



MOTORISED BICYCLE  
Model: BIS090

# **MOTORISED BICYCLE**

**Model: BIS090**

*Manufacturing year*

.....

*Working order*

.....

**USE AND MAINTENANCE INSTRUCTIONS**



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## 2. GENERAL DATA AND PRESCRIPTIONS

### 2.1 MANUFACTURER

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### 2.2 COMMUNICATIONS WITH THE MANUFACTURER

For any information related to the equipment (use, maintenance, spare parts) always state Model, Manufacturing Year and Order. These data can be found in the equipment-identifying table.

### 2.3 IMPORTANT NOTE

Tesmec S.p.A reserves all the reproduction rights of present manual.  
Descriptions and illustrations shown in this manual are not binding.  
Tesmec S.p.A. has the right to modify this manual without notice.  
It is not possible to give this manual to other person without Tesmec's written authorisation.

**IT IS STRICTLY FORBIDDEN THE REPRODUCTION, EVEN PARTIAL, OF THE ILLUSTRATIONS AND/OR THE TEXT**



**IMPORTANT:** this manual has to be considered as integral part of the bicycle; if it is ruined or illegible in any part, please immediately ask for a new copy.  
Before using the bicycle, the site chief and the operator have to know the instruction manual.  
All the information in this manual is addressed to all the operators that use or carry out the maintenance operations of the bicycle.  
The use and maintenance instructions contain important warnings for a safety, in conformity and economic use of the bicycle.  
The observance of these instructions helps to avoid damages, to reduce the maintenance costs and to increase the life of the bicycle.  
The use and maintenance instructions have to be always at the operator's disposal on the bicycle job site.

### 2.4 GENERAL NOTES FOR DELIVERY

When receiving the bicycle, the receiver has to verify if the supplied material corresponds to the ordered one (the bicycle has to be supplied with all the safety devices and with the instruction manual), and if all the supplied units are not damaged; in this case, advise immediately Tesmec S.p.A. by a written documentation, referring to the specific data of the bicycle.

## **2.5 GUARANTEE**

The supplied bicycle is guaranteed for a period of 12 months, starting from the delivery date. The guarantee is valid only if the bicycle cannot operate due to defects of materials, manufacture or due to an important manufacturing defect.

These defects have to be immediately reported to Tesmec S.p.A. in writing, with as much detail as possible.

The guarantee binds our company to replace those components recognised to be of defective manufacture and/or defective of technical characteristics, free of charge at our factory in Grassobbio. The guarantee declines if the bicycle has suffered tampering, modifications or repairs, not authorised by our company.

Our company is not responsible for any direct or indirect damage caused by carelessness, incorrect or improper use and installation, and by phenomenon not dependent from the normal functioning of the bicycle, and even by damages during transport.

The court of Bergamo will decide all disputes.

If Tesmec S.p.A. performs any intervention outside the cited guarantee conditions, the bicycle must be sent to our headquarters in Grassobbio, at the expense and risk of the purchaser.

For any intervention performed by the customer, Tesmec shall charge the travel and board costs for our technical personnel. A daily rate, to be agreed during the request for intervention, will be charged for each day of work of these personnel.

### 3. GENERAL DATA OF THE BICYCLE

#### 3.1 INTRODUCTION

The use and maintenance of the bicycle object of this instruction manual are indispensable to avoid dangerous situations both for the operators and for other personnel, either during operative phases and maintenance operations.  
For this reason it is necessary to carefully read this document and to observe and respect the listed warnings.



**IMPORTANT: keep and consult present instruction manual.**

#### 3.2 GENERAL PRESCRIPTIONS FOR THE OPERATOR

Before using the bicycle, the operator must read the instruction manual.  
The operator has to be employed and qualified for the bicycle use.  
The operator must carefully follow all the instructions, the safety norms and the using limits of the bicycle.

#### 3.3 ASSISTANCE SERVICE

Before each particular repair intervene, it is better to contact Tesmec S.p.A., in particular for extraordinary assistance.

#### 3.4 SPARE PARTS SERVICE

For bicycle's maintenance, it is necessary to use only original spare parts; therefore contact Tesmec S.p.A.

#### 3.5 BICYCLE PRESENTATION

##### 3.5.1 BICYCLE IDENTIFICATION

The bicycle is identified by a stamping on which there are indicated the following reference data:

- bicycle
- type
- serial number
- manufacturing year
- capacity
- mass of the bicycle.

Bicycle in conformity with CE norm.

The bicycle is not included in the filed of enclosure IV of Machine Directive because it is not included in the listed machines.

