throughout this manual; the reference list beneath it covers the full range, including parts not visible on this particular model.



Aeres Antwerp — numbering corresponds to the reference list below.

Main components – full reference list

1	Saddle	14	Rear derailleur / hub gear
2	Seat post	15	Chain / belt drive
3	Seat clamp	16	Chain guard
4	Top tube	17	Pedal
5	Handlebar stem	18	Crank
6	Handlebar	19	Bottom bracket
7	Grip	20	Front derailleur (if fitted)
8	Brake lever	21	Kickstand
9	Headset	22	Down tube
10	Front fork	23	Motor unit (e-bikes)
11	Front light	24	Battery (e-bikes)
12	Wheel / rim / tyre	25	Rear rack
13	Front / rear brake	26	Rear light

Bicycle categories and intended use

Every bicycle is engineered for a particular riding style and maximum combined load (rider, bicycle and luggage together). Riding a bicycle outside its intended category increases wear, the risk of component failure, and the risk of injury, and this is not covered under warranty.

Electrically assisted bicycles (e-bikes / pedelecs)

An Aeres e-bike provides pedal assistance up to 25 km/h (or the legal limit that applies in your market) and is legally classed as a bicycle in most European countries, meaning no licence plate, registration document or third-party insurance certificate is required to ride one. Requirements do vary by country — please check the specific rules that apply where you will be riding. Recommended maximum combined load: 145 kg, unless stated otherwise in the model specification.

04 • SETTING UP YOUR RIDING POSITION

A correctly fitted bicycle is safer and more comfortable to ride. The adjustments below are the ones most riders want to make when they first take delivery of their Aeres. All of them affect handling — always test ride carefully at low speed, away from traffic, after making any adjustment. If you are unsure about these adjustments contact your Aeres dealer for assistance.

NEVER ADJUST WHILE RIDING

Never adjust the saddle, handlebar or stem position while the bicycle is moving. Stop, make the adjustment, and re-tighten fully before setting off again.

Handlebar height

The height of your handlebar affects the pressure on your hands and the posture of your back, and has a real effect on comfort over longer rides. Depending on the model, your Aeres is fitted with one of the following stem types.

Adjustable-angle stem

1. Release the adjustment bolt on the stem.
2. Tilt the stem to the desired height and angle.
3. Re-tighten the bolt to the torque values indicated on the stem.

Threadless ("ahead") stem

4. Loosen the stem's clamp bolts and the top cap bolt with the correct hex key.
5. Slide the stem up or down the steerer tube as required, fill the gap with the correct headset spacer.
6. Re-tighten the top cap bolt first to adjust the headset, then the stem clamp bolts, to the torque values given in chapter 16.

MINIMUM INSERTION MARK

Never raise a stem or seat post beyond the minimum-insertion mark stamped or printed on it. Riding with a component extended beyond this mark can cause it to snap, leading to loss of control and a fall.

Saddle height

Correct saddle height improves both comfort and pedalling efficiency. Sit on the saddle with one heel on the pedal in its lowest position — your leg should be almost, but not completely, straight. When you then place the ball of your foot on the pedal in the normal riding position, your knee should have a slight bend at the bottom of the stroke.

7. Open the seat post quick-release lever or loosen the seat clamp bolts with an Allen key.
8. Raise or lower the seat post to the desired height.
9. Make sure the seat post's minimum-insertion mark is no longer visible above the frame.
10. Close the quick-release lever firmly, or re-tighten the clamp bolt to the torque given in chapter 16.

Saddle angle and fore-aft position

Most riders are most comfortable with the saddle level, or tilted very slightly down at the nose. Loosen the bolt(s) beneath the saddle rails, slide the saddle forward or backward and adjust the tilt as required, then re-tighten firmly and check that the saddle cannot be twisted by hand before riding.

Brake lever position

Brake levers can usually be adjusted both for reach (how far you must pull the lever to brake) and for angle on the handlebar. Ask your Aeres dealer to set the levers to suit your hand size if the standard position is not comfortable.

