PIVOT CYCLES

Shuttle LT

BOSCH ePowered

Original Operational Instructions

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This manual is intended to provide you with the information needed to get you on the trail, walk you through the steps necessary to set up components, and become familiar with the Bosch E-bike System. This document contains some helpful diagrams and reference material to make sure you have everything necessary to maintain your Shuttle LT and enjoy it to the fullest.

TABLE OF CONTENTS

QUICK START SUSPENSION SETTINGS		
Shock Air Pressure *(By Body Weight)* ***Always Check Sag see page 3 !***	Body Weight in [lbs] to [psi]	Float X: Body Weight [lbs] + 40 [psi] ǀ Float X2: Body Weight [lbs] + 50 [psi]
	Body Weight in [kg] to [psi]	Float X: 2.2 × Body Weight [kg] + 40 [psi] ǀ Float X2: 2.2 × Body Weight [kg] + 50 [psi]
	Body Weight in [kg] to [bar]	Float X: 0.15 × Body Weight [kg] + 2.8 [bar] ǀ Float X2: 0.15 × Body Weight [kg] + 3.4 [bar]
	Body Weight in [lbs] to [bar]	Float X: 0.07 × Body Weight [lbs] + 2.8 [bar] ǀ Float X2: 0.07 × Body Weight [lbs] + 3.4 [bar]
Shock Compression Damping		Float X: 8 clicks in from OPEN Float X2: LSC: 6 clicks in from OPEN ǀ HSC: 2 clicks in from OPEN
Shock Rebound Damping		Float X: 8 clicks in from OPEN Float X2: LSR: 8 clicks in from OPEN ǀ HSR: 4 clicks in from OPEN
Fork Air Pressure		Fox 38: 80 [psi] / 5.52 [bar] ǀ Fox Podium: 72 [psi] / 5.0 [bar]
Fork Compression Damping		Fox 38 & Fox Podium: HSC: 3 clicks in from OPEN ǀ LSC: 5 clicks in from OPEN
Fork Rebound Damping		Fox 38 & Fox Podium: HSR: 3 clicks in from OPEN ǀ LSR: 9 clicks in from OPEN

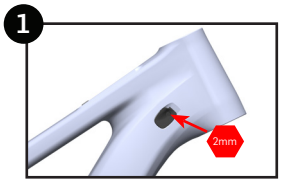
Recommended Tire Pressure

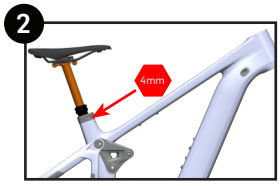
Front: 23 psi (1.58 bar) Rear: 28 psi (1.93 bar)

- Tire pressure is an important factor on having the bike ride properly. If the tire pressure is too high, the tire will not conform to ground, reducing traction. If the tire pressure is too low, the tire could pinch flat.
- It is important to have an accurate pressure gauge when setting tire pressure.

Adjusting Saddle Height

1. Use a 2mm hex wrench, loosen the drive side cable port cap securing the dropper post housing. (fig. 1)
2. Using a 4mm hex wrench, loosen the seat post clamp bolt (fig. 2) and raise/lower the saddle to the preferred height. *The bolt is under the adjustable seat tube angle cover, but can be accessed through the hole in the cover.* (fig. 2)
3. Using a 4mm hex wrench, tighten the seat post clamp bolt to 5 Nm.
4. Tighten the cable port cap screw with a 2mm hex wrench to secure the dropper post housing.



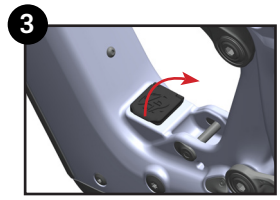


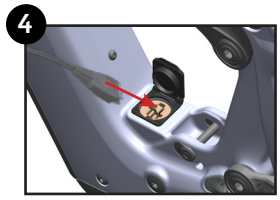
Charging the Battery

NOTE: The battery does not come fully charged and must be charged completely before the first use.

1. Locate the charging port in front of the lower shock mount. (fig. 3)
2. Open the sealing cover to access the charging terminal. (fig. 3)
3. Insert the charging cable into the charging terminal, ensuring the cable and terminal are properly aligned. (fig. 4)
4. When done charging, remove the cable from the terminal and close the sealing cover.

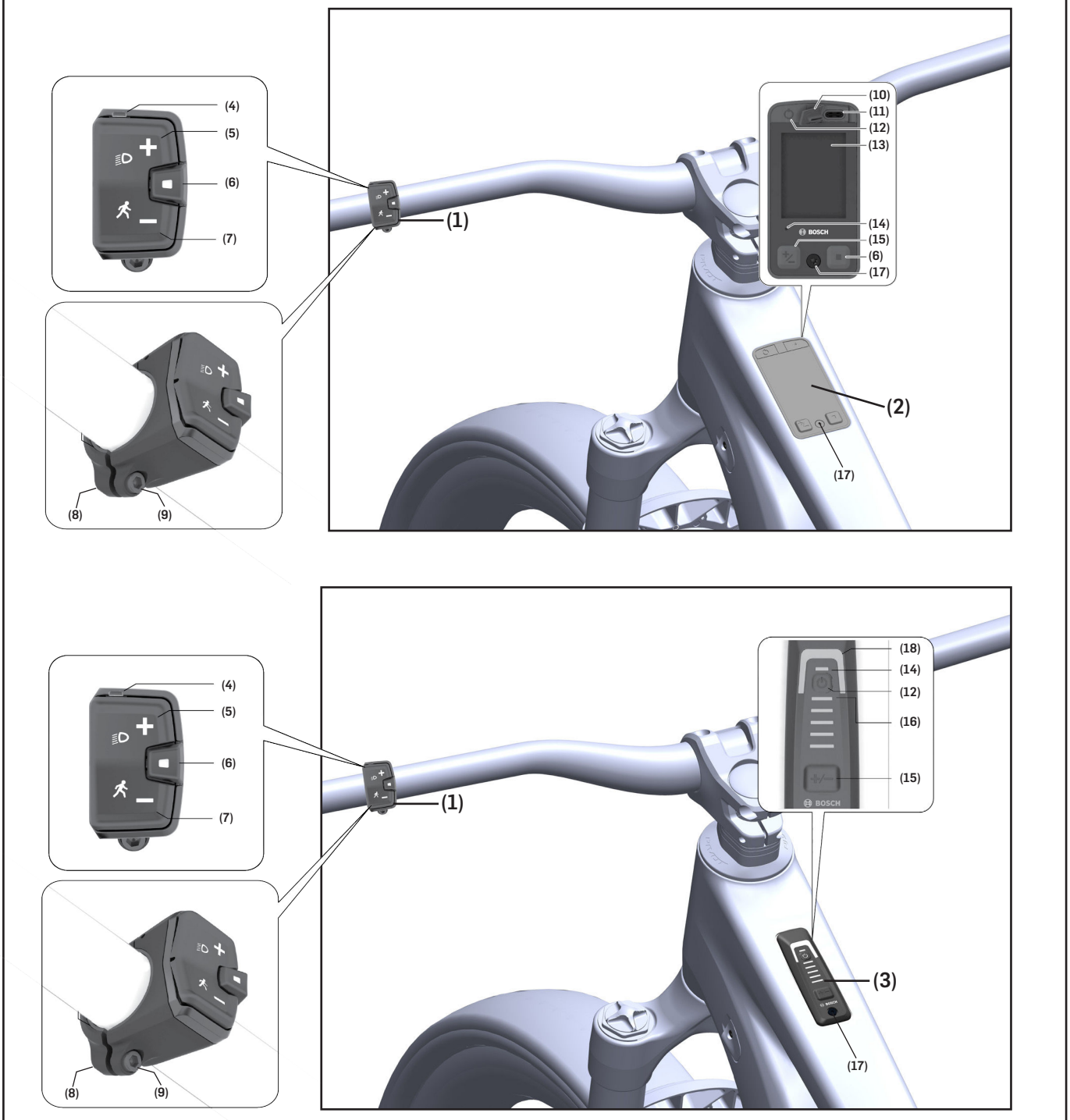
****The battery is removable and can be charged off the bike. See page 10.***





Powering the System ON and OFF

1. The power button is located in the upper left of the Kiox 400C (fig. 5) or the top of the System Controller. (fig. 6)
2. Power the system on or off with a quick press and release on the power symbol.
3. If the bike has not moved for 10 minutes, the power will shut off automatically.



(1) Mini Remote operating unit
(2) Kiox 400C
(3)System Controller
(4) LED indicator lamp
(5) Button for increasing support level +/bike lights
(6) Select Button
(7) Button for decreasing support level -/walk assistance
(8) Holder
(9) Fastening screw for holder
(10) Protective cap for charging connection
(11) Charging connection
(12) On/off button
(13) Display Screen
(14) Ambient light sensor
(15) Mode button
(16) LEDs for battery charge indicator
(17) Fastening Screw
(18) Riding Mode LED

Adjusting the Level of Assistance

- The assist level can be selected with the Mini Remote **(1)** the Kiox 400C **(2)** or with the System Controller **(3)**.
- The assistance level can be changed at any time, even while cycling, and is displayed in color on the Display Screen **(13)** or the Riding mode LED **(18)**. See the table below for assist modes, LED color, and description.

Mini Remote

Briefly press (< 1 s) the + button **(5)** to increase assistance.

Briefly press (< 1 s) the - button **(7)** to decrease assistance.

Kiox 400C & System Controller

Briefly press (< 1 s) the mode button **(15)** to increase assistance. Press the mode button **(15)** for longer than 1 s to decrease the assistance.

Kiox 400C

System Controller

ASSIST MODE COLOR	ASSIST DESCRIPTION
WHITE/OFF	Motor support is switched off. The bike can be pedaled as a normal bike.
GREEN	Effective support with maximum efficiency, for maximum range.
BLUE	Steady support, long range for touring.
PURPLE	Optimal support whatever the terrain, improved dynamics and top performance.
RED	Maximum support even at a high cadence, for sport cycling.
Assist levels can be selected or customized in the Bosch eBike Flow App. The LED colors stay the same even if you change modes. Green will always be the lowest assist level and Red will always be the highest.	

Race Mode

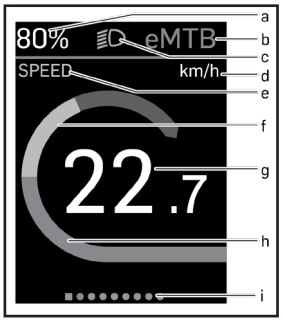
- Select builds with the CX-R Drive Unit have the addition of Race Mode to the options for assist levels. Race Mode features maximum assist with extended boost above any of the other available modes. It is recommended to become comfortable using the other assist modes first before using Race Mode on the trail.

Walk Assistance

- The Shuttle LT also features walk assist. To start walk assistance, press the - button **(7)** and keep it pressed. Walk assist is indicated on the Display Screen **(13)** or the battery charge indicator **(16)**. Releasing the - button **(7)** pauses walk mode.

