

Charlottesville Community Bikes - Bike Safety Checklist!

Frame

- Free of cracks, excessive rust
- Fork blades parallel to head tube (No sign of front end collision)
- Fits the rider

Wheels:

- The wheels are properly secured to the frame via nuts or quick release.
- Tires are seated evenly the whole way around
- Tires have no bulges or significant cuts when inflated to proper pressure
- Rims are true (track straight) within 2mm
- Hubs are properly adjusted. (Try to push the wheel side to side, if you feel a wiggle, the hubs **MUST** be adjusted to prevent damage to the bearings, cones, and hub.)
- Spoke tension is relatively even on each side of wheel. No loose or broken spokes. Check by hand. (It is common for most rear wheels to have a different spoke tension between the left and right spokes.)

Front of Bike

- Headset is properly adjusted. (Pick up the bike and try to wiggle the headset via the stem. Check tightness threaded headset locknuts by hand.) Be sure the fork turns freely.
- Handlebars and stem are tightened and aligned with front wheel.

Middle of the Bike

- Cranks and pedals tightened to bottom bracket.
- Bottom bracket is properly adjusted (Try to push the cranks toward and away from the frame. Any wiggling means it's time to adjust or replace the bottom bracket.)
- Seatpost is secured to frame without exposing the "min insertion" line.
- Saddle is parallel to the ground and secured to the seatpost.
- Saddle is at the correct height.

Brakes

- Cables and housing are in good condition. (No fraying, cuts, or burst housing)
- Brake pads are sufficiently thick and are aligned with rim.
- Coaster brakes only: Reaction arm is secured to frame. (Very Important)

Shifting

- Check limit screws on derailleurs (especially rear LOW limit screw)
- Cables and housing are in good condition. (No fraying, cuts, or burst housing)