



Ready for your next adventure? Your Scorpion will take you there!









Your latest passion? Carving bends.













You're right on track here!

The Scorpion class from HP Velotechnik offers plenty of riding fun for traveling, touring, city and off-road use

Whatever your pace, whatever your style: On the following pages you will find your personal favorite with ease. The team of expert engineers at HP VELOTECHNIK created nine different models to offer you the entire world of premium trikes that match virtually any activity you can even think of — epic rides, daily commuting, E-Trike rides, off road fun, special needs or sportive challenges, you name it.

Every Scorpion is hand-built to order by dedicated technicians in HP VELOTECHNIK's workshop in Kriftel near Frankfurt, Germany. Information on optional features can be found not only in this catalog but also by using the online recumbent configurator at www.hpvelotechnik.com. For competent advice and extensive test rides, your HPVELOTECHNIK dealer looks forward to your visit!



Scorpion – the lightweight, sporty trekking trike

- Low, flat seat for little air resistance and outstanding braking performance
- Very high pedal position over the seat for the most efficient use of pedaling forces
- Outstanding tipping stability
- 26-inch rear wheel for an optimally smooth ride
- Luggage capacity: up to 35 kg (77 lbs) in 4 bags
- Maximum payload 150 kg (330 lbs)
- Comfortable rear suspension (elastomer-free), energy-efficient No-Squat design
- Seat and wheels quick to detach

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Scorpion fx – the medium high, foldable travel trike with rear suspension

- Medium seat height, upright seat for easy mounting and a clear view in traffic
- Medium pedal position above the seat offers good support for pedaling forces
- Good tipping stability
- Compact 20-inch rear wheel
- Luggage capacity: up to 63 kg (139 lbs) in 8 bags
- Maximum payload 140 kg (308 lbs)
- Comfortable rear suspension (elastomer-free), energy-efficient *No-Squat* design
- Foldable in 60 seconds without tools

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Scorpion fx 26 – the medium high, foldable travel trike with rear suspension for globetrotters

- Medium seat height, upright seat for easy mounting and a clear view in traffic, very good ground clearance
- Medium pedal position above the seat offers good support for pedaling forces
- · Good tipping stability
- 26-inch rear wheel for a smooth ride
- Luggage capacity: up to 63 kg (139 lbs) in 8 bags
- Max. payload 150 kg (330 lbs)
- Comfortable rear suspension (elastomer-free), energy-efficient No-Squat design
- Foldable in 60 seconds without tools

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Scorpion fs 26 Enduro – the full-suspension mountain-trike

- Medium seat height, flat seat for good ground clearance and excellent riding dynamics
- High pedal position over the seat for the efficient use of pedaling forces
- Excellent tipping stability
- MTB tyres for serious off-road use
- Luggage capacity: up to 35 kg (77 lbs) in 4 bags
- Max. payload 110 kg (243 lbs, off-road), 140 kg (310 lbs, on road)
- Comfortable, integrated all-wheel suspension AntiDive geometry, HP stabilizer system
- Foldable in 60 seconds without tools

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Scorpion fs 26 S-Pedelec – full-suspension e-trike for up to 45 km/h (28 mph)

- Medium seat height, flat seat for good ground clearance and excellent riding dynamics
- High pedal position over the seat for the efficient use of pedaling forces
- Excellent tipping stability
- 26-inch rear wheel for a smooth ride
- Luggage capacity: up to 35 kg (77 lbs) in 4 bags
- Maximum payload 140 kg (310 lbs)
- Comfortable, integrated all-wheel suspension AntiDive geometry, HP stabilizer system
- Foldable in 60 seconds without tools

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Scorpion plus 26 – full-suspension SUV-trike: higher, wider, more comfortable!

- High and an upright riding position for excellent overview and well balanced riding dynamics, low pedal position
- Wide and open frame design for easy access even for smaller riders from 1,49 m (4'10")
- Good tipping stability
- 26-inch rear wheel for a smooth ride
- Luggage capacity: up to 63 kg (139 lbs) in 8 bags
- Max. payload 150 kg (330 lbs)
- Comfortable, integrated all-wheel suspension AntiDive geometry, HP stabilizer system
- Foldable in 60 seconds without tools

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Scorpion fs 20 – the compact, full-suspension action trike

- Medium seat height, flat seat for good ground clearance and excellent riding dynamics
- High pedal position over the seat for the efficient use of pedaling forces
- Excellent tipping stability
- Compact 20-inch rear wheel
- Luggage capacity: up to 35 kg (77 lbs) in 4 bags
- Maximum payload 130 kg (286 lbs)
- Comfortable, integrated all-wheel suspension AntiDive geometry, HP stabilizer system
- Foldable in 60 seconds without tools

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Scorpion fs 26 – the dynamic, full-suspension speed trike

- Medium seat height, flat seat for good ground clearance and excellent riding dynamics
- High pedal position over the seat for the efficient use of pedaling forces
- Excellent tipping stability
- 26-inch rear wheel for a smooth ride
- Luggage capacity: up to 35 kg (77 lbs) in 4 bags
- Maximum payload 140 kg (310 lbs)
- Comfortable, integrated all-wheel suspension AntiDive geometry, HP stabilizer system
- Foldable in 60 seconds without tools

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Scorpion plus 20 – the upright, compact full-suspension trike for daily use.

- High and an upright riding position for excellent overview and well balanced riding dynamics, low pedal position
- Wide and open frame design for easy access even for smaller riders from 1,49 m (4'10")
- Good tipping stability
- Compact and sturdy 20-inch rear wheel
- Luggage capacity: up to 63 kg (139 lbs) in 8 bags
- Max. payload 150 kg (330 lbs)
- Comfortable, integrated all-wheel suspension AntiDive geometry, HP stabilizer system
- Foldable in 60 seconds without tools

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Experience the ultimate thrill of recumbent cycling with us! What could be more exciting than combining business with pleasure? That's why we couldn't resist adding a spectacular photo shoot to our trade show visit in the USA. Just imagine – our stunning

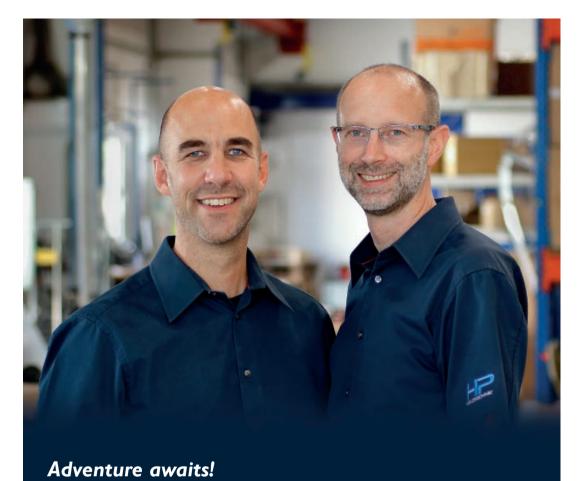
Scorpion set against the magnificent red mountains of Sedona! The trike's vibrant colors perfectly complement Arizona's picture-perfect landscapes that seem straight out of a classic road movie. And wait, there's more! These dream colors on dream trails aren't just available as photos – scan the QR code on the right to watch the amazing video footage too!

On the move again: This perfectly introduces our 2026 product innovation: The Scorpion fx 26, the new champion of our travel trike line and a true luggage power-house! Discover what makes this model, the ninth addition to our renowned Scorpion series, truly exceptional by turning to page 14.

Curious about how much of this adventurous spirit exists in other Scorpion models? Feel free to explore our catalog thoroughly. Then it's just a small step before your dream panorama transforms into reality.

Intrigued? Experience it yourself! Your local HP VELOTECHNIK dealer eagerly awaits your visit.

Yours, Daniel Pulvermüller and Paul Hollants



Sporty low seat, agile chassis, powerful acceleration: Scorpion 10 | 11

Your Scorpion gives momentum to the asphalt jungle!

The best role models can be found in nature. The Scorpion sets new standards when combining stable road holding and reassuring safety with impressive maneuverability and a sporty temperament.

150% riding pleasure. More and more active people are leaning back and discovering the unique sitting comfort and energy saving aerodynamics offered by a HP VELOTECHNIK recumbent. The sporty *Scorpion* lets you experience how fun, cornering stability, and touring capability can go together in this ultimate performance trike. The *Scorpion* comes standard with an integrated design including an extra stiff Spaceframe, advanced rear triangle and an elevated pedal position. What you get? Maximum efficiency!

Just a glance at the Scorpion lets you know that the stable track and low center of gravity provide secure road-holding for optimum control at all speeds. The robust wheels are placed further forward for better braking performance. Having both front wheels in your field of view at all times lets you easily avoid road obstacles. The large 26" rear wheel with its low rolling resistance gives the rider a spirited ride in any conditions. Your Scorpion has a door-friendly track width (83cm or 33 inches) letting you roll your "new-best-friend" through most standard doors. Unless you decide to turn around for another ride, that is. After all, the highly agile speed-ster only needs a 5.4 m (17'9") turning circle.

It has never been easier for you to accept our invitation to try out the comfortable seat since the crossbar on the robust, lightweight aluminum frame sweeps elegantly backward to allow getting onto the trike easily: Simply stand in front of the seat and gently lower yourself down. While you enjoy panoramic views, the comfortable swingarm reacts to bumps on the rocky road lightning-fast. HP Velotechnik's tried-and-tested *No-Squat* technology ensures that your pedaling forces do not impair the suspension. The rear wheel transmits your pedaling force to the road as direct forward propulsion without need for complicated differential gears. Instead, your *Scorpion* can use the full range of modern bicycle drivetrain technology.

And if you want to go full speed ahead? Simply smile at any head wind. Accelerate. And look forward to carving the next corner . . .







Scorpion



Desire makes the route seem shorter. So does the right position. When riding the *Scorpion*, you offer minimum wind resistance without hunching over. This makes you quick – and your trips enjoyable. Even at a relaxed pace, you still cut a fine figure.

You're right on track. Lean back in the airy *ErgoMesh* seat or the adjustable *BodyLink* hard shell seat. They are both good for your bottom, your spinal discs, and your family planning. As flexible as life itself, they provide comfortable support for dynamic sprints.

Everyday is a thing of the past. Lean back and relax. The *Scorpion* makes your commute to work a deeply enjoyable trip. When heading off into the blue, you can finally see the sky again. And can breathe deeply. Could there be any better exercise bike?







The frame is adjusted to your leg length by shortening or extending the front boom in the main frame.



Easy to transport: HP VELOTECHNIK has developed open wheel mounts which allow the front wheels to be simply detached together with the brake disc by loosening just one bolt (HP Performance hubs standard on Scorpions).

Technical Data

Seat Height Angle 41-49° - ErgoMesh Premium 31cm/12" (HS 42cm/16.6") 36-50° Bottom bracket height . 41-52 cm (16.1-20.5") Suspension travel 8 cm (3") Ground clearance 10 cm (4") (statically compressed) Wheel size (FW) 20" (ISO 406) Wheel size (RW) 26" (ISO 559) Max. tire width 5 cm (2") Wheelbase 128 cm (50") Track width 78 cm (31") Width 83 cm (33") Turning circle 5.4 m (17'9") outer wheel Weight from 16.9 kg (37 lbs) Max. payload 150 kg (330 lbs) Frame material Aluminum 7005 T6 Powder coating Peeka blue Anthracite grey metallic matt (anti-corrosion coat +

colored coat + clear coat) or custom color

Warranty on frame 10 years

Rider height approx ... 1.62-2.00 m (5'4"-6'7")

Protects your clothes and the chain: The drivetrain is largely covered. The special guide tubes made from durable plastic create minimum friction for an efficient, quiet ride.

The Scorpion's famed indirect steering with Advanced Steering Geometry (A.S.G.) combines smooth straight-line stability with impressive maneuverability, offering intuitive and predictable handling at all speeds. Comfortably-positioned handlebars beneath the seat, adjustable in width and angle, relieve the strain from your wrists and neck muscles. Two handlebar heights available. Maintenance-free, sealed cartridge bearings on the handlebars and self-lubricating rod end bearings on the tie rods. The wheel mounts are positioned in the frame with sturdy, adjustable A-head headsets.