Kiox 400C Display Screen

- The image to the right represents the standard start screen display items. (a):State of charge (b): Riding mode (c): Bicycle lights (d): unit of speed (e): indicator name (f): your performance (g): Speed (h): drive power (i): Navigation bar **Improvements and added functionality are regularly introduced through software updates. Therefore, the displays and functions shown here may differ from what is actually displayed.*
- Using the settings menu and the Bosch eBike Flow App you can customize your display screens, units, and settings. For more information on this visit www.bosch-ebike.com.



System Controller Battery Charge Indicator

- When the charger is connected to the charging port the current battery charge level will be indicated with the LED bar flashing.
- On the display, each ice-blue bar represents 20% capacity and each white bar represents 10% capacity. The top bar shows the maximum capacity. Example: Four ice-blue bars and one white bar are displayed. The state of charge is between 81% and 90%.
- If the capacity is low, both the lower bars change color. When the bottom two LEDs are orange there is 30-21%.
- If the bottom LED is the only one illuminated orange, the capacity is 20-11%.
- If the bottom LED is red, the capacity is 10% to reserve. And when flashing red it is between reserve and empty.

SETTING PROPER SAG

1. Always set sag with the climb switch lever to the open position. (fig. 1)

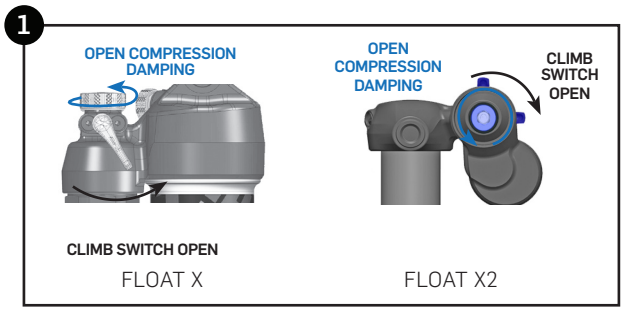
2. If your shock has additional compression and rebound adjustments ensure they are adjusted to be fully open, compression to the softest setting, and rebound to its fastest setting. Do this by rotating them fully counter-clockwise. (fig. 1)

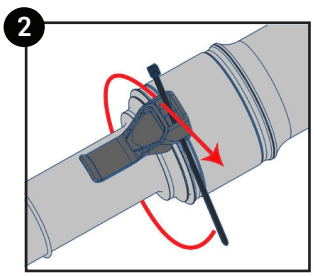
3. If not installed already, attach the sag indicator to the bottom of the shock body using the provided zip-tie and carefully cut the excess. (fig. 2)

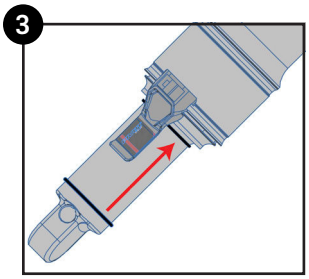
4. Find a level surface and something to steady yourself while mounted on the bike so you can be on the pedals in a seated position. It may be easier to have a partner hold your bike steady from the front, by holding the handlebars while you are in your riding position.

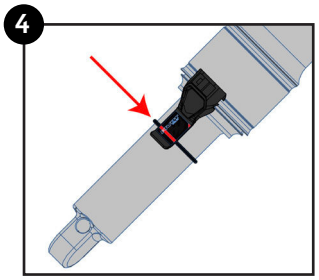
5. While standing on the pedals, sit down hard into the saddle to cycle the suspension well into the stroke. This will ensure the bike comes to rest at the natural sag setting with the you in the saddle.

6. While in the saddle and not moving, slide the O-ring up into position against the air can. (fig. 3)









WARNING: Make sure the sag indicator does not contact the frame or linkage through the suspension cycle. Otherwise, the indicator may break while riding.

7. Once the O-ring is set in place, slowly step off the bike so as not to move the O-ring.

8. Make adjustments to the sag by removing or adding air so that steps 4-7 result in the O-ring lining up with the red line on the sag indicator.

When adjusting air pressure in the shock, cycle the shock several times at least 25% into its travel before re-checking sag, so the negative air chamber equalizes pressure with the main chamber each time air is added or removed. You can do this by pushing down on the saddle to compress the shock past the sag point.

*Do not exceed the maximum air pressure indicated on your shock.

Rebound Damping

Setting rebound is dependent on air pressure. For example, higher air pressures require a slower rebound setting.

We set rebound from the most open or fastest position, so start by turning the red rebound adjuster counter-clockwise all the way open.

Refer to the table on the right for the suggested rebound setting based on the air pressure you have in your shock to achieve the correct sag. The **bold** numbers in the chart refer to how many clicks clockwise from the open setting. Fox suspension set up guides always count clicks from the closed position, which is listed in parentheses.

Rotate counter-clockwise for faster extension after compression

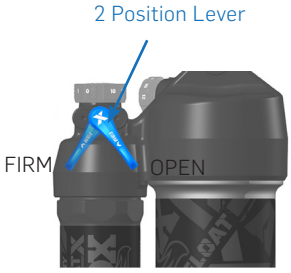
Rotate clockwise for slower extension after compression

Suggested Rebound Setting Float X	
Shock Air Pressure	**Clicks from OPEN** (Clicks from CLOSED)
<120 psi <8.3bar	**3** (9)
120-140 psi 8.3-9.7 bar	**3** (8)
140-160 psi 9.7-11 bar	**5** (7)
160-180 psi 11-12.4 bar	**6** (6)
180-200 psi 12.4-13.8 bar	**7** (5)
200-220 psi 13.8-15.2 bar	**8** (4)
220-240 psi 15.2-16.5 bar	**9** (3)
240-260 psi 16.5-17.9 bar	**10** (2)
260-280 psi 17.9-19.3 bar	**11** (1)
280-300 psi 19.3-20.7 bar	**CLOSED**

Compression Damping

2-Position Lever

Some Float X shocks feature a two position lever that allows for on-the-fly adjustment between fully open and firm for climbing. For most riding conditions it is best to have the lever open. As with the other shocks, the firm setting is best suited for long fire road climbs and smooth XC courses.



Low Speed Compression Adjuster

The Factory Series Float X features a blue low speed compression adjustment knob, which can be used to fine tune the open mode of the compression damping. This knob offers 10 additional fine tune adjustment settings to the open mode.

Turning the knob clockwise will increase low speed compression damping. Turning the knob counter-clockwise will decrease low speed compression damping. You can experiment with all of these options to find the setting that provides the best compression support and plushest feel for your weight and riding style. Refer to the table on the right for suggested starting settings.

Rotate counter-clockwise to open compression (lighter)

Rotate clockwise to close or increase compression (firmer)

Suggested Compression Setting Float X	
Rider Weight	**Clicks from OPEN** (Clicks from CLOSED)
<120 [lbs] <54 [kg]	**OPEN**
140-150 [lbs] 63-68 [kg]	**1** (9)
150-160 [lbs] 68-72 [kg]	**2** (8)
160-170 [lbs] 72-77 [kg]r	**3** (7)
170-180 [lbs] 77-81 [kg]	**4** (6)
180-190 [lbs] 81-86 [kg]	**5** (5)
190-200 [lbs] 86-90 [kg]r	**6** (4)
200-210 [lbs] 90-95 [kg]	**7** (3)
210-220 [lbs] 95-100 [kg]	**8** (2)
220-230 [lbs] 100-104 [kg]	**9** (1)
>230 [lbs] >104 [kg]	**CLOSED**

Damping Adjustments on the Fox Float X2

The X2 air shock has tuning options well beyond the scope of what we can cover here. Not only can the shock be tuned through the use of the HSC, LSC, HSR, and LSR adjusters, but it can also be tuned via the amount of air pressure in the shock and the addition or removal of air volume spacers to change the spring curve characteristics. We have settled on an air spring curve that has proven to be optimized for a wide range of riders from a sport level to our World Cup DH team, so changing the Pivot factory air spring curve characteristics is not really necessary.

Sag can be set on the Float X2 following the process on page 4. We recommend 30% sag on the Float X2. Based on this sag setting you can record your air pressure and use the tuning chart below to set your High Speed Compression damping (HSC), Low Speed Compression damping (LSC), High Speed Rebound damping (HSR), and Low Speed Rebound damping (LSR). These settings are also applicable to Performance Series Float X2 air shocks too. The numbers in the chart refers to how many clicks clockwise from the open setting the adjusters should be set. Fox sets up shocks from the closed position, so that has been provided in parentheses.

2-Position Lever

X2 shocks feature a two position lever allows for on-the-fly adjustment between fully open and firm for climbing. For most riding conditions it is best to have the lever open. As with the other shocks, the firm setting is best suited for long fire road climbs and smooth XC courses.

Suggested Setting FOX Float X2				
Shock Air Pressure [psi/bar]	Baseline LSR	Baseline HSR	Baseline LSC (3mm)	Baseline HSC (6mm)
	Clicks from Open (Clicks from CLOSED)			
<100 psi <6.9 bar	**OPEN-2** (14-16)	**OPEN-1** (7-8)	**OPEN-2** (14-16)	**OPEN-1** (7-8)
100-120 psi 6.9-8.3 bar	**1-3** (13-15)	**1-2** (6-7)	**3-5** (11-13)	**OPEN-1** (7-8)
120-140 psi 8.3-9.7 bar	**2-4** (12-14)	**2-3** (5-6)	**3-5** (11-13)	**1-2** (6-7)
140-160 psi 9.7-11 bar	**3-5** (11-13)	**2-3** (5-6)	**6-7** (9-10)	**1-2** (6-7)
160-180 psi 11-12.4 bar	**5-7** (9-11)	**3-4** (4-5)	**6-7** (9-10)	**2-3** (5-6)
180-200 psi 12.4-13.8 bar	**7-9** (7-9)	**3-4** (4-5)	**6-7** (9-10)	**2-3** (5-6)
200-220 psi 13.8-15.2 bar	**8-10** (6-8)	**4-5** (3-4)	**6-7** (9-10)	**3-4** (4-5)
220-240 psi 15.2-16.5 bar	**9-11** (5-7)	**4-5** (3-4)	**6-7** (9-10)	**3-4** (4-5)
240-260 psi 16.5-17.9 bar	**10-12** (4-6)	**4-5** (3-4)	**8-9** (7-8)	**5-6** (4-5)
260-280 psi 17.9-19.3 bar	**11-13** (3-5)	**5-6** (2-3)	**8-9** (7-8)	**5-6** (2-3)
280-300 psi 19.3-20.7 bar	**12-14** (2-4)	**5-6** (2-3)	**8-9** (7-8)	**5-6** (2-3)
300-320 psi 20.7- 22.1 bar	**13-15** (1-3)	**6-7** (1-2)	**8-9** (7-8)	**5-6** (2-3)

SETTING PROPER FORK SAG

Fork sag is similar to setting your shock sag and based on your rider weight in your neutral seated riding position. To check your sag follow the same procedures as with shock sag.

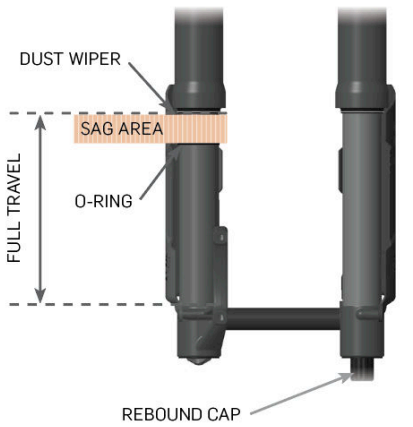
1. If your fork has additional compression and rebound adjustments ensure they are adjusted to be fully open, compression to the softest setting, and rebound to its fastest setting. Do this by rotating them fully counter-clockwise.

