

HP Velotechnik Scorpion fs 26 S-Pedelec Eurobike trade show Friedrichshafen 08/29-09/01/2012



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Press photos: 30 x 20 cm at 300 dpi

New for 2013: Scorpion fs 26 S-Pedelec – Fast electric trike up to 45 km/h with comfortable chassis technology from the automotive sector

Ergonomic seat position / secure road holding / quickly foldable / fully suspended

(Summary) FRIEDRICHSHAFEN. On stand FW-300 at the EUROBIKE show, HP Velotechnik will exhibit the first full-suspension electric trike with assisted speeds of up to 45 km/h that can be compactly folded up for transportation.

In the promising class of fast e-bikes, also known as S-pedelecs, HP Velotechnik's model *Scorpion fs 26 S-Pedelec* focuses on secure road holding for a multi-track vehicle with chassis technology from the automotive engineering sector.

Just before the opening of the world's largest bike show, the new HP Velotechnik trike has already convinced a jury of experts: The *Scorpion fs 26 S-Pedelec* will be awarded with the 'Eurobike Award 2012' for particularly innovative design and above-average product quality.

The touring trike's low center of gravity and the good rider support in the ergonomically-designed recumbent seat enable dynamic acceleration.

The independent suspension with adjustable MacPherson struts on the front axle, stabilizer system, full suspension, and long wheelbase provide secure road holding even when cornering hard.

A 500 watt rear wheel BionX hub motor provides extra propulsion if desired. The motor draws its power from a 48 V Li-Mn rechargeable battery with a 423 Wh capacity.

The efficient transmission of the human/motor power to the road is guaranteed by the high-traction 26-inch rear wheel never before seen on a full-suspension foldable E-trike.

The low air resistance thanks to the efficient recumbent position extends the rechargeable battery's range, especially at the high assisted speeds of up to 45 km/h reached by the fast electric bikes.

The *Scorpion fs 26 S-Pedelec* is available from specialist dealers from early 2013 with a starting price of 6,990 euros (US export model US\$ 7,495).



AWARD 2012

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(Long version) FRIEDRICHSHAFEN. On stand FW-300 at the leading international bike show EUROBIKE in Friedrichshafen (public day Saturday 09/01/2012), recumbent manufacturer HP Velotechnik will exhibit the first full-suspension electric trike with an assisted speed of up to 45 km/h that can be compactly folded up for transportation.

Bike trend 2013: Fast electric bikes

In the promising class of fast e-bikes, also known as S-Pedelecs, HP Velotechnik's model *Scorpion fs 26 S-Pedelec* focuses on secure road holding for a multi-track vehicle with chassis technology from the automotive engineering sector.

The touring trike's low center of gravity and the good rider support in the ergonomically-designed recumbent seat enable dynamic acceleration. The low air resistance thanks to the efficient recumbent position extends the rechargeable battery's range, especially at the high assisted speeds of up to 45 km/h reached by the fast electric bikes.

"With average speeds of over 25 km/h, a reliable, fully suspended chassis is almost obligatory," commented HP Velotechnik CEO Paul Hollants. *"Our Scorpion fs 26 touring trike, which we will also present as a world first at Eurobike, provides the perfect vehicle for the powerful motorization and high average and top speeds,"* added Hollants.

The independent suspension with adjustable MacPherson struts on the front axle, stabilizer system, full suspension, and long wheelbase provide secure road holding even when cornering hard.

Recumbent offers efficiency benefit

The high-traction 26-inch rear wheel never seen before on a full-suspension foldable E-trike efficiently transfers the human/motor power to the road. On the fast HP Velotechnik trike, the latter is provided by a high-performance 500-watt rear wheel BionX hub motor that assists the rider at speeds of up to 45 km/h.