05 • LIGHTING

Being seen by other road users is one of the most effective things you can do to stay safe on a bicycle. Depending on the model, your Aeres is fitted with a hub-dynamo, battery-powered, or e-bike-integrated lighting system.

NEVER RIDE UNLIT AFTER DARK

Riding at dusk, at night, or in poor visibility without working lights and clean, undamaged reflectors is dangerous and, in most countries, against the law.

Switching lights on and off

On e-bikes with integrated lighting, the lights are powered by the main battery and switched on and off from the display or the on/off button on the controller, and only function while the battery is installed and has sufficient charge.

Aiming the headlamp

Most headlamps can be tilted by hand to aim the beam. Aim it toward the road surface a few metres ahead rather than straight ahead, so you do not dazzle oncoming traffic.

Troubleshooting

- No light at all: check that the dynamo is correctly seated against the tyre or rim, or that batteries are fitted the right way round and are not depleted. Use alkaline batteries only, as these are less prone to leaking and causing damage inside the lamp.
- Light works intermittently: check the wiring at both the dynamo/hub and the lamp connector for a loose or corroded contact.
- Light does not switch on at all despite good batteries and connections: the bulb or LED unit may have failed — ask your Aeres dealer to inspect and replace it.

Reflectors

Reflectors are fitted to the front fork, pedals and wheels on models supplied with them, and contribute meaningfully to your visibility from the side and from behind. Replace any reflector that is cracked, cloudy or missing before riding after dark.

06 • BRAKES

Your brakes are the single most safety-critical system on your bicycle. Get to know how they feel and how much lever travel they need before you need to rely on them in traffic, and check them before every ride.

BOTH BRAKES, ALWAYS

Never brake using only the front brake — this can pitch the bicycle forward and cause you to lose control, particularly on a bicycle with front suspension. Always apply both brakes together, and brake earlier and more gently in wet weather, when stopping distances can roughly double.

Your Aeres is fitted with hydraulic disc brakes. Which lever operates which brake may vary by model or region. Check which lever does what before your first ride, and ask your dealer if you are unsure.

Disc brakes

Disc brakes — mechanical or hydraulic — offer strong, consistent stopping power in all weather and respond faster than rim brakes when wet. New brake pads need to be bedded in before they reach full stopping power: accelerate to roughly 30 km/h and brake to a complete stop around 30 to 50 times, on a quiet, traffic-free stretch of road, always following the pad and rotor manufacturer's specific bedding-in instructions where supplied.

- Discs get hot in use — never touch the rotor or caliper immediately after braking hard, especially after a long descent, and never cool a disc with water or another liquid.
- Keep oil, grease and wax away from the rotors and pads; clean them only with isopropyl alcohol or a dedicated disc-brake cleaner.
- On hydraulic systems, check regularly for fluid seeping from the hose, caliper or lever — if you see any, stop using the brake and contact your Aeres dealer immediately, as this can lead to sudden brake failure.
- A soft, spongy lever feel on a hydraulic system usually indicates air in the system and should be inspected by your dealer.

Winter care

In freezing conditions, brake cables can stiffen or seize. If your brakes feel noticeably heavier in winter, have the cables re-lubricated by your Aeres dealer rather than forcing the lever.

07 • GEARS

Depending on the model, your Aeres bicycle is fitted with either an enclosed hub gear (Shimano Nexus) or a derailleur system. Both are set up correctly before your bicycle leaves the factory, but cables stretch slightly with use and occasionally need re-adjustment.

Hub gears

Shift a hub gear only while pedalling gently forward — never while standing still, and never while pedalling backward. To check or restore the adjustment on a Shimano hub, shift into the gear specified by your dealer for your hub model, turn the pedals a few times to confirm the hub has engaged that gear, and check that the coloured alignment marks on the shift unit line up; if they do not, turn the barrel adjuster at the shifter or the cable adjuster on the hub until they do.

Enviolo/NuVinci hubs shift smoothly and continuously rather than in steps, giving you a wider effective gear range than a comparable stepped hub. If the lightest gear starts to feel harder to pedal, or the heaviest gear feels lighter than it should, the hub's range has shifted and needs re-indexing at the barrel adjuster — this is a precise adjustment best left to your Aeres dealer.