HP VELOTECHNIK's seat systems provide an exemplary ergonomic connection at the key interface between the rider and the trike. The breathable ErgoMesh seat (photo) offers outstanding adjustment possibilities thanks to the integrated OrthoFlex® technology. In the high-end range, the flexible ErgoMesh Premium seat comes up with a variety of unique features (see page 59). Both seats are also available as XL-version with 5 cm (2") more width and 3 to 4 cm (1.2" to (1.5")) more backrest height or as HS-seat with 11 cm (4.3") higher seat position. As a sporty version we offer the BodyLink hard shell seat.

The stable luggage rack for loads of up to 25 kg (55 lbs) has been optimized to withstand the high lateral forces to which trike riders are subjected. Riding dynamics benefit from its low pannier center of gravity. Low side bars hold your bags securely. Your luggage enjoys full suspension without the need for complicated swivel joints or even a load support on the rear wheel swingarm. This enables agile suspension and protects your equipment.

Ideal for light luggage: With the *Top Load Rack*, which can be attached to the luggage carrier as an option, you can significantly expand the loading capacity of your *Scorbion*.



The Scorpion has a very safe braking action due to the low center of gravity and the long wheelbase. The standard disc brakes ensure maximum braking power even in bad weather. The front wheels are controlled separately so that you can selectively brake the inner wheel when cornering. Due to HP VELOTECHNIK's sophisticated steering geometry, the steering is not affected by braking or sudden bumps on your trail. On request, we build your Scorpion trike with mechanically or hydraulically coupled front brakes with one-hand operation and a rear disc brake.

HP VELOTECHNIK's adjustable suspension provides superior ride comfort. You can choose either from oil dampened steel spring or leight weight air shock units. Unlike simple elastomer buffers, these durable shock absorbers work reliably unaffected by any temperature changes. The quality of a trike's suspension becomes particularly clear when carrying a great deal of luggage or riding uphill. The Scorpion's suspension utilises HP VELOTECHNIK's tried-and-tested No-Squat suspension concept: An effective combination of an exceptionally stiff rear end with the sophisticated positioning of the single swingarm pivot and the durable, large ball-bearing-mounted chain roller. It reliably prevents drive forces from affecting the suspension and unpleasant pedal kickback. Your benefit: Comfortable vibration absorption and unparalleled power transmission!

Great for transporting children or hauling heavy loads: Your Scorpion can tow a multi-track trailer weighing up to 40 kg (88 lbs).









Globetrotter with a panoramic view A travel partner for heavy tasks: Scorpion fx

HP Velotechnik's Scorpion fx 20 and Scorpion fx 26 touring tricycles offer remarkable stability with folding capability, specifically designed to meet touring cyclists' requirements. Unlike their sportier relatives, the Scorpion and Scorpion fs, these models feature a significantly higher and more upright seat position. This design choice facilitates easy entry and exit while providing excellent visibility of both the road ahead and the surrounding landscape.

The elevated seating creates space for a Lowrider rack behind the seat, accommodating large panniers. This feature, combined with the sturdy luggage rack, allows for carrying up to 50 kg (110 lbs) of gear with an advantageously low center of gravity. The following six pages will demonstrate how accessories like the *Side Bag Mount* and *Add-on Bags* can expand your faithful travel companion's carrying capacity even further.



Tailwind on demand: You can upgrade your Scorpion fx with a powerful electrical auxiliary drive. The optional unique HP VELOTECHNIK dual battery system underneath the seat doubles the range up to 478 km (297 miles), see p. 52.



Unfolds pure riding pleasure: Scorpion fx 20

Sometimes space is of the essence – as is time. This is what makes it so satisfying when highly intelligent solutions can save you both. A Swiss pocket-knife for example. Or our practical *Scorpion fx 20*.

Amazing space savings. Thanks to HPVELOTECHNIK's patented, self-lokking folding hinge, it is easier than ever to fold up your trike. With a few movements, this luxurious touring trike can be turned into a compact package that can be easily transported in your car. In just 60 seconds, the comfortable seat can be removed without using any tools and the *Scorpion fx 20*'s rear wheel can be folded forward. A ratchet strap hidden behind the seat ties together the two halves of the frame to make the bike easy to carry when folded.

Another 90 seconds and the front wheels have been removed using one single Allen wrench. The agile speedster will now even fit in the trunk of some of the most tiny cars.

Or in your apartment: Don't let anyone ever tell you again that you don't have room for any more beautifull trikes!





| Wider is better: The wider the track, the greater the tipping stability and the faster your trike can corner. A wide track also allows a bigger steering angle for a small turning circle. So that your trike still fits easily through doors and gates, HP VELOTECHNIK has developed narrow hubs for a low overall width of just 83 cm (33").

The Scorpion fx touring trike series has a medium high, upright seat for a clear view in traffic combined with a medium pedal height. The seat position makes it easy to get on and off the trike and offers outstanding triking fun



| Ideal for heavy loads: A lowrider rack for two front or rear wheel bags weighing up to 25 kg (55 lbs) can be additionally attached to the Scorpion fx's luggage rack. Good road holding thanks to the low center of gravity close to the body.



90s

Seat removed, rear wheel folded forward (LxWxH): 103 x 83 x 69 cm (40 x 33 x 27") front supported 77 x 83 x 97 cm (30 x 33 x 38") back supported

Wheels on the side: $104 \times 83 \times 60 \text{ cm} (41 \times 33 \times 24")$ Without wheels, fenders, rack: 75 x 74 x 60 cm (29.5 x 29 x 24")



On unfolding the Scorpion fx 20, the robust folding hinge locks into place automatically. The safety catch can be conveniently operated from above. Stainless steel axle with zero play for precise folding over and over again.



The optional quick frame adjustment with quick release levers can be used to quickly adapt the bike to different leg lengths. By pushing in the boom tube, you can also make your Scorpion fx even more compact for transport.

Technical Data



The luggage champion for your grand tour!

No mountain too high, no desert too hot, and no long-distance cycling route too challenging? Then unleash the extraordinary *Scorpion fx 26* and discover your ultimate three-wheeled adventure companion!

The impressive Scorpion fx 26 delivers performance that speaks volumes. With a remarkable 150 kg (331 lbs) payload capacity—10 kg (22 lbs) more than the Scorpion fx 20 — you'll have the freedom to pack everything your adventure demands.

Experience grand comfort with a total of 10 cm (4") of super plush suspension at the rear wheel – our engineers have added an extra 15 mm (0.6") of suspension travel compared to the *Scorpion fx 20*. And with 25 mm (1") additional ground clearance, rough trails become just another reason to smile.

Add to this the large 26-inch rear wheel as your flywheel. Feel firsthand what cycling enthusiasts mean by "length runs": superior smoothness while the large rear wheel effortlessly conquers roots and potholes. Simply ride relaxed!

Great performance – small pack size. As assertive as your *Scorpion fx 26* is on your tours, it remains just as manageable before and after your ride. It gladly fits in the trunk of most cars thanks to HP VELOTECHNIK's ingenious flat fold with self locking hinge. The design allows the rear frame and wheel to rotate almost 90 degrees when folded. For long-distance transport, you can make it even more compact with just a few simple steps.

Call your local dealer today to arrange a personal demonstration and test ride to experience these benefits and more!











The ErgoMesh Premium mesh seat gives you the most flexible seat comfort you can imagine. The seat bottom part and backrest can be adjusted independently of each other, the seat cover can be adjusted using the eight tensioning straps. There are also four additional Othoflex support cushions inside the seat cover that you can cut to size and position to suit your individual shape.

Unfolding full pleasure

Experience the sophisticated folding technology of the Scorpion fx 26! Thanks to HP VELO-TECHNIK's ingenious flat fold with self locking hinge, this premium trike with its impressive large rear wheel transforms into a travel-ready companion in just seconds. The design allows the rear frame and wheel to rotate almost 90 degrees when folded.

In just a few simple steps, your Scorpion fx 26 compacts into an incredibly space-efficient package measuring just 111 x 83 x 66 cm. Want even more portability? Remove the frontwheels and the trikefenders and watch it shrink to an astonishing 93 x 74 x 54 cm! Even with all your accessories – luggage rack and fenders included - the folding magic happens without removing a single wheel. And forget chain worries! Our sophisticated chain management system with flexible guard tubes ensures perfect positioning every time.

Here's the game-changer: HP VELOTECHNIK'S innovative self-locking folding hinge means you'll easily go from compact transport mode to exhilarating ride set-up. As the frame stays in position after unfolding, you can conveniently close the safety latch with one hand. Turn your trike riding dreams into reality with the ultimate blend of comfort, style and performance!



Complete charge: $9 \times panniers = 63 \times payload$





















Technical Data

Seat		Angle
- BodyLink	. 35 cm (14")	46-54°
- ErgoMesh	. 38cm/15"(HS: 49/19.3"	46-54°(HS:46-59°)
- ErgoMesh Premium		
Bottom bracket height	38-46 cm (15"-	-18")
Suspension travel	10 cm (4")	
Ground clearance	. 16 cm (6.3") (stat.	compressed)
Wheel size	.20" (ISO 406) / 2	26" (ISO 559)
Max. tire width	5 cm (2")	
Wheelbase	.120 cm (47")	
Track width	. 78 cm (31")	
Width		
Length		
Turning circle	. 5.20 m (17') oute	er wheel
Weight	. from 17.2 kg (37	.9 lbs)
Max. payload	. 150 kg (331 lbs)	
Frame material	. Aluminum 7005	Т6
Powder coating	Pearl orange,	
(anti-corrosion coat +	Cool grey metal	lic or
colored coat + clear coat)	custom color	
Rider height approx	1.57-2.00 m (5'2	2"-6'7")
Warranty on frame	10 years	





It's good to know, that even if things get rough ahead of you, you can still stay laid back and relaxed. When developing the award-winning design of the *Scorpion* fs foldable touring trike, HP VELO-TECHNIK's engineers used the latest chassis technology from the automotive sector to provide the most comfortable full suspension for yor ride. But they did not compromise by simply using retro-fit solutions on existing frames: The whole vehicle was

developed from scratch to incorporate an impressively sensitive full suspension in a sleek and lean design delivering superior performance. The wishbone axle geometry and HP VELOTECHNIK's unique Stabilizer System with its anti-roll bar integrated into the frame design allows full use of the ample suspension travel. It is finely tuned to perfectly respond to the forces of the road. The low seat and far higher pedal position of the Scorpion fs highlight the agile

trike's sporty character. The Scorpion fs is optionally available with a 20-inch rear wheel for compact dimensions when folded and maximum traction or a 26-inch rear wheel for a uniquely smooth ride and even easier obstacle traversing. You will experience the result of this brilliant engineering as soon as you speed up and take your first corner: The exciting synthesis of optimum road holding and maximum ride pleasure.





The Scorpion fs turns even rocky roads into rewarding destinations

Manhole covers, cobblestones, and gravel tracks: Many bike trails offer a ride on the rough side. Now you can look forward to this: When the ride conditions become more demanding and you need not only a fast-reacting suspension but also, and in particular, predictable handling, maximum steering precision, and ultimate stability at speed, your *Scorpion fs* is completely in its element.

The comfortable MacPherson struts on the front wheel suspension offer 6 cm (2.4") of suspension travel with optimised damping for vibration absortion precisely where you need it. The robust, dirt-protected MacPherson struts are held out to the sides by the solid frame cruciform and are connected via adjustable wishbones with maintenance-free bearings. With this design, our engineers were able to keep the unsprung masses extremely low. This in turn enables the sensitive responses of the *Scorpion fs's* chassis and the impressively low weight of this full-suspension trike of 17.5 kg (38 lbs). The suspension preload can be adjusted; the spring stiffness and progression can be simply adapted to your needs.

Added safety for fast cornering: The unique HPVELOTECHNIK Stabilizer System with its anti-roll bar under the frame reduces the compression of the MacPherson strut on the outside of the bend and reliably prevents the trike and rider from excessively tilting outwards due to centrifugal forces. Control in threshold areas has been noticeably improved and tipping stability vastly enhanced. The anti-dive kinematics prevent the negative dive effects on braking. The design of the camber and track geometry ensures that the steering mechanism offers straight-line stability over the entire suspension travel and remains easily accessible and free from impairment when braking (brake steer) or traversing obstacles (bump steer). The entire chassis is designed using our No-Squat suspension concept and transmits all of your drive energy to the road without any loss of power. You will feel it immediately: In the precise steering, the sporty handling, and the direct feedback from the road.

