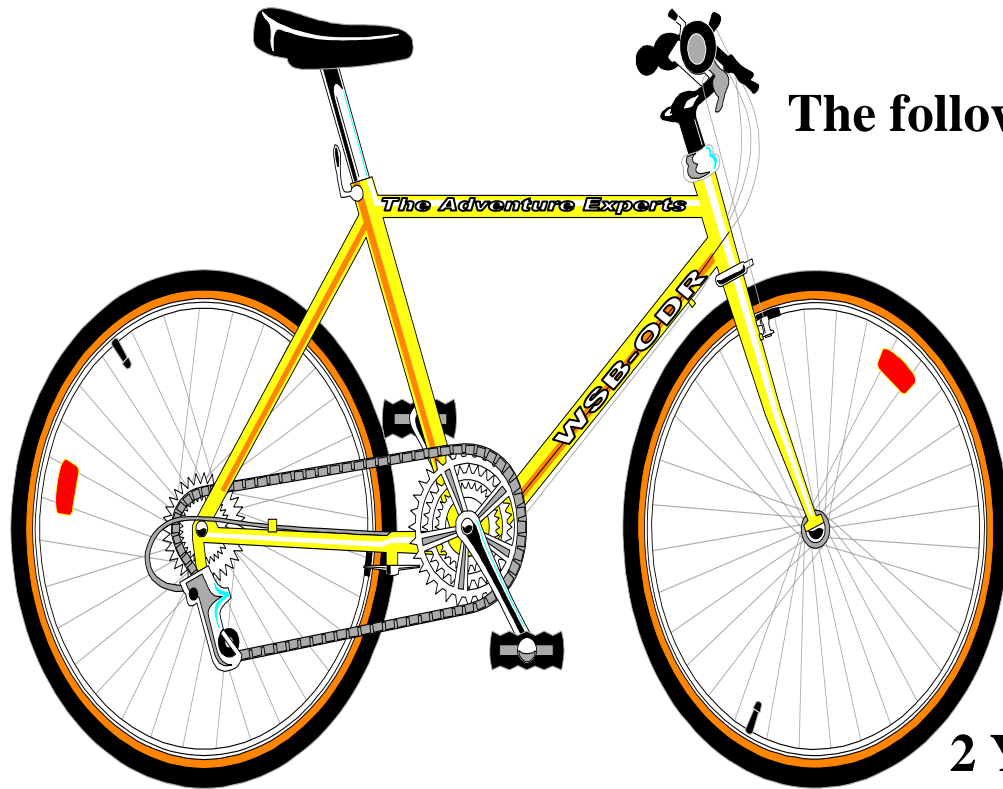


Does your Bicycle meet all of the German Safety Requirements?

To Make it Street Legal?



**The following items are required on all bicycles:
(weighing more than 11 Kilos)**

1 Ringing or Clicking Bell

1 White Front Reflector

1 White Front Light

1 Red Rear Light

1 Red Rear Reflector

2 Yellow Reflectors on each Pedal

2 Yellow Reflectors on each Wheel

Helmets should be worn at all times and are a very wise investment & a cheap insurance policy!

Bicycle Safety Inspection Checklist

- Wheels (aligned) _____
- Brakes and Levers (functions) _____
- Lights (function) _____
- Handlebars (tight) _____
- Pedals and Gears (function and Appear normal) _____
- Crankarms (tight) _____
- Steering (tight) _____
- Shifting (function) _____
- Seat and Cover (proper adjustment) _____
- Chain (good condition, correct Tension and lubed) _____
- Reflectors (front, rear and spoke) _____
- Sidestand / Kickstand (function) _____
- Tires (inflated, good tread) _____
- Rack _____
- Tool Kit _____
- Pump _____
- Nuts and Bolts (snug) _____



DESCRIPTION OF ANY NOTABLE DAMAGE (other than minor scratches, chips and dings):

Bicycle Helmet Safety



When Should I Replace My Helmet?

Summary:

Did you crash it? **Replace!**

Did you drop it hard enough to crack the foam? **Replace!**

Is it from the 1970's, 1980's or 1990's? **Replace!**

Is the outside just foam or cloth instead of plastic? **Replace!**

Does it lack a CPSC, ASTM or Snell sticker? **Replace!**

Can you not adjust it to fit correctly? **Replace!!**

Do you hate it? **Replace!**

First, our own pick of Basic Numbers from many sources:

There are 85 million bicycle riders in the US.