If your Aeres is fitted with an automatic hub gear, the system adjusts itself to your chosen pedalling cadence and needs no manual shifting; refer to the specific quick-start guide supplied with your bicycle for how to set your preferred cadence.

- If shifting becomes sluggish in cold weather, the gear cable may have stiffened or frozen — have it re-lubricated by your dealer rather than forcing the shifter.
- Topping up or replacing the oil inside a hub gear is specialist work reserved for your Aeres dealer.

Derailleur gears

With a derailleur system, shift only while pedalling forward, and ease off pedalling pressure at the moment you shift — particularly when climbing — to protect the chain and cassette. Never force the chain onto the smallest or largest sprocket if the derailleur is out of adjustment: this risks jamming the chain and a sudden loss of pedalling power.

- Avoid gear combinations that put the chain at a severe angle — the largest chainring with the largest rear sprocket, or the smallest chainring with the smallest rear sprocket. These combinations add unnecessary wear and rarely make sense for the resulting gear ratio.

Indexing (fine-tuning gear changes) is done at the barrel adjuster on the rear derailleur or shifter, and, for a front derailleur, at the limit screws that set its inward and outward travel. This is precise work — if shifting is skipping, hesitating or noisy, we recommend having it re-indexed by your Aeres dealer rather than adjusting it by feel.

Cassette and derailleur care

Grit and chain lubricant residue accumulate between the sprockets of a cassette and shorten its life; brush this out regularly and finish with a dedicated drivetrain degreaser, followed by fresh lubricant once the cassette is completely dry.

08 • CHAIN, BELT DRIVE AND CHAIN GUARD

Chain tension

Correct chain tension matters for comfort and component life. A chain that is too tight adds pedalling resistance and can damage the wheel bearings, chainring or bottom bracket bearings over time; a chain that is too loose risks jumping off the sprockets. With the rear wheel off the ground, you should be able to move the chain up and down by about 10 mm at the midpoint between the chainring and rear sprocket — more than that and the chain needs tensioning, achieved by loosening the rear axle nuts, sliding the wheel backward in the dropouts, and re-tightening the axle nuts once tension is correct. On models with a derailleur, tension is maintained automatically by the rear derailleur and does not need manual adjustment.

Chain lubrication and cleaning

Clean and re-lubricate the chain periodically, more often in wet or gritty conditions. With the rear wheel raised off the ground, turn the pedals backward while applying a light degreaser to the chain where it passes over the rear sprockets, then apply a thin bicycle-specific chain lubricant — a light oil, or a PTFE- or silicone-based lubricant — while again turning the pedals to work it in. Wipe off any excess with a dry cloth; excess oil attracts dirt rather than protecting the chain.

A chain stretches slightly as it wears. Have it measured with a chain-wear gauge roughly every 500–800 km, and every 200–300 km thereafter — replacing a worn chain promptly protects the more expensive cassette and chainrings from also needing replacement.

Belt drive

Some Aeres city and touring models use a carbon belt drive rather than a chain. A belt runs cleanly in all weather without the need for oil, but still needs correct tension: too loose and the belt can skip over the sprocket teeth under load, which is both a safety risk and a source of premature wear; too tight and it accelerates wear on the bottom bracket and rear hub bearings. Belt tensioning is a precise job — we recommend having it set by your Aeres dealer, or by following the belt manufacturer's specific tensioning tool and instructions if you are confident doing this yourself.

- Clean a belt drive with a soft brush to remove grit from between the sprocket teeth; stubborn dirt can be washed off with a mild, biodegradable bicycle cleaner, since belts tolerate mild soap well — then rinse thoroughly with water.
- Never apply chain oil to a belt drive — it attracts dirt and can accelerate wear rather than reduce it.
- A persistent squeak after cleaning can often be resolved with a very thin layer of dry silicone spray on the inside of the belt.