#### 3.6 USE AND CONSERVATION OF THE USE AND INSTRUCTION MANUAL

##### 3.6.1 ADDRESSEE OF THE MANUAL

The information contained in this manual is addressed to all the operators that use the bicycle, in particular the paragraphs about safety norms.

### 3.6.2 AIMS OF THE MANUAL

The information contained in the instruction manual is necessary for the correct functioning of the bicycle, as per the foreseen design and manufacture finalities.

In addition, this manual includes all the necessary information about moving, start-up and maintenance of the bicycle, respecting the limits imposed by the manufacturer and listed in the manual.

### 3.6.3 CONSERVATION OF THE MANUAL

The instruction manual is supplied with the bicycle and it must be conserved, for consultation, for its entire life, even when it is sold to another user.

The instruction manual must be conserved in a protected and dry place.

In case of damage of the instruction manual, the user must require a copy to the manufacturer.

### 3.6.4 UPDATING OF THE MANUAL

The manufacturer has the right to modify the bicycle, and therefore the instruction manual, without notice. In any case, the user could require information about possible updating.

Those updating, once released, become integral part of the instruction manual.

### 3.6.5 KNOWLEDGE OF THE MANUAL

The site chief must inform all the operators about the instructions contained in this manual.

Before using the bicycle, the operator must well know the positions and the functioning of all the controls (levers), in addition he has to be capable of performing all the operations described in this manual, making sure to have correctly understood the safety standards, knowing how to apply them during use and/or maintenance.

The operator must know the accident prevention standards as per Dlgs 626/94.

The site chief must check the application of the instructions listed in this manual.

The instruction manual is not a professional training manual, that means, knowing it does not substitute the profession level required for the operator.

## 3.7 RESPONSIBILITY FOR THE MANUFACTURER

Tesmec S.p.A. is relieved from any responsibility as per the cases listed below:

- improper use of the bicycle or use of the same by not trained personnel
- unforeseen use of the bicycle as per paragraph 3.11
- tampering and/or modifications performed without its written authorization
- use of non-original spare parts
- insufficient maintenance
- total or partial inobservance the using instructions
- exceptional events.

The bicycle must **ONLY** be used for the purpose for which it was designed.

## 3.8 NECESSARY COMPETENCES

The bicycle has to be used **ONLY** by trained and competent operators: they have to be formed for using the bicycle by an initial training.

Maintenance operations have to be effectuated by a qualified mechanical operator, able to carry out the mechanical maintenance in a safety and satisfying way, in accordance with a theoretical preparation and a proved experience.

In general, the operator that uses the bicycle should have following characteristics:

- use of lower and upper limbs
- knowledge and identification of colours, good sight and good hearing
- knowledge of danger and warning signals
- knowledge of the functioning cycle of the bicycle, that means that the operator has attended theoretical-practice training.

### 3.9 FORESEEN USE OF THE BICYCLE

#### 3.9.1 DESTINATION

The bicycle has been suitably studied for the inspection of single lines or for mounting signalling spheres, as per the European Directive 98/37/CE, Directive of the European Parliament and Council dated 22 June 1998.

#### 3.9.2 OPERATORS IN CHARGE WITH THE USE OF THE BICYCLE

The bicycle has been designed for a professional use, and therefore, it should be used by suitable trained operators in particular for what concern the personnel safety.

### 3.10 FORESEEN NORMS

The bicycle has been built in a country member of the European Community, therefore it is in conformity with the following directives:

- Machines Directive (Directive 98/37/CE)
- EN 292-1 and 292-2 (Machinery safety-Main concepts; general design concepts)
- EN 418 (Safety stop device – Functional aspects-Design principles)
- EN 953 (General requirements of design and manufacture of repairs: fixed and moving repairs)
- EN 1050 (Risks evaluation)
- DPR n. 547 dated 27 April 1955
- DPR n. 459 dated 24 July 1996

This conformity has been certified and, on the bicycle, it is present the CE marking that notifies its compliance.

### 3.11 FORESEEN AND UNFORESEEN USES

The bicycle has been suitably studied for the inspection of single lines or for mounting signalling spheres. For any different use, Tesmec declines any responsibility for possible defects or risks due to the use of the bicycle.

### 3.12 USER PREVENTION MEASURES

Scrupulously observe the accident prevention standards in force in the respective countries.

It is necessary to verify if the job site foreseen a suitable grounding device for the system bicycle-conductor.

Observe all the danger and caution indications.

Always use work gloves, protecting helmet, safety shoes, safety belt and what else foreseen by the Dlgs 626/94.