The motor draws its power from a 48V Li-Mn rechargeable battery with a 423 Wh capacity. The recuperation function involving the motor working as a generator when braking extends the range through energy recovery. It takes 4-5 hours to charge the motor from a plug socket. The trike comes with a start assist function as standard, which propels the vehicle to a speed of up to 6 km/h at the push of a button.

Hollants attributes the company's entry into the fast pedelecs class to the increasing demand for alternative, efficient, and above all fun mobility solutions.

"On recumbents in particular, an assisted speed of over 25 km/h is useful as experienced trike riders quickly reach this speed without assistance and are generally used to traveling at higher speeds," stated Hollants, speaking from experience.

Hollants believes that the fast electric trike offers an additional safety benefit when in traffic: *"At speeds of up to 45 km/h, the fast e-trike can go with the flow of the traffic. The trike's wide, eye-catching design makes other road users take more notice of it than they would conventional bikes and show it more respect. The trike rider travels alongside car drivers as their equal, which also improves mutual understanding in traffic."*

For anyone who does not want to purchase an insurance certificate or does not own a driver's license for an automobile or „Mofa“ – both are legally required in Germany for this fast class – HP Velotechnik offers the e-trike *Scorpion fs 26* as a pedelec with assisted speeds of up to 25 km/h for which insurance and a license are not required. Riders should check their state laws to find out what the rules are for their specific country and state.

Ergonomic recumbent seat

Regardless of how fast you are traveling, the ergonomic 'BodyLink' hard shell seat provides a relaxed sitting position. Individually adjustable to the rider's back shape, the seat distributes the body weight evenly – making sitting discomfort among riders a thing of the past.

Alternatively, riders can also choose the 'ErgoMesh' seat, which not only offers optimum ventilation for the back but also now provides more side support thanks to the enhanced seat design with strengthened, anatomically-shaped side cushioning. But that is not all. The 'ErgoMesh XL' seat is also new for 2013: Specially developed for tall, heavy riders, this seat is 5 cm wider; the back rest and seat pan are also both 3 cm longer than on the standard model. Both ErgoMesh versions are available in two seat heights.

Clever accessories turn the agile speedster into a practical tourer that can transport all kinds of luggage. This is held on a suspended luggage rack in two panniers with a total capacity of 25 kg. The center of gravity is optimally balanced thanks to the luggage's position low down,

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close to your body behind the seat. The Scorpion fs 26 S-Pedelec has a maximum supportable load of 140 kg – another 10 kg more than the previous foldable trike models from the manufacturer from Kriftel, Germany.

Quickly foldable for simple transportation

The trike is also easy to transport: In just a couple of steps and a matter of seconds, the trike can be folded up into an easy-to-transport package with dimensions of just 123 x 83 x 69 cm. The manufacturer's innovative self-locking folding hinge makes folding up the trike child's play.

With a vehicle weight of 31 kg, the Scorpion fs 26 S-Pedelec can also be easily ridden without motor assistance if the rechargeable battery is empty. The trike also offers a further advantage on hills: Unlike conventional electric bikes, the trike stays on track even at slow speeds; when stopping at lights, riders do not even have to lift their feet off the pedals.

The fast HP Velotechnik e-trike comes with a 27-speed Shimano XT chain gearshift, hydraulically coupled Tektro Auriga E-Twin disc brakes, and a high-performance LED lighting system from Busch & Müller. A broad range of accessories leaves no desire for your bike unfulfilled. The modular options can be selected online in the recumbent configurator at www.hpvelotechnik.com from early 2013.

Attractive color options complete the trike's sporty appearance. A two-color white/gray powder-coating and a dark gray powder-coated frame with blue accents are optionally available from specialist dealers. If these are not to your taste, HP Velotechnik also provides customized versions of this model in line with specific color requests.

The Scorpion fs 26 S-Pedelec is available from specialist dealers from early 2013 with a starting price of 6,990 euros (US export model without German operating license US\$ 7,495 incl. shipping).

Reader information is available at www.hpvelotechnik.com or on tel. 0 61 92 - 97 99 20

Background: Pedelecs & co. – what is what?

