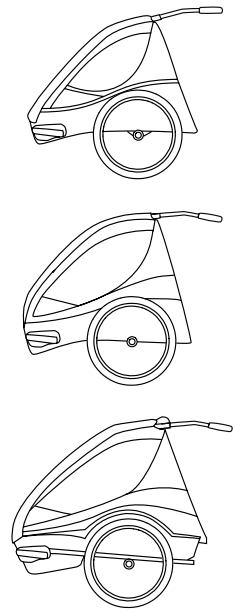




## OWNER'S MANUAL

Cabriolet, Corsaire XL, Captain XL

Original Manual  
Keep in a safe place for later reference



[www.chariotcarriers.com](http://www.chariotcarriers.com)

### **DANGER**

You should not use the Chariot child carrier before you have read and understood the contents of this Owner's Manual. Failure to follow this warning may result in serious or fatal injury.

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Great care has been taken in assembling this Manual. Nevertheless, should you discover any errors, we would be grateful if you could bring them to our attention.

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# 1. General Items

## Congratulations on buying this child transporter!

You have decided to buy a product from the CTS-series (Child Transport System) of the Canadian manufacturer Chariot Carriers Inc.

Your new child transporter stands out because of its excellent quality, user-friendliness, high safety standards and great versatility.

The Child Transport System enables you go for bike rides, walks or jogging with your children without having to park a fleet of special vehicles in the garage or basement.

It consists of a basic unit - passenger compartment with chassis, parking brake, handlebar, two 20" wheels (Cabriolet and Corsaire XL) or two 18" wheels (Captain XL) and at least one of the following accessory sets:

- The **Cycling Kit** (hitch arm, hitch, front, rear and spoke reflectors, safety flag) converts the base to a bicycle trailer
- The **Jogging Kit** (16" front wheel with two wheel arms) converts the basic unit to a jogging stroller.
- The **Stroller Kit** (an 8" stroller twin wheel) converts the basic unit to a stroller..
- The **Hiking Kit** (drawbar with shoulder strap) converts the basic unit to a hiker.
- The **XC skiing Kit** (- **only Corsaire XL** - skier and drawbar with waist strap) converts the basic unit to a sleigh hiker
- The **Walking Kit** (drawbar with waist strap) converts the basic unit to a walker.

### Who is this Manual intended for?

This Manual is intended for the purchaser and user of the carrier, who is also responsible for keeping it in proper condition, carrying out maintenance as prescribed and performing repairs.

When using this carrier, please also follow the owner's manual of the bicycle used for towing and the specifications given there regarding the maximum allowable full load for the bicycle.

### Performance characteristics of the Ready Chassis, valid for all CTS Conversion Kits

Cargo load	45 kg/100 lb, maximum of 2 children
Maximum age of the children, Corsaire XL, Captain XL	6 Jahre
Maximum body height of the children, Corsaire XL, Captain XL	117 cm
Maximum age of the children, Cabriolet	4 Jahre
Maximum body height of the children, Cabriolet	103 cm

## Intended Use

### Use as intended

The carrier is intended for use, within the performance ranges specified above, for the carrying of children in daylight hours on sidewalks, light traffic public roads, smooth paths, and beginner level ski trails. Luggage may also be carried in the storage bags intended for that purpose, provided the children in the carrier are not put at risk.

If the child carrier is used as a Bicycle Trailer in conditions of poor visibility, at dusk or in the hours of darkness, it is highly recommended to be retrofitted with a safety approved working light set.

As part of the use as intended, you should also follow this Owner's Manual and comply with the prescribed maintenance requirements.

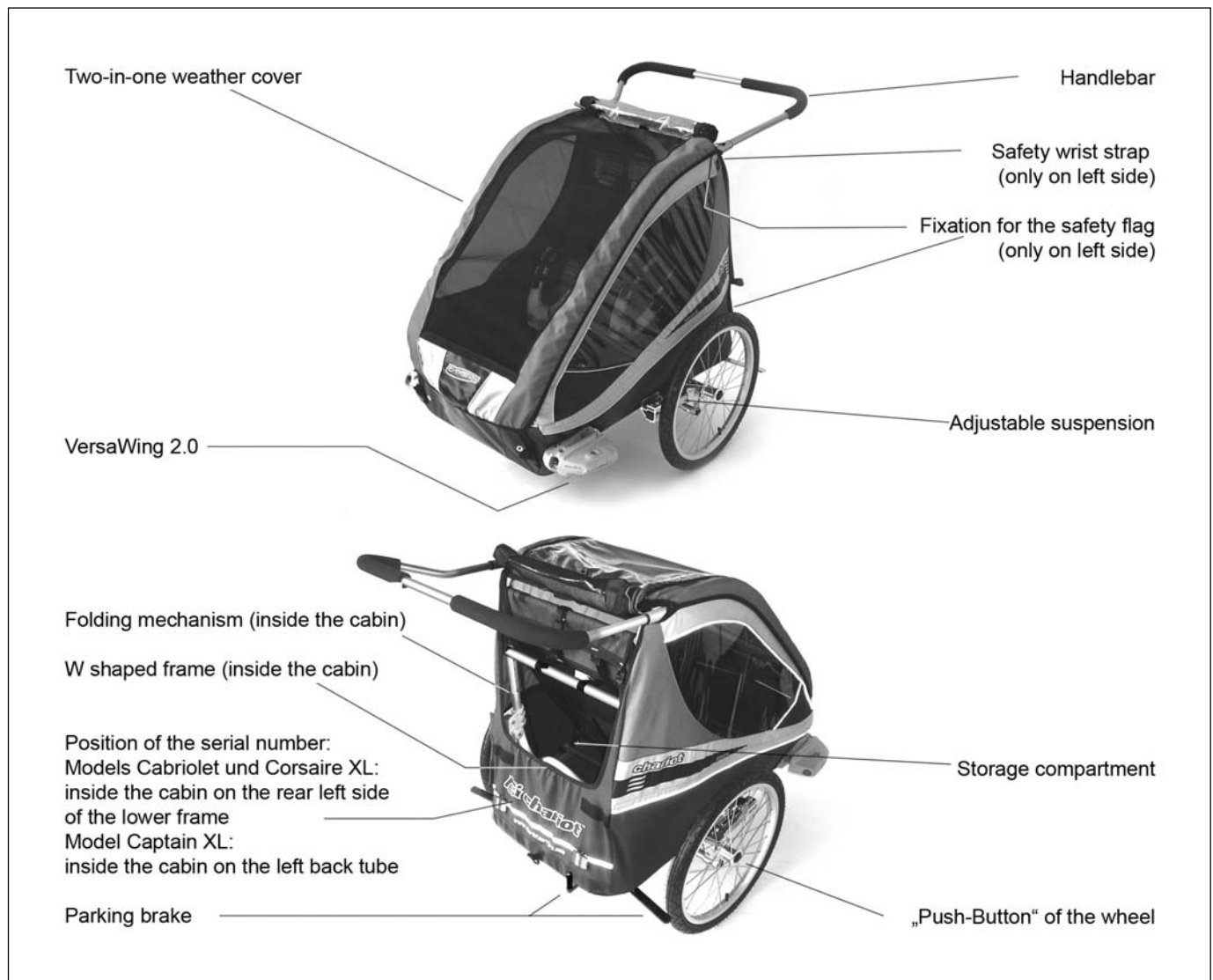
### Use not as intended

Any use that goes beyond the above is not as intended.

Use not as intended is primarily the conveying of people together with animals, use of this carrier on rough off-road terrain, use for commercial purposes, overloading, excessive speed and improper repair of defects or modifications.

The manufacturer is not liable for damages arising from use that is not as intended – this is at the risk of the user.

## 2. Overview of Components



## 3. Safety

The purpose of this section is to acquaint you with the symbols and safety instructions and make you aware of general dangers that might arise in using the carrier. In addition, here you will get to know about the particular dangers when using the carrier in road traffic, as well as being warned against unauthorised rebuilds or modifications.

This section, which is entitled »Safety«, is the most important section in this Owner's Manual. For this reason you need to read through it with particular care and take note of all instructions.

### 3.1 Explanation of symbols and instructions

In this Owner's Manual all items relating to safety are provided with a warning.  
In the designation of the possible hazards, distinctions are drawn based on the severity of the possible harm that may arise.

### DANGER

Here you will find instructions where failure to comply may result in risk to health, life and limb, both of the user and of the occupants of the carrier.

### WARNING

Instructions introduced with this symbol indicate possible risk of material damage. Failure to heed this warning may result in material damage.

### TIP

Here you will find instructions that will make using the product easier for you.

## 3.2 General safety instructions

### Basics

- Before using the carrier, please read through the Owner's Manual carefully. Failure to comply with the safety instructions may result in serious personal injury or death, to both the user and/or the occupants of the carrier.
- When using the carrier, always comply with local safety and accident prevention regulations, as well as the local Road Traffic Act, all of which may restrict use in some way.
- Safe and appropriate use of the carrier is your responsibility. Before using the carrier for the first time, acquaint yourself with its handling characteristics away from public roads and without carrying children. An empty carrier will tip over more easily when going over obstacles with one wheel only than one carrying a load. A fully loaded carrier makes greater demands on the deceleration devices.
- Negotiate inclines and corners with the utmost caution and reduce speed when doing so.

### As regards the children carried

- Never leave your child unsupervised in the carrier.
- Regularly check that your children are appropriately clothed and that they feel comfortable especially in hot and cold temperatures.
- Only children who can sit up without support may be carried, unless the Chariot Infant Sling is used.
- The maximum height of children who may be carried is: 103 cm for the Cabriolet, 117 cm for Captain XL and Corsaire XL
- In carriers maximum two children maybe carried.
- Make sure that the limbs, clothing or toys of the child do not come into contact with the carrier wheels or the rear wheel of the towing bicycle.

### As regards the carrier

- Never carry any heavy or sharp protruding items in the storage space of the carrier if you are also carrying children at the same time (risk of injury on braking).
- Items of luggage should be well secured so that they cannot move around during the journey. Unsecured items of luggage and overloading reduce riding stability and make the carrier more difficult to handle.
- The carriers are bicycle carriers and must never be towed behind motorised vehicles.
- The carriers must not be carried on the roof of a vehicle, even when folded, as they will get damaged.
- At various points on the carrier, self-locking nuts are used. If these have been loosened they must not be reused. Once they have been loosened they lose their original function, and this can lead to unexpected loosening of the screw connection with potentially serious consequences.
- Do not use the carrier at temperatures below -20°C /-4°F and do not store it at these temperatures. The windows may break.
- When folding up or opening the carrier, there is a risk of pinching your hand or fingers.

### As regards the children in the carrier

- When converting with other CTS Conversion Kits, no child should be sitting in the carrier, nor when carrying out maintenance or repair work.
- The permitted total cargo load of the carrier is limited to 45 kg. This must never be exceeded. The cargo load is the weight of the children together with any luggage there might be.
- Please explain to your child that he/she must not bounce, fidget or lean out of the carrier.

## 3.3 Safety information for all travelling situations

### As regards the children carried

- Never carry items of luggage on the seat next to your child.
- Never carry animals together with your children.

### As regards the carrier

- Take care when travelling over uneven surfaces. The carrier can overturn if driven with one wheel only across uneven ground, even at very low speed.
- In the event of the carrier tipping over, the handlebar acts as a safety bar. For this reason keep it permanently fitted.
- Before each journey check the tire pressure. The minimum recommended pressure is 30 psi (2.1 bar) and the maximum is 35 psi (2.5 bar). Even if a higher pressure is permitted for the tires fitted, the Manufacturer recommends that 35 psi (2.5 bar) not be exceeded. Air pressure that is too high considerably reduces the comfort of the children, especially on carriers without suspension.
- Do not use compressed air lines (e.g. at service stations). The tyres may burst due to the small volume of the tubes.
- Never go up or down steps with the carrier.
- Before each journey check that the wheels are fully engaged.
- Before each journey check that the folding auto-lock disk is fully engaged.
- Before each journey check that the spring buttons of the handlebar are fully engaged.