Chain guard

Many Aeres city and touring models are fitted with a full or partial chain guard. To access the chain — for cleaning, tensioning or wheel removal — most guards have a small cover secured with one or more screws or clips at the rear; consult your model's specific instructions or ask your dealer if you are unsure how yours opens, since chain guard designs vary between models.

09 • BOTTOM BRACKET, CRANKS AND PEDALS

The pedals connect to the cranks, which connect in turn to the bottom bracket axle running through the frame or drive unit.

What to check

- The cranks should be completely free of play or looseness. A creaking noise while pedalling, or a knocking feeling, often means the crank bolt has loosened — tighten it promptly, since continuing to ride with a loose crank can permanently damage the square or splined fitting where it meets the axle.
- A small amount of play in the pedal bearings themselves is normal, as the pedal axle flexes very slightly under load over time.
- After your first rides, check that the crank bolts and pedals are still fully tight — components can settle slightly in the first weeks of use.

NEVER STRAIGHTEN A BENT CRANK OR PEDAL

A bent crank, chainring or pedal — most often the result of a fall or impact — must be replaced rather than bent back into shape. Straightening changes the internal structure of the metal and can cause a sudden, unexpected failure later.

Removing and fitting pedals

Pedals are marked L (left) and R (right) on the end of the axle and are handed to prevent them from working loose in use: tighten the right pedal by turning it clockwise (as viewed from outside) and the left pedal by turning it anticlockwise. Use a 15 mm pedal spanner or the correct hex key, and re-check tightness after the first 50 km of riding.

CLIPLESS AND TOE-CLIP PEDALS

Riding with clipless (“click-in”) pedals or toe clips takes practice. Only ever practise clipping in and out in a safe, traffic-free area until it becomes automatic — losing concentration on this while riding in traffic is a common cause of low-speed falls. Note that pedals can become slippery in wet weather even when fitted with an anti-slip surface.

10 • WHEELS AND TYRES

Wheels

Some Aeres models are fitted with quick-release wheel skewers. Used correctly, a quick-release holds a wheel just as securely as a bolt-on axle — but used incorrectly, it is a well-documented cause of accidents. Ask your Aeres dealer to show you the correct technique if you have not used a quick-release skewer before, and always check the following before every ride.

11. Open the lever fully. It should read “Open” and move freely for roughly the first half of its travel.
12. Hand-tighten the opposite-side nut until it is snug against the dropout.
13. Close the lever. From roughly the halfway point, it should require firm hand pressure to close — using your palm against the fork or frame, never against the disc rotor or spokes. In the closed position the lever should sit parallel to the wheel, tucked in close to the fork or frame so it cannot catch on anything or spring open accidentally.
14. Confirm the wheel is secure by trying to twist the closed lever around the axle — if it moves, re-open it, add a little more preload at the nut, and close it again.

QUICK-RELEASE CHECK

A wheel that is not correctly secured can wobble loose during a ride, causing loss of control, a fall and serious injury. Always carry out the check above before every ride, and never ride with a wheel that does not feel completely secure.

If your bicycle uses conventional axle nuts instead of a quick-release, simply ensure both nuts are tightened to the torque given in chapter 16 before riding.

Wheel truth and spokes

A wheel that is out of true, or that has a loose or broken spoke, should be repaired by your Aeres dealer — wheel building and truing is precision work, and a broken spoke that is not addressed promptly increases the load on the remaining spokes and can lead to further breakages. Have the hub bearings checked if you notice side-to-side play in the wheel, or unusual resistance when you spin it.

Removing a wheel

On models with a chain guard, you will generally need to remove or open the rear cover of the guard first — see chapter 8. Release the brake (rim brakes) or remove the caliper mounting as needed, disconnect the gear cable at the hub if fitted with a derailleur or hub gear, then loosen the axle nuts or open the quick-release, disengage the chain from the sprocket, and lift the wheel from the dropouts. Refitting follows the same steps in reverse; hub-gear models need their gear indicator re-aligned on refitting — see chapter 7.

Tyres

Correct tyre pressure affects rolling resistance, comfort, puncture resistance, cornering grip and rim protection. The recommended pressure range, usually between 3.5 and 6 bar for a typical city or touring tyre, is printed on the tyre sidewall — always follow the figure printed on your specific tyre rather than a general guideline.

