

From <http://pedaltek.com/Page.html> :

Base model includes: Powdercoated frame in your choice of color without sign space. Includes high-pressure tires and heavy-duty wheels. Wheels are 48 spoke and include tires with a 130psi rating and sealed bomb proof hubs. Water-proof seats and diamond plate floors. We also offer many upgrades including chrome finish plus all those listed below. The chrome finish is VERY durable and resists scratching better than powdercoating.

From <http://www.cyclestone.com/Product.aspx?PrtModel=FX2006> :

Wheels : Front & Back 26" spoke hub and 36 hole rims Tires: Front & Back and rear 26"

from http://www.pedicab.com/pedicabs_classic.html :

rims Aluminum alloy downhill hubs 48-spoke hubs spokes Stainless Steel 13G tires 26" x 2.125" 65 psi

from <http://www.cyclesmaximus.com/specifications.htm> :

Wheels

Front 20 x 1.75. Rear 23 x 2.00

Tyres

Front 20 x 2.25 / 2.50. Rear 23 x 2.00 / 2.50 moped strength

from <http://wheelgoods.com/store/product1089.html> , a "pedicab wheel":

Main Street Pedicab Complete front wheel, 26x2.0, 48 spoke, 14 gauge, DM24 rim, handlaced built-up wheel with tire and thorn resistant tube.

from <http://www.rickshawforum.com/forums/showthread.php/why-dont-pedicab-manufacturers-use-20-wheels-1577.html> :

[Ken Cameron](#) 
Senior Member

Join Date: Jul 2007
Location: Austin, Texas
Posts: 59



Quote:

Originally Posted by [Greg](#) 

The question is how does the wheel mount to the axle? I guess the gearing would have to be much different for 20" wheels. Much slower on the top end but, better for more weight and inclines and electric/ICE assist. I think a MS standard hub should lace up top a 20" rim. Anyone doing the 20" wheels?

I'm building my cab up with 20's.

The gearing on the cab can be what ever you want it to be (higher or lower). You control that by

choosing the final drive ratio. In that I am using a 20" wheel the drive cog on the axle is smaller than the one that would be used on a bike running 26" wheels. This gives a smaller reduction from the jack shaft mid ship drive hub (or whatever it is called)

From austinpedicab.org:

Seattle: Cascadia Cabs owner says pedicab not cause of fatal crash

Ryan Hashagen appears to be contradicting himself again. He claims in the following article that the pedicab that Peter Dzioba was killed in was operating properly at the time of the accident. He also states the his pedicab drivers were not allowed to go down steep hills.

If Cascadia's pedicab was up to the task of safely delivering passengers around Seattle, why was it necessary to tell drivers to not go down hills?

There are plenty of pedicabs that can stop with a full load of passengers and driver while traveling down hill at a high rate of speed. The following links are examples of safe and professional quality pedicabs.



Cycles Maximus

Mainstreet

Ecotaxi

Velocab

Velotaxi

The following picture is an example of what [\\$399 dollars will buy you on ebay](#):



The above pedicab is similar to the cab that Peter Dzioba was killed in, as seen below:



Cascadia imported their pedicabs from the [China Vehicle Company](http://china-vehicle.cn/Product_info-57567.en). You can buy brand new single speed pedicabs with one band brake, and fancy canopies just like the one that Peter Dzioba died in here:

http://china-vehicle.cn/Product_info-57567.en



<http://www.bellinghamherald.com/102/story/499351.html>

Cascadia Cabs owner says pedicab not cause of fatal crash

PETER JENSEN

The pedicab involved in a fatal crash in downtown Seattle Wednesday, Aug. 6 was properly maintained and was not the cause of the crash, the owner of Bellingham-based Cascadia Cabs said.

The company, which operated the Seattle pedicab, won't change its training practices or equipment but will be more selective in screening prospective drivers, said owner Ryan Hashagen.

Drivers do a test drive and must be comfortable with every aspect of how pedicabs operate and how to socialize with passengers, he said.

"When it comes to safety, I want to put the fear of God in them," Hashagen said. "If someone doesn't feel comfortable in a cab they don't become part of the crew."

The pedicab in downtown Seattle was going down a steep hill and ran through a red light, crashing into a scooter and a van, killing pedicab passenger Peter Dzioba, 60, of Connecticut and injuring Dzioba's wife and the 23-year-old driver.

Seattle police are investigating whether the hill was too steep for the driver to stop the 175-pound pedicab loaded with two passengers.

Hashagen said his pedicab drivers are advised while in training not to drive on steep hills.

"There's a rule we have - don't go up the hill if you can't go down it," Hashagen said.

Hashagen wouldn't say if the driver, who has been released from the hospital, will stay with the company.

Hashagen said his company finished investigating the crash Monday, Aug. 11, and resumed pedicab service in Seattle Tuesday.

"The bikes are perfectly safe and are in top mechanical shape," Hashagen said. "They're inspected before each shift to ensure the safety of our passengers."

The company has 46 pedicabs operating in Bellingham, Seattle, Portland, Ore., Eugene, Ore., and Vancouver, B.C., Hashagen said.

He said he's still seeing a healthy amount of business in all the cities despite the accident. The company's pedicab drivers offer rides around town, tours and transportation to and from events such as wedding or sports games, Hashagen said.

"From a business standpoint, it's surprising," Hashagen said. "People know what occurred. I've received numerous calls, all saying, 'We support what you're doing, and we're still on for the event, correct?' It's heartwarming. We need those right now."

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