### As regards the children in the carrier

- Never carry your children without fastening all the seatbelts in the proper manner, otherwise your child could be seriously or even fatally injured in the event of an accident. Always make sure the seatbelts are properly adjusted to the height of your child.
- When travelling faster than walking pace, always use at the very least the mesh component of the two-in-one weather cover.
- As the children get in and out, the parking brake must be on to prevent the carrier from accidentally rolling away.

### 3.4 Safety instructions for carrying infants

- Children who cannot as yet sit up without support may only be carried using the Chariot infant Sling (accessory).
- The Manufacturer accepts no liability for use of other sitting aids or baby seats.
- Please make sure you follow the safety instructions in the Chariot Infant Sling Owner's Manual

### 3.5 Safety instructions for maintenance and repairs

- The maintenance work specified (see Section 12) is absolutely essential for the long-term safe operation of the carrier.
- Only use original spare parts. When replacing safety-related parts, such as the frame, wheels, hitcharm and fabric, only have this carried out by an Authorized Chariot Retailer.
- Regularly check all safety-related parts, such as the frame, wheels, hitcharm and fabric, for damage or tearing. At the first sign of damage have the relevant part replaced by your Authorized Chariot Retailer.
- Tears in the fabric actually represent a high safety risk. Due to tears in the fabric your child could come into contact with the wheels or the road surface.
- If you find a tear in the fabric, stop using and contact your Authorized Chariot Retailer immediately: the fabric can either be repaired or replaced.
- Never try to straighten out bent safety-related parts such as the frame, wheels or hitcharm. Have the relevant part replaced by your Authorized Chariot Retailer. There is a risk of it cracking and subsequently breaking.
- We recommend annual maintenance of the wheels by your Authorized Chariot Retailer.

### 3.6 Warning against unauthorised modifications and additions

- Unauthorised rebuilds or modifications of the carrier are not permitted for reasons of safety and render the warranty invalid.
- The fitting of a car safety seat or other seats or seat supports that do not carry the express approval of the Manufacturer is not permitted.
- Do not fit any additional parts, such as a luggage rack, for instance, that do not carry the express approval of the Manufacturer.
- The carrying of pedal cars, which are attached to the handlebar or some other part of the carrier, is not permitted.

## 4. Description of the Ready Chassis

### 4.1 Supplied as standard



Passenger compartment with two-in-one weather cover folded up, two 20" wheels (Cabriolet and Corsaire XL) or two 18" wheels (Captain XL), handlebar and parking brake

### 4.2 Assembly and folding up

**Transport strap lock** (only on the Cabriolet and Corsaire XL)

To be able to assemble the passenger compartment, you first need to undo the transport strap lock. You can use the strap lock anytime for holding the carrier fixed in its folded state.



## Assembly of the carrier

With one hand, lift the rear end of the top frame tube upwards, at the same time as holding the bottom part of the rear of the carrier with the other hand.



Pull the W shaped frame rearwards, until the frame is fully upright and both right-hand and left-hand auto-lock disks audibly engage.



auto-lock  
disk

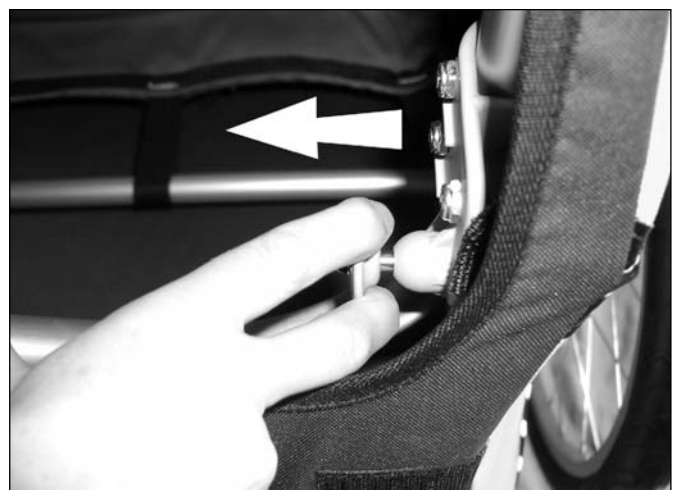


## DANGER

Before each journey make sure that **both** auto-lock disks are engaged. If this does not happen, the passenger compartment may collapse unintentionally and injure your child or cause you to lose control of the carrier.

## Folding up the carrier

To fold up the carrier, pull on both auto-lock disks simultaneously, at the same time as pushing the W shaped frame forwards.



This is how the auto-lock disk is released.

## WARNING

Do not attempt to fold up the passenger compartment without disengaging the auto-lock disk.

## TIP

Folding up with wheels attached is made easier if you apply the parking brake (see Section 4.7) before you start.

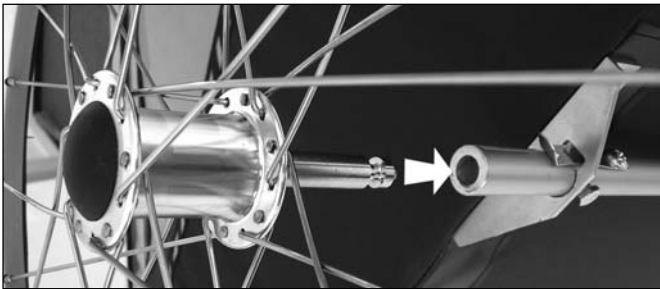
## 4.3 Wheel assembly

### Wheel assembly on the Cabriolet

#### TIP

The easiest way to assemble the wheel is to lay the carrier on its side.

To assemble the wheel, push the axle into the axle socket until it can go no further. **As you do this, the spring clip of the axle socket must audibly engage in the axle groove of the wheel.**



Spring clip

Test for proper assembly by trying to pull the wheel outwards after assembling. The wheel's axle should remain locked in the axle socket and cannot be pulled outwards.

#### DANGER

Always check that both wheels are properly seated by pulling the wheel hard to one side. To do this, lift the carrier, and make sure that the fitted wheel cannot be pulled off, by giving it a few good shakes on each side.

To remove the wheel, pull the spring clip out of the hole in the axle socket and pull the wheel out of the axle socket.

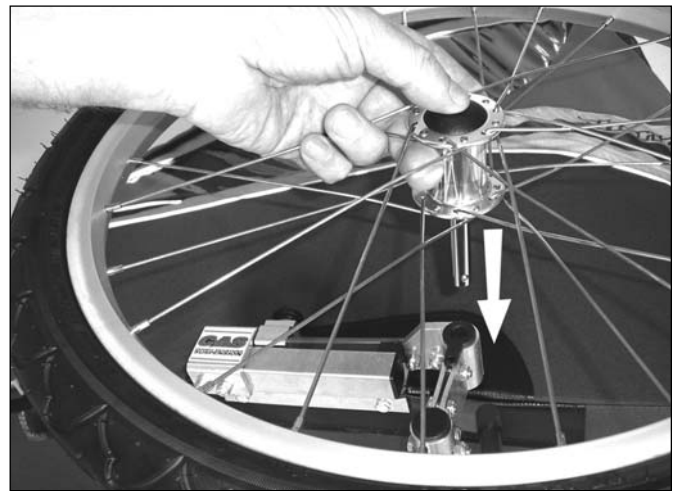
### Wheel assembly on the Captain XL and Corsaire XL

The wheels of the Captain XL and Corsaire XL are equipped with so-called push-button axles. Pressing on the rubber cap in the wheel centre will loosen the retaining balls which lock the axle in the axle socket. The wheels can only be assembled and removed with the plastic cap pushed in.

#### TIP

The easiest way to fit the wheel is to lay the carrier on its side.

To fit the wheel, press in the rubber cap and insert the wheel axle into the axle socket until it can go no further. Release the rubber cap. By moving the wheel from side to side, check that it is locked in the axle socket and cannot be pulled off.



#### DANGER

Always check that both wheels are properly seated by pulling the wheel hard to one side without pressing the unlocking button. To do this, lift the carrier, and make sure that the fitted wheel cannot be pulled off, by giving it a few good shakes on each side.



#### 4.4 Fitting the handlebar

Push the handlebar into the upper frame open tube ends. Depress both spring buttons simultaneously and push both ends of the handlebar at the same time into the tube ends until the spring buttons engage.



The handlebar can be height adjusted for two different positions: remove by depressing the spring buttons together, pull out the handlebar, rotate it 180° and re-insert the handlebar into the tube ends.

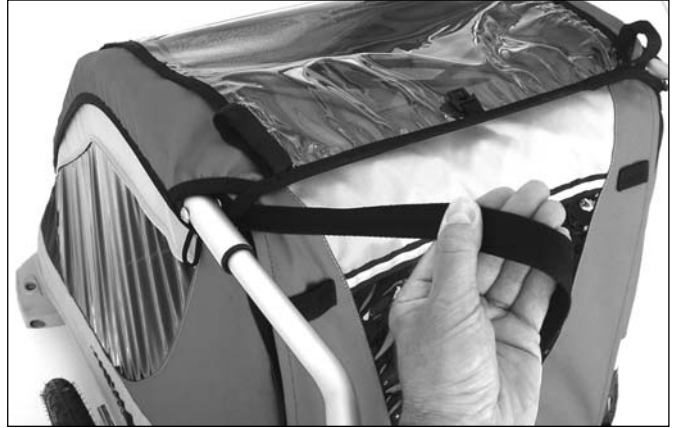


#### **DANGER**

Before each journey make sure that the spring buttons of the handlebar are fully engaged. A handlebar that works loose may have serious safety consequences, especially when the carrier is used as a Jogging Stroller or Stroller.

#### Safety wrist strap

On the rear left upper frame tube, as seen in the direction of travel, there is the safety wrist strap, which is required to secure the carrier to the wrist when using it as a Jogging Stroller or Stroller. In all other carrier uses, this wrist strap should be stored safely in the storage compartment at the rear of the carrier.



#### **DANGER**

Always make sure the safety wrist strap is safely stored in the storage compartment when it is not in use. If this is not done it could get caught in the wheel spokes, and this may result in an accident.

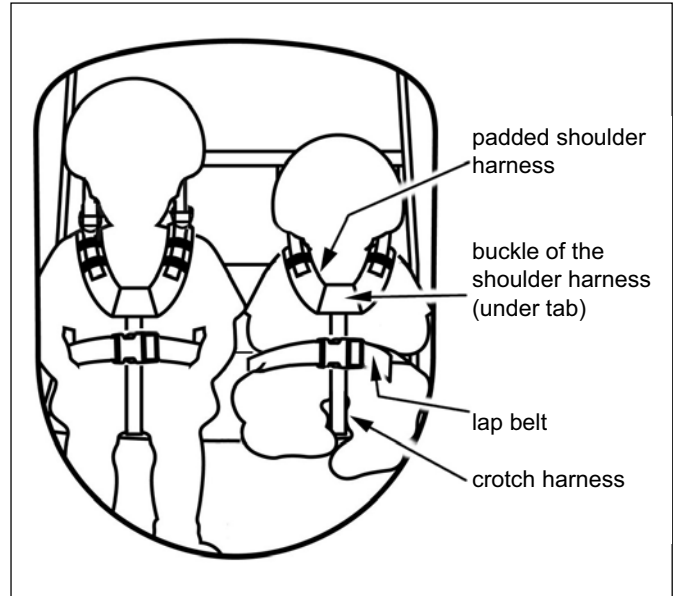
## 4.5 Seat and seatbelts

With the tried and tested 5-point seatbelt system, your children are securely and comfortably strapped into the Chariot.

The Captain XL and Corsaire XL have an additional cross brace in the frame, which is there to anchor the waist belts and brace the seat.



12. On each side of the buckle, the waist belt has a loose belt end for adjusting to fit correctly on the child. Adjust the waist belt until it is tight and the buckle is in the centre in front of the crotch belt.
13. Finally check that all belts are tight. However, avoid putting too much pressure on the child's body.
14. Make sure that the padded shoulder harness's belt position is correctly adjusted, as described below.