- A tyre that only depresses slightly under firm thumb pressure is at a reasonable working pressure; for an exact reading, use a pump with a built-in gauge.
- Under-inflated tyres wear faster, puncture more easily and can accelerate rim wear.

- Check the tread regularly. Once the tread pattern is nearly worn smooth, or you can see the casing fabric through the rubber, the tyre needs replacing — as it does if you notice frequent punctures or visible cracking in the sidewall.

Repairing a puncture

- 15.** Remove the wheel (see above) and deflate the tyre fully.
- 16.** Push the tyre bead away from the rim edge toward the centre of the rim, then work a tyre lever between the tyre and rim to lift the bead over the rim wall; add a second lever a hand's width further along if needed, then work around the wheel until one side of the tyre is completely free of the rim.
- 17.** Pull the inner tube out from inside the tyre, keeping the valve for last.
- 18.** Inflate the tube slightly and listen, or pass it through a container of water, to find the puncture; mark the spot, then fully deflate and dry the tube.
- 19.** Roughen the area around the hole with sandpaper, apply a thin, even layer of vulcanising solution, and let it become tacky before pressing on a patch of the correct size, following the solution manufacturer's instructions for drying time.
- 20.** Check inside the tyre for the sharp object that caused the puncture before refitting, to avoid an immediate repeat puncture.
- 21.** Refit the tube inside the tyre with the valve through the rim hole, ensure the rim tape is centred and undamaged, then work the tyre bead back over the rim by hand — using a tyre lever at this stage risks pinching and puncturing the new tube.
- 22.** Inflate to the recommended pressure and check the tyre is seated evenly all the way around before refitting the wheel.

11 • SADDLE AND SEAT POST

Saddle shape is a personal preference, and comfort on a bicycle depends heavily on getting it right. A firmer, narrower saddle suits a sportier riding position; a wider, softer or gel-cushioned saddle generally suits a more upright city riding position. If your standard saddle is not comfortable after a proper adjustment and a fair trial, ask your Aeres dealer about the alternatives available for your model.

Adjusting the saddle

See chapter 4 for saddle height, tilt and fore-aft adjustment.

MINIMUM INSERTION MARK

Never extend a seat post beyond its marked minimum-insertion line. Riding with the post extended past this point risks breaking the post or damaging the frame, and can cause sudden loss of control.

Suspension seat posts

Where fitted, a spring- or elastomer-suspension seat post can usually be tuned for firmness via an adjuster at its base — turning it one way increases spring preload for a firmer ride, and the other way softens it. Check for side-to-side play periodically and have it adjusted by your dealer if you notice any.

Care

On an aluminium frame and seat post, keep the portion of the post that sits inside the frame lightly greased to prevent it seizing in place. On a carbon post or carbon frame, do the opposite: keep the contact surfaces completely dry and use only a carbon-specific assembly paste, since grease reduces the friction that carbon assembly paste relies on to grip and can allow the post to slip.

12 • FRAME, FINISH AND CLEANING

Inspecting the frame

Check the frame periodically, particularly around welds and tube junctions, for cracks, dents or paint damage that might indicate an impact. Have the frame inspected by your Aeres dealer after any crash or hard impact, and never continue riding a bicycle with a bent or cracked frame — this creates concentrated stress elsewhere in the frame and a real risk of sudden failure.

Cleaning

Regular cleaning protects your Aeres and keeps it running smoothly. Use a soft brush or cloth with warm water and a mild soap; an old toothbrush is useful for the chain and around the cassette. Rinse with a garden hose on a gentle setting and dry thoroughly afterward.

NEVER USE A PRESSURE WASHER

A pressure washer, or any strong, concentrated jet of water, can force water past the seals in the wheel hubs, hub gear, bottom bracket and suspension components, washing out the grease that protects them and leading to corrosion and premature wear. Clean your Aeres by hand only.