In return, you enjoy complete comfort on rough trails – so that you can lean back and relax while dynamically accelerating.







Lightweight aluminium wheel carrier with shock boot on the suspension strut. Blasted and black matte anodized finish. Housing gaskets over the tie rod's outer ball in the area of the wheels at risk from spray water.



Smooth-running hubs for quick assembly in HPVELOTECHNIK's open wheel mount system. No axle protrusion. Replaceable deep groove hall bearings.



Large, efficient chain roller. The chain lies quietly across the integrated middle bar, as on a chainwheel. Replaceable deep groove ball bearings.

Precision can be measured, passion for detail must be felt



Stable HPVELOTECHNIK folding hinge with a self-locking safety catch. Stainless steel precision axle. Two adjustable centering pins.

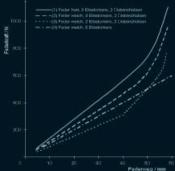


Scorpion 20





The MacPherson struts are supported in the frame by elasticated strut bearings, which continually protect them against lateral forces. The tangible benefit to you: Impressively sensitive responses and outstanding suspension comfort even at high frequencies.



By adjusting the preload, replacing the steel springs, or varying the MCU/spacer arrangement inside the spring, the suspension properties can be easily adapted to your requirements in relation to spring stiffness, damping, and progressiveness so as to provide good bottom-out prevention. Unlike simple elastomer buffers that become noticeably embrittled in the cold, this technology allows comfortable suspension even at low temperatures.

A decisive functional feature: The blue stabilizer bar under the wishbones is the core element of the unique HP Stabilizer System, which effectively reduces the trike's tilt when cornering quickly.

The Scorpion fs with a 20 inch rear wheel: A tiny package bursting with riding fun





Optimized protection with elegant contours: In designing the trike fenders, HP VELOTECHNIK has created special mudguards for use on trikes. The inner surface and bottom edge are lowered down to improve rider protection against spray, especially when cornering. The mounting elements are protectively installed on the inside of the fender. The rounded profile with a width of 60 mm (2.4") makes it possible to attach large, comfortable tires with a width of up to 50 mm (2"), such as the SCHWALEE Marathon Plus.

Technical Data

Seat - BodyLink ErgoMesh		0
- ErgoMesh Premium Bottom bracket height		
Suspension travel FW/RW		
Ground clearance sed)	12C111(4.7) (Statica	my compres-
Wheel size	20" (ISO 406)	
Max. tire width	5 cm (2")	
Wheelbase		
Track width	, ,	
Width	, ,	
Length		8"-6'9")
Turning circlewheel		
Weight from	17.5 kg (38 lbs)	
Max. payload		
Frame material		T6
Powder coating		
(anti-corrosion coat +		



Robust, full-suspension luggage rack for two large rear wheel panniers weighing up to 25 kg (55lbs). The luggage rack (including platform) is specially optimized to withstand the high lateral forces to which trikes are subjected and securely screwed to the main frame. The rack does not have to be removed to fold the trike.



For transportation, the *Scorpion fs* can be easily folded up into a compact package measuring just 112 x 83 x 63 cm (44 x 33 x 25", L x W x H) with the luggage rack in just 60 seconds. Once the wheels have been removed, the folded dimensions are even further reduced to 112 x 74 x 46 cm (44 x 30 x 18"). Without the luggage rack, the length reduces to 90 cm (35"). The folded *Scorpion fs* is secured using the ratchet strap attached to the frame to make the trike easy to carry.









Looking for the speed king? Scorpion fs 26

Long wheelbase; clear contours; large, smoothrunning wheels; elegantly integrated independent suspension: The dynamic appearance of the Scorpion fs 26 leaves a lasting impression.

Even your first look at the *Scorpion fs 26* will get your pulse racing. The powerful 26-inch rear wheel and striking chassis suspension make it unmistakably clear: This speed trike is hungry for asphalt and adrenalin!

But the succinct design features also provide impressively stable road holding and make it extremely easy to traverse obstacles.

The best conditions for exciting trips are therefore at your fingertips. The advanced steering geometry (ASG) system enables you to control the trike smoothly and precisely and gives it a small turning circle despite the wheel size expanding the distance between the front and rear axles. The Scorpion fs 26's long wheelbase also offers a incredibly smooth ride, more safety, and greater ride pleasure – size matters!

The bestseller from HP VELOTECHNIK

The Scorpion fs 26 is always the right choice! The striking, full-suspension speed trike is for good reasons the best-selling model in HPVELOTECHNIK's trike line-up.

In just a few simple steps, it only takes a minute for you to fold up your *Scorpion fs 26* into a space-saving package with dimensions of $123 \times 83 \times 62$ cm (L xW x H, 48 x 33 x 24"). If you remove the wheels as well, the dimensions reduce even further to a compact $93 \times 74 \times 54$ cm ($37 \times 29 \times 21$ ").

The responsive full-suspension chassis combined with dynamic handling characteristics and smooth 26" rear wheel technology create the foundation for two unparalleled trike variants: the trail-conquering *Scorpion fs 26 Enduro* off-road model and the high-performance *Scorpion fs 26 S-Pedelec* featuring electric assistance of up to 45 km/h (28 mph). Feeling intrigued by these velocity machines? Call your HP VELOTECHNIK dealer today to experience these speed champions during an exhilarating test ride!









The HP VELOTECHNIK No-Squat technology represents optimized chassis design. The engineers designed the Scorpion fs 26's chassis to combine outstanding comfort with the efficient transmission of

pedaling forces to the road. The key to this is the agile, adjustable suspension and the avoidance of any adverse effects from the drive unit in the chassis:

Pedal kickback refers to the pedals jolting when the chain suddenly tightens or slackens when the suspension activates. HP VELOTECHNIK's chassis geometry ensures that there is no noticeable change to the chain length during compression.

Compression occurs when pedaling if dynamic forces combine to create a resultant force that causes leverage to take effect at the swingarm's pivot point. For this reason, many trike and bike designers, initially attempt to place the pivoting point within the chain's play. In practice, even such simple designs often suffer from undesired pogo-style oscillations, which have to be compensated for by high levels of damping in the shock. However, simple rubber or elastomer buffers are unable to provide such levels as they only have very low, non-adjustable damping. If the damping is too high on the other hand, the suspension responds poorly and a great deal of drive energy is lost – energy which was meant for your propulsion!

HP VELOTECHNIK's chassis design not only considers the primary chain forces but also the reaction force on the rear wheel where power is transmitted to the road – after all, your trike should dynamically accelerate when you pedal. Consideration is also given to the variable inertial forces of the masses comprised by the trike, rider, and luggage.

The HP VELOTECHNIK engineers individually determine the chassis geometry and optimum drive chain routing for each model. This means, for example, that the *Scorpion fs* 26 does not simply use the same frame as the *Scorpion fs* 20 but with an extended rear wheel swingarm. Instead, the full-suspension frame was created meticulously from scratch for the optimum implementation of the 26-inch wheel concept.

What do you feel? Impressive comfort and 100 % propulsion thanks to maximum power transmission.



The core element: On request, your trike can be equipped with a light-weight ROCK SHOX air shock for the rear suspension. This enables you to infinitely select the spring stiffness over a large range using an air pump. The hydraulic oil damping can be adjusted to the temperature and ride conditions. A blocking option is also included.

The standard shock unit is a coil over rear shock with hydraulic oil damping made by DNM. By rotating the spring, you can precisely adjust the suspension preload without the need for any tools in order to adapt the chassis to your payload and riding style. Several easily replaceable steel springs can be used to adapt the trike to the rider's weight.

The compact shock length of just 150 mm (6") enables the rear wheel to be positioned directly behind the rider. The benefit to you: Greater traction on hills and agile riding dynamics.





Video-Link: See how the Scorpion fs 26 performs at high speed in our short movie "The Dream Rider".

filmed on the world cup luge track at Oberhof, Germany. Scan the QR-Code or type: https://youtu.be/S_PoOB9RhQg



The large HP VELOTECHNIK chain roller with a weight of just 88 g (3.1 oz) maintains the chain at the distance from the swingarm pivot specified by the designer so as to avoid any troublesome suspension rocking. The chain roller is made from durable, fiber-reinforced, high-strength plastic using an injection molding procedure. It rotates with blissful ease around two sealed, individually replaceable cartridge bearings. The roller has a middle bar on which the chain lies, as on a chainwheel, and which guides the chain quietly through its movements.

Scorpion 526







Scorpion fs 26: Everyday becomes ever more extraordinary

You don't necessarily need Alpine passes, hairpin bends, or luge tracks to enjoy the Scorpion fs 26's impressive ride dynamics. HP VELOTECHNIK's agile speed trike demonstrates its strengths whether on your commute to work or during spontaneous weekend tours. A glance at the performance data makes it clear: This trike represents ultimate performance and fulfills the highest demands for product exclusivity and versatility thanks to the broad range of optional features. See this for yourself by testing the ideal trike for people who aspire to have the everyday become ever more extraordinary.

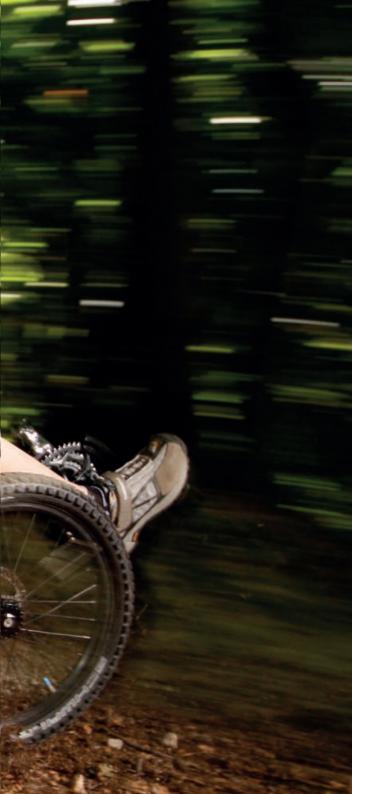
Technical Data



The HP VELOTECHNIK seat systems provide an exemplary ergonomic connection as the key interface between the rider and the trike. The ergonomically shaped BodyLink seat (see image) can be individually adjusted and equipped with a headrest. The Airflow seat cushion ensures optimum ventilation.









Rough rider

The Scorpion fs Enduro brings trike action to the bike park

With the Scorpion fs Enduro trike HP VELOTECHNIK paves new ways, in the true sense of the word: the trike with chassis technology derived from automotive engineering, MacPherson struts and stabilizing anti-roll bar turns off-road trails into action loaded playground for the adrenaline addicted speedfan.

Based on the proven chassis of the *Scorpion fs 26* the *Enduro* trike has been configured with carefully chosen components. Tough offroad tires with especially strong snake bite protection deliver good grip. (SCHWALBE *Smart Sam:* front 20" \times 2.35", rear 26" \times 2,1"). With these big knobby tires there is no point in adding fenders. The blue platform pedals turn your leg power into direct propulsion. For even more power, you can optionally mount the extra rigid *GX* cranks by SRAM. Off road the load capacity is at 110 kg (243 lbs), on the road the trike, weighing in from 20,5 kg (45 lbs) will take up to 140 kg (310 lbs).

Enduro goes e-trike. Like all other models in the HP VELOTECHNIK range the *Scorpion fs Enduro* can also be equipped with the powerful Pedelec-System from NEODRIVES or SHIMANO *STEPS* with *Di2*. Through the electric motor support of up to 25 km/h (16 mph) (20 mph for USA-version) it's not only that steep climbs become less daunting, but the exciting world of mountain biking becomes accessible to a wider audience. For extra long trips the double battery option from HP VELOTECHNIK instantly doubles the maximum range.

"The trip on the Scorpion is vastly different from anything I have ever experienced on a bike. I am rummaging through the foliage as during a truck-trial (....) Trike trial is more fascinating, than to blast through the terrain with an electric full suspension bike. It is exciting, exhilarating and a refreshing new style." Christoph Listman, head of testing, BIKE 02-14







Video-Link: Franziska Meyer, German Enduro-Champion 2015, rides the Scorpion Enduro at the Bikepark Rabenberg, Germany. Scan the QR-Code or type into your webbrowser: https://youtu.be/Zmu7g37t9xs













Officially beautiful

The Scorpion fs Enduro was awarded with the sought-after EUROBIKE Award for outstanding design and quality.