### To fasten the child into the carrier, proceed as follows:

1. The shoulder harness always stays fastened to the crotch belt by their shared middle buckle.
2. Undo both of the top buckles of the padded shoulder harness on the back rest. Take off the shoulder harness towards the front.
3. Open the waist belt.
4. Place the child on the seat.
5. Make sure that the crotch belt is between the child's legs.
6. The shoulder harness's upper two buckles are attached to vertical straps. Now move both upper buckles until they are directly above the shoulders of the child.
7. Draw the shoulder harness upwards over the child's shoulders and click both of the upper buckles into their respective buckles on the vertical straps. Make sure that you do not pinch the child's neck with the buckles.
8. Once again make sure that the crotch belt is between the child's legs.
9. All belts can be adjusted. The shoulder harness can be adjusted to fit correctly by pulling tight or loosening the loose ends of the upper securing straps to equal degrees. The loose end of the crotch belt can be pulled tight or loosened like this as well.
10. Adjust the shoulder harness and crotch belt to fit so that all belts are tight and the lower end of the padded shoulder harness with the "Chariot" logo is level with the child's lower chest region.
11. Fasten the waist belt. The waist belt must be on the outside of the crotch belt.

### Adjusting the padded shoulder harness

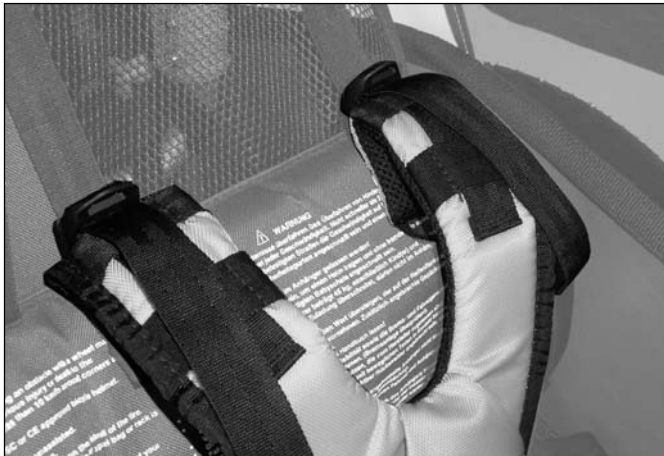
To achieve the correct size of the padded shoulder harness, sleeve through or remove the shoulder belts with the plastic buckle through these adjustment loops, as indicated below:

**XS:** Do not sleeve through any adjustment loops; thus unsleeve the shoulder belts from all loops. (without illustration)

**S:** Only sleeve through the lowest webbing loop. When sized for XS and S, the un-used, upper sections of the shoulder harness go loose over the children's shoulders. Smooth them down their back for comfort.



**M:** Sleeve through both webbing loops. This is the default setting.



**L:** Sleeve through both webbing loops and the top cord loop.



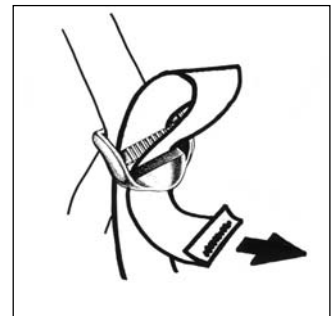
Comparison of different adjustments of the padded shoulder harness for children of different heights.

**TIP**

Always sleeve or unsleeve the shoulder belts as described above equally on **both** sides of the padded shoulder harness, otherwise the shoulder harness will not sit properly, and correct fit of the seatbelts is not possible.

**TIP**

Depending on manufacturing tolerance, the above mentioned loops may turn out to be too narrow to pull the buckles through them. To make unthreading easier in this situation, you can unthread the buckles and then rethread them as in the illustration below.



**DANGER**

Always make sure you thread the belt through correctly (see illustration above). If this is not the case, the belt could slip out of the buckle. This would result in the seatbelt failing, with potentially serious or fatal consequences for your child in the event of an accident.

**Whenever you thread the belt through again, always give it a good pull to check that it cannot be pulled out of the buckle.**

**DANGER**

Always make sure the seatbelts are correctly fastened around your child. If this is not the case, your child could be seriously or even fatally injured in the event of an accident. Always make sure the seatbelts are correctly adjusted to the height of your child.

**DANGER**

Before each journey check **all** buckles. If this is not done, the belt system may fail in the event of an emergency, with the serious consequences mentioned above.

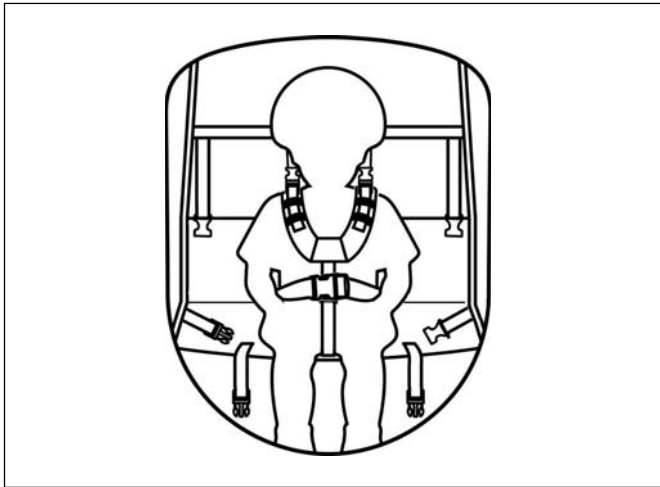
**DANGER**

Always take particular care that the shoulder harness is correctly adjusted for height, as described above. In the event of an emergency, incorrect adjustment of the shoulder harness can result in the child getting strangled.

If only one child is being carried, the manufacturer recommends that the child be placed in the centre of the seat.

If you want to use the central sitting position, then strap the child in as follows:

1. Fasten one of the shoulder harnesses to the middle two vertical straps buckles on the backrest.
2. Use the two middle waist belts.
3. Use the additional crotch belt located in the middle of the seat.
4. The second shoulder harness, the two outer crotch belts, and the outer two waist belts are not used.
5. Adjust the belts as previously described.



### **DANGER**

In this case too, all the hazard warnings given above apply!

### **DANGER**

Any other use of the belt system apart from that described is not permitted and may result in your child being seriously or even fatally injured in the event of an accident.

## **4.6 Climate control**

### **The two-in-one weather cover**

All models are equipped with the Chariot two-in-one weather cover, which consists of a plastic window that can be rolled up with mesh beneath it.



### **TIP**

The insect net also provides limited UV protection.

The two-in-one weather cover (Cabriolet and Corsaire XL) is attached to the bottom of the front of the passenger compartment with two buckles.



The two-in-one weather cover of the Captain XL is attached at the front by two tabs to the relevant protrusions in the floor pan.



**WARNING**

Always make sure that the two-in-one weather cover is securely attached at the front.

**TIP**

Make sure that the front section of the two-in-one weather cover is pulled over the front ends of the passenger compartment or over the ends of the floor pan (Captain XL), to help ensure that no water can penetrate the interior.



**Rear flap**

The rear flap (Cabriolet and Corsaire XL) is attached at the bottom by two velcro fasteners



The rear flap of the Captain XL is attached at the bottom to the floor pan by 3 tabs and to the sides by two velcro fasteners.



For better ventilation during high temperatures, the rear flap can be opened, rolled up and secured in place by two elastic loops. There is an insect mesh located under the rear flap and on the Cabriolet and Corsaire XL this is attached at the bottom by two velcro fasteners, but on the Captain XL by two tabs to the floor pan. This should be closed if the rear flap is open.



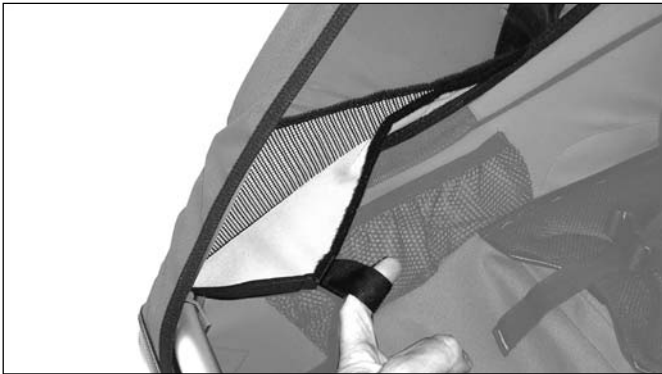
The rear flap can also be used at the front as a sunscreen. For this, it has to be sleeved under the rolled up two-in-one weather cover towards the front. On the forward sides of the passenger compartment at this point there are velcro fasteners. Open these fasteners and connect them to the velcro fasteners on the rear flap.

The two-in-one weather cover can also be closed with the sunscreen in place.



#### Front side air vent

For additional ventilation of the interior, the carriers are equipped with a side air vent to the front of each side window. It can be opened either fully or partly from the inside by means of a fabric flap.

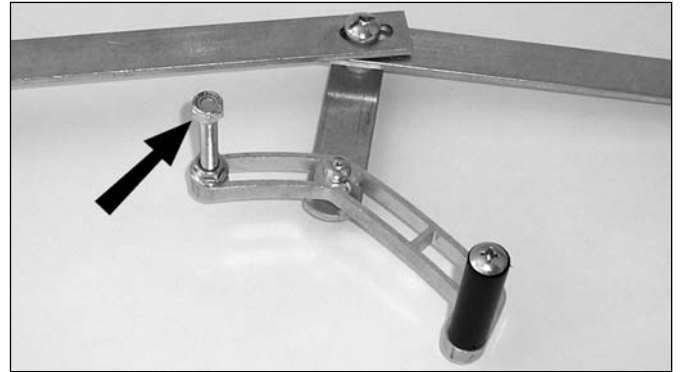


#### 4.7 Parking brake

For parking when used as a Stroller or Jogging Stroller, the carriers are equipped with a parking brake.

##### Installing the parking brake

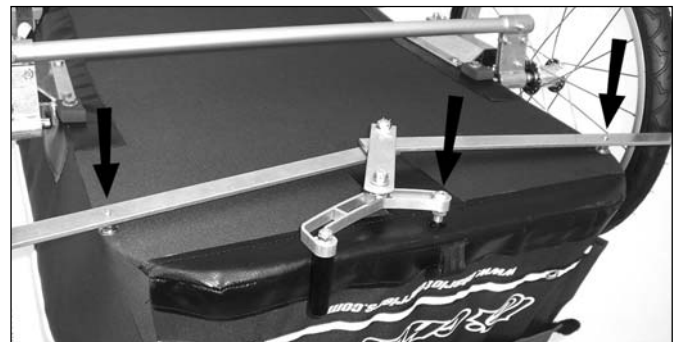
Use an 13 mm wrench to loosen the securing nut on the short lever in the centre of the brake rigging.



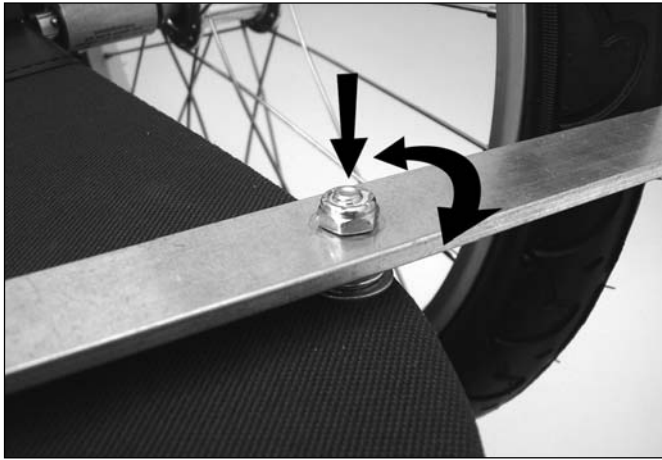
Lay the carrier on its roof. To prevent damage, make sure you have a suitable surface to do this on. Unscrew the nuts from the two bolts protruding from the bottom at the sides towards the rear.