Paintwork

The finish on an Aeres frame is applied to resist everyday knocks and UV exposure, but it is still worth cleaning it with care. Avoid strong alkaline cleaning agents such as ammonia or washing soda, and avoid cleaning products containing fluorides, chlorides or sulphates, as these can dull or damage the clear coat over time. A soft cloth with warm water and, if needed, a small amount of mild liquid soap is all that is normally required.

Chrome and unpainted metal parts

Chromed or unpainted metal parts — handlebars, hubs, cranks and some seat posts — benefit from an occasional light coating of acid-free petroleum jelly, which forms a protective barrier against water, road salt and dirt and helps prevent corrosion.

Storage

Where possible, store your Aeres somewhere dry and out of direct, prolonged sunlight — UV exposure and damp both accelerate wear on tyres, cables, seals and paintwork over time.

13 • THE BOSCH ELECTRIC SYSTEM

Aeres electric bicycles are built around a Bosch drive system: a mid-mounted motor, a removable or integrated battery, and a handlebar-mounted display or control unit. This chapter explains the essentials of living with the system day to day. It does not replace the documentation supplied by Bosch with your bicycle — always read the printed quick-start guide in the box, and use the QR codes at the end of this chapter to reach Bosch's own manuals and downloads whenever you need the full detail for your exact motor and display generation.

Before your first ride

- Make sure the battery is inserted fully and locked — you should hear or feel it click into place, and it should not be possible to pull it free without first unlocking it with the battery key.
- Charge the battery fully before your first ride using the charger supplied with your bicycle, and only that charger or one explicitly approved by Bosch for your battery model.
- Power the system on and confirm the display shows a charge level and that the assistance level can be changed.

Charging

- Charge the battery at room temperature where possible — charging in very cold or very hot conditions can slow charging and, over time, shorten battery life.
- The battery can be charged either on the bicycle or removed and charged separately, depending on your model — removing it makes the bicycle noticeably lighter to carry and lets you charge indoors away from the bicycle.
- A lithium-ion battery does not need to be fully drained before recharging, and partial top-up charges do not harm it. For long-term storage — over winter, for example — store the battery around half charged, in a dry place at moderate room temperature, and check the level every couple of months.

Riding with assistance

Your display lets you choose an assistance level, from minimal support to maximum support, letting you balance range against how much of the effort the motor takes over from you. Assistance is proportional to how hard you pedal — the motor only adds power while you are pedalling, up to the legal speed limit for pedal-assisted bicycles in your country, after which assistance cuts out and you continue on your own effort alone, as with any ordinary bicycle.

- Range depends heavily on assistance level, terrain, rider weight, tyre pressure, temperature and wind — treat any range figure as an estimate rather than a guarantee, and choose a lower assistance level if you want to extend range on a longer ride.
- If the system will not power on, check the battery is charged, correctly seated and locked, and that the contacts on both the battery and the frame are clean and dry.

Care of the motor and electronics

- Never use a pressure washer or a strong jet of water anywhere near the motor unit, battery contacts or display — treat these exactly as you would the frame bearings, and clean by hand only, keeping water away from all connectors.
- Do not open the motor unit or battery casing yourself under any circumstances — there are no user-serviceable parts inside, and doing so will void your warranty and may be dangerous.
- If the bicycle is to be stored for an extended period, remove the battery, store it as described above, and keep the motor and display connectors clean and dry.

Software and firmware updates

Bosch periodically issues software updates for the motor and display that can improve performance and add features. Ask your Aeres dealer to check for and install available updates at your annual service, or do this yourself via the Bosch companion app if your system supports it.

Bosch manuals and downloads

Scan either code below with your phone's camera to reach Bosch's own documentation and manual downloads for your specific motor, battery and display generation.



DOWNLOADS & MANUALS

bosch-ebike.com/nl/service/downloads



HELP CENTER

help.bosch-ebike.com — manuals

Both links lead to official Bosch eBike Systems pages and open in your phone's browser. Keep your phone camera pointed steadily at the code from roughly 15–20 cm away.

14 • CHILD SEATS AND CARGO

Child seats

If you wish to carry a child on your Aeres, only ever use a child seat approved to EN 14344. Check the maximum permitted load of the mounting point you plan to use — a rear rack, or a seat-tube-mounted seat for a heavier child — and never exceed it.