Relaxation in the cockpit

Even in the roughest of terrains you will benefit from the comfortable seating position, intuitive control and the outstanding road holding our recumbent trikes are famous for.

Array of colours

Impressing with the metallic green finish in the daytime – showing off with glimmering yellow at night.



with a versatile SCHWALBE MTB tire featuring strong side wall protection made for a powerful and reliable accelerator.

Perfect on rooty and stony tracks: HP VELOTCHNIK's individually suspended wheels supported by MacPherson suspension struts with anti-roll bar stabilising system result in perfectly controlled riding performance. Your advantage: Precise cornering and controlled braking.







Tail wind on request: Scorpion fs 26 S-Pedelec with an electric motor for up to 45 km/h (28 mph)

In the groundbreaking class of fast electric bikes, HP VELOTECHNIK'S *Scorpion fs 26 S-Pedelec* focuses on secure and stable road handling for a multi-track vehicle with innovative chassis technology from the automotive engineering sector. The touring trike's low center of gravity and the solid rider support in the ergonomically-designed recumbent seat enables dynamic acceleration. While all our trikes can be equipped with an electric motor to become a Pedelec with supported speeds of up to 25 km/h (16 mph) within the EU or 32 km/h (20 mph, US Class I), only the *Scorpion fs 26 S-Pedelec* has been engineered for a maximum motor supported speed of 45 km/h (28 mph). In the USA this trike meets all requirements for a Class 3 electric bicycle.

Thanks to the efficient recumbent position, the low air resistance extends the rechargeable battery's range, especially at the high assisted speeds of up to 45 km/h (28 mph). At such high speeds, a well-designed, full-suspension chassis is extremely important.

The Scorpion fs 26 is the perfect base vehicle for powerful motorization and high speeds of over 25 km/h (16 mph). The S-Pedelec is driven by a powerful and almost noiseless rear wheel hub motor with a rated peak power of 1000 watts. The German manufacturer Neodrives claims an efficiency of more than 85 %. The standard equipment of the Scorpion fs 26 S-Pedelec includes a push assist with up to 6 km/h (4 mph), even without pedalling. It has to be started with an initial movement by the rider.

Plenty of energy is supplied by a Li-lon battery with a capacity of 627 Wh. A range-extending energy recovery system enables the recuperation function, which uses the motor as a generator when driving downhill. Even more energy for up to 120 high-speed kilometres (75 miles) is provided by the optional supplemental battery. Like the first battery, it is located deep under the seat to ensure a balanced center of gravity. Once one "tank" is empty, you can exchange the two batteries in two easy steps.

Practicality: The trike, which can carry a load of up to 140 kg (309 lbs), can also be folded compactly for transport in an average automobile in just a few steps. HPVELOTECHNIK's self-locking folding hinge makes the process child's play.

Features of the Scorpion fs 26 S-Pedelec base model:

NEODRIVES Z20 RS Power electric drive • SRAM 30-42-52/II-36 drivetrain with bar end shifters • hydraulic disc brakes, coupled at the front, individually activated at the rear • SCHWALBE Marathon Plus 47 mm tires • luggage rack for two panniers up to 25 kg (55 lbs) • LED light system with B&M IQ-X E headlight and brake light • WingBling turn indicators (extra option for US) • B&M E mirror • Weight from 37 kg (82 lbs) • Standard colors: Cool grey metallic or pure orange mat



Technical Data

System NEODRIVES Z20 RS

(flat road, 20° C, smooth (up to 120 km /15 miles with additional battery, ride at 39 km/h/24 mph) with additional battery limited folding function)

Force amplification 5 levels: 0/80/160/240/320/400 %

orce amplification 5 levels: 0/80/160/240/320/40

(individually adjustable)



Max. torque 40 Nm (at the rear wheel)

Nominal peak power I 000 ₩



Rechargeable battery BMZ 48V Li-Ion

removable, with lock

Energy content 627 Wh
Battery weight 4,2 kg (9.3 lbs)

Charging time 4,5 hours

no memory-effect

Charger weight I,08 kg (2.4 lbs)

Drivetrain SRAM 30-speed

bar end shifters

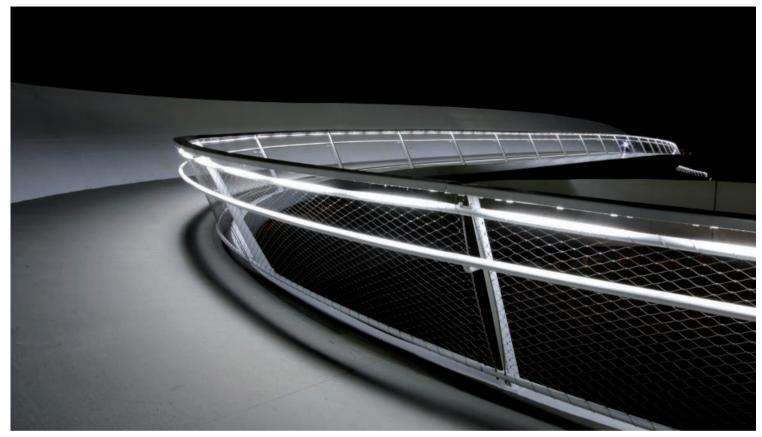
52-42-30 / 11-36

Features USB, Bluetooth

Operating requirements:

The fast Scorpion fs 26 S-pedelec has an EU type approval as a moped (L/2e-P), which is valid for EU countries and Switzerland. The EU driving permit for it is included in the car driving license. To learn more about the legal requirements for operating the Scorpion fs 26 S-Pedelec in your homestate, please contact your state authorities or your local HPVELOTECHNIK retailer.





A new definition of curve acceleration









The Trike with SUV-Genes: Scorpion plus

A trip into the countryside, a long distance journey or just a ride into town – no matter where you want to go your Scorpion plus will take you there. With this versatile SUV-trike you will attract attention everywhere. The genes of this trike combine convenience and safety with maximum riding pleasure.

Higher, wider, more comfortable: The designers at HP VELOTECHNIK have applied what the SUV-class demands in the construction of trikes. We want you to have an exceptional view in almost every situation. A seat height of 57 centimeters (22.5") is a unique highlight for this type of bike.

Thanks to the wider frame, it has never been easier to position yourself in a trike. The wide construction achieves impressive tilting stability. Experience the dynamic culture of the chassis of the *Scorpion fs*-class up close to sense the harmony with the solid performance of this SUV trike. Whether compact 20" rear wheel or the smooth running 26" wheel: The DNA of the "Generation Plus" will guarantee a highly refined riding pleasure

The Scorpion plus SUV genes will mutate in just one aspect: Despite its wide frame it can be folded to very manageable dimensions in just one minute. For this purpose, our designers have reinforced the patented quick-folding hinge. And as such, this redesign now increases the maximum load to 150 kgs (330 lbs)!



















Scorpion plus 26: Let the engine run and enjoy life everyday

The backbone of the SUV-trike is the spacious frame. The geometry is based on the striking silhouette of the *Scorpion* with its large 26" rear wheel. Discover the advantages of SUV features with a wider and higher seating position and the irresistible benefits of a trike: a smoother ride, less rolling resistance and better aerodynamics.

Curious? At first glance, the *Scorpion plus 26* is about 10 centimeter (4") higher and wider than its sporty cousin, the *Scorpion fs.* The frame design allows smaller riders from 1.49 centimeter (4'11") to easily mount the stylish full suspension trikes: Have a seat, turn the pedals, and treat yourself to luxurious comfort.

For experts, the actual design of the *Scorpion plus* becomes clearer on closer inspection. For example at first glance the seat position appears to be moved forward to the cross frame. In fact the seat position is further back. This allowed HP VELOTECHNIK engineers to optimize the center of gravity and give the higher vehicle unprecedented stability.

Your extra bonus: The carriers can hold up to 50 kg (100 lbs.) of luggage while leaving enough space for an optional E-assist or two water bottle cages. At the top, the optional *Top Load* platform offers space for light luggage. Thanks to the improved quick-folding hinge, the maximum payload has been increased from 140 to 150 kg (309 to 330 lbs.).



Scorpion plus 20: Big times for small wheels

Small is beautiful! A smaller rear wheel is great for longer rides and you'll notice this immediately when you're on the road with your trike by train or car. When folded, the *Scorpion plus 20* saves a smooth 16 centimeters (6") in length compared to the big brother. Fully folded, the pack size is only $81 \times 91 \times 83$ centimeters $(32 \times 36 \times 33", L \times W \times H)$, so you can find a transport place virtually everywhere. When riding, the trike is still very maneuverable: The turning radius is only 4.75 meters (15' 7"), thanks to the shorter wheelbase in comparison to the *Scorpion plus 26*.

A 20-inch rear wheel means more space elsewhere. With the *Scorpion plus 20* you can transport your luggage comfortably. Even larger bags fit easily on the extra wide platform carrier. The carrier, specially designed for this model, does not only take the four bags of up to 50 kilograms (110 lbs). It also widens. You can safely rest a bigger package on the integrated platform luggage carrier. But no matter what you put on your *Scorpion plus 20*, the loads do not get in the way of other attachments such as a rechargeable battery and water bottles. This also applies to the quick-release bracket for walking aids from our "Comfort and Ability" range!

If one day you want to carry very bulky loads, you will appreciate your Scorpion plus 20 as a willing packhorse. You can safely use a wide trailer or wherever the two front wheels lead, it follows without any problems.

By the way, the folding process for both 'generation plus' remains as simple as for the other members of the *Scorpion* family: You only have to open up three quick releases, take off the seat, open the safety lock on the frame – and simply fold the rear end between the front wheels.









Technical Data Scorpion plus

	-	_		
	Scorpion plus 20		Scorpion plus 26	
Seat	Height	Angle	Height	Angle
- BodyLink		46–54°	43 cm (17")	
- ErgoMesh	46cm/18.1"(HS 57/22.4")	46-54°(HS 46-59°)	46cm/18.1"(HS 57/22.4	l") 46-54 (HS 46-59°
- ErgoMesh Premium .	46cm/18.1"(HS 57/22.4")	41–55°	46cm/18.1"(HS 57/22.4")	41–55°
Bottom bracket height	37-43 cm		37-43 cm	
Suspension travel	n travel 6 / 8 cm (FW/RW) (2 / 3")		6 / 8 cm (FW/RW) (2 / 3")	
Ground clearence .	ice . 15.5 cm (6", statically compressed)		15.5 cm (6", statically compressed)	
Wheel size FW	20" (ISO 406)		20" (ISO 406)	
Wheel size RW	20" (ISO 406)		26" (ISO 559)	
Max. tire width	5 cm (2")		5 cm (2")	
Wheelbase	110 cm (43")		120 cm (47")	
Track width	86 cm (34")		86 cm (34")	
Width	91 cm (36")		91 cm (36")	
Length			186-218 cm (6'1	"–7'2")
Turning circle			5.35 m (17'7") ou	iter wheel
	from 18.8 kg (41 lbs)		from 19.5 kg (43 lbs)	
Payload	max. 150 kg (330 lb	os)	max. 150 kg (330	,
Frame material			Aluminum 7005	Γ6
Powder coating	Cool grey metallic	c or	Cool grey metalli	ic or
(anti-corrosion coat	Magma red / black	(Magma red / blac	:k
colored coat + clear coat)	or custom color		or custom color	
Rider height	•		ca. 1.49 – 2.00 m (4'11"–6'7")
Warranty on frame	10 years		10 years	







Stay mobile: Define your own way with the Scorpion plus 20

Despite often being regarded as mutually exclusive, at HP VELOTECHNIK we like to point out how ergonomics and refined design can be elegantly combined. With the Scorpion plus 20, we designed a trike that provides a solution for those who seek ultimate comfort as well as for people with special needs, all built into a versatile and adaptable vehicle with a host of practical functions.