784 bicyclists died on US roads in 2005. 92% of them died in crashes with motor vehicles (720).

About 540,000 bicyclists visit emergency rooms with injuries every year. Of those, about 67,000 have head injuries, and 27,000 have injuries serious enough to be hospitalized.

Bicycle crashes and injuries are under-reported, since the majority are not serious enough for emergency room visits.

1 in 8 of the cyclists with reported injuries has a brain injury.

Two-thirds of the deaths here are from traumatic brain injury.

A very high percentage of cyclists' brain injuries can be prevented by a helmet, estimated at anywhere from 45 to 88 per cent.

Many years of potential life are lost because about half of the deaths are children under 15 years old.











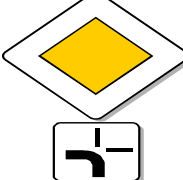
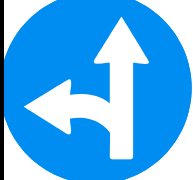













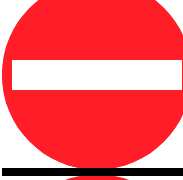




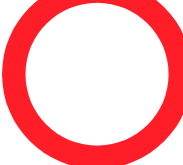




Direct costs of cyclists' injuries due to not using helmets are estimated at \$81 million each year.

Indirect costs of cyclists' injuries due to not using helmets are estimated at \$2.3 billion each year.

Helmet use in the US varies by orders of magnitude in different areas and different sectors of our society. White collar commuters probably reach 80 per cent, while inner city kids and rural kids would be 10 per cent or less. Overall, our best wild guess is probably no more than 25 per cent. Sommers Point, NJ, where a state helmet law is in effect, found that only 24 of the 359 students who rode to school in one week of the Winter of 2002 wore helmets (6 per cent) until the School District adopted a helmet rule. North Carolina observed 17 per cent statewide before their law went into effect in 2001.

Helmets are cheap. The typical discount store price has risen from under \$10 to about \$15, but there are still models available for under \$10 at major retailers.

European Street Signs

	Stop		Straight Ahead Only		Warning Rail Road Crossing		Warning Pedestrian Crossing		Warning Snow Flurries
	Yield		Left or Right Turn Only		Warning Two Way Traffic		Warning People Crossing		Warning Rail Road Crossing Automated
	Priority Road To the Left		Straight or Left Turn Only		Warning Serpentine Road		Warning Falling Rocks		Bus Stop
	Warning Traffic Light		Straight or Right Turn Only		Warning Left Turn		Warning Road Ends		No Parking Limited
	One Way Street		Pedestrian Area No Traffic		Warning Right Turn		Warning Congestion Ahead		No Parking Allowed
	No Entrance		Warning Attention Caution		Warning Down Slope		Warning Wildlife Crossing		Maximum Speed Limit
	No Entrance		Warning Construction Ahead		Warning Down Slope		Warning Cattle Crossing		All Restrictions Removed

201	205	206	208	209-30	209-20
209-10	209-31	211-20	214-20	214-10	222-20
222-10	220	224	224-51	229	237
238	239	240	241	242	243
244	244a	245	250	251	253

§ 41 Vorschriftenzeichen

201	Andreaskreuz, dem Schienenverkehr Vorrang gewähren!	220	Einbahnstraße (222-20 rechtsweisend)
205	Vorfahrt gewähren!	224	Haltestelle Straßenbahnen oder Linienbusse
206	Halt! Vorfahrt gewähren!	224-51	Haltestellen Schulbusse
208	Dem Gegenverkehr Vorrang gewähren!	229	Taxenstand
209-30	Vorgeschriebene Fahrtrichtung geradeaus	237	Sonderweg Radfahrer
209-20	Vorgeschriebene Fahrtrichtung rechts	238	Sonderweg Reiter
209-10	Vorgeschriebene Fahrtrichtung links	239	Sonderweg Fußgänger
209-31	Vorgeschriebene Fahrtrichtung rechts und links	240	Gemeinsamer Fuß- und Radweg
211-20	Vorgeschriebene Fahrtrichtung hier rechts	241	Getrennter Rad- und Fußweg
214-20	Vorgeschriebene Fahrtrichtung geradeaus und rechts	242	Beginn eines Fußgängerbereichs
214-10	Vorgeschriebene Fahrtrichtung geradeaus und links	243	Ende eines Fußgängerbereichs
222	Vorgeschriebene Vorbeifahrt (222-20 rechts vorbei)	244	Beginn einer Fahrradstraße
222	Vorgeschriebene Vorbeifahrt (222-10 links vorbei)	244a	Ende einer Fahrradstraße
		245	Linienbusse
		250	Verbot für Fahrzeuge aller Art
		251	Verbot für Kraftwagen und sonstige mehrspurige Kraftfahrzeuge