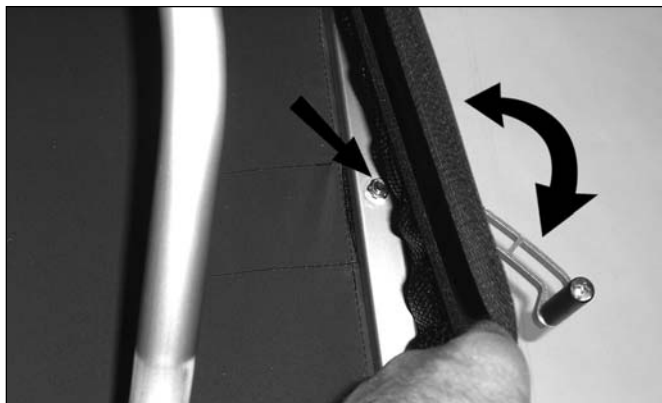
Now guide the bolt on the brake pivoting mechanism through the hole **in the centre** at the rear of the carrier, and the two **side bolts** on the carrier through their respective holes in the two long brake bars. Make sure that you position the brake as illustrated.



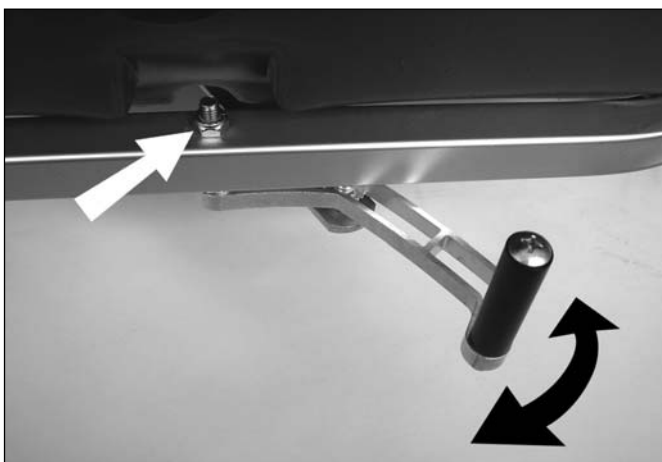
Screw the two self-locking nuts onto the two side bolts. Screw them on so that the end of the bolt protrudes through the nut, but not so tight that the brake cannot move.



**Cabriolet und Corsaire XL:** Inside the carrier, screw the third self-locking nut onto the bolt of the brake pivoting mechanism.



**Captain XL:** Screw the third self-locking nut onto the bolt of the brake pivoting mechanism.



In this case too, screw this on so that the end of the bolt protrudes through the nut, but not so tight that the brake cannot move.

## DANGER

Always make sure that the self-locking nuts are only screwed onto the bolts until the end of the bolt protrudes through the nut. If this does not happen, the self-locking nuts cannot fulfil their self-locking function, and this may result in the brake working loose. You run the risk of an accident!

### Operating the parking brake

When the parking brake is released the operating lever points to the right and should be resting up against the lower rear edge of the carrier (seen in the direction of travel).



To apply the brake, the operating lever must be moved completely to the left. Once you have moved it past the middle of the carrier, the operating lever should automatically overcenter into the left and closed position.

Now both brake arms press on the tires, thereby stopping the wheels from turning.



## DANGER

Depending on the tire pressure, the operating lever can snap with some force into its closed position. Be careful when doing so as you risk getting trapped!

## DANGER

The parking brake is not suitable for deceleration of a moving carrier.

## 4.8 Adjusting the suspension (Captain XL and Corsaire XL only)

The Captain XL and Corsaire XL are equipped with adjustable suspension.



After loosening the knob, it is possible to move the clamp that surrounds both leaf springs. The more this clamp is moved in the direction of the wheel axle, the stiffer the suspension becomes (see the weight scale on the top spring).

75lbs. +	→	50-75lbs	→	25-50lbs	→	0-25lbs	→
34kg +	→	22.5-34kg	→	11-22.5kg	→	0-11kg	→

The weight indications on the scale are calculated from the weight of the child(ren) and cargo (ie. You do not need to add the weight of the carrier).

The weight indications on the scale relate first and foremost to use as a Bicycle Trailer. For other uses it may be a good idea to set the suspension softer. If you discover that when riding over bumps the suspension can be felt and likely heard, then the suspension is set too soft and you need to move the knob rearwards.

### WARNING

Make sure that you retighten the knobs once you have adjusted the clamp.

### TIP

Where there are different weights on each of the two sides of the carrier, or where only one side is loaded, we recommend that the spring stiffness on each side be adjusted to the weight of the side in question.



## 5. The Cycling Kit



The assembled bicycle trailer (CTS Ready Chassis + Cycling Kit)

### Supplied as standard



### “Chariot” Cycling Kit

Chariot hitcharm with Axle-Mount ezHitch (including quick-release skewer) and ezClick attachment, front, rear and spoke reflectors and safety flag

As an alternative to the “Chariot” Cycling Kit, the Cycling Kit can be supplied with the Weber hitcharm and hitch.



### “Weber” Cycling Kit:

Weber hitcharm without hitch, front, rear and spoke reflectors, safety flag. You can either choose the Weber hitch with adjustable kickstand (Weber B) or the Weber hitch for rear-axle attachment (Weber E).

## Safety instructions for use as a Bicycle Trailer

### General safety instructions for operation as a bicycle trailer:

#### Basics

- Please make sure you read the safety instructions in the “Safety” section at the beginning of this Owner’s Manual.
- Only cyclists who are experienced and strong enough may tow bicycle trailers. If you wish to carry children in the bicycle trailer, you must be 16 years old or over.
- Make sure that your bicycle is in good and safe condition. We recommend you have your bicycle regularly serviced by a bicycle retailer.
- If you are not sure whether your bicycle is suitable for towing a trailer, please ask your bicycle retailer.
- We recommend that especially long rear wheel mudguards and rear-view mirrors be fitted to the bicycle that is to tow.
- When using this trailer, please also follow the Owner’s Manual of the bicycle used for towing. Find out whether your bicycle is permitted for use in towing bicycle trailers and the permitted overall weight of the bicycle/trailer vehicle.
- When parking the vehicle, make sure it cannot tip over. Attaching the trailer changes the bicycle’s centre of gravity, so that certain types of kickstands cannot be used in connection with a trailer. The bicycle may tip over. The trailer and bicycle may get damaged. If in doubt ask your specialist dealer.

### As regards the children carried

- For riders of bicycles and children being carried who can sit without support, we recommend wearing a suitable approved helmet.

### As regards the trailer

- When the trailer is towed behind a bicycle, the stroller wheels must never be fixed in their use position (wheels down). They may only be carried in their out-of-use position (wheels up).
- Remember that on right-hand turns the radius of the turn is restricted. If the rear wheel of the bicycle comes into contact with the hitcharm, there is a risk of the cyclist falling and injury.
- Please ensure that when manoeuvring, the trailer is not set at an angle of more than 90° to the bicycle, otherwise the hitch may be damaged.

### As regards the children in the trailer

- Please remember that the trailer should only be connected or unconnected provided there is no child in the trailer.
- Never cycle without closing the two-in-one weather cover otherwise your child may be injured by insects, dirt or grit thrown up from the road.

### Please ensure the following before each journey:

- Make sure that the hitcharm is correctly fitted and secured to the trailer: see pages 20 / 21.
- Make sure the hitch is firmly attached on the bicycle. A hitch that is not securely attached may work loose from the rear axle and result in losing the trailer.
- Make sure that the hitcharm is correctly coupled up and secured to the bicycle: see pages 22 / 23.
- Before each journey, check the full function of the warning devices: spoke reflectors, front and rear reflectors, safety flag, and lights if necessary.
- Remember that at dusk and in the dark, the bicycle and trailer must be equipped with regulation working lighting.
- Before each journey make sure that the maximum trailer cargo load is not being exceeded and the specified permissible hitcharm load (nose weight) is maintained.

### Pay attention to the following when travelling:

- Always cycle with care and look well ahead. Avoid applying emergency braking. When applying emergency braking, there is the risk that the rear wheel of the bicycle may pull to one side and you lose control of the bicycle/trailer vehicle.
- The maximum permissible speed for towing this trailer is 25 km/h / 15 mph. Take corners/turns at walking pace, as there is a risk of tipping over.
- Remember that the steering and braking characteristics of your bicycle are different when towing a trailer.
- Always avoid going over obstacles with one wheel of the trailer only, especially on corners – the trailer might tip over, even at walking pace!

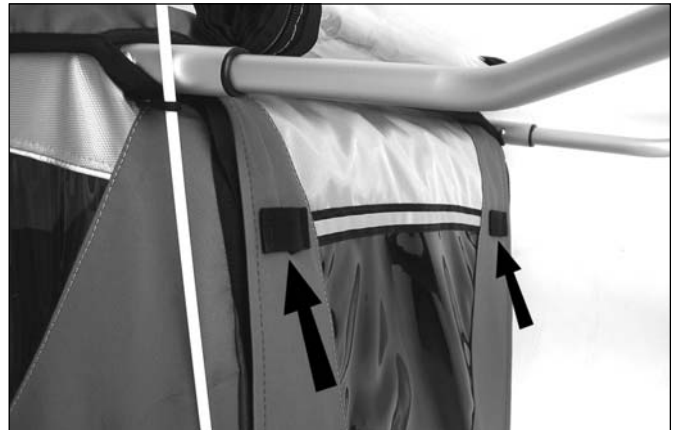
## Performance characteristics when used as a Bicycle Trailer

Top speed	25 km/h / 15 mph
Top speed on corners	walking pace
Permitted hitcharm load (tongue or nose weight, to be ensured by good load distribution, see page 24)	1 - 6 kg/2.2-13.2lb
Permissible rear wheel size on the towing bicycle	26 or 28 inches/700cc

## Legal requirements

Remember that at dusk and in the dark, the bicycle and carrier must be equipped with regulation working lighting. Rear battery-powered lights for instance are suitable as working lighting.

They can be attached to the exposed tube ends on the top right and left on the rear of the carrier, or hooked onto the web tabs located on the upper corners of the back flap.



Ask your specialist dealer for suitable lights and the right way to attach them.

## Assembly

### Assembling the reflectors and safety flag

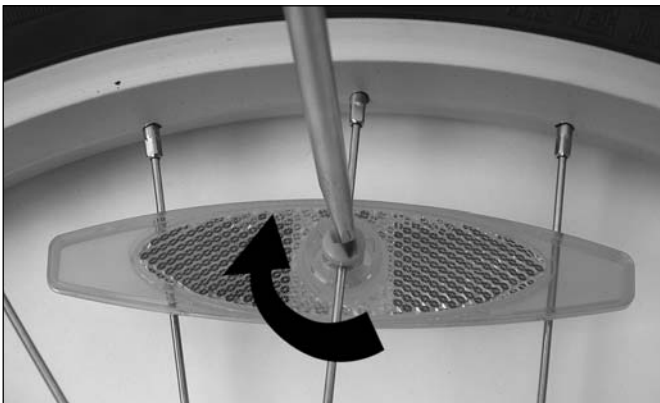
If you want to use your Chariot as a Bicycle Trailer, all reflectors and safety flags must be installed.

Exception: If you use tires with reflective strips, the spoke reflectors can be left off.

Position a spoke reflector between two outer spokes and an inner spoke in such a way that the inner spoke lies in the guide slot of the reflector.



Guide the plastic clip with its slot over the inner spoke into the hole of the reflector and secure by tightening it a quarter turn using a screwdriver.



Attach two reflectors on each wheel (as shown, opposite each other to the right and left of the valve).

For fastening the front and rear reflectors you need a Philips screwdriver.