Pedelec:

'Pedelec' is an invented word now commonly used in Europe derived from the phrase 'Pedal Electric Cycle'. It refers to a bike on which a pedal drive is coupled with an electric motor.

An important way in which pedelecs differ from other bike types is that the electric drive is only activated by the rider pedaling and not by turning a 'throttle'. The pedelec can therefore solely be used like a bike and not like an electric moped without pedals. Its drive is solely designed as an assistance drive.

The motor is electronically limited to 25 km/h so that the pedelec moves like a standard bike at higher speeds. Pedelec designs with lower air resistance, such as the modern recumbent trikes with which the advantages are particularly clear at high speeds, help extend the rechargeable battery range.

S-Pedelec:

The bike industry is taking into account the desire for higher assisted speeds with 'speed pedelecs' or 'S-Pedelecs'. These can be ridden at higher speeds; their motors are limited to 45 km/h.

As they are no longer classified as bikes but as 'small-engine motorcycles', S-Pedelecs are subject to legal requirements in Germany. For example, riders must hold a valid driver's license and insurance and the S-Pedelecs must have a rear view mirror and cannot be used on cycle paths within cities (at least, not when the motor is switched on), only on paths that are authorized for use by 'Mofas'.

From a ride perspective, S-Pedelecs offer the same experience as normal pedelecs with the exception that you can travel much faster. As the high speed makes uneven road surfaces far more noticeable, experts recommend that S-Pedelecs should have a fully suspended frames. As this improves the road holding, the suspension not only provide additional comfort but also far greater ride safety.

Additional technical data:

Seat height BodyLink seat 29 cm

Seat height ErgoMesh seat 32 cm

Seat angle 32–41° adjustable

Bracket height 40–45 cm

Track 78 cm

Width 83 cm

Frame: Aluminum 7005 T4/T6

Rider height approximately 1.62–2.00 m

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HP Velotechnik at the trade show

Eurobike Friedrichshafen 29.08–01.09.2012

Main stand in the west foyer FW-300

Auxiliary stand on the electric bike parkour in the eastern outdoor area FGO-314

We are positioning several recumbents and trikes on the recumbent test track in front of the west entrance to the trade show for your photographs. On your request, photographs can be taken or films recorded outside the trade show.

Eurobike press day on the demo day in Argenbühl on 08/28/2012: HP Velotechnik on stand 114

Your contact at the trade show:
Paul Hollants, mobile: 0177-2241659



Background information on HP Velotechnik

HP Velotechnik was founded by Paul Hollants and Daniel Pulvermüller in 1993. Its production site in Kriftel near Frankfurt employs 25 people (including four trainees) and manufactures approximately 1,700 recumbents per year, making it the European market leader. The bikes are individually built to order by hand and sold via specialist bike dealers. Signs of growth are evident: The recumbents are sold in Germany and Europe; increasing numbers are also being exported to more distant regions such as U.S.A., Australia, and Japan.

HP Velotechnik has developed ten recumbent models across the entire class spectrum from everyday bikes to racers. All models are available with powerful electric motors on request. Recently, the compact Gekko beginner trike caused a sensation and won the renowned Gold Eurobike Design Award 2011.

Even as students, the company founders Hollants and Pulvermüller were national champions with their cabin trike in the Association of German Engineers' 1992 JUTEC youth and technology competition. This provided the foundation stone for their development from a garage laboratory to one of Germany's most innovative bike companies.

In 2012, HP Velotechnik was once again named as one of Germany's three best bike manufacturers by the bike industry association VSF.

For further information, please visit www.hpvelotechnik.com



A large range of press photos is available for download from www.tinyurl.com/7czqbd7

Publication free of charge. Please send a sample copy to HP Velotechnik.

Your media contact: Paul Hollants, tel. 0 61 92 - 97 99 2-11, mobile: 0177-2241659