- For a front-mounted seat, choose a model that clamps to the stem rather than the handlebar itself — many modern aluminium handlebars are not designed to take the additional clamping load of a front seat.
- Cover any exposed saddle suspension springs before fitting a rear seat, to prevent a child's fingers becoming trapped.
- Carrying a passenger is only permitted within the legal rules that apply in your country — check local regulations before fitting a child seat.
- If you are unsure which seat and mounting combination suits your specific Aeres model, ask your dealer for advice.

Rear rack load limits

Every Aeres rack is rated for a specific maximum load, shown in your model's specification sheet — do not exceed this even if the rack appears able to take more, since exceeding it can lead to rack, frame or spoke failure over time. If you regularly need to carry more than your rack allows, ask your dealer about panniers, cargo trailers or reinforced-rack options for your model.

15 • TRANSPORT, STORAGE AND ANTI-THEFT

Transporting your bicycle by car

- Always use a bicycle carrier designed and rated for the purpose — a carrier that clamps the frame is more stable in transit than one that clamps the cranks or wheels.
- Remove loose items — pump, bottles, bags — before loading the bicycle onto a carrier, and check nothing has come loose once you arrive.
- Make sure the loaded bicycle does not obscure your car's number plate or lights.
- If your Aeres has automatic lighting, switch it off before transport so it cannot activate and mislead other drivers on the road behind you.
- On an e-bike, we recommend removing the battery for transport both to reduce weight on the carrier and to protect the battery and its contacts from vibration and road debris.

Anti-theft

Register your Aeres bicycle's frame number with your dealer or online at the point of purchase — this makes it far easier to prove ownership and to report the bicycle if it is ever lost or stolen. Always lock your bicycle, ideally through the frame and a fixed object, even for short stops, and store spare keys somewhere safe and separate from the bicycle. A second, independent lock — for example a chain or cable lock in addition to your frame lock — meaningfully increases the time and effort a thief needs, and is a worthwhile extra precaution.

16 • RECOMMENDED TIGHTENING TORQUES

Bolted connections on a bicycle are engineered to a specific tightening torque: too loose and a part can work free in use; too tight and you risk cracking a component, particularly carbon parts or aluminium clamps. If you carry out your own maintenance, always use a torque wrench and the values below as your starting point — and always defer to a torque value printed directly on a component itself, where one is given, since it takes precedence over this general table.

Component	Torque (Nm)
Stem clamp bolts (handlebar)	5 – 7
Stem steerer / top-cap bolt (threadless)	Adjust to remove bearing play
Handlebar clamp (4-bolt stem)	5 – 7
Seat post clamp bolt	5 – 7
Saddle rail clamp bolts	5 - 7
Crank bolt (square taper)	34 – 45
Crank bolt (Shimano Hollowtech II / splined)	34 – 50
Pedal into crank	35 – 40
Headset locknut	18 – 23
Front wheel axle nuts (non quick-release)	20 – 27
Rear wheel axle nuts (non quick-release, hub gear)	20 – 27
Rear wheel axle nuts (non quick-release, derailleur)	35 – 45
Disc brake caliper mounting bolts	6 – 8
Disc brake rotor bolts	4 – 6
Bottle cage bolts	2 – 4
Rear rack mounting bolts	4 – 6

CARBON COMPONENTS

Torque values for carbon handlebars, seat posts and other carbon parts are typically lower than the equivalent aluminium component and are usually printed on the part itself. Where a printed value is available, always use it in preference to this general table, and consider using a carbon-specific assembly paste to achieve secure clamping at a lower torque.

17 • MAINTENANCE SCHEDULE

This schedule reflects normal use on paved roads and light tracks in a temperate climate. Frequent riding, wet or gritty conditions, heavy loads, or a demanding daily commute all shorten these intervals — as a general rule, the more you ride, the more often each check is worth doing. Ask your Aeres dealer to set a maintenance plan suited to your specific model and how you use it.