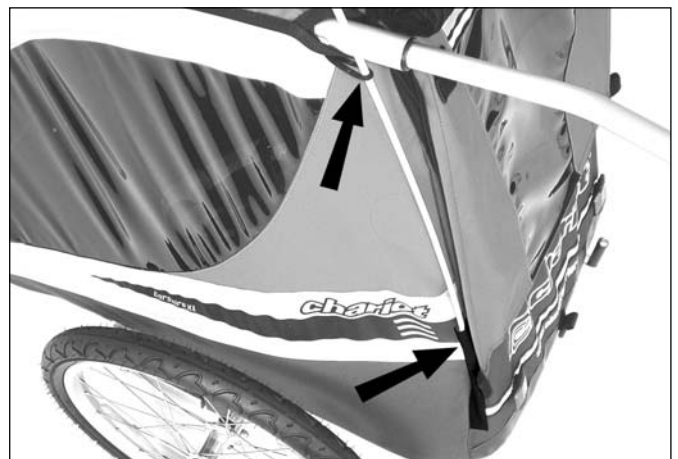
Screw the red reflectors into the rear grommets on the passenger compartment.



Screw the white reflectors into the front grommets on the passenger compartment.



Push the two safety flag rods together and guide the bottom end of the rod through the cord loop at the back left side of the two-in-one weather cover. Push the end of the rod into the sleeve located at the lower left corner of the passenger compartment until it can go no further.



## Attaching the hitcharm to the CTS Ready Chassis

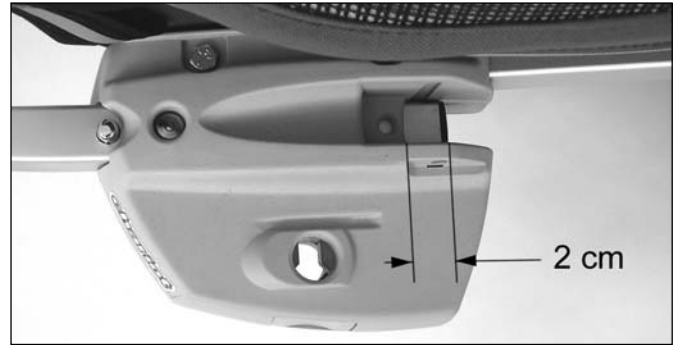
The hitcharm is attached to the CTS Ready Chassis into the left "VersaWing 2.0" bracket.

**The hitcharm must always be attached into the left-hand side of the carrier (as seen in the direction of travel). The hitcharm must always be attached with both spring buttons pointing upwards.**

Press down the small button and slide the hitcharm into the VersaWing 2.0 until the large button engages in the VersaWing 2.0 (Figures 1 to 3).



The hitcharm should now protrude about 2 cm / 3/4 inch out of the rear side of the VersaWing 2.0, and the rear vertical holes in the VersaWing 2.0 and hitcharm must align with each other.



Insert the security pin into the rear vertical hole of the VersaWing 2.0 and push it down completely through the hitcharm until the retaining ring is touching the top of the VersaWing 2.0.



### **DANGER**

The security pin must always be inserted, in addition to the large spring button in the bicycle hitcharm! A hitcharm that has not been secured properly may come loose during travel, with serious consequences for your child, possibly even fatal injuries.



Correctly installed hitcharm.

### **DANGER**

Make sure that the hitcharm is correctly attached and secured to the carrier. Any kind of incorrect assembly may lead to loss of the carrier during travel, with serious consequences for your child, possibly even fatal injuries.

### **Attaching the hitcharm to the bicycle (Chariot Axle-Mount ezHitch)**

Your specialist dealer fits the Chariot Axle-Mount ezHitch to your bicycle on delivery of the carrier.

In certain special cases, however, you may have to fit it yourself, e.g. after removing the rear wheel or when fitting the Axle-Mount ezHitch to a second bicycle. Assembly for such cases is described below.

In all cases, we recommend that you have the Axle-Mount ezHitch fitted by your specialist dealer.



Axle-Mount ezHitch and accompanying quick-release skewer.

### **Attaching the Axle-Mount ezHitch**

The Axle-Mount ezHitch must always be attached to the left-hand side of the bicycle (as seen in the direction of travel).

#### **Bicycle with solid axle**

The quick-release skewer is not used in this case.

Unscrew the rear wheels left-hand axle nut and the spacer or plane washer.

Install the Axle-Mount ezHitch on the axle.

The opening for the hitch ball and the vertical hole for the security pin must point forward.



Screw the wheels axle nut and the spacer or plain washer back on and tighten them securely.

### **DANGER**

Depending on the hub type, the existing torque support washer for the hub must stay on the frame. Please follow the assembly instructions for the hub and the manufacturer's torque specifications when fastening the axle nut. If in doubt always ask your specialist retailer.

### **DANGER**

The rear wheels axle nut must be tightened on the axle thread by at least 5 full turns, so that adequate clamping force is ensured. A thread which is too short can lead to accidental loosening of the rear wheel, with damage and accidents as a result.

If in doubt ask your specialist retailer!

### Bicycle with quick-release axle

Remove the existing quick-release. Loosen the nut of the Chariot quick-release.

Push the quick-release axle through the hitch and then through the axle of the wheel.

The opening for the hitch ball and the vertical hole for the security pin must point forward.



Fit the quick-release nut on the right-hand side. Both skewer springs must be located in such a way that the narrow side of each spring points towards the centre of the hub.

### DANGER

The quick-release nut must be tightened on the axle thread by at least 5 full turns, so that adequate clamping force is ensured. A thread which is too short can lead to accidental loosening of the rear wheel, with damage and accidents as a result.

If in doubt ask your specialist retailer!

Close the quick-release lever with the end of the lever pointing upwards. In this position there is enough space to insert the security pin.



In order to ensure that the hub is clamped sufficiently in the dropouts, the quick-release lever must begin gripping as it moves from the open to the middle position, and approaching the closed position you should clearly feel resistance as you tighten.

If it is too easy or too difficult to move the quick-release, tighten or loosen the lock nut on the other side of the hub to adjust.

If you don't feel confident operating the quick-release, please ask your specialist retailer for assistance.

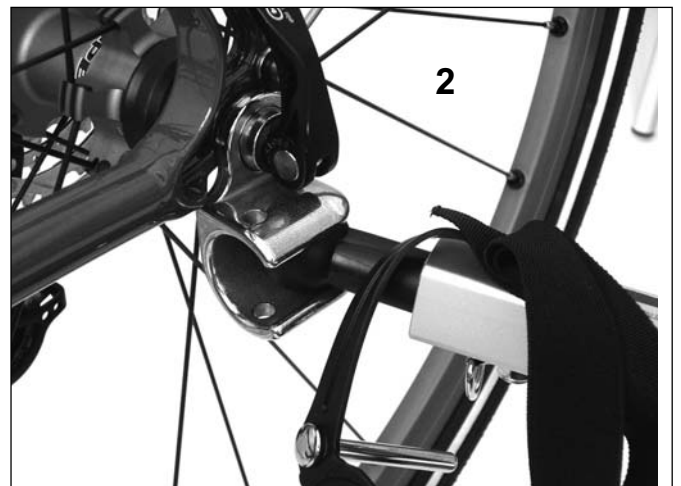
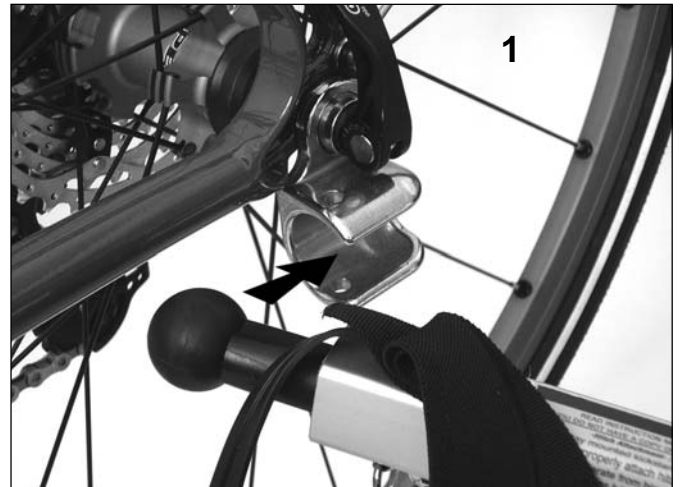
### DANGER

Always make sure that the quick-release is correctly attached. An incorrectly tensioned quick-release may result in the rear wheel coming loose and lead to accidents.

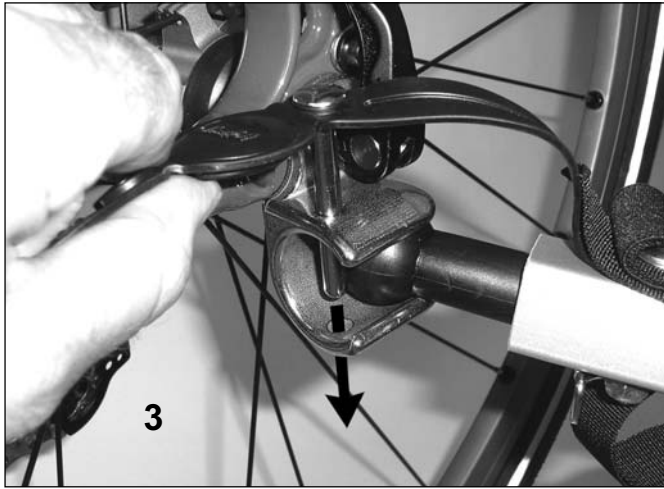
### Attaching the carrier

From the front, insert the elastomer ball, which is attached to the hitcharm, into the Axle-Mount ezHitch.

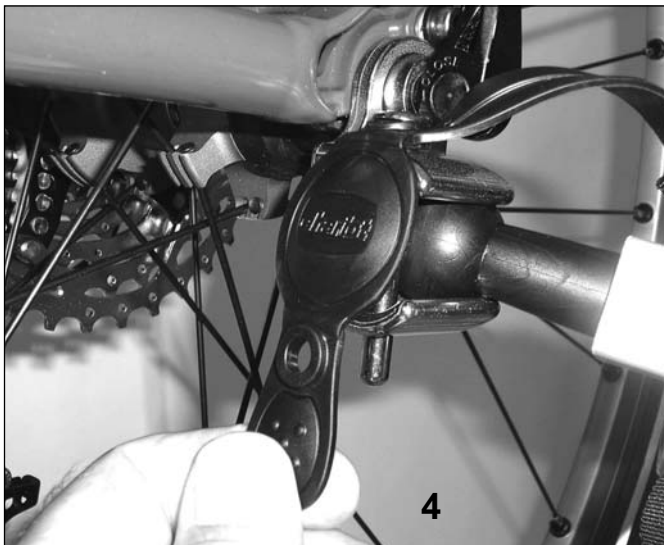
Pull the hitch ball rearward to the end of the socket in the axle mounted hitch cup.



Push the security pin from the top through both holes of the Axle-Mount ezHitch.



Secure the pin by pulling the hole of the rubber tab over the protruding end of the pin.



Finally, always attach the hitch's back-up safety strap around the bicycle frame. To do this, from above, put the hitch back-up safety strap around the chain stay, and attach the hook of the hitch back-up safety strap to the hitcharm D-ring located on the underside of the hitcharm.



### **DANGER**

Always attach the hitch's back-up safety strap in the manner described above. It serves as additional protection against losing the carrier during operation.

### **DANGER**

Do not use the Bicycle Trailer if you cannot attach the hitch's back-up safety strap around your bicycle frame for any reason! Contact your specialist retailer for assistance if this occurs.

## Fixing the Weber hitch to the bicycle

In this connection, please read carefully the comprehensive manufacturer's instructions which are supplied by Weber both for the hitch with adjustable kickstand (Weber B) and for the Weber Axle-Mount Hitch (Weber E).



Weber B



Weber E

## Use

### Weight distribution and hitcharm load (tongue or nose weight) on the hitch

The exact position of the seat in the Chariot has been specially chosen so as to give optimum weight distribution if there are only children sitting in the carrier.

The only other factor in weight distribution is the weight of luggage items. The storage compartment is intended for the carrying of luggage items. The carrying of luggage items next to the child on the seat is prohibited. We would also urge against carrying luggage items in the foot space.