Many people with mobility issues never believed they would be able to ride a bike. But, clearly said: Does anyone have to give up riding because of getting older? Or because of needing accommodation for a handicap? Or because he has to go through a sports rehab? We give a simple answer to all these questions: Not anymore! Scorpion plus 20 is the solution for how to stay mobile and enjoy the freedom to ride!

Another feature besides having outstanding tilt stability is the ability to access the trike even more easily than the medium high *Scorpion fx* or lower, more sporty *Scorpion fs* trikes. Our developers have made major changes to the geometry to allow just that. The two crossbar elements of the main frame's cruciform now lean forward acting like open arms, inviting users to take a seat with a single movement. The wishbone and stabilizer system were also radically overhauled for this comfort model: Just like the contours of the frame crossbars, they are swept forward to create more space between the wheel and the frame.

It is now possible to easily utilize the extra space between the wheel and the frame. The rider moves right to the edge of the seat and takes his place. Now he comfortably lifts a leg across the front boom and puts his feet on the pedals. Just as easy is getting off the trike: Once both feet are placed securely on one side, no-one has to balance around front boom and pedals.

With a Scorpion plus it is as easy as it gets: Take a comfy seat, pedal at your own pace, and explore new horizons!











Great technology should also look great – clean, tidy and functional. What we firmly believe is that the quality and innovation of the trikes manufactured in our German recumbent factory should also carry over to the accessories. This is especially applicable to people with special needs. Our "Comfort and ability segment" has greatly expanded. Well known accessories just like footrest, hand rest or the quick-lock bracket for walking aids turn to be highly functionally designed recumbent artifacts.







Scorpiont

Little helpers by HP VELOTECHNIK to steer you on your way

ErgoPedal and **Handrest** are equipped with a hook and loop spring fastener featuring a functional snap mechanism. One tug on the fastening – and the hand or foot is released.

The ErgoPedal with safety release can be easily clipped into conventional clipless pedal (SHIMANO SPD). Your benefit is that the adjustable trigger on the safety binding ensures that it opens reliably in the event of an accident. It also gives an enormous advantage to anyone doing a sports rehab after a knee surgery. The platform is anodized and width-adjustable. Available in one package with the pedals, you can use the clipless pedals after your recovery to keep on riding.

The *ErgoPedal with calf brace* provides even more support. This new enhancement is adjustable in many ways, however, the big difference to the *ErgoPedal with safety release* is that it is firmly attached to the pedal.

The quick release bracket for walking aids provides a new and especially important benefit. The design is similar to that used for garden tools, however, we have decisively modified the principle for our trikes with a stainless steel safety clip. The bracket is suitable for tube diameters from 20 to 30 mm (0,8" to 1,2"). Crutches can be pushed in, securely clipped into place and pulled out again with just one hand. And if you like, you can use this accessory as a multifunctional bracket: Any umbrellas or fishing rods to carry

















rience the wind in her hair, the clicking of the chain when changing gear and the centrifugal forces when cornering again.

There is no question that she was in need of a handbike to achieve this. But not just any bike. For Kristina, style, maximum functionality and – of course – speed is key to great design. An intensive exchange of ideas began between her and the HPVELOTECHNIK team. The Scorpion fs 20 with the Hands-On-Cycle makes quite an impression. The combination of a sporty tricycle and HPVELOTECHNIK's elegant, fully encapsulated handbike unit is unique in the field of hand-propelled vehicles.

We arranged an appointment at the HP VELOTECHNIK development workshop to test whether the bike fits her or not. This was not easy, because Kristina has a more than a full schedule. In addition to her job as a cycling trainer at the School of the Federal Police, she participates on talk shows, flies around the world to comment on the World Cycling Championships on TV, beams into the camera at advertising shoots for cosmetics or glamorously opens the Sports Press Ball as a dance partner on her wheelchair.

She makes the transition from wheelchair to the net seat of the *Scorpion* with energy and power which left us impressed. Now it's a matter of millimetrical fine tuning. Kristina is small, she is close to the 162 cm which is the minimum height spec for *Hands-On-Cycle*. Her legs lie flat on the frame tubes. "Can you do something about this?", she asks.

We did. This is one of the perks of a specialist bike manufacturer. And so the pro's feedback turned into a win-win situation for everyone. We did the second fitting at the eve of *Eurobike* 2023, now with *Foot plates* and *Calf braces*. It fits! The next day, our booth at the world's leading trade fair for the cycling world was packed like never before. TV, radio, newspapers – everyone wanted Kristina with the *Hands-On-Cycle*.

At the photo shoot a few weeks later at Kristina's home, she really gets her Scorpion fs 20 going. She steers it swiftly along the forest paths in the Berlin countryside. Standard handbikes with their powered front wheel don't have that much grip on soft ground. She rolls even greater on asphalt and comes back with the experience of many pedelec riders: "It's a pity that the motor cuts out at 25 km/h." There is a flash of the former "speed queen" of track cycling: Kristina wants more!



Hand drive

Hands-On-Cycle – fully enclosed and fully integrated

In the *Hands-On-Cycle*, 20 years of experience in tricycle construction merge with technical sophistication and convincing design to create a uniquely elegant, compact and comfortable composition. In practice, this means that handcycling has never been so safe and inclusive for people with disabilities.

Thanks to Hands-On-Cycle, you can (once again) take off on bike tours and excursions with family and friends. And in the utmost comfort: The *Scorpion plus* models and the *Scorpion fs 20* (photo), which also has full suspension, roll casually over bad roads thanks to the rear-wheel drive with plenty of grip. Our trikes also have an amazingly small turning circle and plenty of space for loading luggage.

Unique safety advantage: HP VELOTECHNIK packs the hand drive, including gears and chain into a closed housing. This prevents rotating and oily drive parts from coming into contact with your upper body and arms.

Built-in convenience: The unit can be easily raised and lowered thanks to the quick-release fastening. When fully upright, it locks into place and you can easily hold on to it to get on and off.

Powerful plus: As an option, we can also equip your hand bike with an electric motor. The rear wheel hub motor Z20 from NEODRIVES supports you with up to 25 km/h (16 mph).

22° 20 cm

Casual comfort: The ergonomically positioned handles close with a flat rest, which prevents your hands from slipping. You thus avoid having to grip the handles tightly without interruption. This noticelably relieves the strain on your arms.

The cockpit: The Hands-On-Cycle provides a clear view of the trike's most important operating and control units. It offers space for additional devices, for example, you can mount your smart-phone holder there.

The mast of the Hands-On-Cycle is made of aluminum and has a resistant powder coating in Blue shade grey matt. At the heart of the complex design is a cardan joint. Thanks to its sophisticated mechanics, Hands-On-Cycle manages to combine steering and drive in one element in an extremely efficient space-saving design.



Four-way adjustable

Hands-On-Cycle can be continuously adjusted for people with a height of 1.62 to 2.00 m* (5'3" to 6'6") and arm lengths of 70 to 94 cm* (27" to 37"). Optimization is possible in all three dimensions. The length adjustment range of the handson-cycle unit in the main frame is 6 cm (2.3"); the footrest can be extended by up to 14 cm (5.5"). The mast has an adjustment angle of 22°. The grip width can be varied between 52 and 62 cm (20.4" and (24.4"). Another possibility for adjustments is offered by the flexible seat systems from HP VELOTECHNIK. We recommend the ErgoMesh Premium.

*Approximate value; consult with a specialist dealer as to whether and how Hands-On-Cycle can be used for your personal indications and a test ride are necessary in any case.

Compact for transport

The basic models for Hands-On-Cycle, Scorpion fs 20 and Scorpion plus 20 and 26, are foldable. And remain so even with the hand drive mounted. The difference: The folding size becomes larger, and an additional handle is required: Before you can fold the main frame, the hand drive mast must first be folded to the side.





All data from your engine, always perfectly in view.



What is already difficult for many cyclists is often even more complex for hand bikers: giving hand signals when turning. Our optional WingBling turn indicators make it easy.



Hands-On-Cycle is prepared for options such as the foot plates. Another option is the Lower leg fixation. Both have Velcro straps to fix the feet and legs.

Technical Data

Length	
Height	
Folded dim (LxBxH)	105 x 83 x 98 cm
	(3'4"× 2'7" × 3'2")*
Turning circle	4,76 m (15'6") outside
Weight	from 25 kg (55 lbs)
Riders size	
	(5'3" – 6'6")

^{*} Folded dim. may increase depending on accessories



Chassis

The Scorpion's sting: Advanced suspension technology you can enjoy

Let's start with the best bit: There's no need to read the small print on this page to enjoy the luxurious comfort offered by your Scorpion. All the latest vehicle technology expertise comes pre-installed into your HP VELOTECHNIK trike. Lean back, relax, and enjoy the smooth ride and the scenery around you! Now look forward to the next pothole: Your roughest trails have just become even more inviting to enjoy what German engineers call Fahrvergnuegen! Read along to find out the details:

HP VELOTECHNIK's refined suspension system treats you to relaxing comfort. It increases safety by improving control and road holding. And the best part: You save energy — an effective suspension lets you go faster! All unsprung jolts convert part of the propulsion energy into an upward or downward movement of the trike and rider, never to be recovered. On the full-suspension HP VELOTECHNIK trikes on the other hand, only the wheels follow the contours of the rocky road. Even riding along dirt tracks becomes a pleasure!

Important: The quality of a trike's suspension becomes particularly clear when carrying a great deal of luggage or riding on hills. Compare the suspension technology of the vehicles in which you are interested under different ride conditions: Paved streets, undulating roads, and dirt tracks. Load the luggage rack (and the lowrider if available) with heavy bags and check the suspension when riding on hills in low gears. It will quickly become apparent if your pedaling force is converted into undesired pogo instead of powerful propulsion.

The Scorpion trikes' rear suspension uses HP VELOTECHNIK'S *No-squat* suspension concept: The combination of an exceptionally stiff rear frame with the sophisticated positioning of the single swingarm pivot, the large, double ball-bearing-mounted chain roller effectively prevents drive forces from affecting the suspension and avoids unpleasant pedal kickback. Whereas a well-designed suspension should react sensitively to even slight bumps on the road, the frame and swingarm bearing must be built as rigidly as possible so that you can precisely control and dynamically accelerate the trike. The rear swingarm pivots with durable maintenance-free bearings on a precision-machined axle. The elegant triangular design of the rear swingarm creates a slender, robust framework to which the shock unit is connected with a harmonious flow of force. You can choose from either a steel spring or an air shock unit, both tried-and-tested in the MTB sector. Their spring stiffnes and oil damping rate have been finely tuned by our expert engineers.

A big benefit: Whereas simple elastomer buffers become noticeably embrittled at low temperatures. HP VELOTECHNIK's shocks remain reliable and comfortable!

When using the basic DNM DV-22 shock with its steel spring, the oil damping rate is permanently fixed. By adjusting the preload, you can compensate for approximately 10 kg (22 lbs) of change to the payload. In the case of larger changes, you can simply adapt the chassis to the payload by switching to a softer or harder steel spring.

The optionally available ROCK SHOX air shock has external damping adjustment, allowing you to adjust the suspension/damper settings in line with your style and road conditions. You can even block the suspension. Instead of using steel springs,

this ultra-lightweight shock uses air to set the spring rate and has a progressive characteristic curve for excellent bottom out protection. With an air shock pump, you can easily change the pressure and optimize the suspension characteristics.

HP VELOTECHNIK recommends setting the suspension so that your chassis compresses about a third of the total available suspension travel when you get on. This ensures that there is enough negative suspension travel for rapid de-compression in the event of sudden potholes and the total suspension travel is comfortably used in the event of harsh impacts without any hard jolts.

Why does a chassis with efficient suspension design need any damping at all? Mainly, to quickly stop oscillation caused by bumps on the road so that the chassis is quickly ready for the next bump.

Furthermore: The dynamic forces change depending on where the center of gravity is, which is determined by the size and weight of the rider and luggage. A further influence: If a rider works hard and moves his/her upper body unevenly, the suspension can be subjected to additional forces. As a trike rider, you benefit from a further physical advantage over the conventional upright cyclists: In the recumbent position, you pedal forward and thus place few downward forces on the suspension. On the *Scorpion* unwanted effects are suppressed during the the decompression cycle by an oil stream inside a refined hydraulic damper. If you select the lightweight air shock from ROCK SHOX, you can alter the rebound damping settings with an adjusting wheel and optimize your chassis to your specific ride situation. A good setting for maximum comfort is achieved when the rear wheel decompresses completely after a shock and then oscillates only once. Your trike will react to the slightest bumps as quickly as a *Scorpion* can sting.

