



FR8 Series Bicycles Overview

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Introduction

The WorkCycles FR8 ("Freight") is a modular range of heavy-duty transport bicycles based around two versatile and super-sturdy frames. Unlike most so-called "transport" bikes the FR8 is a hard-core workhorse. Everything about the FR8, including the geometry, generous clearances, fittings and materials has been developed to create the toughest, most stable and convenient bicycle possible. It happens to ride beautifully too, regardless of what you pile on.

Like all WorkCycles' bicycles the FR8 is hand-built in the Netherlands. This enables us to maintain a very high level of quality and provides enormous flexibility to build the FR8 to suit each customer's needs. By choosing from various componentry variants, front and rear carriers, boxes and other options the FR8 can be configured for a remarkable range of applications...

Family transport

The FR8 can carry one or two children on the rear carrier and one either in a child seat or kiddy saddle behind the handlebar. There'll still be plenty of room for mom's or dad's knees and groceries on the front carrier.

Internal transport

The FR8 industrial variants are as bombproof, low maintenance and safe as a bicycle can be. The "Massive Rack" front carrier with integrated parking stand stably carries well over 100kg.

Delivery service

Boxes of up to 95 liters can be fitted to the "Massive Rack" front carrier, and the extended rear carrier can take even the biggest delivery panniers along. Special carriers can also be built to integrate the existing bins and cases of parcel and delivery services.

Urban utility

The FR8 combines the utility, durability and honesty of the old Dutch and Danish transport

bikes with modern technique. Its an ideal vehicle for the baker, deli, handyman...

Rentals

The FR8 Universal frame adjusts to properly fit riders from about 160cm to 205cm (5'3" to 6'9"), more than 90% of the adult population. The instep is fairly low and it is especially easy to ride. The FR8 is considerably easier to maintain and service than other bicycles.

Heavy cyclists

The FR8 strong enough for the heaviest riders, the fat tires and spacious frame geometry make it extremely comfortable. The FR8 even looks appropriate under "people of large stature".

Tall cyclists

Thanks to the special, universal ergonomics the FR8 Cross frame fits riders from 175cm to about 220cm (5' 9" to 7' 3") regardless of what they weigh. For most really tall individuals their initial ride on the FR8 is the first time they've ever sat comfortably on a bicycle.

WorkCycles FR8 Features

Universal ergonomics

Both FR8 frame variants feature a proprietary non-radial seat-tube geometry so that the handlebar reach and pedaling ergonomics actually vary accordingly with the height of the saddle. To state it simply: A woman of 160cm feels as comfortable on the FR8 as a man of 200cm.

This makes the FR8 an ideal bicycle to share; for a rental company, within a chemical plant, or just within a family. The FR8 is also a bicycle a teenager will never outgrow (or destroy).

TIG welded steel frames

Very large diameter, chrome-moly, carbon-steel and stainless-steel tubing makes the FR8 frame stiffer and stronger and more corrosion resistant than frames from other manufacturers. The front fork is chrome-moly steel with oversized steering tube and blades.

Frames are coated first with a zinc-based anti-rust primer and then covered with a tough and environmentally friendly powder-coat. Each frame is guaranteed for 10 years.

Integrated fittings

Mounting carriers and accessories to the FR8 is easy because of the necessary fittings are built into the frame: front and rear carriers, steering stabilizer, storage box, child seats and footrests. Future options will use the same fittings as well.

Naturally all fittings for control cables, brake reaction arms and lighting are also integrated into the frame and fork.

Frame-mounted carriers

The FR8 front carriers are affixed to the frame meaning that they don't turn with the handlebars and front wheel. The frame geometry is also specifically developed for use with its carriers, enabling the FR8 to handle easily and safely even with very heavy loads.

The "Escape Hatch"

On other bicycles changing rear tires and inner tubes is a time consuming job requiring an experienced mechanic. The FR8's proprietary Escape Hatch enables the rear tire to be changed quickly, without touching the sealed drivetrain.

Heavy-duty 26" wheels

FR8 City variants have wheels with strong, box-section, aluminium rims, 36 2,3mm stainless spokes and smooth riding and durable balloon tires 54 or 60mm wide with Kevlar anti-puncture layers.