Checking of the hitcharm load (tongue or nose weight) is important if you want to carry a heavy load in the storage compartment along with a light child, or if you are using your Chariot as a Bicycle Trailer.

The hitcharm load (tongue or nose weight) on the carrier hitch needs to be 1 - 6 kg / 2.2 – 13.2 lb for safe road handling.

The hitcharm load (tongue or nose weight) is the weight that you lift on the hitch when the carrier is loaded up.

If you are not confident about estimating the hitcharm load

(tongue or nose weight), use a bathroom scale to help you:

1. Put the bathroom scales next to the hitcharm of the loaded carrier.
2. Stand on the scales and note your own weight.
3. Lift up the hitcharm at the hitch to around 30 cm/12 inches above the ground.

The weight as displayed should now be 1 - 6 kg/2.2 – 13.2 lb above your own weight.

## Suitability of the bicycle used for towing

Always make sure you follow the manufacturer's specifications in the owner's manual of the bicycle used for towing, where the suitability specifications of the bicycle are to be found.

**Example 1:** If the manufacturer states »This bicycle is suitable for pulling an unbraked trailer of overall weight 40 kg«, then you may add a maximum load of 30 kg, since the carrier itself weighs approximately 11 kg/24 lb (e.g. Cabriolet).

**Example 2:** If the manufacturer states »The permissible bicycle full load of 120 kg/ 265 lb may not be exceeded. Please note that the permissible full load may also not be exceeded if you attach a trailer,« then, in order to determine the cargo load, you need to subtract the weight of the bicycle, your own weight and the carrier unloaded weight from the permissible full load. For instance, if the bicycle weighs 15 kg/ 33 lb and the cyclist weighs 72 kg/ 159 lb, then a maximum of 22 kg/ 49 lb additional cargo load may be carried  $(120 - 15 - 72 - 11 = 22)/(265 - 33 - 159 - 24 = 49)$ .

You will find the weight specifications for your carrier in Section 13 "Specifications".

## DANGER

If there is nothing specified in the owner's manual of your bicycle regarding towing a trailer, this does not mean that there are no limitations. In such a case, always ask your specialist retailer.

## Travelling

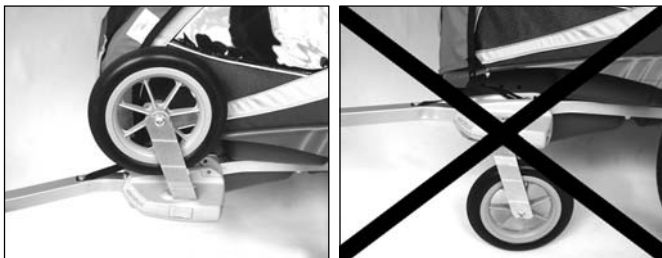
Please ensure the following before each journey:

Follow all safety instructions at the beginning of this section and the general safety instructions at the beginning of the Owner's Manual.



## DANGER

When used as a Bicycle Trailer, the stroller wheels must never be installed in their use position (wheels down). They may only be carried in their out-of-use position (wheels up). For a description of the positions of the stroller wheels, see Section 7.



Correct assembly of the stroller wheels for carrying them out-of-use when used as a Bicycle Trailer.

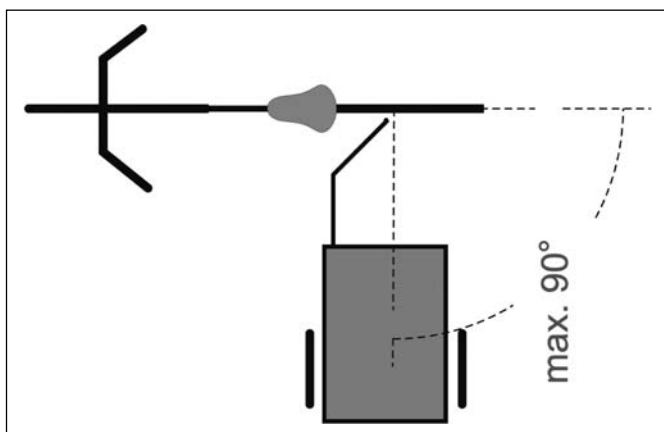
**Wrong!!!**

Pay attention to the following when travelling:

Follow all safety instructions at the beginning of this section and the general safety instructions at the beginning of the Owner's Manual.

## DANGER

When turning round or manoeuvring the outfit, the angle between the towing bicycle and the carrier must not exceed 90°. The hitch ball may get damaged (overstretched) and lose its stiffness as a result.



### Use as a pull wagon

On short stretches and level surfaces, the carrier may be used as a pull wagon.

For this, insert the hitcharm rotated through 90° in the left-hand (in direction of travel) VersaWing 2.0 (the same wing as the hitcharm is used for trailering). The front end of the hitcharm must point upwards.

Push the hitcharm in until the spring buttons, which is now on the outside side, come up against the VersaWing 2.0.

Then press the smaller button in and slide the hitcharm into the VersaWing 2.0 until the large spring button audibly engages.

On this type of assembly, engagement of the spring button is not visible, however you should be able to see the small spring button returned to its normal "out" position.

Insert the security pin through the horizontal hole at the back of the VersaWing 2.0.



## DANGER

Make sure the spring button engages correctly. Before use, ensure that the hitcharm is securely locked by giving it a good forward pull. If this is not the case, the hitcharm might work loose during travel and you could lose the carrier.

## DANGER

Only park the carrier on flat surfaces and secure it with the parking brake.

## DANGER

Inline skating with the pull wagon is not permitted.

## DANGER

Any assembly of the hitcharm other than the one described is not permitted. Any kind of incorrect assembly may lead to loss of the carrier during travel, with serious consequences for your child, possibly even fatal injuries.

## 6. The Jogging Kit



The assembled Jogging Stroller  
(CTS Ready Chassis + Jogging Kit)

- When pushing the jogging stroller, always put the wrist safety strap around your wrist.
- Inline skating is with the Jogging stroller is not permitted.
- To get used to the specific handling characteristics, first carry out a practice run without children, but with maximum load, and away from road traffic.
- The parking brake is not suitable for deceleration of a moving carrier.
- So as to prevent it from tipping backwards, the storage compartment at the rear of the carrier may not be loaded with excessive weight. Carry out the following check: Depress the handlebar by about 15 cm. The carrier should return to its original standing position and should not tip backwards.

### Performance characteristics when used as a Jogging Stroller

Top speed on straight aways	15 km/h / 9 mph
Top speed on corners	walking pace
Top speed on hills/inclines	walking pace

### Supplied as standard



**Jogging Kit: 16"**  
wheel with quick-release skewer, and 2 wheel arms with ezClick attachment

### Safety instructions for use as a Jogging Stroller

- Please make sure you read the safety instructions in the "Safety" section at the beginning of this Owner's Manual.
- Before each journey check that all components are properly fitted, particularly the front quick-release wheel, the rear wheels, and the handlebar.
- Do not park the carrier on roads or other places which are on an incline.
- If you leave the jogging stroller standing, always secure it with the parking brake.
- When parking the carrier, make sure it cannot tip over.

## Assembly

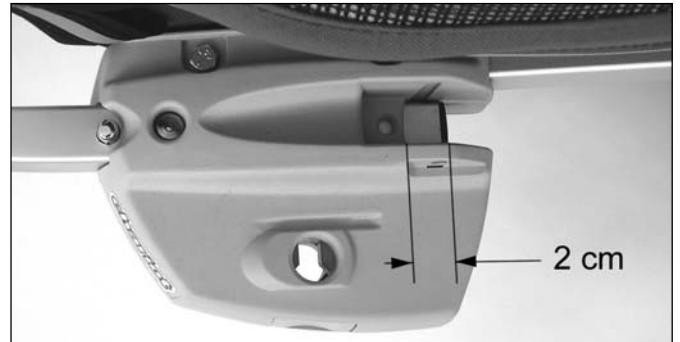
Push the wheel arms, with the bend toward the centre of the carrier and wheel dropouts pointing downwards, into each VersaWing 2.0.



Press the small button in for each and push the wheel arms into the VersaWing 2.0 until the large button engages (Figures 1 to 3).



The wheel arm should now protrude about 2 cm / 3/4 inch out of the rear side of the VersaWing 2.0.



### **DANGER**

Make sure that the wheel arms are correctly attached to the carrier. Incorrect attachment may lead to loss of the front wheel during travel and this may lead to an accident.

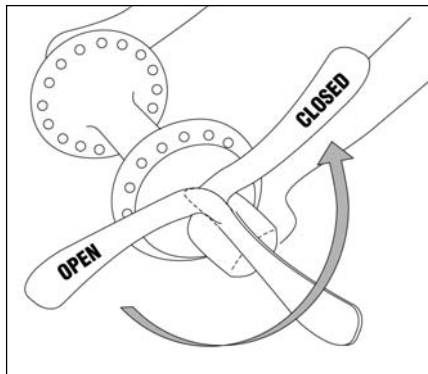
Guide the quick-release axle through the wheel axle and screw on the nut. Both skewer springs must be located on each side so that the narrow side points towards the centre of the hub.



Tip the carrier backwards and put it down on the handlebar. Insert the wheel in the axle dropouts.



Close the quick-release lever.



In order to ensure that the hub is clamped sufficiently in the axle dropouts, the quick-release lever must begin gripping as it moves from the open to the middle position, and approaching the closed position you should clearly feel resistance as you tighten.

If it is too easy or too difficult to move the quick-release, tighten or loosen the lock nut on the other side of the hub to adjust.

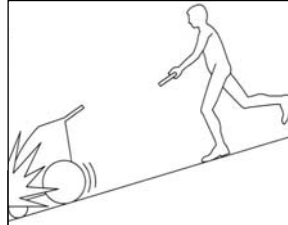
**If you don't feel confident operating the quick-release skewer, please ask your specialist retailer for assistance.**

## DANGER

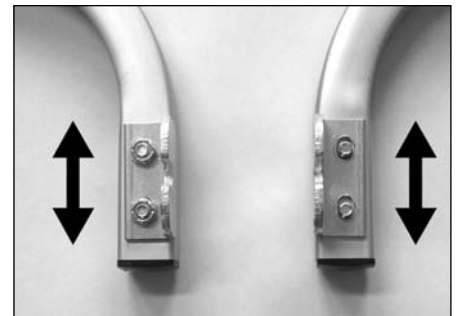
Always make sure that the quick-release is correctly installed. An incorrectly tensioned quick-release may lead to the rear wheel coming loose, resulting in accidents.

## DANGER

When using the carrier as a Jogging Stroller, always put the safety wrist strap, which is fastened securely on the left rear upper frame tube, around your wrist. This prevents the carrier from accidentally rolling away.



To correct directional trueness (ie. The carrier not rolling straight):



The dropouts of the wheel arms are screwed on and their holes are slotted. After loosening both screws, the dropout can be moved. This is possible on both the right-hand and the left-hand side dropout. If the Jogging Stroller is pulling to the right, the dropout on the right-hand side must be moved forwards, and the one on the left-hand side backwards (or vice versa).

## WARNING

Please ensure that your child does not stand on the wheel arms when entering or leaving the carrier. If at any time you stop, do not allow anyone to sit on the wheel arms. Applying a load on either wheel arm may result in the aluminium axle sockets working loose.

## Travelling

### Weight distribution

#### **DANGER**

So as to prevent it from tipping backwards, the storage compartment at the rear of the carrier may not be loaded with excessive weight. Carry out the following check: push downwards on the handlebar by about 150 mm. The carrier should return to its original standing position and should not tip backwards.



