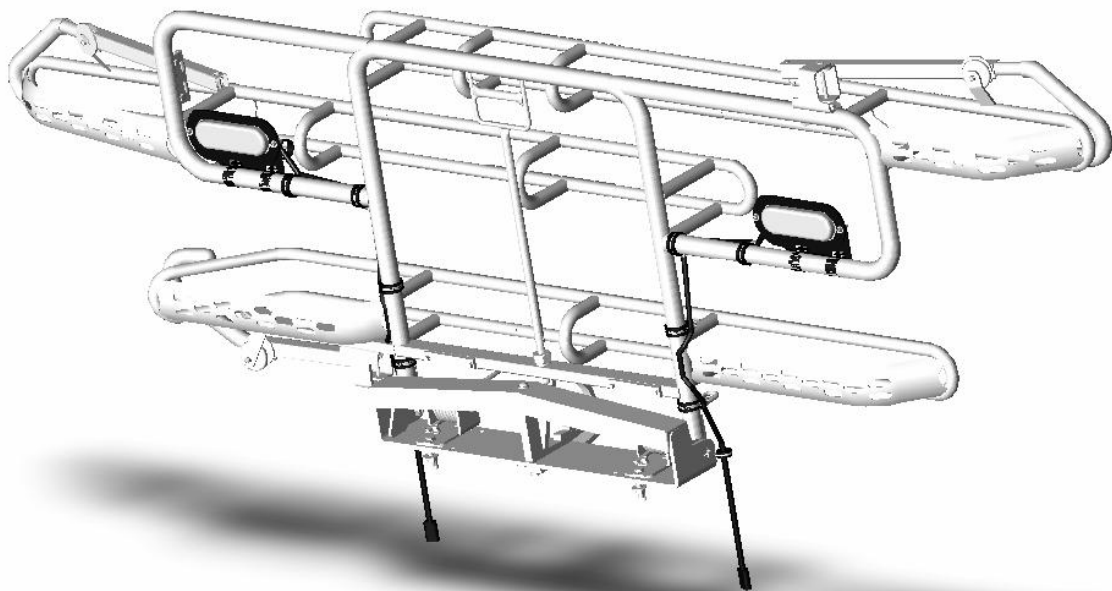




# Trilogy™ AM Turn Signal

three position bike rack with After Market Turn Signals



## Specifications

Dimensions and Capacities:

Benefit:

28 inches deep from the back of the pivot plate assembly to forward edge of rack in the deployed position. 96 inches wide.	Shares similar deployed distance as our two bike rack. Width falls within standard vehicle width.
The carrier accommodates all bicycle types with a wheel size of 16 inches or larger, excluding tandems and recumbents.	This accounts for the majority of the bicycles commonly used.
Lifting weight to operate the rack is less than 15 pounds.	Lifting weight allows easy operation of the rack and falls well below OSHA and NIOSH limits
The carrier is able to support up to a 250 pound centrally located static load when it is deployed and the vehicle is not moving.	The design takes into account some misuse, including having someone climb onto it to gain access to a mirror or window.

Safety and Construction:

Benefit:

The turn signal wiring is routed along the rack using insulated clamps to discourage damage during normal use.	Reduces the chance of pinched or severed wiring.
Uses two amber DOT approved LED style turn signal lamps.	Proven and OEM approved for both visibility and roadworthiness.
Weatherpac connectors are used at all connection points	Provides a weather tolerant connection that can be easily unplugged if the rack needs to be removed.
The carrier contacts the bicycle's tires only - no contact is made with the frame of the bicycle.	With no contact points on the frame there is a minimal chance of damage to bicycles on the rack.
The carrier, when stowed allows the safe operation of the coach by locking in place via the latch pin in the pivot plate assembly quadrant.	Keeps bikes safe and secure while the coach is in motion and the rack in place when not in use.
Finish on mild steel parts is powder coated to resist corrosion. Stainless steel is also available and recommended for harsher climates and conditions.	Durable, time tested finish and materials that retain their good looks and protect the rack from corrosion.
All outside corners of the rack are rounded.	Rounded corners are friendly to users' legs when loading and unloading their bicycle. This also reduces wear on bus washing systems.
The carrier does not have any straps or cords to attach the bicycle.	No straps or cords to wear out during the service life of the unit, further minimizing maintenance costs.
A minimum number of parts are used on the carrier, and there are no loose parts.	Easy to maintain and simple to understand.
The carrier is equipped with a user activated latch to deploy the carrier.	This keeps the rack stowed until the user chooses, again reducing the risk of injury.
The carrier is mounted to the front of the bus and has a deployed and stowed position.	Increases rack and bicycle visibility for the operator and allows the bus to retain its maneuverability when in the stowed position.
The carrier, when in use, does not interfere with access panels, vents or windshield wipers.	We designed the rack to fit as close as possible to the face of the coach, reducing interference with wipers, vents and access panels.
The bicycle rack support arm is self-storing, retained in the stored position by a magnet.	The support arm requires no action from the bicycle rider for proper storage. The arm is simply pulled away from the bicycle tire and released. The magnet prevents the support arm from hitting the front of the bus when the carrier is folded up.
The mounting bracket has multiple holes for changing the height of the bike rack.	This allows the installer to customize the load and approach angle height specific to the coach and in some cases specific to particular transit routes.
The pivot plate assembly is designed to accept all Sportworks mounting brackets in a like manner.	Allows for compatibility between different types of transit coaches.

Operation:

Benefit:

The carrier is designed to carry 3 bicycles.	Increases carrying capacity by 50% from 2 bike rack.
The carrier is oriented to load and unload from the "curb-side" or front of the vehicle.	Ensures the user is in a safe location when using the rack.
The carrier is clearly marked with easy to follow instructions for operation.	Educates the user as to the correct orientation of the bike when loading, further ensuring the shortest loading and unloading time possible.
Specific orientation of the pedals is not required when using the rack.	Decreases potential interference between bicycles and reduces load and unload time.
The bicycles may be independently loaded and unloaded.	Allowing the user to remove only their bicycle, further enforcing quick loading and unloading.
Torsion spring assists the user in both deploying and stowing the rack.	Allows all users to operate the rack with one hand, without assistance from the driver.
The Turn Signals work in unison with the turn signals on the vehicle.	This increases visibility of the vehicles turn signals with the installation of the rack.
The bicycle in the center position is slightly elevated over the first and third positions.	This allows the bikes to be independently loaded and unloaded from the carrier, by reducing bike to bike interference through different elevations.

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