FR8 Industry variants have even tougher wheels with 2,6mm stainless spokes normally used for mopeds and special, ultra-heavy-duty tires with both puncture and pinch-flat protection.

Stainless parts & hardware

The handlebar, stem, cables, spokes, carrier brackets and almost all of the nuts, bolts and washers are stainless steel. The seat tube and instep area of the frame are also stainless so they won't rust even after heavy wear or abuse.

Sealed hub gears & brakes

FR8 City variants have fully sealed 3 or 8 speed Shimano Nexus hub gears with a rear coaster (backpedal) brake. They offer foolproof shifting even while stopped, require almost no maintenance and are out of harm's way. Industrial variants keep it simple with a single-speed Shimano coaster brake. All road-going models are equipped with Shimano front roller brakes (a type of drum brake) unaffected by weather.

Chain-case & mudguards

The sealed chain-case means no dirty trousers and almost no chain maintenance. The mudguards are zinc and powder-coated steel to take a beating.

Hub dynamo powered lights

FR8 City bicycles are equipped with bright, reliable and silent running lighting systems that require no batteries. The front hub dynamo is protected from harm and runs without noticeable drag or sound. The headlamp has a powerful halogen bulb and convenient switch. The tail-lamps have LEDs with a 100,000 hour life-span and energy storage circuitry to remain on for a few minutes while stopped. Double wiring is routed through the frame and rear mudguard for reliability.

FR8 Frames

FR8 Universal frame

As its name suggests this is the ideal frame for most general use. The Universal has a fairly low instep for convenience but is as suitable for men as for women. It adjusts to properly fit riders from about 160cm to 205cm (5'3" to 6'9"), more than 90% of the adult population in Europe and North America.

FR8 Cross frame

The FR8 Cross is a men's style frame that fits riders from 175cm to about 220cm (5' 9" to 7' 3"). The crossed top-tubes enable a stand-over height of a 60cm frame while the saddle and handlebars can be adjusted to the equivalent of frame more than 75cm tall.

FR8 Componentry Variants

City GT-3

The GT-3 is equipped for for the rigors of daily, outdoor use: Great lighting with hub dynamo, 3-speed gearing, top quality and nothing you don't need. You'll mostly use the direct-drive 2nd gear, but the 33% reduction 1st gear can be very handy on a heavily loaded bike. The 33% overdrive 3rd gear is for the occasional tailwind or downhill grade.

City Lux-8

The Lux-8 is essentially the same as the GT above, except with a Shimano 8-speed hub, Ivory white Schwalbe Fat Frank tires and a Brooks B67 leather saddle. The 8sp hub offers a much wider range of gears for hillier areas, though the spacing between gears is smaller as well. You'll shift more in normal use.

Industry-Netherlands

The FR8 for internal transport, stripped of all but the essentials and as heavy-duty as possible: extraordinarily strong wheels, a single-speed coaster brake, no cables or lights and nearly flat-proof tires. This variant is not suitable for road use.

Industry-International

This is the same as above, except that it adds a Shimano front roller brake and basic dynamo lighting system to make it street-legal in most European countries. Though the Industry is acceptable for road use the City models are nicer riding and better equipped all-around city bikes.

Options

Brooks Leather Saddles

Brooks leather saddles are beautiful, durable and gradually form to their owner's anatomy. They'll last many years if cared for, but a leather saddle can be permanently stretched out by being ridden wet too much. Brooks saddles don't bleed much but the honey color is safer for light colored trousers.

The Lux-8 comes standard with a Brooks B67 but other FR8 models can also be upgraded with these saddles for an extra charge.

B67/B67S

B67 is the standard size, while the "S" designates the "slightly shorter" or ladies' versions. Honey, Brown or Black.

B33/3

The B33/3 is much bigger and has really cool, triple-coil springs. The B33 looks great is sits nicely, though most find the B67 more comfortable. Honey or Black.

Anti-theft cable

In some cities a saddle with a quick-release will get stolen, so we can fit a small cable from the frame to the saddle. Its discrete and allows room for adjustment.