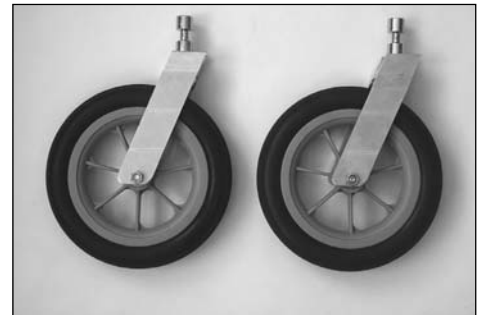
## 7. The Strolling Kit



The assembled Stroller (CTS Ready Chassis + Strolling Kit)

### Supplied as standard

**Strolling Kit:**  
2 x 8" stroller wheels



### Safety instructions for use as a Stroller

- Please make sure you read the safety instructions in the "Safety" section at the beginning of this Owner's Manual.
- Before each journey check that all components are properly fitted, particularly the stroller casters and the handlebar.
- Do not park the carrier on roads or other places which are on an incline.
- If you leave the stroller stationary, always secure it with the parking brake.
- When pushing the stroller, always put the wrist safety strap around your wrist.
- Inline skating with the stroller is not permitted.
- The foot activated parking brake is not suitable for deceleration of a moving carrier.
- So as to prevent it from tipping backwards, the storage compartment at the rear of the carrier may not be loaded with excessive weight. Carry out the following check: push downwards on the handlebar by about 150 mm. The carrier should return to its original standing position and should not tip backwards.

## Performance characteristics

Inline skating with the Stroller is not permitted.

## Assembly

To attach the stroller wheel, press the plastic button on the side of the VersaWing 2.0 until it can go no further. Then, from below, insert the upward pointing caster shaft of the stroller wheel into the vertical hole of the VersaWing 2.0 until it can go no further.



Release the plastic button. This now clicks back towards the outside, resulting in locking the attachment axle of the stroller wheel.



### DANGER

Always make sure that the stroller wheels are properly and fully engaged and locked. To check this pull the stroller wheels up and down in a vertical direction. Make sure that the plastic locking button has fully clicked back. Incorrect assembly may lead to accidents.

If you want to convert the carrier from Stroller to another CTS Conversion Kit, you can store the stroller wheels on the top of the VersaWing 2.0 .

To attach them proceed as described above.

The caster fork arms should point forwards.



### DANGER

Always make sure that the stroller wheels are fully engaged and locked.

## Travelling

## Weight distribution

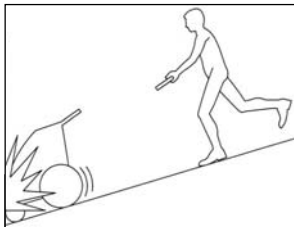
### DANGER

So as to prevent it from tipping backwards, the storage compartment at the rear of the carrier may not be loaded with excessive weight. Carry out the following check: push downwards on the handlebar by about 150 mm. The carrier should return to its original standing position and should not tip backwards.



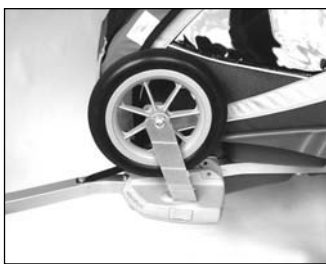
## DANGER

When using the carrier as a Jogging Stroller, always put the safety wrist strap, which is fastened securely on the left rear upper frame tube, around your wrist. This prevents the carrier from accidentally rolling away.



## DANGER

When used as a Bicycle Trailer, the stroller wheels must never be installed in their use position (wheels down). They may only be carried in their out-of-use position (wheels up). Serious accidents may otherwise result.



Correct assembly of the stroller wheels for carrying them out-of-use when used as a Bicycle Trailer.

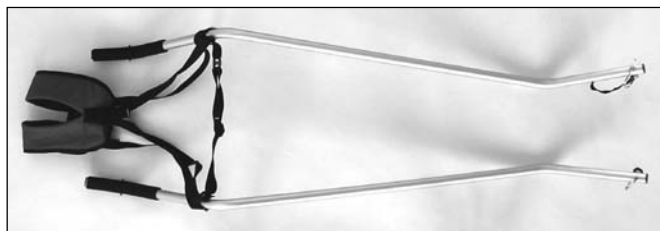


Wrong!!!

## 8. The Hiking Kit



Supplied as standard



2 hiking arms with shoulder harness and waist strap

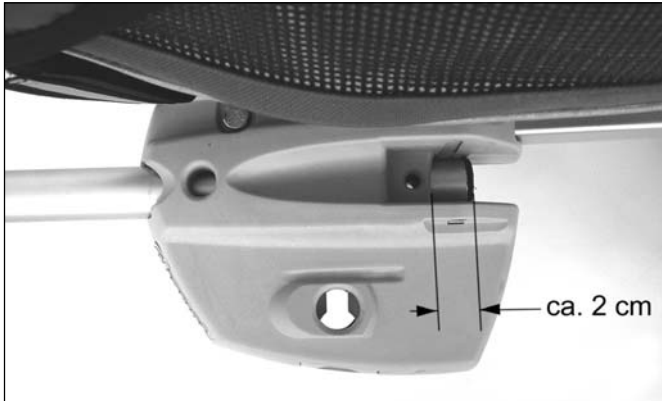
### Safety instructions for use as a Hiking Carrier

- Please make sure you read the safety instructions in the "Safety" section at the beginning of this Owner's Manual.
- Before each journey check that all components are properly fitted, particularly the wheels and the hiker arms.
- Always make sure that the security pin of the hiker arms is properly installed so as to prevent the carrier from accidentally separating from the arms.
- Be mindful of the space needed due to the width and length of the carrier. Take care in oncoming traffic on narrow paths!
- Please remember that controlling a fully loaded hiker requires experience and good physical fitness.
- Particular care is needed on slopes, uneven terrain and when stopping. Do not use on steep or difficult hiking trails.
- First take the hiker for a practice run without children, but with the maximum load. Perform the practice run on terrain that is more difficult to cover than that which you want to travel later with children.

## Assembly

Lay both the hiking arms with shoulder harness and waist strap as shown in the "Supplied as standard" illustration in front of the carrier. The waist strap must be attached to the insides of both arms.

Insert each arm into the VersaWing 2.0 until the vertical holes in the arms and VersaWing 2.0 are aligned with each other. The arms should now protrude about 2 cm / 3/4 inch out of the rear side of the VersaWing 2.0.



Now secure the arms by inserting the security pin from above through the vertical hole in the arm and VersaWing 2.0 until it stops. Lock the security pin by looping the spring clip over the pins end that protrudes underneath the VersaWing 2.0.



### DANGER

Always make sure that the security pin of the hiking arms are properly inserted to prevent the carrier from accidentally rolling away. You run the risk of an accident!

The shoulder strap, which is attached in a similar way to that of a backpack, can be adjusted in three positions: at the chest strap at the front,



at the back strap on top for adjusting the height of the waist strap



and at the waist strap itself.



### TIP

The holes in the hiking arms are larger than the security pins, so that the arms can rotate slightly around their longitudinal axes (in order to adapt to narrow or wide hips, and single and double width carriers).



## 9. The XC Skiing Kit (only Corsaire XL)

### DANGER

It is not permitted to assemble the XC Skiing Kit to the Cabriolet and the Captain XL. The skis cannot be installed in the manner described.

The assembled XC Skiing Carrier (CTS Ready Chassis + Skiing Kit)



### Supplied as standard



Skis with frames, ski arms with waist belt, additional self-locking nuts

### Safety instructions for use as an XC Skiing Carrier

- It is not permitted to assemble the XC Skiing Kit to the Cabriolet and the Captain XL. The skis cannot be installed in the manner described.
- Please make sure you read the safety instructions in the "Safety" section at the beginning of this Owner's Manual.
- Before each journey check that all components are properly fitted, particularly the skis and the tow bars.
- Always make sure that the security pin of the tow bars are properly installed, so as to prevent the carrier from accidentally separating from the arms.
- Always make sure the buckle on the strap is securely closed and the strap fits tightly. If this is not done, the XC Skiing Carrier might get separated from you and slide away. You run the risk of an accident!

- Make sure the length of the tow bars are adjusted correctly, to ensure that your skis or poles will not come into contact with the carrier.
- Remember that the additional weight of the carrier with the XC skiing kit considerably changes the way you ski, particularly going up or down hills. For this reason, only an experienced skier should use the carrier with the XC skiing kit.
- First take the carrier with the XC skiing kit for a practice run without children, but with the maximum load. Perform the practice run on terrain that is more difficult to ski than that which you want to travel later with children.
- Be mindful of the increased space needed when cross-country skiing, due to the width and length of the carrier. Take care in oncoming traffic!
- Never use the carrier with the XC skiing kit for downhill skiing.
- Never tow the carrier with the XC skiing kit behind a snowmobile, quad or any motorized vehicle
- Use extreme caution on hills, challenging trails, and when stopping.
- Regularly check on your children to ensure they are comfortable and are warm enough.

### TIP

Check that use of the XC Skiing Carrier is allowed in the skiing region where you intend to use it.

## Assembly

### Attaching the skis to the carrier

Remove the wheels (for this, press the rubber cap in the centre of the wheel).

To attach the skis, press the spring button in and insert the attachment axle into the axle socket until it can go no further. Release the spring button. By moving the skis from side to side, check that they are locked in the axle socket and cannot be pulled off.



#### **DANGER**

Always make sure that the ski tips point towards the front.

#### **DANGER**

Before each journey make sure that the skis are securely locked in the axle socket.

### Fitting the ski arms to the carrier

Insert each arm into the VersaWing 2.0 until the vertical holes in the arms and VersaWing 2.0 are aligned with each other. The arms should now, at the back in the slot of the VersaWing 2.0, protrude about 2 cm / 3/4" over the plastic edge.



Now secure the arms by inserting the security pin from above through the vertical hole in the arm and VersaWing 2.0 until it stops. Lock the security pin by looping the spring clip over the pins end that protrudes underneath the VersaWing 2.0.



#### **DANGER**

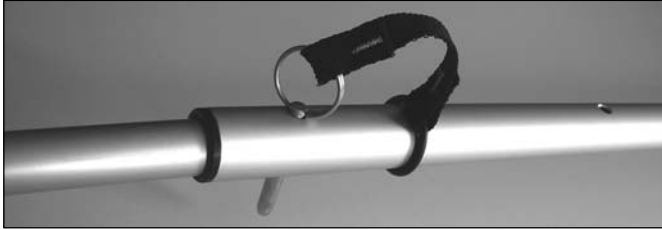
Always make sure that the security pins of the ski arms are properly inserted to prevent the carrier from accidentally sliding away. You run the risk of an accident!

#### **TIP**

The holes in the ski arms are larger than the security pins, so that the arms can rotate slightly around their longitudinal axes (in order to adapt to narrow or wide hips, and single and double width carriers).

## Length adjustment of the ski arms

The ski arms are adjustable for length. To do this, withdraw the security pin which connects the two ski arm tubes.



Move both tubes towards each other until the desired holes in both tubes align with each other.

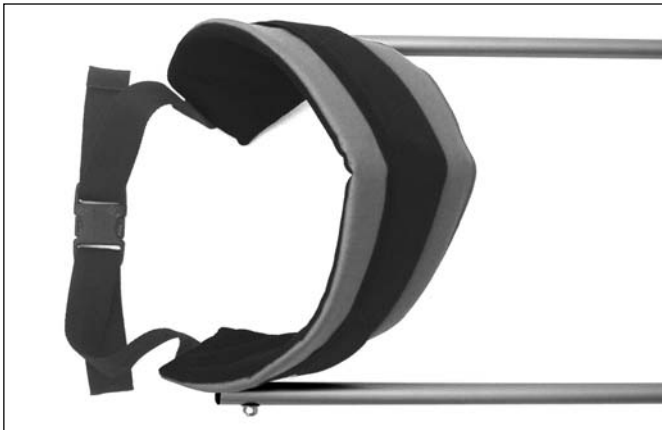
Reinsert the security pin, pushing it in until it goes no further.

### **DANGER**

Always make sure that the security pins which connect both tubes of the drawbar are properly inserted in to prevent the carrier from accidentally sliding away. You run the risk of an accident!

## Putting on the waist belt

Always put the waist belt on so that the padded area is at the back and the strap with its side-release buckle is at the front. Always close the buckle with care!