The operator in charge with the equipment installation and use, must wear clothes suitable for the working site (UNI EN 510) and for the situation where he finds himself; in particular he must avoid the use of very large clothes, chains, bracelets, rings or whatever can get entangled with moving parts.

Before starting the work, verify if the service brakes, the stationary brakes and the safety belt for the operator are in good conditions.

The operator must not carry out on his own initiative operations or interventions that are not up to him.

### 3.13 USE CONDITIONS

The bicycle has been studied only to be applied on a single conductor.



**IMPORTANT: THE USE OF THE BICYCLE ON A CONDUCTOR DIFFERENT FROM THE INDICATED ONE MAY PRODUCE DANGEROUS SITUATIONS FOR THE OPERATOR. IT IS NECESSARY TO VERIFY IF IN THE JOB SITE HAS BEEN FORESEEN A SUITABLE GROUNDING DEVICE FOR THE SYSTEM BICYCLE-CONDUCTOR.**



### 3.14 ILLUMINATION

The bicycle has not been equipped with a suitable lighting system, therefore the buyer is responsible of the suitable site illumination in conformity with the rules in force and with the European directives. To choose the suitable illumination levels for a particular environment or visual activity, refer to the norm ISO 8995 or UNI 10380.

The table below illustrates the European standard for illumination levels.

#### 3.14.1 EUROPEAN STANDARD FOR ILLUMINATION LEVELS (values in lux)

SITE OR KIND OF WORK	EUROPEAN STANDARD
Storages	100-200
Passage sites	100-200
Rough works	200-400
Medium finish works (general illumination)	200-400
Medium finish works (localized illumination)	1000-2000
Thin works (general illumination)	400-800
Thin works (localized illumination)	2000-4000
Very thin works (general illumination)	800-1200
Very thin works (localized illumination)	4000-6000

### 3.15 ENVIRONMENTAL CONDITIONS

Environmental characteristics of the installation zone:

- temperature from -10°C to +45°C
- relevant moisture from 30% to 90% (± 5%)
- atmospheric conditions any, unless in rainy conditions



**ATTENTION: it is not foreseen the use of the bicycle in atmospheric conditions that might restrain the components of the same.**

### 3.16 DISPOSAL AND DEMOLITION

When the bicycle, or any part of the same, is taken out of service, demolished or disposed of, the user must follow the standards and regulations in force in his own country.

No particular problems exist because all the used components can be recycled.

By refuse, it is meant any substance and object deriving from human activities or natural cycles, which is abandoned or will be abandoned.

Special refuses:

- those deriving from industrial, commercial, handicraft working processes, agricultural activities or services which in terms of quality or quantity cannot be declared assimilable to urban refuses
- deteriorated and obsolete machinery and equipment.

Toxic refuses:

- all refuses that contain or are contaminated by the substances indicated in the enclosure of the Presidential Decree 915/52 implementing the following directives: 75/442/CEE, 76/403/CEE, 78/319/CEE.

**WHEN DISPOSING OF SPECIAL AND TOXIC-NOXIOUS REFUSES, ALWAYS CONTACT SPECIALISED/AUTHORISED COMPANIES**



### **3.17 CONTROLS AND SAFETY DEVICES**

All the functioning controls of the bicycle can be operated by the operator.  
The bicycle is equipped with safety devices necessary to grant the operator's safety.

### **3.18 NOT-CORRECT DESTINATIONS OF USE**

Those not foreseen at point 3.9.1 and point 3.11.