Rear hand brake

All FR8 variants are normally equipped with a rear coaster (backpedal) brake that requires almost no maintenance and has no cable or lever. We find that ideal for a heavy-duty bicycle, but opinions differ. If you insist upon a rear hand brake we can replace the rear coaster brake with a hand-operated roller brake, as on the front wheel. This is only possible on the 3 and 8 speed models.

Special Colors

For an extra charge the FR8 can be powder-coated in your choice of one or two colors. Either all of the painted parts can be coated in one color, or the frame and front fork can be one color with the mudguards and carriers in a second color.

Note that we are limited to colors from the "RAL Classic" range (about 200 options). Most corporate graphics are specified from the Pantone system so its your responsibility to choose the best match in the RAL system. This is something we are not qualified or equipped to do.

Custom build-up

Special versions of the FR8 can be built for fleet use such as for rentals or postal delivery. Please contact us to discuss the possibilities.

Carriers & Parking Stands

Massive Rack

The "mother ship" of front carriers, the Massive Rack is a huge carrier strong enough for any reasonable load. A rock-stable and smooth working parking stand folds behind the front wheel. The carrier surface fits all Euro-norm 60 x 40cm boxes and bins. The Massive Rack was designed for industry and delivery but its also handy and fun for daily transportation.

Pickup

This medium-sized front carrier is strong and extremely handy. Its ideal for city use, for example in combination with child seats.

Hebie center stand

FR8 bikes not equipped with the Massive Rack need a parking stand. We use an extra-stable wide version of the excellent Hebie 2-legged stand. The bike stands upright, which is ideal when using large panniers or child seats.

Long rear carrier

The FR8 rear carrier is long and versatile. While most rear carriers seem to be installed just to fulfill the expectation that a bike has one, the FR8 carrier is a carefully engineered basis for either delivery or child transport.

- The carrier is long and stiff enough to ride stably with big newspaper

- delivery panniers.
- Pannier support frames keep heavily loaded bags away from the rear wheel.
- Bobike Maxi or Junior child seats can be easily installed onto an integrated mounting point.
- GMG T30 series child seats fit directly without adaptors.
- Fit up to two GMG 910 seats for kids 6+ yrs. old. Footrest mounts are built into the carrier.
- The carrier protects the rear mudguard and tail-lamp from damage.

No rear carrier needed?

No problem. An FR8 with front carrier often doesn't need a rear carrier. In this case the rear mudguard and taillamp/reflector will be mounted on an extremely sturdy tubular "bumper". The bumper does triple duty, also protecting the taillamp and mudguard, and serving as a handle as well.

Special carriers?

The front and rear carriers can be adapted to fit the existing bins, bags and cases of postal delivery services. This is naturally only economical in fleet-sized quantities. Please contact us to discuss the possibilities.

Boxes, Bins & Bags

Seat tube box

This box fills the space between the seat tube and rear mudguard. Its perfect for carrying a big chain lock: quiet, low center of gravity, and much more convenient than wrapping the lock around the frame. The box can also be used for other to carry tools, a purse, jacket, water bottle etc.

Closed, aluminium box

This lightweight, weather-sealed box with a lockable lid fits nicely on the Massive Rack. It is 60 x 40 x 33cm tall, making it great for deliveries, carrying tools or just doing the groceries.

Closed, wicker box

The classic wicker box with hinged lid is just as handy as its charming. 60 x 40 x 40cm tall.

Euronorm box

These indestructible 60 x 40cm plastic industrial boxes fit perfectly into the Massive Rack. We have them 22cm or 33cm tall in light gray, red, blue and (recycled) dark gray.

Pickup box

A tough, black plastic box that fits the Pickup rack perfectly. Its 50 x 30 x 20cm tall.

Clarijs cargo panniers

Same idea as the Fast Rider cargo panniers, but hand made by our friends in Zeeland. Better quality materials and workmanship. 46 liters.

Highly customizable including many colors and combinations, rings for locks, cutouts for child seats, hand-cut flowers, insert shopper bags, printed business graphics... Please inquire.

Fast Rider cargo panniers

Big, simple and made of tough, waterproof vinyl, truck tarp material. The velcro secured flaps are oversized to prevent leakage. 51 liters. Black, silver or Red.

Fast Rider canvas panniers

Huge and made of heavy, waterproof canvas. Not quite as old-world and classy as we'd like but the quality is good and they're very reasonably priced. 56 liters big or 65 liters huge. Black.