2. Find a level surface and something to steady yourself while mounted on the bike so you can be on the pedals in a seated position. It may be easier to have a partner hold your bike steady from the front, by holding the handlebars while you are in your riding position.

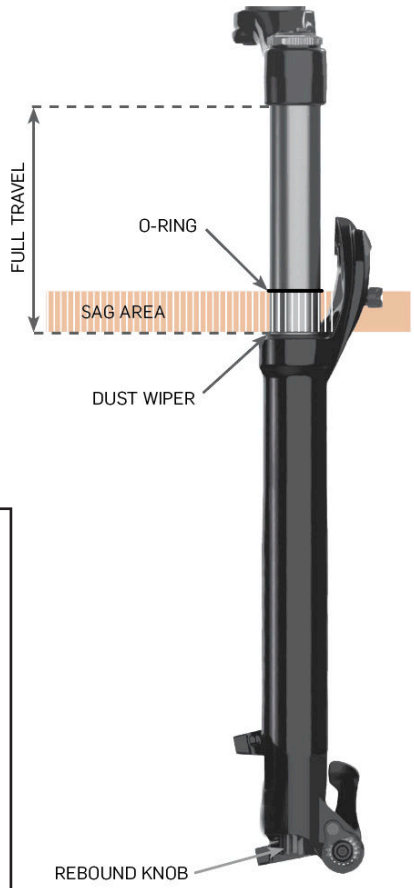
3. While standing on the pedals, sit down hard into the saddle to cycle the suspension well into the stroke. This will ensure the bike comes to rest at the natural sag setting with you in the saddle.

4. While on the bike slide the o-ring to the dust wiper and gently step off the bike. The distance from the o-ring to the dust wiper can be divided by your fork travel to give you your sag percentage. For the 170 mm travel fork the sag area should be 25.5-34mm. The chart below lists recommended starting air pressures based on rider weight.

FOX PODIUM INVERTED FORK SAG



FORK SAG REFERENCE



Always equalized the fork when making air pressure changes by compressing the fork at least 25% into its travel. If you don't equalize the fork you may end up with more sag than you want once you ride it.

Do not exceed the maximum air pressure for your fork indicated by the fork manufacturer.

RIDER WEIGHT	Fox Float 38	Fox Podium
120-130 [lbs] 54-59 [kg]	57 [psi] 3.9 [bar]	48 [psi] 3.3 [bar]
130-140 [lbs] 59-63 [kg]	62 [psi] 4.3 [bar]	52 [psi] 3.6 [bar]
140-150 [lbs] 63-68 [kg]	68 [psi] 4.7 [bar]	57 [psi] 3.9 [bar]
150-160 [lbs] 68-72 [kg]	72 [psi] 5.0 [bar]	61 [psi] 4.2 [bar]
160-170 [lbs] 72-77 [kg]	76 [psi] 5.2 [bar]	65 [psi] 4.5 [bar]
170-180 [lbs] 77-81 [kg]	80 [psi] 5.5 [bar]	70 [psi] 4.8 [bar]
180-190 [lbs] 81-86 [kg]	84 [psi] 5.8 [bar]	74 [psi] 5.1 [bar]
190-200 [lbs] 86-90 [kg]	89 [psi] 6.1 [bar]	80 [psi] 5.5 [bar]
200-210 [lbs] 90-95 [kg]	93 [psi] 6.4 [bar]	85 [psi] 5.9 [bar]
210-220 [lbs] 95-100 [kg]	97 [psi] 6.7 [bar]	90 [psi] 6.2 [bar]
220-230 [lbs] 100-104 [kg]	102 [psi] 7.0 [bar]	96 [psi] 6.6 [bar]
230-240 [lbs] 104-109 [kg]	106 [psi] 7.3 [bar]	101 [psi] 7.0 [bar]
240-250 [lbs] 109-113 [kg]	110 [psi] 7.6 [bar]	106 [psi] 7.3 [bar]

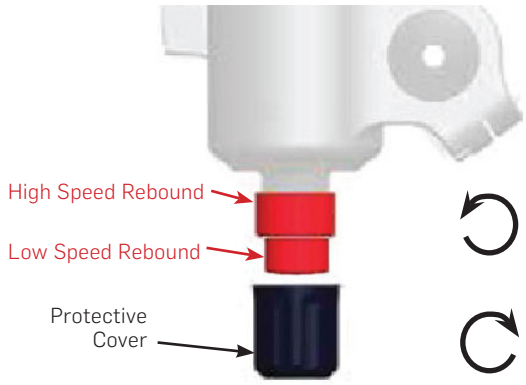
These pressures may differ from those mentioned in Fox manuals.

Rebound Damping

Rebound setting is dependent on air pressure. For example, higher air pressures require slower rebound setting.

The Grip X2 dampers have both low speed (LSR) and high speed (HSR) rebound damping. Both red knobs are located on the bottom of the drive side fork leg under a protective cover.

We set rebound from the open or fastest position. Refer to the table for the suggested rebound setting. The bold numbers in the chart refer to how many clicks clockwise from the open setting the rebound should be set. Fox sets rebound from the closed position, so that has been provided in parentheses.



Rotate counter-clockwise for faster extension after compression

Rotate clockwise for slower extension after compression

Suggested Rebound Settings				
Fork Air Pressure	Podium Fork		Fox 38 Fork	
	LSR	HSR	LSR	HSR
	Clicks from OPEN (Clicks from CLOSED)			
<72 psi <5.0 bar	**3** (13)	**Open** (8)	**6** (10)	**Open** (8)
72-76 psi 5.0-5.2 bar	**4** (12)	**1** (7)	**7** (9)	**1** (7)
76-80 psi 5.2-5.5 bar	**6** (10)	**2** (6)	**8** (8)	**2** (6)
80-84 psi 5.5-5.8 bar	**7** (9)	**2** (6)	**8** (8)	**2** (6)
84-89 psi 5.8-6.1 bar	**8** (8)	**3** (5)	**9** (7)	**3** (5)
89-93 psi 6.1-6.4 bar	**9** (7)	**3** (5)	**9** (7)	**3** (5)
93-97 psi 6.4-6.7 bar	**10** (6)	**4** (4)	**11** (5)	**4** (4)
97-100 psi 6.7-6.9 bar	**11** (5)	**5** (3)	**12** (4)	**5** (3)
100-104 psi 6.9-7.2 bar	**11** (5)	**5** (3)	**12** (4)	**5** (3)
104-107 psi 7.2-7.4 bar	**12** (4)	**6** (2)	**13** (3)	**6** (2)
107-110 psi 7.4-7.6 bar	**13** (3)	**7** (1)	**14** (2)	**7** (1)
110-114 psi 7.6-7.9 bar	**14** (2)	**7** (1)	**14** (2)	**7** (1)
114-118 psi 7.9-8.1 bar	**15** (1)	**8** (0)	**15** (1)	**8** (0)

Compression Damping

The Grip X2 damper has adjusters for both low speed (LSC) and high speed (HSC) compression damping on the top of the right fork leg.

The outer dial adjusts high speed compression damping and the inner dial adjusts low speed compression damping.

We set compression from the open position. Start by turning both compression dials counter-clockwise all the way out. Refer to bold numbers on the table to the right as a starting point for your settings. Fox set compression from the closed position, so that has been provided in parentheses.

GRIP X2 Low Speed Compression

GRIP X2 High Speed Compression

Rotate counter-clockwise to open compression (lighter)

Rotate clockwise to close or increase compression (firmer)

Suggested Rebound Settings		
Fork Air Pressure	LSC	HSC
	Clicks from OPEN (Clicks from CLOSED)	
<120 [lbs] <54 [kg]	**3** (13)	**1** (7)
120-150 [lbs] 54-68 [kg]	**4** (12)	**2** (6)
150-180 [lbs] 68-81 [kg]	**5** (11)	**3** (5)
180-210 [lbs] 81-95 [kg]	**6** (10)	**4** (4)
210-240 [lbs] 95-109 [kg]	**7** (9)	**5** (3)
>240 [lbs] >109 [kg]	**8** (8)	**6** (2)

Establishing a Smartphone Connection

- To use some of the eBike functions, a smartphone and the eBike Flow App is required.
- Download the Bosch eBike Flow App to your smartphone from the App store and follow the instructions on the App.

Connecting the Mini Remote to the Controller

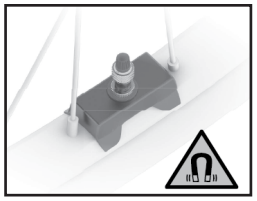
The Controller and Mini Remote operating units are connected via Bluetooth®. If the Mini Remote operating unit has not already been connected to the Controller proceed as follows: When connecting a Mini Remote, go to settings in the eBike Flow App then click on manage bike settings, then click on components, then click on add new device. Then follow App instructions.

Riding Mode Customization

In the eBike Flow App you can adapt selected riding modes exactly to your needs. You can fine-tune riding modes so that they offer you more support or consume less power. Some riding modes that you have loaded on your bike can be customized individually. You can also change the modes loaded on your bike via the eBike Flow App.

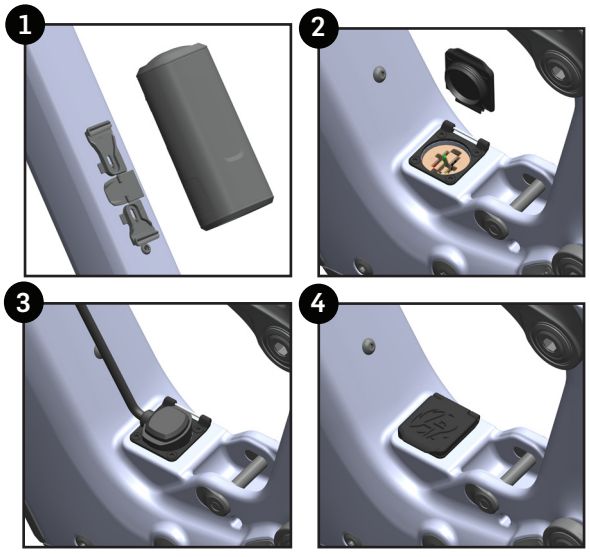
Bosch may develop and offer different riding modes. It is recommended that you keep your bike's firmware updated and refer to the App for any updates to your system and the riding modes.

Rim Magnet Speed Sensor



- The Shuttle LT features the rim magnet instead of a rotor magnet and wired speed sensor. The drive unit itself detects when the magnet is close to it and calculates the speed and any other data required.
- The Rim Magnet must be installed on the wheel for the motor to provide assist.
- Since the drive unit is sensitive to magnetic fields, avoid other magnetic fields in the vicinity of the drive unit (e.g. magnetic clipless pedals, magnetic cadence sensors, etc.) in order to prevent disruption to the drive unit.
- If you get a flat tire on a ride you will need a tube with at least a 40mm long valve stem to mount the rim magnet on.