## **4. TECHNICAL DESCRIPTION OF THE BICYCLE**

### **4.1 CHARACTERISTICS OF THE BICYCLE**

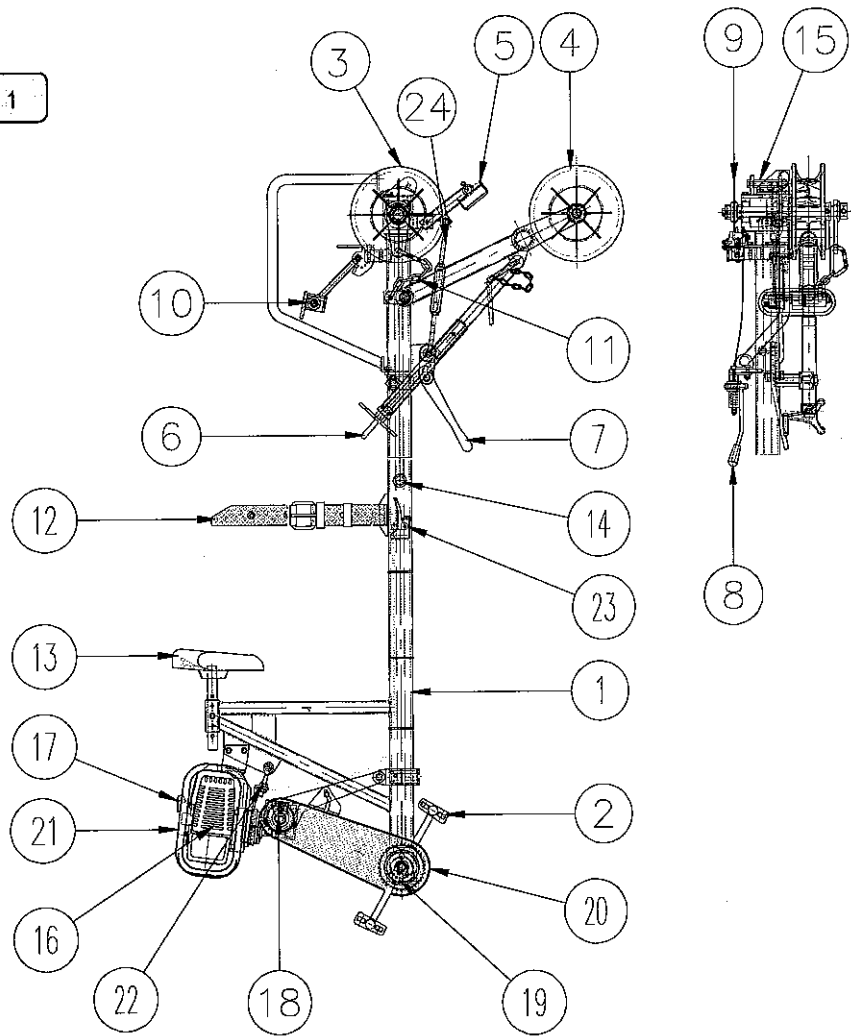
Capacity	100 kg
Mass of the bicycle	37 kg
Conductor's application	single

### **4.2 DESCRIPTION OF THE BICYCLE**

Single bicycle in light alloy with cardanic transmission equipped with negative automatic disk brake that grants the bicycle stop each time the operator releases the brake's lever.  
In addition, the bicycle is equipped with a stationary brake for the stoppages on the lines and with a meter counter device.

On the bicycle frame it has been foreseen a hole with chain link for lifting the bicycle.  
The bicycle is supplied with a MITSUBISHI engine 48 cc – 2,4 HP.

FIG. 1



1	Light alloy frame	13	Saddle
2	Pedals	14	Handrest handles
3	Towing wheel	15	Lifting connection
4	Contrast wheel	16	Endothermic motor
5	Stationary brake bloc	17	Starter
6	Contrast device	18	Hand-wheel for engine power-take off
7	Stationary brake	19	Hand-wheel for pedals power-take off
8	Negative automatic brake	20	Crowns-chain carter
9	Service brake disk	21	Endothermic motor repair
10	Meter counter	22	Chain stretcher regulator
11	Safety rope for antifleeing	23	Accelerator
12	Safety belt	24	Stationary brake adjusting stretcher

#### **4.3 RESIDUAL RISKS**



**ATTENTION: IT IS NECESSARY TO STRICTLY FOLLOW THE ACCIDENT PREVENTION NORMS INDICATED BY THE SAFETY NORMS, IN PARTICULAR FOR THE OPERATOR'S HARNESS DURING THE LOADING OPERATION OF THE BICYCLE ON THE POLE AND WHEN ACHIEVING THE WORKING POSITION ON THE BICYCLE.**



**ATTENTION: electrostatic discharges. It is necessary to know the safety and prevention norms for accidents that may happen due to the presence of electric current; therefore it is necessary to verify if on the job site have been foreseen suitable grounding devices for the system bicycle-conductors.**



**ATTENTION: IN THE ZONE UNDER THE LINE, ONLY AUTHORISED PERSONNEL CAN OPERATE.**

## 5. TRANSPORT AND POSITIONING INSTRUCTIONS FOR THE BICYCLE

### 5.1 HANDLING OF THE BICYCLE



**IMPORTANT: IT IS NECESSARY TO MAKE SURE THAT A SUITABLE ELECTRIC GROUNDING DEVICE HAS BEEN FORESEEN FOR THE SYSTEM BICYCLE-CONDUCTOR.**

### 5.2 USE OF SAFETY DEVICES

During unpacking and installation operations, the operators have always to wear gloves and all the suitable personal protection clothes (as per norm UNI EN 510).

When receiving the bicycle, verify the integrity of the package; advise immediately the manufacturer and the person in charge of the transport when possible damages due to transport or tampering with removal, even partial, of the content happen.