Fortsetzung nächste Seite

254	255	256	258	259	260
261	262	263	264	265	266
267	268	268	270	272	273
274	1052-36	274.1	274.2	275	276
277	278	279	280	281	282

253	Verbot für Kfz mit einem zulässigen Gesamtgewicht über 3,5 t, einschließlich ihrer Anhänger und Zugmaschinen, ausgenommen Personenkraftwagen und Kraftomnibusse	263	Verbot für Fahrzeuge über angegebene tatsächliche Achslast
254	Verbot für Radfahrer, auch mit Beiwagen, Kleinkrafträder und Mofas	264	Verbot für Fahrzeuge über angegebene Breite
255	Verbot für Kraftfahrzeuge, auch mit Beiwagen, Kleinkrafträder und Mofas sowie für Kraftwagen und sonstige mehrspurige Kraftfahrzeuge	265	Verbot für Fahrzeuge über angegebene Höhe
256	Verbot für Mofas	266	Verbot für Fahrzeuge und Züge über angegebene Länge
258	Verbot für Reiter	267	Verbot der Einfahrt Schneeketten sind vorgeschrieben
259	Verbot für Fußgänger	268	Verbot für Fahrzeuge mit wassergefährdender Ladung
260	Verbot für Kraftfahrzeuge, auch mit Beiwagen, Kleinkrafträder und Mofas	269	Verbot für Fahrzeuge mit Wassergefährdender Ladung
261	Verbot für kennzeichnungspflichtige Kraftfahrzeuge mit gefährlichen Gütern	270	Verkehrsverbot bei Smog oder zur Verminderung schädlicher Luftverunreinigungen
262	Verbot für Fahrzeuge über angegebenes tatsächliches Gewicht	272	Wendeverbot
		273	Verbot des Fahrens ohne einen Mindestabstand
		274	Zulässige Höchstgeschwindigkeit
		1052-36	Zusatzschild »bei Nässe« für Zeichen 274
		274.1	Beginn/
		274.2	Ende der Zone mit zul. Höchstgeschwindigkeit

Fortsetzung nächste Seite

	Traffic Circle Ahead
	Pedestrian Crossing Area
	Pedestrian Crossing
	Road Turns Right
	Construction Area
	Low Flying Aircraft
	No Hazardous Materials



*IMBA creates, enhances and preserves
trail opportunities for mountain
bikers worldwide.*



About IMBA

IMBA creates, enhances and preserves trail opportunities for mountain bikers worldwide.

Since 1988, IMBA has been bringing out the best in mountain biking by encouraging low-impact riding, volunteer trail work participation, cooperation among different trail user groups, and innovative trail management solutions.

IMBA's worldwide network includes 32,000 individual members, more than 450 [bicycle clubs](#), more than 100 [corporate partners](#) and an equal number of bicycle retailer members.

IMBA's members live in all 50 U.S. states, most Canadian provinces and in 30 other countries.

IMBA's headquarters is located in Boulder, Colorado, at the base of the Rocky Mountains.

We currently have 16 [staff members](#) and 8 [volunteer directors](#).

Our principal projects include the [Subaru/IMBA Trail Care Crew](#), the [National Mountain Bike Patrol](#), [IMBA Trail building Schools](#), [IMBA Sprockets](#), [IMBA Epic Rides](#), [IMBA Trail Solutions Program](#) and a variety of educational efforts that comprise international, national, regional, state and local efforts.

IMBA works to keep trails open and in good condition for everyone.

IMBA is a tax-exempt, non-profit educational association. Donations to IMBA are generally tax deductible.



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