PowerMore 250 Range Extender



- The Bosch PowerMore 250 Range Extender, sold separately, can be added to your Shuttle LT for increased range on long rides. (fig. 1)
- The battery holder mounts to the frame in place of a water bottle cage. *Use the forward mounting bolts.* (fig. 1)
- The Shuttle LT's charging port was designed for easy use with the PowerMore 250 range extender. Open the cover to 90° and pull evenly out to remove the cover. (fig. 2)
- When using the range extender leave the cover off. (fig. 3) Replace it (fig. 4) when not using the extender.
- The PowerMore 250 is connected to the system via a cable plugged into the charging port on the frame. (150mm cable for Small and Medium frames and 100mm for Large and XL).
- It is recommended to begin a ride with the PowerMore 250 installed and connected, with both the internal battery and the PowerMore 250 fully charged.

Battery Removal

The battery may need to be removed to swap batteries or to charge the battery if there is no power supply near the bike.

NOTE: If the bike is sitting level on its wheels the battery will touch the ground before it is removed from the frame. Using a stand to secure the frame upside down is recommended.

1. Using a T-25 wrench, remove the front battery fixing bolt. (fig.1)
2. Remove the front two bolts securing the skid plate to the frame using a T-25 wrench. (fig. 2)
3. Rotate the cover toward the rear of the bike. (fig. 3) *If doing this with the bike upright be careful to support the battery with one hand as you open the skid plate.*
4. Carefully remove the power cord from the battery. (fig. 4)
5. Use both hands to support the battery and gently guide it out of the frame using the battery strap to pull. (fig. 5)

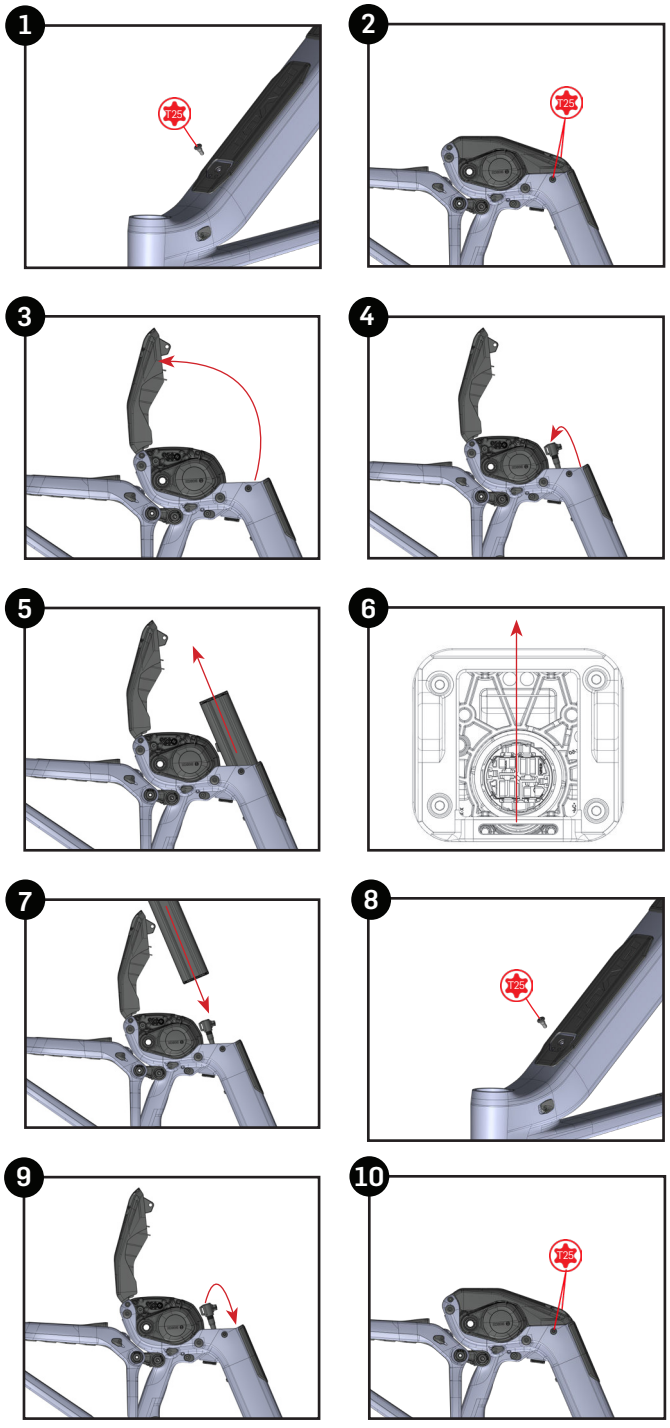
If you are not using a stand to hold the bike upside down or to keep the bike off the ground you many need to tip the bike to the non-drive side or lift it up to remove the battery completely from the frame.

Battery Installation

To install the battery, reverse the removal procedure from above.

NOTE: Installing the battery can be easier with the bike upside-down. Using a stand to secure the bike upside-down is recommended.

1. Check the orientation of the battery before installing the battery. (fig. 6)
2. Apply grease to the threads of the fixing plate bolt and skid plate bolts.
3. Carefully route the battery back into the downtube using both hands. (fig. 7)
4. Apply pressure on the battery to fully seat the battery and install the front fixing plate bolt. (fig. 8)
5. Plug the power cord back into the battery. (fig. 9)
6. Close the skid plate. (fig. 10)
7. Re-install the skid plate bolts and torque the front mounting bolt and skid plate bolts to 8 Nm.



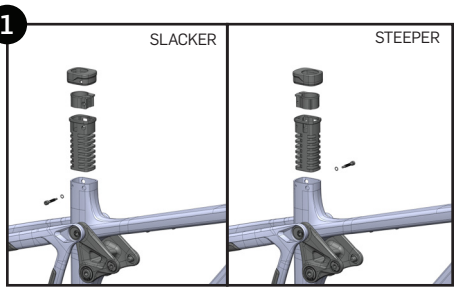
SLACKY MCSTEEPTUBE ADJUSTMENT

The Shuttle LT features Pivot's Patent Pending Slacky McSteepTube adjustable seat tube insert. (fig.1) This can be removed and rotated 180˚ to adjust your seat angle by 1.5˚ between 76.5˚ and 78˚. (fig. 1)

We recommend the rearward position for most riding situations to have a more balanced riding position. If you are mostly climbing very steep roads and trails, the forward positions can be a better option for steep sustained climbs.

1. Loosen the dropper housing cable clamp screw to move housing through the frame. (fig. 2)
2. Remove dropper lever from handlebar clamp to allow for full housing movement to disconnect the cable and housing from the seat post.
3. Remove seat post from the frame. (fig. 3)
4. Lift up on the rubber seat post clamp cover to remove it. (fig. 4)
5. Loosen and remove the seat clamp bolt and washer from the seat post collar.
6. Thread the seat clamp bolt into the top of the seat clamp collar extraction hole to pull it out of the frame. (fig. 5)
7. Remove the aluminum seat collar from the insert. **Using a tire lever to pry it up from the front can be helpful.*
8. Remove the plastic insert from the frame. (fig. 6)
9. Unthread the seat clamp bolt from the seat clamp extraction hole.
10. Install the aluminum seat collar back in the plastic insert.
11. Rotate the insert and collar 180˚ and insert back into the frame.
12. Insert the adjustable seat clamp bolt with washer into the frame on the other side.
13. Replace the rubber seat post clamp cover on the seat tube to match the insert position.
14. Reconnect your dropper post cable and housing and insert the post into the frame.
15. Adjust your seat post back to your saddle height.
16. Tighten the adjustable seat clamp bolt to 5Nm.
17. Re-attached dropper lever to handlebar clamp.
18. Tighten the cable clamp screw. (fig. 2)

1



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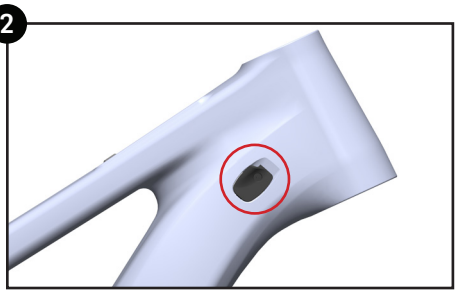

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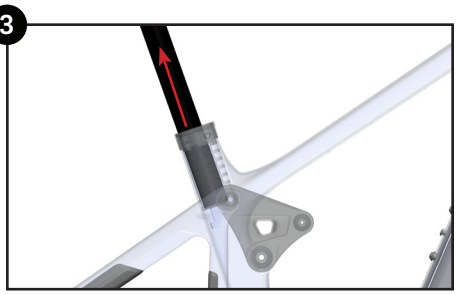

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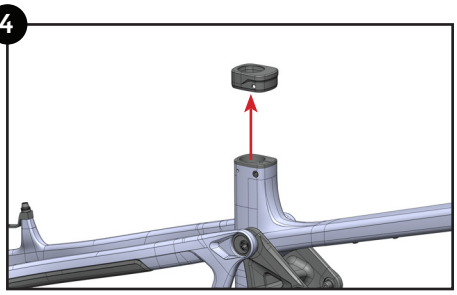

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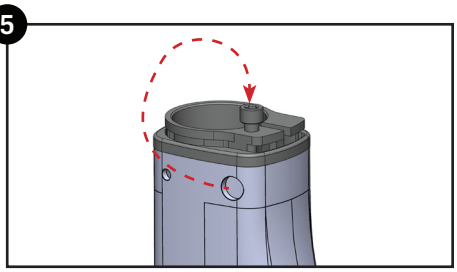

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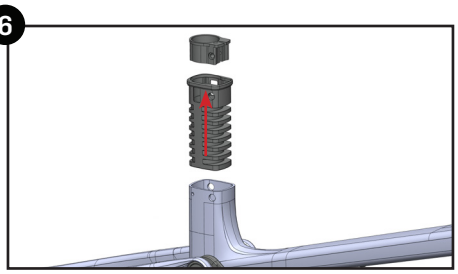
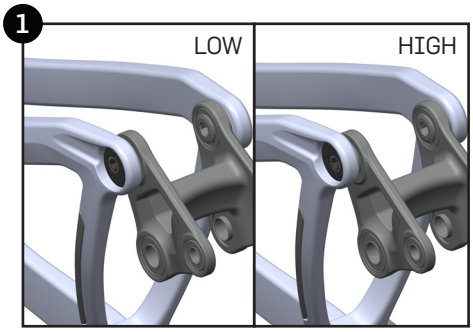


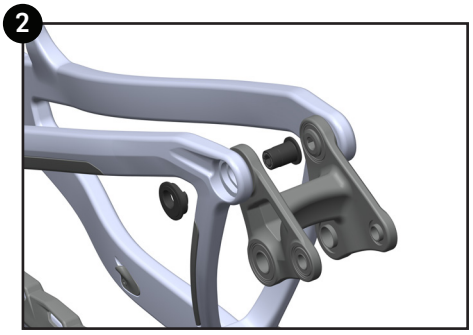
Geometry Flip Chip



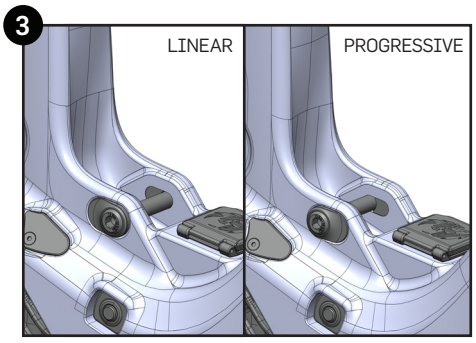
The geometry flip chip on the Shuttle LT has two positions. (fig.1)

High is best for the MX wheel set up and gives a little more crank clearance and slightly quicker handling for tighter terrain with more roots and rocks.The LOW setting will drop the bottom bracket and slacken the head angle by 1/2 degree.