Verify if the supplied material corresponds to the ordered one; immediately advise the manufacturer if there are some discrepancies.

If any damage is found or parts are missing, immediately inform Tesmec S.p.A. and the transport company by presenting photographic documentation.



**IMPORTANT:** after inspection, if necessary, sign the delivery note with reserve and make the driver countersign the same declaration. Next, notify Tesmec S.p.A., if possible by fax.

To lift and transport the bicycle packaged in box or cage, exclusively use a forklift truck or overhead travelling cranes with a capacity equal to the mass to be lifted, by means of chains with hooks suitable for lifting operations.

Any other system INVALIDATES THE INSURANCE GUARANTEE for any damage caused to the bicycle.

### 5.3 TRANSPORT TYPOLOGIES AND PACKAGE

Materials usually used for the package are:

- ⇒ wood
- ⇒ steel nails
- ⇒ steel screws
- ⇒ film
- ⇒ cardboard
- ⇒ tape.

Contents of the packaging:

- assembled bicycle
- use/maintenance manual.

In case of wooden case package remove, in order, the upper cover then the lower nails and at the end the side panels.

### 5.4 STORAGE

In case of long inactivity period of the bicycle, the customer has to verify the place in which it has been stored and, if possible, check the maintenance conditions in relation to the type of storage (case, platform, etc.).

In case of non-use of the bicycle and of stocking, please follow the technical specifications.

## **5.5 INSTALLATION OF THE BICYCLE**

### **5.5.1 POSTERS, PERSONAL PROTECTION DEVICES, TRAINING**

#### **POSTERS**

##### **Purchaser's responsibility**

The bicycle has to be completed in the working layout with suitable additional posters.

**IT IS FORBIDDEN TO REMOVE PROTECTION DEVICES  
USE PROTECTIVE CLOTHING AND SAFETY DEVICES (GLOVES, PROTECTING HELMET,  
ACCIDENT PREVENTION SHOES, SAFETY BELT, etc.)**

In addition, the place where the bicycle is installed has to be completed with general posters, specific to the characteristics of the working sites:

**HANDLING, DANGER ZONES, HIGH VOLTAGE**

#### **PERSONAL PROTECTION DEVICES**

During handling of the bicycle, the operator has always to wear the suitable personal protection devices according to the criteria described by the UNI EN 510 standard and according to the site regulations.

#### **TRAINING**

The purchaser of the bicycle has to provide a suitable instruction and training to the operators in charge with the bicycle use.

## 6. INSTRUCTION FOR USE

Present paragraph has the aim to underline the safety condition for the operator and for anyone that uses the bicycle.

The bicycle should be used in conformity with the specifications of the manufacturer (technical specifications, safety, etc.).

Before using the bicycle, it is necessary to carefully read all the norms indicated in this manual.

When using the bicycle it is necessary to follow the following warnings:

- carefully read all the safety messages indicated in the manual and on the bicycle.



**IT IS FORBIDDEN to modify or tamper the installed safety devices.**

Each person that uses the bicycle has to be informed about the function of the installed safety devices and about its correct functioning.

The operative space around the bicycle has to be well lighted as per the European standards indicated at paragraph 3.14.1.

It is necessary to wear clothes and safety protection devices (norm UNI EN 510).

When the operator finds out defects, especially those that compromise the safety, has to inform the responsible of the job site.

Do not modify for any reason bicycle parts (fittings, holes, finish, etc.): the customer is liable for any types of interventions not authorised by Tesmec S.p.A. because in this case he becomes the manufacturer.

Do not tamper or modify any mechanical component without written authorisation.

All modifications must be authorised by the constructor.

In case the bicycle is used outside its limits of use or changing somehow the prerogative features of Tesmec S.p.A., Tesmec S.p.A. declines all responsibility for this.



**REMOVING OR TAMPERING THE SAFETY DEVICES IS ABSOLUTELY FORBIDDEN.**

Always be careful and avoid that not competent personnel act on the bicycle or work around it.

### 6.1 **WORKING PHASES**



**IMPORTANT:** IT IS FORBIDDEN TO RELEASE OR REMOVE THE SAFETY BELT FROM THE CORRECT POSITION. IT IS NECESSARY TO REGULATE THE BELT AND THE SADDLE BEFORE USING THE BICYCLE.



**IMPORTANT:** THE OPERATOR HAS TO ALWAYS BE SLUNG WITH A SAFETY ROPE: WHEN HE IS ON THE POLE, WHEN HE IS ON THE BICYCLE AND DURING THE MOVING PHASE BETWEEN THE POLE AND THE BICYCLE.  
THIS OPERATION IS NECESSARY TO GRANT THE OPERATOR'S SAFETY.

