SwingLock

Figure 1 - SwingLock Rear with SwingLock Upper

Figure 2 - SwingLock Rear with Angled Hook Upper

Features & Benefits

- Rack components easily store out of the way when not in use
- Designed to meet Federal Railroad Administrations regulations (49 CFR 238.233c) for the securement of a bike rack with bicycle to the car wall
- Intuitive design allows users to safely and quickly load/unload bike
- Loading and unloading process involves minimal lifting and always allows the rider two-handed contact on the bicycle
- Constrains lateral movement of bike for secure hold regardless of force orientation
- Right and left-handed models available

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Bid Specifications

Dimensions and Capacities	Benefit
1) The bicycle rack shall be capable of carrying one bicycle.	Allows customers with bicycles to access the transit system.
2) The bicycle rack shall accommodate bicycles with wheel sizes from 16 inches to 29 inches.	Accommodates the majority of bicycles and wheel sizes
3) The bicycle rack shall accommodate bicycles with up to 48" wheelbase. (excluding tandems, electrics, and recumbent bicycles).	Accommodates the majority of bicycle frame sizes
4) The bicycle rack shall accommodate tire widths up to 2.5 inches.	Addresses the growing trend of wide mountain bike tires.
Safety and Construction	**Benefit**
1) The bicycle rack shall be modular construction with replaceable components.	Allows components to be replaced due to collision, damage or abuse. Eliminates the need to replace the entire rack.
2) All parts of the moving portion of the bicycle rack shall be made of stainless steel, aluminum or other corrosion resistant materials. Plated steel components shall not be used.	Ensures a long corrosion free existence in any environment.
3) The bicycle rack shall contact the bicycle's tires only - no contact shall be made with the frame of the bicycle.	This assures the bicycle rider a scratch free trip every time.
4) Maintenance of the bicycle rack shall not require the use of any surface lubrication.	Eliminating the need for liquid lubricants greatly reduces the likelihood of binding due to road debris build-up on moving parts.
5) The bicycle rack shall be designed specifically for commercial transit use and not for consumer use.	The transit environment will quickly destroy a rack made for occasional consumer use.
6) The bicycle rack manufacturer shall have a sum of at least 10,000 racks installed at a minimum of 50 transit agencies in North America.	This ensures the bicycle rack is a product which is proven in the marketplace
7) The bicycle rack shall include a warranty against manufacturing defects for a period of one year.	The manufacturer stands behind the product.
8) The carrier employs a gas spring rear hoop to secure the rear wheel	More than just "hooking" your wheel into position, this system provides superior lateral and vertical retention over large bumps in the road.
Operation	**Benefit**
1) The bicycles shall be able to be loaded and unloaded independent of each other.	Allows the user to remove only their bicycle, further promoting quick loading and unloading.
2) The bicycle rack shall be designed such that the bicycle rider can load and unload the bicycle from either side of the bike rack.	Ensures easy user experience.
3) The bicycle rack shall be clearly marked with easy to follow instructions for operation.	Educates the user as to the correct orientation of the bike when loading, further ensuring the shortest loading and unloading time possible.
4) Orientation of the pedals by the bicycle rider shall not be required when using the rack.	Decreases potential damage to the bicycle being loaded and to a previously loaded bicycle. Reduces load and unload time ensuring schedule compliance.
5) The carrier can be deployed or stowed with one hand or foot.	Allows users to maintain control of the bicycle at all times.

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