1. Begin by loosening the flip chip bolts using a 6mm hex wrench. (fig. 2) The bolts are inserted from the inside of the link so to loosen them from the outside you will need to rotate the wrench clockwise.
2. Partially back out the bolts 3-4 rotations *there is no need to completely remove the chips.* Once both sides are loose, you can rotate them to your desired setting.
3. Press the chips back into the frame and snug both bolts down turning the wrench counter-clockwise to tighten.
4. Torque both chips down to 35Nm setting your torque wrench counter-clockwise.

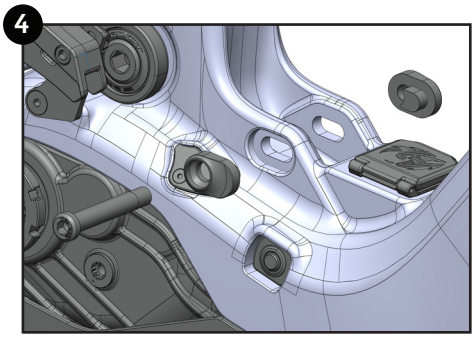


Progressivity Flip Chip



The Shuttle LT has a progressivity flip chip at the lower shock mount. (fig. 3) This allows you to fine tune the spring curve of the bike for your riding preferences. The progressivity chip has two positions. To change the setting:

1. Loosen the lower shock bolt until you can remove the flip chip on the non-drive side.
2. Then back out the drive side flip chip too. (fig. 4)
3. Rotate both chips 180 degrees and reinsert into the frame.
4. Torque the shock bolt to 13Nm.

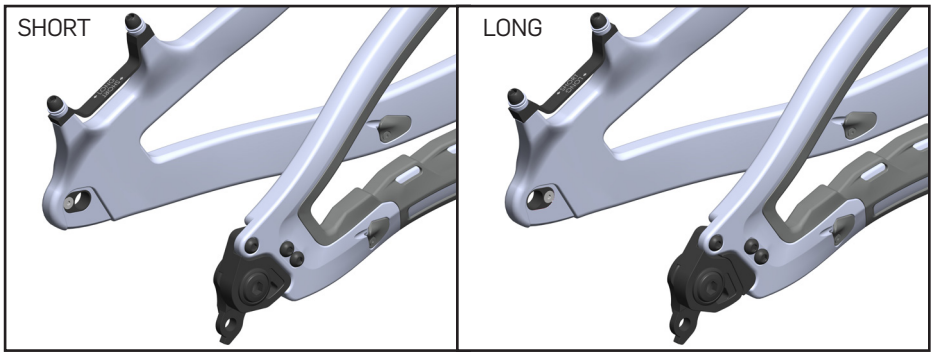


The more progressive setting is with the lower shock bolt in the rear position. This setting provides more ramp up and support at the end of the travel. If you prefer a more consistent feel all the way through the travel and a more supple ride, then you may prefer the linear position. The more linear setting is with the chip flipped so the shock bolt is in the forward position.

SWINGER DROPOUT ADJUSTMENT

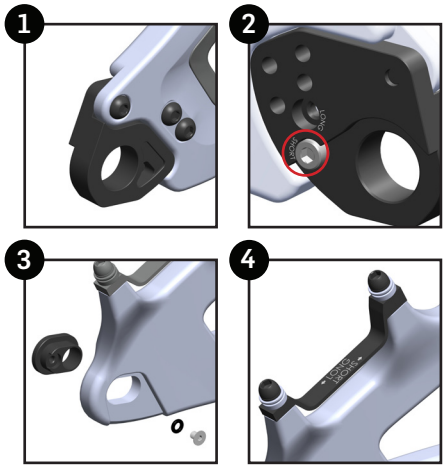
The Shuttle LT's swinger dropout chainstay adjustment gives you 8mm of adjustment between the short and long positions. We used our swinger dropout patent to make this adjustment compatible with all drivetrains in both settings. This is such a significant change in geometry you will need to go through setting up your drivetrain between positions and in many cases need a different length chain.

The process to change between the settings requires adjusting the dropouts, brake bracket, and setting up your drivetrain for the new chainstay length.



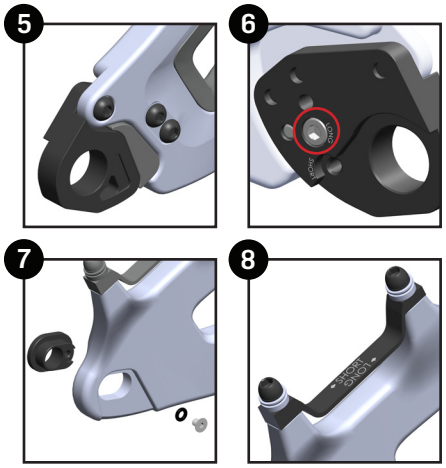
Setting up the Shuttle LT's dropout in the SHORT position:

1. Mount the drive side dropout in the forward position. (fig. 1)
2. Apply Loctite 243 or equivalent to the threads and torque the three bolts to 8Nm.
3. Install the UDH stopper bolt in the short position and torque to 5Nm. (fig. 2)
4. Mount the non-drive side dropout in the frame. (fig. 3)
5. Install o-ring and bolt to snug.
6. Orient the brake bracket with the arrow for "Short" pointing to the front of the bike. (fig. 4) Realign your caliper and rotor.
7. Confirm you have the correct length chain for drivetrain setup.
8. Refer to the drivetrain manufacturer's specification for proper setup.



Setting up the Shuttle LT's dropout in the LONG position:

1. Install the gap filler for the swinger dropout and the frame. (fig. 5)
2. Mount the drive side dropout in the rear position. (fig. 5)
3. Apply Loctite 243 or equivalent to the threads and torque the three bolts to 8Nm.
4. Install the UDH stopper bolt in the long position and torque to 5Nm. (fig. 6)
5. Mount the non-drive side dropout in the frame.
6. Install o-ring and bolt to snug. (fig. 7)
7. Orient the brake bracket with the arrow for "Long" pointing to the front of the bike. (fig. 8) Realign your caliper and rotor.
8. Confirm you have the correct size chain for drivetrain setup.
9. Refer to the drivetrain manufacturer's specification for proper setup.



Display Options

Bosch offers a few different display options you can integrate with your bike. Bosch also offers different mounts if you would like to use your smartphone as a display with the eBike Flow App.

eBike Lock

Using the eBike Flow App you can activate the eBike Lock feature for your bike. The lock feature allows you to disable the assist and your smartphone works like a key to unlock your bike. The settings for this feature can be turned on, off, or adjusted in the settings of the eBike Flow App.

ConnectModule

The Performance Line CX motor is compatible with the ConnectModule. This unit can be added to your bike by your dealer. The ConnectModule features an audible alarm if your bike is moved. It will send you a message alert if your bike is moved a lot. This unit also features GPS tracking so you will always know where your bike is.

System Updates

Like most modern devices, system improvements and features are developed over time. You can keep your bike current with the latest updates through the eBike Flow App. In the App you can install the updates to your bike. You can also take your bike in to your local Pivot Dealer for them to install any updates.

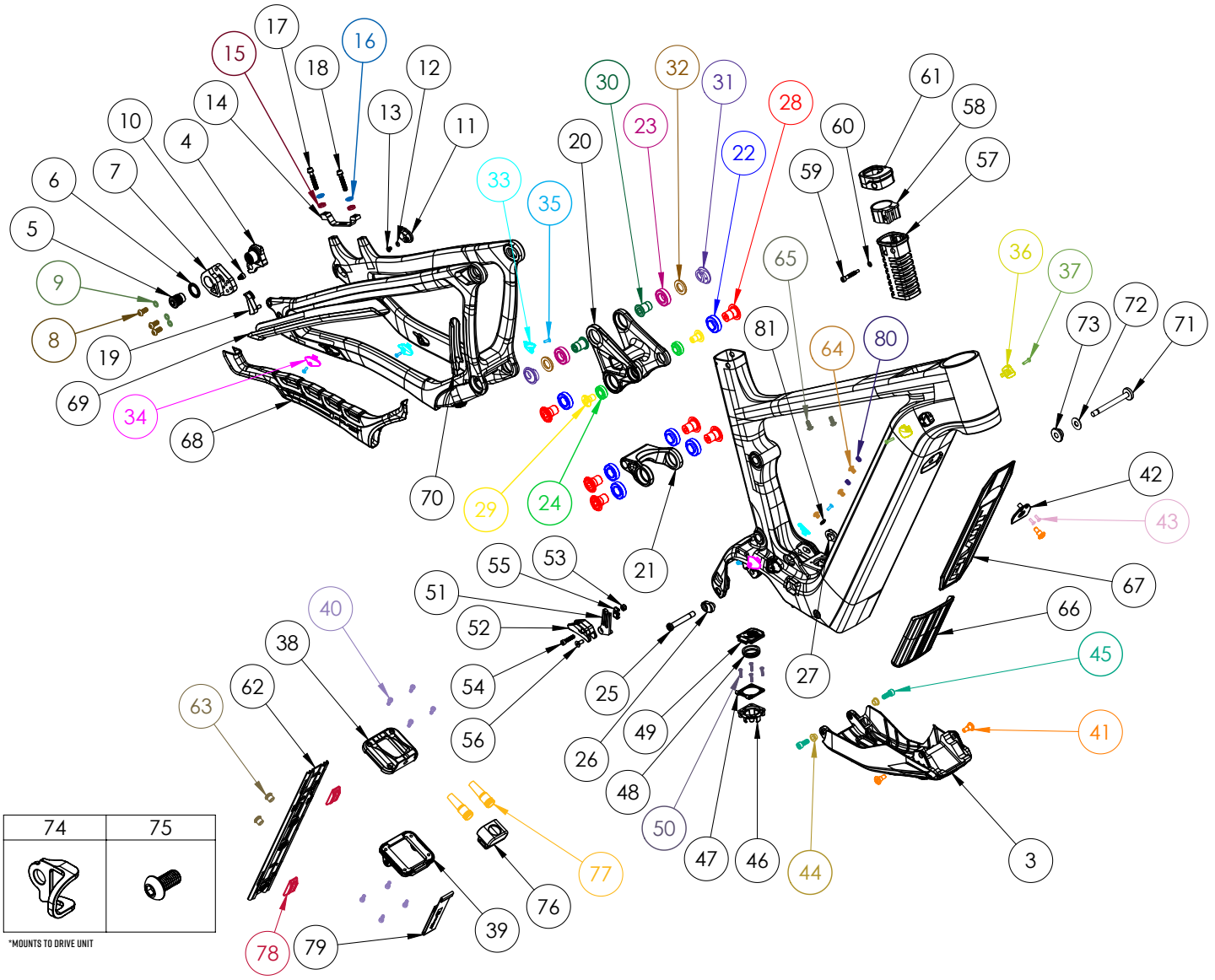
Error Messages

The control unit shows whether critical errors or less critical errors occur in the eBike system. The error messages generated by the eBike system can be read via the eBike Flow App or by your Pivot dealer along with support to fix the error.