### 6.2 **BICYCLE LIFTING ON THE POLE**

The bicycle has to be lifted on the pole (PHASE 1) by means of pulley with suitable capacity and in conformity with the Presidential Decree no. 547 dated 27 April 1955; to lift the bicycle, connect it to the connection (fig. 2, pos. 1) present on the bicycle frame.



### 6.3 BICYCLE LOADING ON THE LINE

During the working phases, the operator has to stop on the working platform or on the suspension ladder and has to be slung by means of safety belts.

To load the bicycle on the conductor (PHASE 2-3) it is necessary to release the safety chain (fig. 1, pos. 11), let the conductor pass under the towing wheel (fig. 2, pos. 3) and over the contrast wheel (fig. 2, pos. 4), then close again the safety belt.

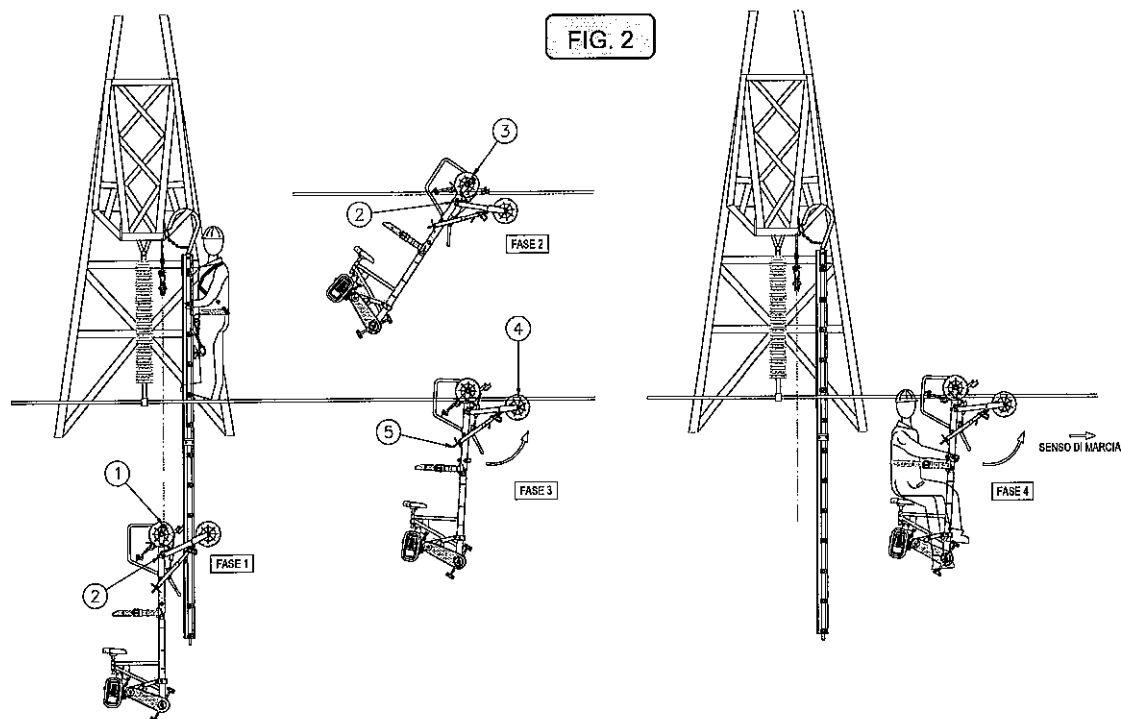
At this point, it is necessary to act on the lever of the contrast device (fig. 2, pos. 5) so that to increase the tension between the conductor and the wheels to let the bicycle suitably adhere to the conductor.

STRICTLY OBSERVE THE ACCIDENT PREVENTION NORMS IN FORCE IN THE RELEVANT COUNTRIES

### 6.4 WORKING POSITION

The operator, before mounting on the bicycle, has to pull the lever of the stationary brake (fig. 1, pos. 7) so that to bloc the bicycle on the conductor.

Then the operator has to seat on the saddle (PHASE 4) suitably fastening the safety belt (fig. 1, pos. 12) that has never to be removed from the correct position or released during the working operations.



### 6.5 MOVING

During the moving phase, the operator has always to wear protecting gloves.