Did the Scorpion hit its mark? Convince yourself by taking an extensive test ride. Your HP VELOTECHNIK dealer looks forward to your visit!















Your wish: Extra power! Turn your Scorpion into an E-Trike

No other type of bicycle is as perfectly compatible with electric motors as recumbent trikes. Why, is obvious: The ease of pedaling in the ergonomic sitting position makes the ride even more pleasant. The built-in aerodynamic advantage of your recumbent trike can also be leveraged electrically. Less drag means more range. As a unique safety advantage our E-Trikes can be equipped with a turn signal!

Depending on which electric drive system on the trike you pedal, a powerful motor supports you up to three times your pedaling power, depending on the system. With a smile on your face, you can climb the local mountain with a trailer or drive to work quickly and effortlessly.

Especially remarkable is that the perfect pedaling experience does not change with the motor. Thanks to HP VELOTECHNIK programming and impeccable engineering, there is no stuttering, no noise, and no delicate throttle. The e-drive is very safe and the support only starts

when you want it to. It starts as soon as you pedal and ends subtly through electronic sensors when the trike reaches 25 km/h (16 mph) respectively for USA 32 km/h (20 mph, Class 1 electric bicycle). Higher supported speeds can be reached with our *Scorpion* fs 26 S-Pedelec (see page 36).

This pre-programmed top speed allows your *E-Scorpion* to legally conform to a Pedelec (*Pedal Electric Cycle*) in Europe. It can be ridden in most EU countries without registration, helmet, or license plate. Once over 25 km/h (16 mph), the trike basically rides like a normal *Scorpion*.

The light weight of the trike allows a normal riding feeling, even when the battery is drained. When climbing, the trike has the advantage that it keeps its track even at slower speeds. If you stop at a traffic light, you don't need to set foot on the ground!

You have the choice, because these four different drive systems provide extra power on your *Scorpion*: either the extremely quiet hub

motor from NEODRIVES in the rear wheel or one of the three bottom bracket motors from SHIMANO'S STEPS series. They all reinforce how HP VELOTECHNIK's unique power forward design enhances your riding experience.

Each of these four powerhouses has its own character – just like you. This enables us to offer you a solution that is exactly tailored to your needs. All systems have in common the low centre of gravity of the battery. The *Scorpion* can also accommodate a second battery.

Just like a mini-dashboard the ergonomically arranged, easy-to-read operating elements facilitate the rider's technical monitoring. You reach your destination relaxed, no matter if you want to leave the traffic jam behind or take a big tour with heavy luggage.



SHIMANO STEPS: Versatility is the key

Maximum bandwidth: With the *EP801 Cargo, EP5* and *E5000* systems, we use the most advanced motors from the SHIMANO *STEPS* motor range to fit to our trikes. Each system has it's specific advantages. The very compact *E5000* integrated into the front boom is ideal for the price-conscious. The *EP5* already offers 50 percent more power. The *EP801* high-end system impresses with a maximum power of 600 W and a torque of 85 Nm. We install the *EP801* in the *Cargo* version. It provides full power practically after the first pedal stroke.

Automatic comfort: You can combine all engines with fully automatic gearing. The *EP801 Cargo* comes with two highlights: the continuously variable *Trekking Automatiq* from ENVIOLO and the 10-speed *Cues Di2* derailleur from Shimano, which always engages the most efficient gear when riding thanks to *Autoshift Technology*. As with the *EP5*, the proven *Nexus Di2* 8-speed hub gear system is also available for the *E5000*. The *EP5* can also be optionally equipped with the 5-speed automatic hub *Nexus Di2*. The Result: You let the machine work and dedicate yourself to relax to enjoy the surroundings!



Top: The displays are always located at the end of the handlebar. On the large, high-contrast black-and-white-display, the control button for the light is positioned directly below it.

Center: The battery is located under the seat with a favorable low center of gravity on the right or left side, depending on the model.

Bottom: The STEPS motors are positioned right at the front in the beautifully shaped front boom with a forged brakket from HP VELOTECHNIK.

You prefer to have it in your own hands? Then choose from our manual gearing systems. If you mostly ride on flat terrain, go for the 8-speed derailleur, which also comes with an attractive price. Fans of high-end technology, on the other hand, will enjoy the legendary 14-speed hub gear from ROHLOFF, the Speedhub.

The slim silhouettes of the motors blend discreetly into the multi-award-winning design of the *Scorpions*. The large chainrings provide lower chain forces at high torque, which has a positive effect on the lifespan of the chain and sprocket compared to many other bottom bracket motors. The forces of rider and motor go directly to the chainring, even at speeds above the pedelec support limit of 25 km/h (16 mph) or, for US Class I electric bikes, 32 km/h (20 mph). Your power arrives at the rear wheel without noticeable power loss.

With a range of up to 191 km (118 miles), the STEPS system delivers a powerful result from the efficient energy management of the standard 418 Wh lithium battery.

The range increases by almost a third if you alternatively choose the optional battery with 630 Wh capacity, which we supply with 4 A quick charger. The externally identical batteries can be easily removed by unhinging them and removing them off from the side. They snap back into place just as quickly and easily. If you have a wall outlet available once you have reached your parking spot, you can even recharge the battery without removing it from the trike.

Additionally, all those who want to be on the safe side when it comes to range can choose the optional second battery, which always comes with 630 Wh capacity. This backup power source travels safely on the special mount under the seat. To supply the system with power, you can replace a battery with the second one by switching them from side to side during a short stop.



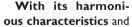


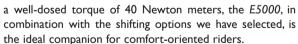




SHIMANO STEPS E5000

By far the most affordable electric motor in our modular system comes in a particularly small housing. This fits elegantly on the bottom bracket boom of your *Scorpion*, which is specially forged for the *STEPS* motors.





Comfort meets versatility: The large surface of the black-and-white display (6,9 cm / 2.7") ensures good readabi-



lity with its high-contrast display. The system impresses with its very easy handling, including the practically integrated light button. Wireless connectivity to smartphone apps and a variety of bike computer functions underline the versatility of the STEPS E5000 build by SHIMANO.

SHIMANO STEPS EP5

Surprising: The system is located in the mid-price segment, but is very powerful. A torque of 60 newton meters means an increase of 50 percent compared to the *E5000* motor.

This expands the range of use of your trike immensely and ensu-

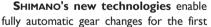
res a wide range of applications in everyday life. The *EP5* delivers plenty of power both on hills and as a towing machine in front of a children's trailer or cargo trailer.

Comfort fans choose the Nexus Di2 hub, with either 5 or 8 gears. You will already appreciate the advantages of the

fully automatic gearing, which can be activated at the push of a button, after the first lap. When stopping at traffic lights, for e xample, the noworry package automatically engages a low gear. Otherwise, too, the *Nexus Di2* always shifts into the most efficient gear. To ensure that the shifting process is smooth and without jolts, the system automatically reduces the assistance for a moment.

SHIMANO STEPS EP801 Cargo

The flagship: The SHIMANO EP801 catapults the topic of e-mobility into a new dimension. All modules have been revised and equipped with new software. The top system impresses with a torque of 85 newton meters. It goes without saying that HPVELOTECHNIK includes a large color display (7.1 cm / 2.8") with numerous bike computer functions.



time on a derailleur. The system always selects the most efficient gear when riding thanks to the Autoshift technology. But it can do even more. Freeshift technology detects braking: parallel to deceleration, thus the chain is shifted to a lower gear.

Ingenious additional feature: Via our app, you can program the motor with two completely individually tunable profiles. This is perfect if you want to get the bike ready for different areas of use or riders in seconds at the touch of a button on the display.

We chose the *Cargo* version of the *EP801* with care. It allows you to get full power from the motor practically with the first pedal stroke. The maximum assistance ratio is a whopping 400 percent.





US Class delectric bicycle 250W 20mph

NEODRIVES **Z20**: Innovative German power for connoisseurs

The typical features of rear wheel hub motors are that they are incredibly silent, dynamic and versatile. An outstanding choice for this

type of drive is the Neodrives Z20: Optimized for dynamic riding, it comes with a futuristic design and an energy efficiency of 85 percent coupled with easy-use features.

The stats of the NEODRIVES Z20 speak for themselves. The maximum degree of support is 300 percent. When accelerating, the motor increases its maximum power output to up to 450 watts. With a 576 Wh battery, you can achieve ranges of up to 136 kilometers (84 miles). The whisper-quiet rear-wheel drive is a gearless motor. Thus engine power is not lost to the chain or sprocket. This protects these drive parts,

which will last up to four times

longer on average than with bottom bracket motors. To ensure the highest quality

standards, the motors are made in Germany.

A particular advantage of a hub motor system in contrast to bottom bracket motors is that they can recover energy when riding downhill, and therefore increase your range.

This technology is called recuperation. Just push a button on the control unit and the motor operates as a generator. This charges the battery and also protects the pads of your disc brakes. The drive also protects the environment and your wallet. With modern green electricity, a full charge of riding pleasure costs you only pennies per day.

Unique in the recumbent bike sector: The Scorpion with hub motor has a reverse gear for maneuvring. Reverse travel at up to 3 km/h (1.86 mph) is activated via a submenu in the control unit and started with an initial movement by the rider.

Tailwind with a thumb: The remote control of this innovative system is mounted directly on the handlebar grip. The most important settings can be controlled by using your thumb. The developers have arranged the five buttons ergonomically in such a way that their size and positioning are intuitive right from the start. In other words, the large plus and minus buttons for switching through the support cannot be missed.

The NEODRIVES Z20 also makes it easy to take a closer look at data such as: remaining range, battery charge level, motor support, daily distance travelled or average speed. Thanks to the convenient user interface, the menus on the 2.4-inch display can be scrolled quickly and easily.

HP VELOTECHNIK trikes give you the choice of positioning the NEODRIVES display either next to the handlebars (picture on the left) or the "Top View" above the handlebar end for best readability.

To reinforce the high quality, we offer you two options for gearing choices: The SRAM 30 derailleur system with 3x10 very finely tuned gears, and the robust *C1.12* bottom brakket gearbox from PINION with an enormous gear ratio range of 600 percent.











Which E-Drive fits best?

Four motors in the range up to 25 km/h pedal assistance, each with several drivetrain options, optimally cover your demand for additional electrical energy.

Smooth and comfortable: The STEPS E5000 has a very harmonious feel with a torque of 40 Nm. In combination with the 8-speed SRAM X4 derailleur, you have a good companion for relaxed tours in moderately demanding terrain. If, on the other hand, you often drive in hilly terrain or in the city with frequent starts and stops, the STEPS EP5 with 60 Nm and the Nexus Di2 automatic transmission from SHIMANO is the perfect choice. The rear hub shifts fully automatically and thus offers maximum comfort and safety: You can fully concentrate on the road without having to think about shifting gears.

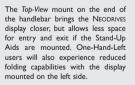
If you want endless power on the mountain or want to turn your trike into a packhorse, you will quickly become a fan of the *EP801 Cargo* system

with 85 newton meter. Regardless of the torque specifications, which can only be compared to a limited extent, the most important factor for many people is how much thrust the engine develops at low speeds. Here, the *EP801 Cargo* version and the *Z20* hub motor go head-to-head. Beyond all power comparisons, the *Z20* scores with a highly sensitively tuned driving behavior. Nature lovers will appreciate the practically inaudible power plant in the rear wheel.

In contrast to hub motors, the bottom bracket drive doesn't know the meaning of overheating when driving slowly on a very steep mountain. On those uphill grades, you are always well protected with Shimano STEPS. By the way: comfortable uphill riding is an established engineering domain of our stable trikes.

All four systems offer impressive ranges. Invest even less thought into the location of your next power outlet with our optional extra battery. NEODRIVES wins the comfort rating in this exciting area. Instead of switching batteries, you simply switch a single cable.

Standard mount for the NEODRIVES display: the display beside the handlebar: A great solution for riders who do not want the display constantly in view, and which also gives people with Comfort and Therapy accessories on their trike easier entry and exit.