- The warning code will clear once the issue is resolved.
- If any issues persist after the suggestions below, contact your Pivot dealer.
- Less critical errors are shown by the assistance level LED flashing orange. Press the select button on the Mini Remote or mode button on the System Controller or Kiox 400C to confirm the error. The assistance level LED will once again continuously show the color of the set assistance level.
- Critical errors are shown by the assistance level LED and the battery charge indicator flashing red.

ERROR NUMBERS AND TROUBLESHOOTING			
523005 **514001** **514002** **514003** **514006**	The indicated error numbers show that there is interference with the speed sensor. See if you have lost the magnet while riding. Make sure your rim magnet does not have any magnetic interference in the vicinity of the drive unit. (Magnetic pedals, cadence sensors, etc.)	**660001** **660002**	Do not charge the battery and do not continue to use! Please contact your Pivot dealer.
		890000	Acknowledge the error code. Restart the system. If the problem persists: Acknowledge the error code. Perform a software update. Restart the system If the problem persists: Please contact your Pivot dealer.
680007 **680009** **680012** **680014** **680016** **680017**	The indicated error numbers show that the eBike battery is outside of the permissible operating temperature. The charging of the eBike battery is interrupted. As soon as the operating temperature returns to the permissible range, the charging process will start again.	**6A0000** **F10004**	Connect all components belonging to the eBike, including the removable and optional components. Perform a software update. Restart your eBike. If the problem persists, please get in touch with your service center.
		890000	Acknowledge the error code. Restart the eBike. If the problem persists: Acknowledge the error code. Perform the software update Restart the eBike. If the problem persists further:Please contact a service center.

SMALL PARTS SCHEMATIC



NOT PICTURED	PART NUMBER	DESCRIPTION	TORQUE	*
-	157MM THROUGH AXLE V5	157MM UDH REAR AXLE	15 NM (11 LB-FT)	G
-	-	12MM AXLE WASHER (INCLUDED W/ AXLE)		G
-	FP-CVR-PORT-FLAT-VI-RI	DUAL PORT - INTERNAL ROUTING HOLE COVER		
-	FP-CLM-PORT-DOUBLE-VI-RI	DUAL PORT - DOUBLE CLAMP		

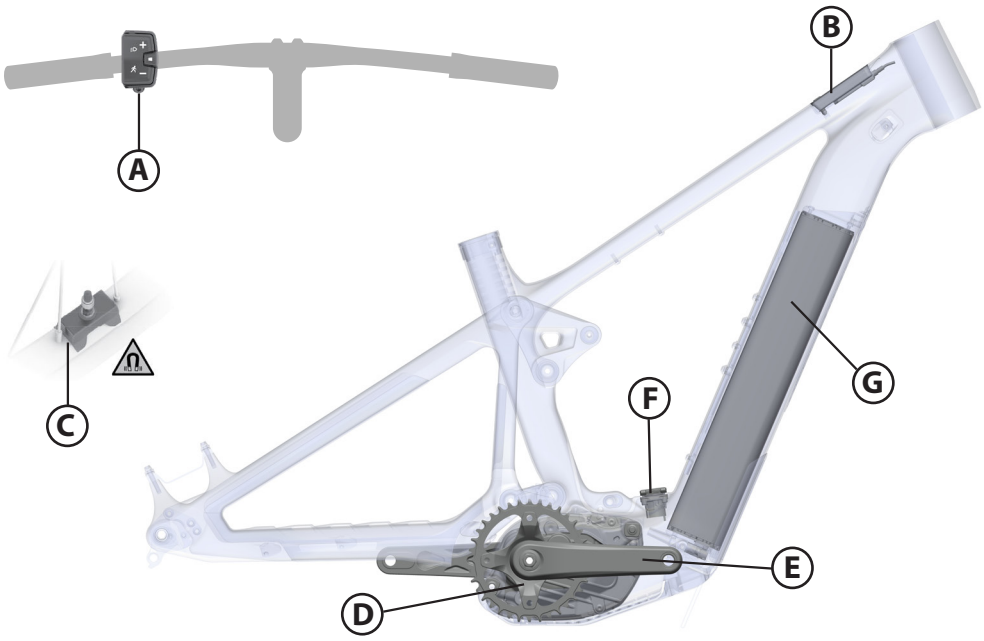
BIKE CARE			
*	PRODUCT TYPE	RECOMMENDED PRODUCT	
G	GREASE	MOTOREX BIKE GREASE 2000	
L	THREAD LOCKER**	LOCTITE THREAD LOCKER #243 (OR EQUIVALENT)	
G/L	GREASE (BOLT SHAFT) / THREAD LOCKER (BOLT THREADS)	SEE ABOVE	
A	ANTI-SEIZE	MOTOREX COPPER PASTE	
Y	LIGHT DUTY THREAD LOCKER	LOCTITE THREAD LOCKER #222 (OR EQUIVALENT	
R	RETAINING COMPOUND	LOCTITE RETAINING COMPOUND #638 (OR EQUIVALENT)	

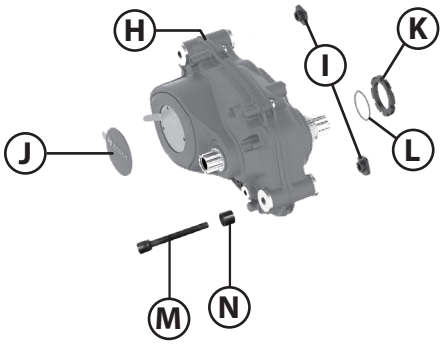
**THREADLOCKER SHOULD ALWAYS BE APPLIED TO THE CORRESPONDING FEMALE THREADS FOR THE BOLT SPECIFIED

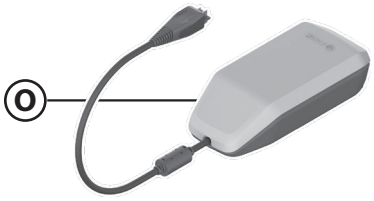
SMALL PARTS TABLE

HARDWARE NUMBER	PART NUMBER	DESCRIPTION	TORQUE	*
3	FP-CVR-SLTV3-SKD-VI-RI	SHUTTLE SKID PLATE, BDU38 WITH REMOVEABLE BATTERY		
4	FP-UDH-TA-12MM-BLK-V2-RI	UNIVERSAL REAR DERAILLEUR HANGER		
5	FP-UDH-TA-12MM-BLK-V2-RI	UNIVERSAL REAR DERAILLEUR HANGER BOLT	25 NM (18 LB·FT)	
6	FP-UDH-TA-12MM-BLK-V2-RI	UNIVERSAL REAR DERAILLEUR HANGER WASHER		
7	FP-DRO-SWINGER-8MM-DS-VI	SWINGER UDH DROPOUT DS		
8	FP-BLT-BTN-M6*14-VI	SWINGER DROPOUT MOUNTING BOLTS	8 NM (5.9 LB·FT)	L
9	FP-WSH-M6-BLK-VI-RI	SWINGER DROPOUT MOUNTING BOLT WASHERS		
10	FP-SCW-SKT-M5*6-VI	SWINGER UDH STOPPER BOLT (SHORT POSITION)	5 NM (3.69 LB·FT)	
11	FP-DRO-FLIPCHIP-8MM-NDS-VI	SWINGER DROPOUT NDS FLIP CHIP		
12	FP-DRO-SWINGER-ORING-NDS-VI	SWINGER DROPOUT NDS O-RING		
13	FP-SCW-FLIPCHIP-M4*6-NDS-VI	M4X6 NDS FLIP CHIP SCREW	SNUG	
14	FP-BRK-SWINGER-BRKT-200MM-VI	SWINGER BRAKE BRACKET		
15	FP-WSH-M6-CONCAVE-VI	M6 SPHERICAL WASHER (CONCAVE)		
16	FP-WSH-M6-CONVEX-VI	M6 SPHERICAL WASHER (CONVEX)		
17	FP-SCW-SCK-M6*32-V2-RI	M6X32 SOCKETHEAD SCREW V2	8 NM (5.9 LB·FT)	
18	FP-SCW-SCK-M6*30-V2-RI	M6X30 SOCKETHEAD SCREW V2	8 NM (5.9 LB·FT)	
19	FP-GAP-SWINGER-FILL-VI	SWINGER FRAME GAP FILLER (LONG POSITION)		
20	FP-LNK-UL-83MM-VI-RI	83MM UPPER LINK		
21	FP-LNK-LL-50MM-V4-RI	50MM OUT-TO-IN LOWER LINK		
22	FP-BRG-6902-LLUMAXECN-BO	28MM 6902 EXTENDED BEARING - BLACK OXIDE		R
23	FP-BRG-6902-LLUMAX-BO	28MM 6902 STANDARD BEARING - BLACK OXIDE		R
24	FP-BRG-6900-LLUMAXE-BO	22MM 6900 EXT'D BEARING - BLACK OXIDE		R
25	FP-BLT-M8*12-V2-RI	M8 SHOCK BOLT FOR SHOCK TAB FLIP CHIP	13 NM (10 LB·FT)	G / L
26	FP-NUT-FLIPCHIP-8MM-DS-VI-RI	SHOCK TAB FLIP CHIP (DS)		G
27	FP-NUT-FLIPCHIP-8MM-NDS-VI-RI	SHOCK TAB FLIP CHIP (NDS)		G
28	FP-BLT-M14*20-BLK-V2-R2	M14X20 LINK BOLT	35 NM (27 LB·FT)	L
29	FP-BLT-M10*16.5-BLK-VI	M10 TRUNNION MOUNT BOLT	13 NM (10 LB·FT)	L
30	FP-BLT-M14*20-BLK-V3-R2	M14X20 FLIP CHIP BOLT	35 NM (27 LB·FT)	L
31	FP-NUT-FLIPCHIP-8.5MM-RT-VI-RI	8.5MM FLIP CHIP		G
32	FP-WSH-SPC-151*250*3W	M14X3MM FLIP CHIP SPACER		G
33	FP-CLM-MECH-FRM-VI	INTERNAL ROUTING CABLE CLAMP		
34	FP-CVR-MECH-FRM-V2	INTERNAL ROUTING HOLE COVER		
35	FP-SCW-FLT-M3*10-BLK	M3X10 CABLE PORT SCREW		
36	FP-CLM-PORT-SINGLE-VI-RI	DUAL PORT - SINGLE CLAMP		
37	FP-SCW-FLT-M3*15-BLK	DUAL PORT CLAMP SCREW BLACK		
38	FP-MNT-FRNT-BATT-BDU38-V2-RI	BOSCH 800WH PT FRONT BATTERY BRACKET		
39	FP-MNT-REAR-BATT-BDU38-V2-RI	BOSCH 800WH PT REAR BATTERY BRACKET		
40	FP-SCW-SCK-M4*10-VI-RI-BLK	M4X10 SOCKETHEAD BOLT - BLACK	SNUG	Y
41	FP-BLT-M6*16-VI-RI	BATTERY BRACKET MOUNTING BOLT	8 NM (5.9 LB·FT)	G
42	FP-MNT-SLTV3-BATT-VI- RI	BATTERY BRACKET MOUNTING PLATE		
43	FP-SCW-FLT-M3*10-BLK	BATTERY BRACKET PLATE BOLT	SNUG	Y
44	FP-BUSH-M6*9*5-VI-R4	M6 BUSHING FOR REAR SKID PLATE BOLTS		G
45	FP-SCW-SCK-M6*16-BLK-VI-RI	M6X16 REAR SKID PLATE BOLTS	8 NM (5.9 LB·FT)	L
46	FP-CLP-BATT-CHG-VI-RI	BOSCH CHARGER TERMINAL CLIP		
47	FP-MNT-BATT-CHG-VI-RI	BOSCH CHARGER MOUNTING PLATE		
48	FP-GKT-BATT-CHG-V2-RI	BOSCH CHARGER HINGE GASKET		
49	FP-CVR-BATT-CHG-VI-RI	BOSCH CHARGER TOP CAP		
50	F04N.002.663	M3X14 CHARGING PORT MOUNTING SCREWS	SNUG	
51	FP-MNT-CG-V4	CHAIN GUIDE MOUNTING PLATE		
52	CH -CMI UP PT-22	UPPER CHAIN GUIDE		
53	CH -CMI UP PT-22	M5 LOCKNUT		
54	CH -CMI UP PT-22	M5X22 SOCKETHEAD SCREW		
55	FP-CG-CLM-VI	CHAIN GUIDE CABLE CLAMP		
56	FP-SCW-FLT-M5*12-BLK	M5X12 FLAT HEAD CG MOUNTING SCREW		Y
57	FP-INS-ADJ-STA-VI-RI	ADJUSTABLE STA INSERT		
58	FP-CLM-ADJ-STA-VI-RI	ADJUSTABLE STA CLAMP		
59	FP-BLT-M5*32-VI-RI	ADJUSTABLE STA CLAMP BOLT		
60	FP-WSH-51*80*1W-VI-RI	ADJUSTABLE STA M5 WASHER		
61	FP-CVR-ADJ-STA-VI-RI	ADJUSTABLE STA COVER		
62	FP-GDE-WIRE-PLATE-V2-RI	INTERNAL ROUTING PLATE		
63	FP-BLT-M10*8.5-VI-RI	INTERNAL ROUTING PLATE BOLT		G
64	FP-SCW-BTN-M5*8	M5X8 BUTTON HEAD BOLTS BLACK		
65	FP-BLT-BTN-M5*12-VI-RI-BLK	TOP TUBE TOOL BOLTS (SM/MD)		
66	FP-PRO-SLTV3-DT-VI-RI	SLTV3 DOWNTUBE PROTECTOR		
67	FP-PRO-SLTV3-DTU-VI-RI	SLTV3 DOWNTUBE PROTECTOR TOP		
68	FP-PRO-SLTV3-CS-VI-RI	SLTV3 CHAINSTAY PROTECTOR		
69	FP-PRO-SLTV3-SS-VI-RI	SLTV3 SEATSTAY PROTECTOR		
70	FP-PRO-SLTV3-UR-VI-RI	SLTV3 UPRIGHT PROTECTOR		
71	FP-BLT-M8*80-BLK-VI-RI	BOSCH BDU38 BOLT M8X80	30 NM (22 LB·FT)	G/L
72	FP-WSH-81*210*1.5W-BLK-VI-RI	BOSCH BDU38 WASHER		
73	FP-SPC-BDU38-NDS-NRRW-VI-RI	BOSCH BDU38 NARROW SPACER		G
74	FP-GDE-CBL-BDU38-VI-RI	BOSCH BDU38 CABLE GUIDE		
75	FP-SCW-BTN-M6*12-VI-RI-BLK	M6X12 CABLE GUIDE MOUNTING SCREW		
76	FP-CVR-ADP-BSC-VI-RI	BOSCH ADAPTER COVER		
77	FP-CBL-BT-BSC-VI-RI	BOSCH CABLE BOOT		
78	FP-PAD-INT-CABLE-ROUTE-VI	INTERNAL ROUTING PLATE PAD		
79	FP-BATT-STRAP-VI	BATTERY BRACKET STRAP		