Before every ride

- Tyre pressure and condition.
- Brake feel and pad wear; check for any sign of fluid leakage on hydraulic systems.
- Both wheels firmly secured, quick-releases or axle nuts fully closed/tight.
- Lights and reflectors, if riding in low light.
- Battery charge and secure locking, on e-bikes.

Weekly

- Check the wheels for a loose or broken spoke, and for lateral wobble.
- Check suspension fork air pressure, where fitted with an air spring.

Monthly, or every 200-300 km

- Measure chain wear with a chain-wear gauge; clean and re-lubricate the chain or belt drive.
- Check gear and brake cables for fraying, and confirm shifting is crisp and precise.
- Re-check torque on the stem, handlebar, brake levers, bottle cage, seat post and derailleur mounting bolts.
- Lubricate the seat post contact surface (aluminium frames only — never grease a carbon post or carbon frame interface).
- Check the bottom bracket and crank bolts for play or looseness.
- Inspect brake and gear cable housings for damage.
- Visually inspect the frame, particularly around welds, for cracks or paint damage.

Annually

- Have your Aeres dealer carry out a full safety inspection, including wheel truing, headset and hub bearing adjustment, and — on e-bikes — a check of the motor mounting, battery contacts and any available firmware updates.

18 • WARRANTY

Aeres bicycles are covered by a manufacturer's warranty against defects in frame material and workmanship, in line with the specific warranty terms published for your model and market at the time of purchase, including Aeres's transferable lifetime frame warranty programme where applicable to your model. Exact terms, coverage periods and any registration requirements are set out in full on aeres-bikes.com and in the warranty documentation provided by your dealer at the point of sale — please refer to those documents for the definitive terms that apply to your bicycle, as they take precedence over the general summary below.

Activate your lifetime warranty

To activate the lifetime frame warranty on your Aeres bicycle, register it online within the period stated in your warranty documentation. Registration takes a few minutes and asks for your bicycle's frame number, model and date of purchase — have your proof of purchase to hand before you start.



REGISTER YOUR BICYCLE

Scan this code or visit aeres-bikes.com/en_BE/bike-registration to register your Aeres and activate your lifetime frame warranty.

What the warranty generally covers

- Defects in the frame and Aeres-specific components arising from faulty material, workmanship, construction or assembly, discovered within the applicable warranty period.

What the warranty does not cover

- Damage from a crash, a fall, or an impact.
- Damage from use outside the bicycle's intended category — see chapter 3 — or from carrying loads beyond the specified maximum.
- Damage from incorrect assembly, adjustment, maintenance or storage, or from repairs not carried out by a qualified mechanic.
- Normal wear and tear on parts such as tyres, brake pads, chains, cassettes, cables, grips and bearings.
- Cosmetic wear, including fading, that does not affect the safe function of the bicycle.
- Damage resulting from failure to follow the guidance and warnings given in this manual.

Making a claim

To make a warranty claim, contact the Aeres dealer where you purchased your bicycle, or another authorised Aeres dealer, with your proof of purchase and, where applicable, your bicycle's frame number. Your bicycle should be complete and reasonably clean when presented for inspection. Aeres and its dealers are not liable for damage or loss arising from circumstances outside their control, or from a fault that did not exist at the time the bicycle was placed on the market.

19 • CONTACT & SERVICE

For questions about this manual, your bicycle, or its warranty, your first point of contact is always the Aeres dealer where you purchased your bicycle — they know your specific model and are best placed to help quickly.

Belgian Cycling Factory / Aeres

- Web: www.aeres-bikes.com
- Dealer locator: www.aeres-bikes.com/dealers
- Service & support: www.aeres-bikes.com/service
- Belgian Cycling Factory head office: Beringen, Belgium

Bosch eBike Systems support

- Downloads & manuals: www.bosch-ebike.com/nl/service/downloads
- Help centre: help.bosch-ebike.com

Thank you for choosing Aeres. This manual has covered how to set up, ride, maintain and enjoy your bicycle safely — but there is no substitute for the expertise of your Aeres dealer. If anything in this manual feels beyond your own confidence or tools, that is exactly what they are there for.