The SHIMANO STEPS System (on the picture E5000) requires the display to have the Top-View mount — with all the advantages of this mounting position, but without any of the drawbacks: There are no restrictions for any of the accessories!







Technical Data

System	SHIMANO STEPS E5000	SHIMANO STEPS EP5	SHIHANO STEPS EP801 Cargo	NEODRIVES Z20	NEODRIVES Z20 RS
	US: Class I electric bicycle	US: Class 3 electric bicycle			
Available for	all Scorpion-Models	all Scorpion-Models	all Scorpion-Models	all Scorpion-Models	Scorpion fs 26 S-Pedelec
	excl. S-Pedelec	excl. S-Pedelec	excl. S-Pedelec	excl. S-Pedelec	(Outside EU: all 26" rear wheel trikes)
Support up to	25 km/h (16 mph)	45 km/h (28 mph)			
Push assist up to	6 km/h (4 mph)				
Reverse gear	-	-	-	up to 3 km/h (1,8 mph)	
Range*	up to 189 km (117 miles)	up to 184 km (114 miles)	up to 191 km (118 miles)	bis 136 km (84 miles)	up to 60 km (37,5 miles)
	(up to 463 km / 288 miles with	(up to 460 km / 286 miles with	(range with additional battery tbc.,	(up to 290 km / 180 miles with	(up to 120 km / 75 miles with
	additional battery, folding limited)	additional battery, folding limited)	folding limited)	additional battery, folding limited)	additional battery, folding limited)
Force amplification	3 levels: Eco / Normal / High	3 levels: Eco / Trail / Boost	3 levels: Eco / Trail / Boost	5 levels	5 levels
Noise level	silent bottom bracket motor	silent bottom bracket motor	very silent bottom bracket motor	extremely silent hub motor	extremely silent hub motor
Max. torque	40 Nm (at the front motor)	60 Nm (at the front motor)	85 Nm (at the front motor)	40 Nm (at the rear wheel)	40 Nm (at the rear wheel)
Rated power	250 W	250 W	250 W	250 W	400 W
Maximum power	420 W	500 W	600 W	450 W	1000 W
Rechargeable battery	SHIMANO 36V Li-Ion (Gene-	SHIMANO 36V Li-Ion (Gene-	SHIMANO 36V Li-Ion (Gene-	BMZ 36 V Li-Ion	BMZ 48V Li-Ion
	ration 1), removable	ration 2), removable	ration 2), removable	removable	removable
Support	up to 200 %	up to 300 %	up to 400 %	up to 300 %	up to 400 %
Energy content	418 Wh	418 Wh	418 Wh	576 Wh	627 Wh
Battery weight	2,6 kg (5.7 lbs)	2,6 kg (5.7 lbs)	2,6 kg (5.7 lbs)	3,5 kg (7.7 lbs)	4,2 kg (9.2 lbs)
Battery life	800-1000 charging cycles	800 – 1000 charging cycles	800 – 1000 charging cycles	800 – 1000 charging cycles	800 – 1000 charging cycles
Charger	SHIMANO (2 A)	SHIMANO (2 A)	SHIMANO (2 A)	BMZ fast charger 4A	BMZ fast charger 4A
Charging time	.6,5 hours (3,5 hours 80%)	6,5 hours (3,5 hours 80%)	6,5 hours (3,5 hours 80%)	4 hours	4,5 hours
Charger weight	0,5 kg (1.1 lbs)	0,5 kg (1.1 lbs)	0,5 kg (1.1 lbs)	0,85 kg (1.9 lbs)	1,08 kg (2.4 lbs)
Additional weight	ca. 8,2 kg (18.1 lbs)	ca. 8,4 kg (18,5 lbs)	ca. 8,1 kg (17.9 lbs)	ca. 8,7 kg (19.2 lbs)	-
Display	Black/white display	Color display above	Color display above	Black/white display above	Color display above
	above handlebar	handlebar (Top View)	handlebar (Top View)	handlebar (Top View)	handlebar (Top View)
	(Top View)			or side of handlebars	or side of handlebars
Drivetrain	SRAM X4 8 speed derailleur	SRAM X4 8 speed derailleur	SHIMANO Cues Di2 10 speed derailleur	SRAM 30 speed derailleur gearing	SRAM 30 speed derailleur gearing
	gearing, twist shifter	gearing twist shifter	gearing (electric) with button	bar end shifters	bar end shifters
	20": 44 / I I – 34 teeth	20": 44 / 18 teeth	20": 50 / II- 43 teeth	20": 60-52-40 / II-36 teeth	52-42-30 / I I-36 teeth
	26": 38 / I I – 34 teeth	26": 44 / 23 teeth	26": 44 (SFN: 38) / II- 43 teeth	26": 52-42-30 / I I-36 teeth	
Drivetrain	SHIMANO Nexus Di2 8 speed,	SHIMANO Nexus Di2,	ROHLOFF Speedhub 14 speed	PINION C1.12	PINION C1.12
(alternatively)	automatic rear wheel	automatic rear wheel	(rear wheel internal gear hub) or	12 speed internal gear transmission	12 speed internal gear transmission
	internal gear hub	internal gear hub	ENVIOLO Trekking Automatiq		
		(5 or 8 speed)	(stepless planetary gearbox)		
Extras	optionally with big battery pack	optionally with big battery pack	optionally with big battery pack	USB interface	Touchscreen
	(630 Wh) and fast charger (4 A;	(630 Wh) and fast charger (4 A;	(630 Wh) and fast charger (4 A;	Bluetooth interface	USB interface
	2,5 hours: 50%); on option	2,5 hours: 50%); on option	2,5 hours: 50%); on option	on option: additional	Bluetooth interface
	additional battery (630 Wh)	additional battery (630 Wh)	additional battery (630 Wh)	battery (576 Wh)	on option additional
	Bluetooth interface	Bluetooth interface	Bluetooth interface		battery (651 Wh)

^{*} Range as stated by manufacturer: SHIMANO STEPS E5000, EP5 and EP801 Cargo: support mode Eco, flat terrain, 23 km/h, system weight 105 kg (231 lbs), outside temperature 23°, without electric gearing and light (standard battery with 418 Wh); EP801 Cargo with Eco mode on Level 3 (27 Nm) and start of support with Level 5. NEODRIVES Z20: 100 W rider input, support level 1, flat terrain, smooth roads, 70 kg (154 lbs) payload incl. rider; NEODRIVES Z20 RS: support level 3 in optimal conditions (flat terrain, temperature 20°, even ride, pedalling power driver 80 W, speed 39 km/h (24,2 mph); with support level 5 up to about 40 km (24.9 miles).



Seating systems

Take a seat and enjoy: Seating systems from HP VELOTECHNIK offer pure ergonomics

The comfortable seat is a major advantage of a recumbent. Recumbent riders who rave about their *Scorpion* will tell upright bicycle riders who suffer from permanent pressure points when sitting, about two unbeatable benefits. The first is comfortable seating and the second back-friendly ergonomics.

The relaxed feel of the comfortably reclined position is an important benefit of your HP VELOTECHNIK trike. The seat position has more of an impact on how your ride feels than any other component. For exactly these reasons, HP VELOTECHNIK gives top priority to the design of the seat as the central contact point between rider and bike.

Imagine getting off your bike after a long and energetic day of riding and your only ailment is the achiness in your thighs. You can relax and forget any concerns about bruises on your bottom, numb private parts, painful spinal discs, or a stiff neck. The secret lies in the perfect fit. The premise for powerful pedaling without pressure points is an ergonomically optimized recumbent seat in which the entire upper body can be supported over a large area.

Since everyone is built differently, we have developed three seat systems: the sporty hard shell seat *BodyLink*, the breathable mesh seat *ErgoMesh* and the flexible mesh seat *ErgoMesh Premium*. This allows you to optimize your bike for a wide range of uses.

Sit back and experience how all three seat systems can flexibly adapt to your body shape. On the following pages we will show you what modern recumbent seating systems are capable of and what accessories you can use to equip your individual oasis of well-being.

Test it for yourself: Your HPVELOTECHNIK dealer will happily show you the great ergonomics offered by these seats!

NET SEAT

ErgoMesh

Cool comfort that breathes: Mesh seats ensure the best possible air circulation on the contact surfaces. When you lean back, you can feel how pleasantly the *ErgoMesh* seat surface adapts to your back and buttocks. The ergonomically optimized support with a maximum of individual adaptability succeeds thanks to up to eight tension straps as well as four *OrthoFlex®* cushions.



NET SEAT

ErgoMesh Premium

Comfort with maximum flexibility: The ErgoMesh Premium is just as airy and adaptable as the ErgoMesh seat — but in terms of flexibility and adjustment options it even surpasses it. With the Seat-O-Flex hinge developed by HP VELOTECHNIK, you can adjust the angles of the backrest and seat surface independently of each other on this premium seat.



SHELL SEAT

BodyLink

Hard shell, efficient power development: The advantage of a shell seat is its ultra-precisely defined shape. Our sophisticated technology nevertheless offers highly flexible adjustments. This makes the anatomically shaped *BodyLink* the perfect abutment for the best possible power transmission when pedaling. Sporty riders on the hunt for new speed records appreciate this.



OrthoFlex® - perfectly tailored ergonomics for the mesh seat

The basic elements of the OrthoFlex® technology are four highly breathable cushion blocks made of open-pored polyurethane material. They can be individually cut to size. You simply insert these 3D cushions into the side pockets of the seat, align them according to the shape of your back and close the pockets with velcro. This fixes the four elements in a non-slip position. If the alignment is not yet as desired, one is easily able to readjust the cushions while sitting: Simply take a seat in ErgoMesh or

ErgoMesh Premium, open the velcro fastener and optimize the cushion position.

OrthoFlex® was originally developed with orthopaedic specialists for use in the Gekko fxs children's bike that grows with the child. But why should only the youngest benefit from such smart technology? Combine the advantages of the simplest handling and maximum flexibility to get the greatest possible adaptability.



ErgoMesh seat

ErgoMesh – the breathable mesh seat

The *ErgoMesh* seat incorporates a high-strength aluminum frame, which is anatomically designed for ergonomic back support. Seven tension straps and four *OrthoFlex®* pads are used for individual adjustment.

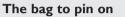
The washable seat cover has a two-layer construction. Our engineers have chosen a very air-permeable mesh fabric as the base material. In combination with the broad tension straps, it has the right level of elasticity to prevent bruising from your belt or thick clothing seams. On top of this is a 3D knitted fabric with a cut to fit the body. The abrasion-resistant material wicks away sweat and is therefore used on the main contact areas. Its contours define the areas where you insert the four <code>OrthoFlex®</code> elements from the side. And finally, the cut shape of the 3D knitted fabric in combination with the discreet blue contrasting topstitching gives the <code>ErgoMesh</code> seat its sporty, dynamic look.

The ErgoMesh even has one advantage over the ErgoMesh Premium: an integrated zip pocket. Placed on the upper edge of the backrest, keys and the (very) small belongings fit in to that pocket – or the optional rain cover. If you need more storage space, simply equip the ErgoMesh with the optional Add-on bags.



This is what ErgoMesh and ErgoMesh Premium have in common

Even though the frame shape of ErgoMesh and ErgoMesh Premium is fundamentally different, they are like twins in many ways. Find out which comfort options and accessories you can use to upgrade both seats to a unique oasis of well-being; here shown on the ErgoMesh Premium.



A well designed seat back may seem to be a basic feature. But at HP VELOTECHNIK

it can do much more! We have equipped the mesh seats with two removable, functional luggage pockets, the Addon bags. Separated neatly, they accommodate the optional seat rain cover as well as the small everyday items.

Both bags are made of water-repellent Cordura® and have a protected zipper. They each offer a pack content of 1.4 litres. The left pocket made for stashing the protective cover has an airy mesh fabric on the side,

so that the contents can start to dry while you continue your journey.

Reflective Elements

For extra safety there are reflective strips on the side of the seat and on the back of the bags, which provide better visibility when in the headlights.

Easy Seat-mounting

The mounting on the trike is done with the proven 3-point mounting system from HPVELOTECHNIK. The ingenious design of the seat mounts allows the seat angle to be adjusted with infinite settings in seconds. All you have to do to set the desired position is to close three quick releases

An additional advantage of the 3-point mounting by HPVELOTECHNIK is that you can interchange ErgoMesh Premium, ErgoMesh and BodyLink as you wish.