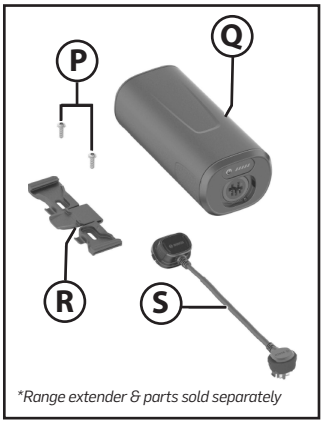
BOSCH SYSTEM SCHEMATIC







PARTS & COMPONENTS				
LETTER	PART DESCRIPTION	PART NAME	TORQUE	*
A	MINI REMOTE	EBI3.100.01E		
B	KIOX 400C DISPLAY (PRO & TEAM) SYSTEM CONTROLLER (RIDE) 1000MM HMI CABLE ADAPTOR FOR BRC3100 (RIDE) SCREW FOR ADAPTOR (RIDE)	EBI3.100.00Z EBI3.100.000 EBI2.120.007 EBI3.200.0AE EBI3.200.0AF		
C	RIM MAGNET/ SLEEVE (SPEED SENSOR)	EBII.200.015/ EBII.200.02S		
D	SPIDER & CHAINRING 104BCD 56.5 CL (ALL BUILDS)	ES-BSC38-104-565/ 00.6218.034.003		
E	CRANK ARMS (RIDE BUILDS) CRANK ARMS (PRO BUILDS) CRANK ARMS (TEAM BUILDS)	CK-747/IS EC-2ISIS-160AM EC-2ISIS-160CM		
F	CHARGING SOCKET & CABLE 100MM CHARGING SOCKET O-RING 24X2	EBI2.120.048 EBI2.120.019		
G	POWERTUBE 800 BATTERY (US, CAN, JP, KOR) POWERTUBE 800 BATTERY (EU28, CH, NO, AUS, NZ)	EBI2.100.05I EBI2.100.04Z		
H	PERFORMANCE LINE CX DRIVE UNIT PERFORMANCE LINE CX-R DRIVE UNIT	EBII.100.00E EBII.100.01D		
I	DRIVE UNIT MOUNTING NUTS (M8XI)	EBII.200.03C		L
J	PERFORMANCE LINE CX DRIVE UNIT LOGO BEZEL PERFORMANCE LINE CX-R DRIVE UNIT LOGO BEZEL	EBII.200.0KD EBII.200.12T		
K	DRIVE UNIT LOCKRING	EBII.200.0JH	35 NM (27 LB-FT)	
L	O-RING FOR LOCKRING	1270.016.119		
M	REAR DRIVE UNIT SCREW	EBII.200.12G	30 NM (22 LB-FT)	G/L
N	SOCKET FOR REAR DRIVE UNIT SCREW	EBII.200.12F		
O	BATTERY CHARGER 4A110V/CABLE (US) BATTERY CHARGER 4A 230V/CABLE(EU) BATTERY CHARGER 4A 230V/CABLE(AUS) BATTERY CHARGER 4A 230V/CABLE(UK)	EBI2.110.000/ 1270.020.343 EBI2.110.001/ 1270.020.330 EBI2.110.001/ 1270.020.344 EBI2.110.001/ 1270.020.33I		
-	POWERMORE 250 KITS (AVAILABLE FROM PIVOT)	BOSCH RANGE EXTENDER 100MM / BOSCH RANGE EXTENDER 150MM		
P	M5X8 BRACKET FASTENING SCREWS	FP-SCW-BTN-FLG-M5*0.80*8MM	3 NM (26 IN-LB)	
Q	POWERMORE 250 BATTERY (NA/EU)	BI2.100.02T/ EBI2.100.02S		
R	BRACKET FOR POWERMORE	EBI2.110.01A		
S	POWERMORE CABLE 100MM/150MM (S-M 150MM/L-XL 100MM)	EBI2.120.035 / EBI2.120.036		



Range extender & parts sold separately

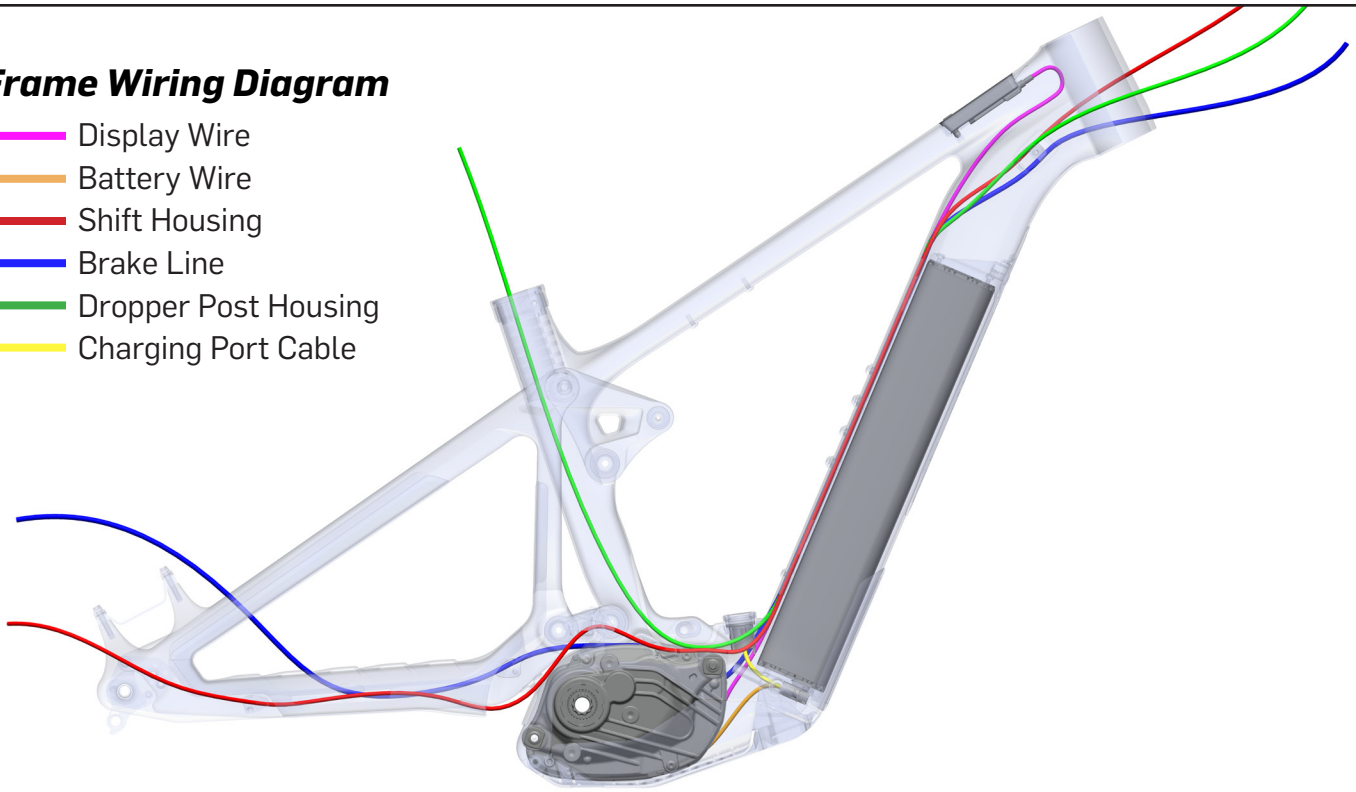
NOT PICTURED	PART DESCRIPTION	PART NAME		
-	BATTERY ADAPTER 2 (2 PLUG IN LOCATION FOR BATTERY CABLE)	EBI2.100.015		
-	BATTERY BRACKET FOR BATTERY CONNECTOR	EBI2.100.03S		
-	BATTERY BRACKET W/O BATTERY CONNECTOR	EBI2.100.03T		
-	BATTERY BRACKET MOUNTING SCREWS	EBI2.100.03U	2 NM (18 IN-LB)	Y
-	BATTERY CABLE 350MM	EBI2.120.00S		
-	FP-BLT-M8*94-BLK-VI-RI	BOSCH BDU38 BOLT M8X94 FRONT MOUNTING SCREW	30 NM (22 LB-FT)	G/L
-	BOSCH BDU38 WASHER	FP-WSH-81*210*1.5W-BLK-VI-RI		
-	BOSCH BDU38 NARROW SPACER	FP-SPC-BDU38-NDS-NRRW-VI-RI		