Child Transport

The FR8 makes an ideal child transport bike. The long frame has plenty of room for both parents and child seats. The FR8's extreme stiffness, transport-bike geometry and fat tires translate into amazingly stable, safe cycling even when loaded with kids and groceries. All of the accessories needed to carry various combinations of kids have been designed to bolt on securely and without fuss.

Smaller children from about 9 months old to about 15kg can ride in a front seat which is nicer for both child and parent. Rear seats are used for kids from 9 months to about 9 years old or 35kg. Front and rear seats can be used together

Child transport is too extensive and important a topic to cover in detail here but below is a quick overview of the options. We recommend that you contact us to discuss your specific needs.

Front child saddle

This saddle with foldable footrests mounted behind the handlebar is a minimalist and fun way to carry a child old enough to hold on. You can easily talk with your child and they feel like they're really riding. This simple system bolts securely to the front carrier mounts on the down-tube. It fits both the Universal and Cross frames and can be used in combination with a front carrier.

Bobike Mini

The Mini is the only front seat we offer because its by far the best. Mounting is simple. The Mini fits all FR8 variants except in combination with the Massive Rack. There are various colors and accessories such as the windscreen to keep baby and parent warm and dry.

Bobike Maxi

The Maxi is a rear seat suitable for kids from 9 months to about 22kg and it affixes directly to the FR8 rear carrier. Again, its available in various colors, in a version with a taller

headrest and also a version with a rain cover. Foot-guards must be fitted (see below).

Bobike Junior

The Junior is for kids from about 6 years old up to about 32kg. A nice feature is that it folds up so that you can use the top surface as a carrier. Foot-guards must be fitted (see below).

GMG 910

The 910 is an absolutely minimalist rear seat for kids from about 6 years old up to about 35kg. Either one or two of these can be clipped directly into the FR8 rear carrier. Foldable footrests must and foot-guards must be fitted as well.

Foot-guards

Essentially the same as jacket or dress guards fitted to the mudguard on either side of the rear wheel, these are simply longer and more securely mounted. The guards are unobtrusive in smoke-colored, transparent plastic.

Locks

The FR8 comes standard with a rear wheel ring lock to prevent the bicycle from being ridden. The ring lock is convenient but it doesn't offer enough theft protection for the urban environment.

In Amsterdam and other major cities the minimum protection for a good bike is a 10mm hardened steel, square link chain with integrated lock. 100-110cm length is a good balance between convenience and weight. Cutting one of these locks requires an electric disk grinder - bolt cutters and hacksaws are hopeless.

Abus 1060 City Chain Extreme

Exceedingly difficult to break, convenient to use and kind to the bicycle. This lock has a super-hard, 10mm hexagonal chain completely covered in thick plastic and nylon, no vulnerable connections and a sealed keyhole. Special code card keys can be ordered directly from Abus but not copied by a local locksmith. Expensive and worth every penny.

Abus 910 Chain

A very strong lock at a lower price. The 910 has a normal key, 10mm square chain and isn't as well finished as the 1060 above... but its still better than anything else in its price class and will keep thieves away.

Abus 810 Chain

Same as the 910, but with a lighter 8mm chain. In daytime or where theft isn't an enormous problem this is a great value. Still almost impossible to break with a bolt-cutter.

Notes, Terms and Conditions

Specifications are subject to change without notice.

We ship individual bicycles throughout Europe and the UK. Transport within the Netherlands is very inexpensive. Elsewhere in the EU its not cheap, but we do ship the bikes complete with a very careful, reliable firm. For a transport quote please tell us your country and post code.

North American inquiries are forwarded to our distributors in USA and Canada.

We currently have no retail distribution outside the above areas, and dealer inquiries are invited. In fact, dealer inquiries are invited for ALL regions.

To order or for more information just contact us. You are also always welcome to visit our showroom and workshop without appointment.

We're open Mon – Fri 9.00 to 18.00 and Sat 10.30 to 18.00.

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Also check out our blog for a more humorous and philosophical side of WorkCycles as well as plenty of interesting, bicycle-related topics:
<http://www.bakfiets-en-meer>