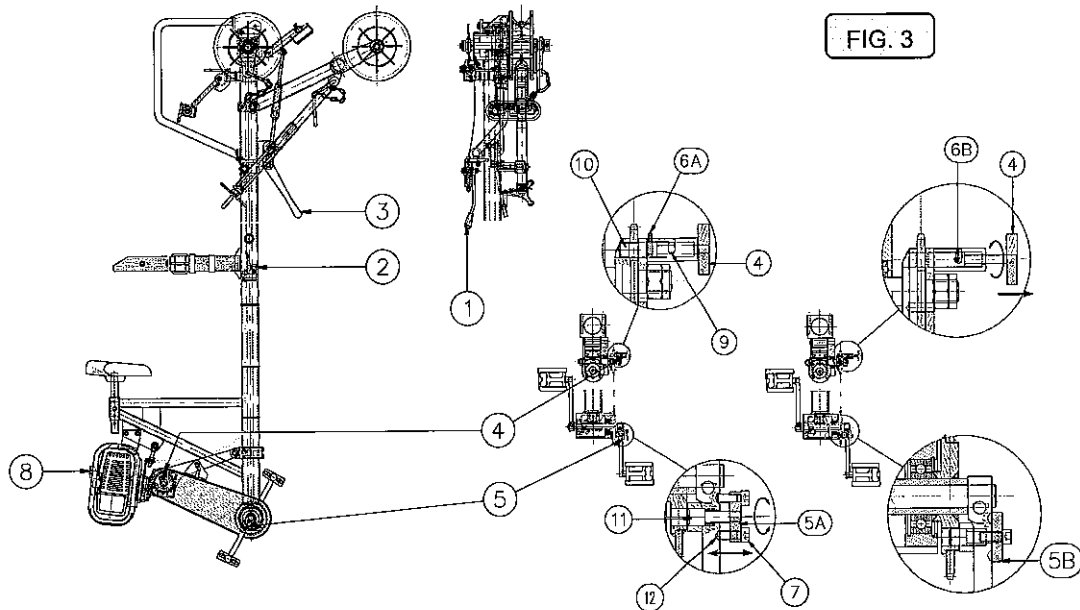
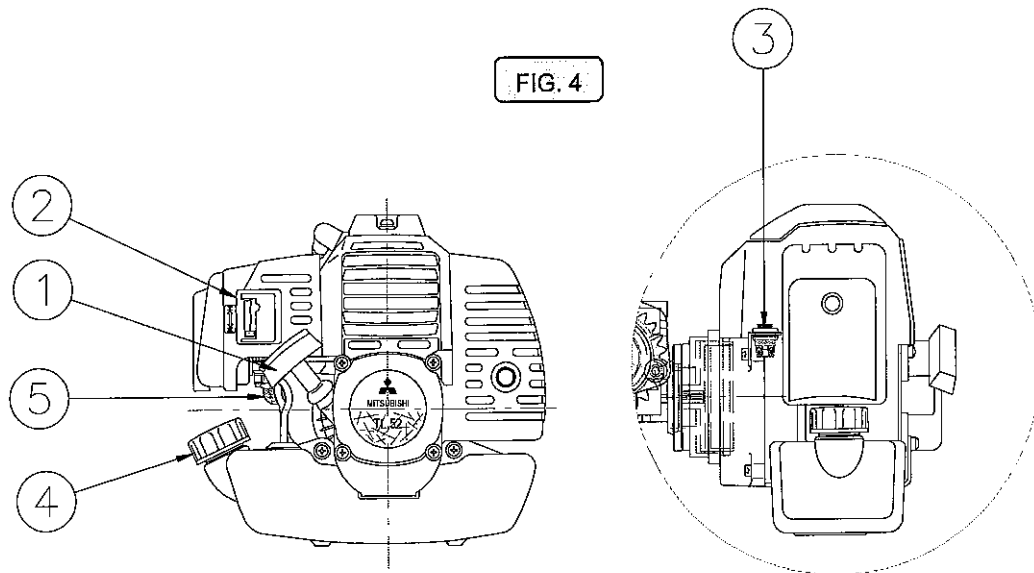


FIG. 3

### 6.6 MOTORISED MODE

To set the bicycle in motorised mode, after positioning the same on the line, act as follows:

1. bloc the bicycle by means of the stationary brake (fig. 3, pos. 3).
2. slightly pull the hand-wheel (fig. 3, pos. 4) to extract the entraining shaft (fig. 3, pos. 10) operated by the pin (fig. 3, pos. 6B) and at the same time turn in clockwise direction to allow the pin (fig. 3, pos. 6B) to be inserted in the locking slot (fig. 3, pos. 6A) for the power-take off.
3. release the pedals from the power-take off acting on the hand-wheel (fig. 3, pos. 5) and at the same time turn it so that to allow the screws to be inserted (fig. 3, pos. 7) in the suitable seats on the pedal's arm (fig. 3, pos. 12): this way (fig. 3, pos. 5A) the pedals are in idle position.
4. start the engine:
  - a. push thoroughly the push-button (fig. 4, pos. 5) many times to pump the fuel granting in this way a simple start-up (push 10 times at least).
  - b. move the ignition lever (fig. 4, pos. 2) in completely closed position.  
When there is still fuel and the engine is hot, move the ignition lever (fig. 4, pos. 2) in completely open position.
  - c. pull heavily the ignition rope (fig. 4, pos. 1).
  - d. after the start-up let the engine idle for some minutes, then close the ignition lever (fig. 4, pos. 2).
5. release the stationary brake (fig. 3, pos. 3).
6. accelerate slightly acting on the accelerator (fig. 3, pos. 2) to allow the automatic connection of the entraining pin (fig. 3, pos. 10).
7. once the pin has been connected, to start the displacement along the line it will be sufficient to keep the lever of the negative brake pulled (fig. 3, pos. 1) and accelerate at the same time.



### 6.7 MANUAL MODE

For the manual mode, it is necessary to act as follows:

1. bloc the bicycle by means of the stationary brake (fig. 3, pos. 3).
2. slightly move the hand-wheel (fig. 3, pos. 4) to extract the entraining shaft (fig. 3, pos. 10) operated by the pin (fig. 3, pos. 6A) and at the same time turn in clockwise direction to allow the pin (fig. 3, pos. 6A) to be inserted in the locking slot (fig. 3, pos. 6B).



**NOTE: if during the releasing phase of the motorised mode the hand-wheel is blocked, it is necessary to act on the pedals moving them slightly forward and backward to eliminate the pressure exercised by the chain on the crown.**

3. connect the pedals moving the hand-wheel (fig. 3, pos. 5) and turning it at the same time so that to allow the screws to come out (fig. 3, pos. 7) from the suitable seats (fig. 3, pos. 12) on the pedal's arm (fig. 3, pos. 5B): this way the pedals are inserted.
4. release the stationary brake (fig. 3, pos. 3), pull the lever of the negative brake (fig. 3, pos. 1) and move the pedals to allow the automatic connection of the entraining pin (fig. 3, pos. 11).
5. once the pin has been connected, to start the displacement along the line it will be sufficient to keep the lever of the negative brake pulled (fig. 3, pos. 1) and pedal at the same time.

### 6.8 BICYCLE STOP

In motorised mode to stop the bicycle, it is necessary to release the accelerator (fig. 3, pos. 2), the negative brake (fig. 3, pos. 1) and push the push-button (fig. 4, pos. 3) to turn the engine off.

In manual mode to stop the bicycle, it is necessary to release the lever of the negative automatic brake (fig. 3, pos. 1).

In case of safety stop of the bicycle (during working phases) the operator has to release the accelerator (fig. 3, pos. 2 if the bicycle is in motorised mode), the lever of the negative brake (fig. 3, pos. 1) and move the lever of the stationary brake (fig. 3, pos. 3) in blocked brake position.

## **6.9 SAFETY DEVICES**

The bicycle is equipped with following safety devices:

- negative automatic brake that stops the bicycle moving when the operator releases the lever of the brake itself.
- the emergency stop functioning is carried out by the negative brake.  
The bicycle stop is also achieved by positioning the lever of the stationary brake in blocked brake position.
- backrest with safety belt that allows the operator to have a safety position on the bicycle, avoiding the contact with the wheels and fastening the operator's harness to the bicycle to avoid the risk of fall.
- safety antifleeting rope that intervenes in case of fleeting, keeping the bicycle tightened to the conductor.

## **7. MAINTENANCE**

All maintenance operations have to be carried out by competent personnel:

- ⇒ qualified mechanical operator
- ⇒ manufacturer's technician.

Use accident prevention clothes as per norm UNI EN 510.

Do not modify for any reason bicycle parts (fittings, holes, finish, etc.): the customer is liable for any types of interventions not authorised by Tesmec S.p.A. because in this case he becomes the manufacturer.

Do not tamper or modify any mechanical component without written authorisation.

All modifications must be authorised by the constructor.

In case the bicycle is used outside its limits of use or changing somehow the prerogative features of Tesmec S.p.A., Tesmec S.p.A. declines all responsibility for this.

Removing or tampering the safety devices is absolutely forbidden.

### **7.1 MAINTENANCE OPERATIONS**

The bicycle doesn't require particular maintenance operations.

Grease the moving organs.

We suggest a periodic visual check of the frame, the safety belt, the correct functioning of the negative brake, the stationary brake and the bearings of the translating wheels.

For the engine maintenance operations, see the enclosed booklet.