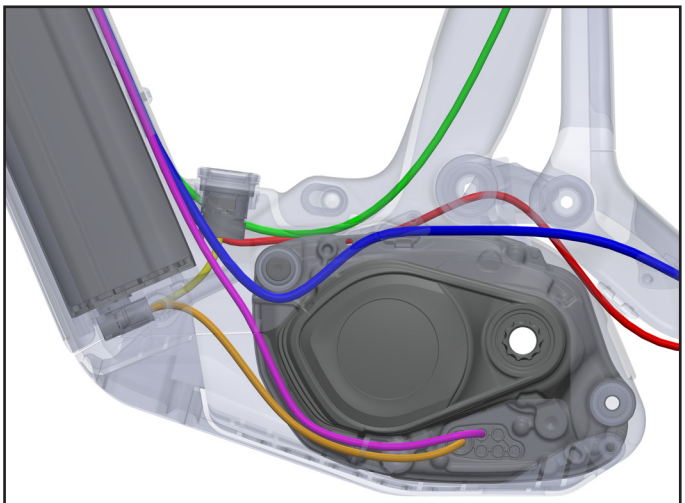
Shuttle LT WIRING DIAGRAM

- The diagrams below will help illustrate how the wires are to be routed through the internal cable guides.
- The routing shown below will help minimize the likelihood of pinching a wire when preforming maintenance on the drive system or components.

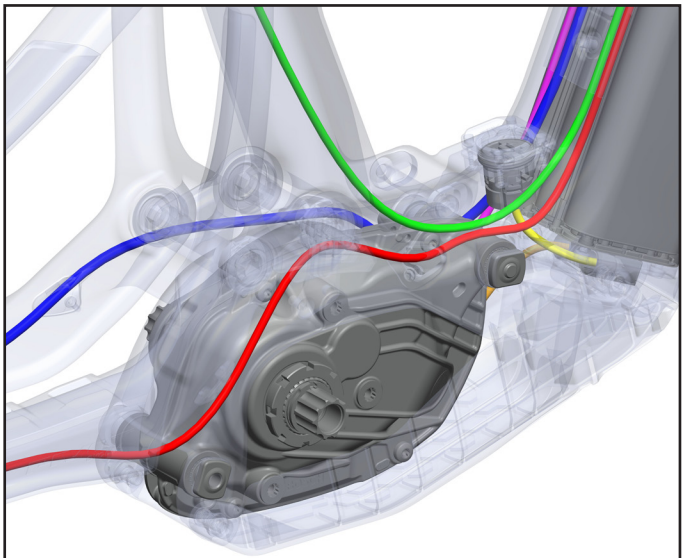
Frame Wiring Diagram

- Display Wire
- Battery Wire
- Shift Housing
- Brake Line
- Dropper Post Housing
- Charging Port Cable





Non-Drive Side View



Top View of System Wiring

Bicycle Safety

This bike is not designed or equipped for use on public roads. Before it can be used on public roads it must be fitted with the legally prescribed equipment. It is designed to be used off-road, but not for competitions. The manufacturer and dealer accept no liability for damage resulting from any use beyond this definition and/or failure to comply with the safety information and instructions in this user guide. This applies particularly to, but not limited to, the use of this bike in competitions, overloading, and the failure to properly rectify faults. Intended use also includes conformance with the specified operating, service, and repair conditions in the user guides. Fluctuations in the consumption and power of the battery and a reduction of capacity with increasing age are common and technically unavoidable, and as such, do not constitute material defects. Changing the wheel sizes of this bike is a modification of the manufacturer's original specification and is not advised. Changes to wheel size may result in the bike not complying with the Class 1 e-bike classification. Contact an authorized Pivot or Bosch dealer if you have questions regarding modification of the original specification.

Battery Safety

- Refer to the current Bosch battery manual from safety and care instructions before use.
- Batteries are subject to the dangerous goods regulations. Private users are permitted to transport them on the road without further conditions. If transported by commercial third parties (e.g. by air freight, logistics companies, or postal service) special conditions apply to packing and labeling. For questions about transporting batteries, please contact your local Pivot dealer.
- Damaged batteries must not be charged, used, or transported. They can explode and cause serious burns or fires. Gases can be released and irritate the airways. Ensure there is a supply of fresh air and consult a doctor in the event of discomfort. Liquid can escape and cause skin irritation. Avoid contact with this liquid, but in case of accidental contact, wash off with water. If the liquid gets into the eyes, flush out with water and seek medical attention.
- Batteries must not be submerged in water. There is a risk of explosion. Do not attempt to extinguish a burning battery with water, only the surrounding burning material. For burning batteries, use a Class D Fire Extinguisher. If it is possible to take the battery safely outside, smother the fire with sand. You do not need to worry that you are in danger when riding in the rain; the battery is protected from moisture and condensation.
- Clean the battery with a dry or, if at all, a slightly moist rag. Do not direct the water jet of a high pressure cleaner at the rechargeable battery or submerge the battery into water, as there is a risk of water entry and/or short-circuit.
- For more information on the proper handling of your rechargeable battery see the system instructions of your drive manufacturer.
- Charge your battery only with the supplied charger. Do not use the charger of any other manufacturer, not even when the connector of the charger matches your rechargeable battery. The rechargeable battery can heat up, catch fire or even explode!
- Keep the rechargeable battery and the charger out of the reach of children!
- We recommend that you charge your battery only during the day and only in dry rooms which have a smoke or a fire detector; but not in your bedroom. Place the battery during the charging process on a big, non-inflammable plate made of ceramics or glass! Unplug the battery once it has been charged up.
- Keep the rechargeable battery and the charger away from moisture and water during the charging process to exclude electric shocks and short circuits.
- Do not use a rechargeable battery or a charger that is defective. If you are in doubt or if you have any questions, contact your Pivot dealer.
- Do not expose your battery or the charger to the blazing sun during charging.
- Do not charge any other electrical devices with the supplied charger of your Pivot e-bike.

Battery Safety (Continued)

- The drive is not approved for steam cleaning, high-pressure cleaning or cleaning with a water hose. The contact of the electronics or the drive with water can destroy the units. The individual drive components can be cleaned with a soft rag and neutral detergents. You may use a moist rag, but not excessive water. Keep the rechargeable battery dry and do not submerge it. Risk of explosion.
- Make sure your rechargeable battery does not show any damage, i.e. cracks, breakages or discolorations at the contact points. Do not use a battery with such damage. Bring a damaged battery to your Pivot dealer at once.
- Make sure your rechargeable battery is in sound condition. Do not open, disassemble or crush the battery. Risk of explosion!
- Make sure your rechargeable battery is not exposed to mechanical impacts.
- Keep your battery away from fire and heat. Risk of explosion!
- Batteries must not be short-circuited. Therefore store them in a safe storage area and make sure the battery is not short-circuited accidentally (e.g. with metal or another battery). In addition, rechargeable batteries must not be stored inappropriately, e.g. in a box or in a drawer where they can be short-circuited by other conductive materials or where they can short-circuit each other. Do not deposit any objects in the storage area (e.g. clothes).
- Make sure to use the battery only for the Pivot e-bike for which it is designed.
- Remove the rechargeable battery if you do not use your Pivot e-bike for a long period of time (e.g. during the winter season). Store the rechargeable battery in a dry room at temperatures between 5 - 20°C (41 - 68°F) . The state of charge should be 50 - 70% of the charging capacity. Check the state of charge if the rechargeable battery is left unused for more than two months and recharge it in between, if necessary, to 50%.
- The battery does not come charged and must be charged completely before the first use.
- When removing the charger from the outlet or the port, pull on the plug, not the cord.
- When charging the battery, plug the cord into the wall outlet first, and then into the battery.
- Be sure that the charger is on a flat and stable surface, when charging.
- Do not leave the battery fully depleted for an extended period of time. This will cause the battery to deteriorate and reduce the battery capacity.
- Keep the rechargeable battery and the charger away from moisture and water during the charging process to avoid electric shocks and short circuits.
- Keep the charger and battery out of reach of children.
- Do not use a battery or a charger that is defective. If you are in doubt, contact your Pivot dealer.
- If the rechargeable battery or the charger (or parts of it) must be replaced, only use original spare parts. Contact your Pivot dealer.
- Charge the battery at an ambient temperature of approximately 20°C (68°F). Therefore, before starting the charging, wait until the temperature of the battery has increased or decreased after a ride in cold or hot weather.
- Do not dispose of your rechargeable battery in the normal household rubbish! It must be disposed of according to battery disposal regulations. Therefore, sellers of new rechargeable batteries must provide collection of old batteries and appropriate disposal. If you are in doubt or if you have any questions, contact your Pivot dealer.
- When the battery is fully charged, remove the charger.
- Observe the notes on the respective labels on the rechargeable battery or on the charger.

Bosch Performance CX Drive System

Additional information regarding safety, operation, functionality of the Bosch Performance CX Drive System, its components, software and mobile Apps can be found on their website by scanning the QR code to the right.

Bosch

Pivot Shuttle LT

For FAQs and additional technical documents regarding the maintenance of the Pivot Shuttle LT can be found on by scanning the QR code to the right.

Pivot

Battery Recycling Information

Pivot is a proud partner of the Call2Recycle battery recycling program. When you are ready to replace your battery, your local US Pivot dealer can take care of properly shipping your battery to be recycled. For international customers, check with your dealer on the best options in your area.

*The content in this manual subject to change without notice. Download the latest version from www.pivotcycles.com

MY SUSPENSION SETTINGS

Shock Air Pressure .....

Shock Rebound Clicks LSR ..... HSR .....

Shock Compression Clicks LSC ..... HSC .....

Fork Air Pressure .....

Fork Rebound Clicks LSR ..... HSR .....

Fork Compression Clicks LSC ..... HSC .....

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