Adjust the 2 straps on either side of the buckle to that it is a tight fit around your hips, and so that the buckle is centered.

### **DANGER**

Always make sure the buckle on the strap is securely closed and the strap fits tightly. If this is not done, the XC Skiing Carrier might get separated from you and slide away. You run the risk of an accident!

If required, the waist belt can be adjusted for larger and smaller hips. To do this, undo both attachment screws and reinstall them into the appropriate grommets. When refitting the screws, always use the additional self-locking nuts supplied.



### **DANGER**

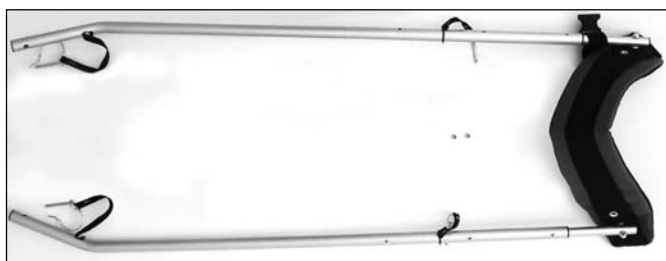
Once self-locking nuts have been loosened they cannot be reused. Once they have been loosened, they lose their securing function, and this can lead to unexpected loosening of the screw connection with potentially serious consequences.

## 10. The Walking Kit

The assembled Walker  
(Ready Chassis + Walking Kit)



### Supplied as standard



Drawbars with hip strap, additional self-locking nuts

### Safety instructions for use as Walker

- Please make sure you read the safety instructions in the "Safety" section at the beginning of this Owner's Manual.
- Before each journey check that all components are properly fitted, particularly the wheels and the tow bars.
- Always make sure that the security pin of the tow bars are properly installed, so as to prevent the carrier from accidentally separating from the bars.
- Make sure the length of the tow bars is adjusted correctly, to ensure that your poles cannot come into contact with the carrier.
- Be mindful of the space needed due to the width and length of the carrier. Take care in oncoming traffic on narrow paths!
- Please remember that controlling a fully laden walker requires experience and good physical fitness.
- Particular care is needed on slopes, uneven terrain and when stopping.
- First take the walker for a practice run without children, but with the maximum load. Perform the practice run on terrain that is more difficult to cover than that which you want to travel later with children.

### Fitting the drawbars to the carrier

Identical for all models.

Insert each drawbar into the VersaWing 2.0 until the vertical holes in the arms and VersaWing 2.0 are aligned with each other. The drawbars should now, at the back in the slot of the VersaWing 2.0, protrude about 2 cm / 3/4" over the plastic edge.



Now secure the drawbars by inserting the security pin from above through the vertical hole in the arm and VersaWing 2.0 until it stops. Lock the security pin by looping the spring clip over the pins end that protrudes underneath the VersaWing 2.0.



**DANGER**

Always make sure that the security pins of the drawbars are properly inserted to prevent the carrier from accidentally running away. You run the risk of an accident!

**TIP**

The holes in the drawbars are larger than the security pins, so that the arms can rotate slightly around their longitudinal axes (in order to adapt to narrow or wide hips, and single and double width carriers).

**Length adjustment of the drawbars**

The drawbars are adjustable for length. To do this, withdraw the security pin which connects the two drawbar tubes.



Move both tubes towards each other until the desired holes in both tubes align with each other.

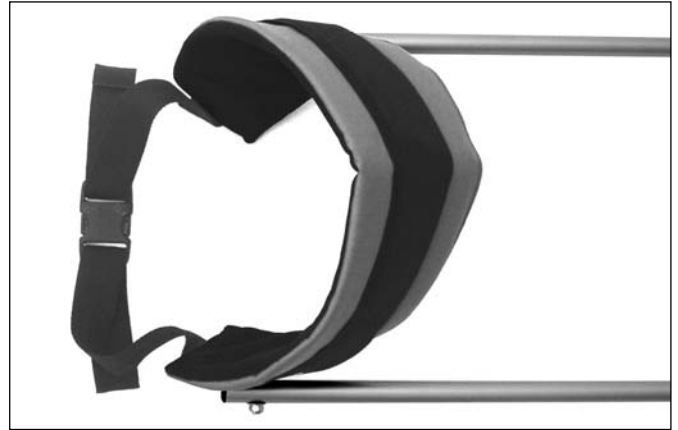
Reinsert the security pin, pushing it in until it goes no further.

**DANGER**

Always make sure that the security pins which connect both tubes of the drawbar are properly inserted in to prevent the carrier from accidentally running away. You run the risk of an accident!

**Putting on the waist belt**

Always put the waist belt on so that the padded area is at the back and the strap with its side-release buckle is at the front. Always close the buckle with care!



Adjust the 2 straps on either side of the buckle to that it is a tight fit around your hips, and so that the buckle is centered.

**DANGER**

Always make sure the buckle on the strap is securely closed and the strap fits tightly. If this is not done, the Carrier might get separated from you and run away. You run the risk of an accident!

If required, the waist belt can be adjusted for larger and smaller hips. To do this, undo both attachment screws and reinstall them into the appropriate grommets. When refitting the screws, always use the additional self-locking nuts supplied.



**DANGER**

Once self-locking nuts have been loosened they cannot be reused. Once they have been loosened, they lose their securing function, and this can lead to unexpected loosening of the screw connection with potentially serious consequences.

## 11. Accessories

Travel Bag  
Axle-Mount ez-Hitch for additional bike  
Storage Cover  
Rain Cover  
Infant Sling  
Baby Bivy  
Baby Supporter  
Bunting Bag  
Jogging Brake Kit

## 12. Service, Care and Storage

### Hitcharm

Check the hitcharm regularly for signs of damage (e.g. cracks).

#### **DANGER**

If there is any kind of damage whatsoever to the hitcharm, then it must be replaced so as to prevent breakage and the resulting risk of accident.  
If in doubt ask your authorized Chariot retailer.

### Wheels

Clean the wheel axles, the retaining balls and the push-button pin regularly. Apply some grease or oil to the retaining balls and push-button pin.



#### **DANGER**

If the retaining balls and push-button pin are not regularly maintained, they may lose their securing function. This may result in the wheel being lost and lead to serious accidents.

Have the wheels (tires, rims, tension of spokes, axle bearing) checked by your specialist retailer at least once every year.

**Clean the wheels regularly and give them a protective wax, particularly just before the onset of Winter.**

### Fabric

Check the fabric regularly for signs of damage (e.g. tears).

#### **DANGER**

Tears in the fabric actually represent a high safety risk. Due to tears in the fabric, your child could come into contact with the wheels or the road surface.  
Contact your authorized Chariot retailer immediately if you find a tear in the fabric. The fabric can be repaired or replaced.

Clean the fabric regularly with domestic soap or a mild cleansing agent and warm water. Never use thinners or cleaning solvent.

### Storage

Store your Chariot CTS in a dry and well-ventilated place. Before storing your carrier, it should be dry to prevent the growth of mould and the formation of mildew. Expose your carrier as little as possible to direct sunlight to prevent fabric colours from fading. Do not store the Bicycle Trailer coupled to the bicycle over a long period of time.

#### **WARNING**

As well as rubber, tires contain many chemical substances which improve their physical characteristics. In unfavourable circumstances, these substances may lead to staining of the transparent side and front windows on the carrier. For this reason, always store wheels in such a way that they do not come into contact with these windows.

### General Maintenance

Look after your carrier. All painted, chrome or galvanised parts (including screw connectors) should be regularly cleaned and protected using standard products for this purpose. Ask your specialist retailer about suitable products for protecting your carrier.

## 13. Specifications

L x W x H, without hitcharm, Cabriolet	100 x 82 x 92 cm
L x W x H, without hitcharm, Corsaire XL	101 x 82 x 98 cm
L x W x H, without hitcharm, Captain XL	101 x 85 x 100 cm
L x W x H, folded up, Cabriolet	98 x 78 x 27 cm
L x W x H, folded up, Corsaire XL	104 x 82 x 37 cm
L x W x H, folded up, Captain XL	106 x 82 x 36 cm
Unladen weight of the Ready Chassis	
Cabriolet	11,1 kg / 24,4 lb
Corsaire XL	13,4 kg / 29,5 lb
Captain XL	15,1 kg / 33,2 lb
Cargo load	45 kg / 100 lb
Wheel size for Ready Chassis, Modelle Cabriolet, Corsaire XL	20"
Wheel size for Ready Chassis, Modelle Captain XL	18"
Wheel size for Jogger Kit	16"

## 14. Warranty and Guarantee

The statutory warranty covers defects. Damage resulting from improper use, use of force, lack of maintenance, or normal wear and tear, is excluded from such a statutory defect warranty. The period of statutory warranty depends on the law of the country in question.

Our products have components or parts which are also subject to natural wear and tear arising from normal use, depending very much on the type and degree of use and also how well the individual product has been serviced and maintained.

In particular where there has been a lot of use (day in day out and in all kinds of weather), individual parts or components can reach their wear limit before the statutory guarantee period has expired. Just because a product has become prematurely worn because of use, it does not generally mean the product is defective.

For your information we have therefore listed in the following table the important parts affected by wear and tear, and have named typical contributing factors relating to use, which may considerably influence wear limit.

### Maintenance and care of bicycle trailers and jogging strollers:

- Irrespective of
- Type of use
  - Intensity of use
  - Care and maintenance

functional-related wear occurs in bicycle trailers or jogging strollers in the components and parts listed in the following table. Reaching the wear limit very much depends on how well the users have looked after and maintained the product as well as the particular type and intensity of use such as:

- **Mileage** in km
- **Loading** of:  
Passengers  
Baggage
- **Type of ride:**  
Degree of acceleration and braking
- **Fast cornering**
- Effects of the **weather:**  
UV rays  
Humidity  
Dirt  
Temperature  
Salty air  
Contact with salt water  
Roads gritted with salt
- **Storage**
- Level of **maintenance:**  
Service intervals  
Means of maintenance  
Storage  
Servicing and inspection work

**Please look at the following table: 'Wear factors'.**

**You can see from this table which factors particularly affect the wear and tear on individual parts.**

**Factors, which particularly increase wear on bicycle trailers and jogging strollers:**

Wear factors		Parts								
		Fabric body	Seat	Textile floors & side walls	Windows	Brake pads (stroller)	Brake cable (stroller)	Rims, hubs & spokes	Tyres <sup>*5</sup>	Hitch arm, Clutch
Loading of:	Passengers		x	xx		x	x	x	xx	xx
	Baggage			xx		x	x	x	xx	xx
Type of ride	Degree of acceleration and braking			xx	x	xx	xxx	xxx		
Fast cornering			x		xx	x	xx	xxx	xxx	
Influence of the weather:	UV rays	xx <sup>*1</sup>	x	xx	xx				xx <sup>*2</sup>	
	Humidity	xx <sup>*3</sup>	xx	xx	x		xx	x	x	
	Dirt	xx	xx	xx	xx	x	xx	x	x	
	Temperature	x <sup>*6</sup>	x	x <sup>*6</sup>	xx <sup>*6</sup>		x		x	
	Salty air	x	x	xx	x	x	xx	xx	x	xx
	Contact with salt water	xx	xx	xx	xx	x	xx	xxx	x	xx
	Roads gritted with salt	xx		xx	x	x	xx	xxx	x	xx
Storage		x <sup>*3</sup>	x <sup>*3</sup>	x <sup>*3</sup>	x <sup>*3</sup>				x <sup>*4</sup>	

**Influences on wear and tear:**

- x: Moderate effect on wear and tear
- xx: Strong effect on wear and tear
- xxx: Considerable effect on wear and tear

- \*1 - If at all possible, avoid exposure to strong sun light
- \*2 - If at all possible, avoid long exposure to sun light
- \*3 - Avoid mould forming by storage in a dry place
- \*4 - No wear and tear if stored in a hanging position
- \*5 - Regularly check the air pressure
- \*6 - Cold: At temperatures below 0°C the material gets brittle and may crack.



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