Optional headrest

A headrest can be mounted on the upper cross brace if desired. The height and inclination of the headrest can be adjusted in a few moments thanks to quick-release levers.

Show your colors

The seat is designed for the inclusion of a flag pole. With the optional flag as passive safety equipment, you set a clearly visible exclamation mark in traffic.

Under tension

To individually adjust the fit of the seat to your body, you can adjust the tension straps on the ErgoMesh Premium in addition to positioning the OrthoFlex® pads. The back sec-

tion is equipped with five, at the ErgoMesh
Premium with six tension straps, which can be adjusted to be firmer or more flexible in seconds using a ladder buckle. Two

located under the seat. In order to crea-

te the optimal power transmission in the transition from belt system to seat, the extremely resistant material Hypalon® was used, which is most notably used in boat building.

Nice and clean

The seat cover of your mesh seat is washable and can be replaced even after many active years in the recumbent.

ErgoMesh Premium seat

ErgoMesh Premium - the best of two worlds

The premium version: For the first time in recumbent mesh seat design, the ErgoMesh Premium allows the angle of inclination of the seat and backrest to be adjusted independently. By that it combines the best of two worlds: the ergonomically adjustable fit of a partially flexible hard shell seat with the airy comfort of a mesh seat.

The frame is made of high-strength aluminum tubes and gives the premium seat its unmistakably defined contour. For outstanding comfort the Ergo-Mesh Premium combines a unique material mix of six different woven and knitted fabrics. This makes the seat both highly breathable and comfortable. In addition the seat is highly adjustable.

Unique: Seat-O-Flex

this unbelievable comfort and find out how much

difference 14 degree backrest angles can make.

The Seat-O-Flex joint is the linchpin for your best possible comfort. Before all other innovations in this superlative seat, the developers at HP VELOTECHNIK were convinced that for maximum flexibility, the seat and backrest should be freely adjustable and independent of each other. Adjusting the angle of the seat as a whole, you can already do this with the ErgoMesh. With it the rider can choose either the aerodynamic reclining position or the upright position for a wider field of vision. But the rigid overall construction also means that in a very upright position it offers less support to the front. Also at a very flat angle some people feel pressure from the front edge of the seat. You will enjoy the new freedom with the Seat-O-Flex technology in the ErgoMesh Premium seat by your ability to adjust the backrest and seat completely independently from each other. Experience

Multi section design

In order to provide optimum support for the back and buttocks, the ErgoMesh Premium seat is divided into eight large cushion zones. The individual sections are separated by ventilation channels. The structure combines aesthetics and functionality by providing the greatest possible air supply precisely in those areas where the body sweats most.

Seat with contour

The aluminum frame (6061 T6) with its elaborately shaped 3D outline defines a new standard for recumbent seats. The design challenges that the engineers overcame were outstanding. The front edge of a recumbent seat has to fulfil two seemingly contradictory tasks: it must provide firm support to the front, but at the same time offer comfortable freedom of movement for the thighs when pedaling. The ErgoMesh Premium delivers on that perfect shape for maximum support.

Details make the difference: A glance at the upper seat mount on the ErgoMesh Premium shows that in contrast to the ErgoMesh seat and BodyLink, the mount with its characteristic long slits can be folded away flat. This makes transport easier and saves space.



You have two options for transporting the bike in the car. You can leave the seat on the trike and, after releasing a quick release, simply fold it

forward. This will make your Scorbion nice and flat. If you want to trans-

port the trike folded, remove the seat. You'll then also have two choices.

With the seat folded, the ErgoMesh Premium becomes short and com-

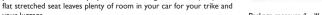
pact. Or it can also be fully opened. With a height of 16 cm (6.3"), the

Small is beautiful

your luggage.

mix. The seats made of simple foam





Package measure: 68 x 41 x 24 cm (26.8" x 16.1" x 9.4")

Premium upholstery The construction of the ErgoMesh Premium seat is characterized by a complex material

used on some recumbents can sometimes offer a pleasantly cushiony feeling during the

very high level of breathability combined with a very good cushioning effect and firm support for your back.

Package measure (L x W x H): 89 x 41 x 16 cm (35" x 16.1" x 6.3")

BodyLink seat



The rider is the benchmark. In the recumbent position, the pressure on the spinal discs is a third of that when bent forward. Active sitting and pedaling strengthens the back muscles. The urologist Prof. Porst advises people to use recumbents: "This means of transport offers all the benefits of a normal bike but with the added benefit that it does not restrict the blood flow around your genitals." The sports medicine specialist and urologist Prof. Frank Sommer has done the research: The recumbent seat is better than any futuristically designed bike saddle.

Do recumbent riders love for longer?

The height and tilt angle of the head rest can be adjusted. Washable cushion with reflective strips and webbing for inserting battery-powered rear lights. A great bag. The microbag has a 1 liter capacity for storing life's most important little items. Detachable from the seat, it can also be used as a practical hip bag.

The blue, ripstop-nylon rain cover can be stored in the microbag behind the seat.



Optimum ventilation with the Airflow seat cover. The breathable mesh fabric is combined with a comfortable cushion. Air flows through large openings in the spinal canal.

This seat is completely tailored to you: BodyLink – ergonomics are flexible!

The BodyLink seat by HP VELOTECHNIK is tailored to the natural S-shape of the spine:The combination of a rigid, anatomically-shaped hard shell seat and a slightly curved back rest with a flexible connecting section offers you perfect support over a large area. The two-part design allows the upper and lower parts to be aligned steplessly and independently of each other within a defined angular range.

With two quick-release levers you can fix the position of the lumbar support in your lower back area and at the same time the height of the front edge of the seat. With the third quick release, you can set the angle of the backrest in seconds: upright in the city, flat and fast in the country. The appeal is in the variety. At the same time, the <code>BodyLink</code>'s narrow backrest, compared to mesh seats, gives you plenty of freedom to move your upper arms, even in the upright position. An excellent basis for dynamic driving maneuvers and lots of driving fun.

On the practicality side, you can stipulate your seat size with millimeter-precision; the length of the *BodyLink* is infinitely adjustable. For shorter riders, an adaptor moves the seat forward by about 4 cm (1.6"). HPVelotechnik manufactures the innovative recumbent seat from fiber-reinforced plastic with a lightweight foam core and a reflective side edge for improved visibility in the dark. The standard version is padded with EVA foam, while the optional *Airflow seat cushion* provides immediate and pleasant ventilation.



High or wide - the main thing is to sit casually!

Change your level more often: The orthopedically convincing seat systems from HPVelotechnik are available in several heights. Thanks to the quick-release fastening, they can be removed in 15 seconds and thus interchanged in no time at all.

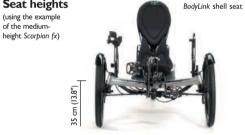
In addition to the design of the Scorpion, it is above all, the seat height that determines the character of your vehicle. Low seating allows sporty, dynamic driving with maximum tipping stability. High seating allows easy entry and exit and offers a good elevated view, but requires adapted cornering speeds.

The suffix HS in the name stands for high seat. Mounted on HP VELOTECHNIK's highest trike, the foldable Scorpion plus, the airy ErgoMesh HS as well as the flexible ErgoMesh Premium HS offer a seat height of 57 cm (22.4"). This is higher than your office chair! When you get home, the high seat puts you comfortably at eye level with drivers in traffic. For the sporty drive on the weekend,

touring on a lower seat like the BodyLink ensures low air resistance, efficient use of pedaling power and maximum stability in fast bends. Suitable for the high seats, the optional long handlebar offers an 8 cm (3.1") higher grip position. This is ideal also for smaller riders on lower seats. HS seats are available for all Scorpion models except for the Scorpion fs 26 S-pedelec.

Big is beautiful: Both the ErgoMesh and the ErgoMesh Premium seat are available in a lush XL version. The 38 cm (15") wide ErgoMesh grows to a width of 43 cm (17") as ErgoMesh XL or HS XL.The seat depth increases by 5 cm (2") and the backrest height by 4 cm (1.6"). The ErgoMesh Premium seat (41 cm/16.1" wide) has a 46 cm (18.1") wide seat surface as ErgoMesh Premium XL or HS XL, with an increase in seat depth and backrest height of 3 cm (1.2") each.

Seat heights (using the example of the medium-







Seat widths

ErgoMesh seat: 38 cm (15") width

25 cm (9.9") seat pan 55 cm (21.6") back rest

ErgoMesh Premium seat: 41 cm (16.1") width

24 cm (9.4") seat pan 63 cm (24.8") back rest



ErgoMesh XL seat:

43 cm (17") width 30 cm (11.8") seat pan 59 cm (23.2") back rest

ErgoMesh Premium XL seat: 46 cm (18.1") width

27 cm (10.1") seat pan 66 cm (26") back rest





Perfect break-time reading: The Scorpion news

"The new Scorpion fs speaks for itself. (...) When put on our cobblestone test track, it really had the wow factor: The full suspension irons out all bumps with subtle precision and eagerness." AKTIV RADFAHREN

"Thanks to the smaller wind resistance area, recumbent riders need to use less energy to travel at the same speed as an upright rider with a larger wind resistance area. To top off this blatant injustice: the recumbent rider is also seated more comfortably. Comfort that turns the Scorpion's speed into a relaxed experience. (...)

The *Scorpion* is most impressive when abruptly changing direction on a slalom course, at high cornering speeds, and when braking with the quickest possible deceleration. Simply pull on the handlebar or apply the brake on one side only; until you have learned to corner more quickly by correctly applying the brake on the inside of the bend, the award-winning chassis is extremely forgiving. After all, *Scorpion* riders want one thing above all: fun." Frankfurter Allgemeine Zeitung

"Ride to the top and the grandiose view of the Danube opens out in front of you. (...) The bottom brakket with the large 60 tooth chainring has already started to descend, the *Scorpion* picks up speed by itself.

The under seat steering lies firmly in my hands, two fingertips touch the brake levers for the two disc brakes on the front wheels.

Four pedal rotations with full pressure from my back and the Scorpion accelerates like a rocket. Click, click, move the thumb lever for the rear shifter right forward, full speed ahead!

We're taking off; my heart jumps for joy! At the bottom, I encounter a gravel parking lot – the perfect place to stop: I hit the lot at an angle, the right wheel rumbles over the ground, the rear brilliantly absorbs the grassy cross-ridge in front of me. There is no risk of skidding despite the loose ground and no sensation of tipping.

Hard on the brakes and the Scorpion stops like a Porsche, standing still in a huge cloud of dust – I thump my thighs with joy. Brilliant!" AKTIV RADFAHREN

"The Scorpion is a comfortable travel and touring trike with an aluminum frame. As it only has one rear wheel, HP VELOTECHNIK does not need a differential and can use the suspended rear wheel swingarm of two-wheeled recumbents. That offers ride comfort. The short wheelbase enables cornering maneuvers like those with a go-cart." ABFAHREN

"Don't let anyone say that trikes are for beginners or old ladies: The Scorpion trike enables riders to climb hills that defeat many mountain bikers." PM MAGAZIN

"HP VELOTECHNIK has put a great deal of expertise as a recumbent manufacturer into the *Scorpion*: With the full-suspension rear axle, special racks, and disc brakes on two front wheels, the exotic vehicle is perfect for both long trips and short everyday journeys." TREKKINGBIKE

"The HP VELOTECHNIK Scorpion is one of the finest trikes available. (...) This trike rides like a refined tadpole that has been built for years. HP VELO-

Teclinik und Moor

TECHNIK is serious about recumbent design and the Scorpion demonstrates this — and shows that they are very serious about the trike market. The Scorpion is one impressive trike." RECUMBENT CYCLIST NEWS

"I think the best way to sum up the Scorpion is that it is smooth: the transmission is quiet, the steering is light and easy-action, and the suspension does its job without drama. It rolls along willingly, and those fat frame tubes really lend it a solid feel." VELOVISION

"The Scorpion is beautiful. It's very slick and very modern with a sort of "practical performance" look. (...) In fact the word "solid" is a word that I've often used to describe HP VELOTECHNIK's bikes and it also applies to their first trike. The Scorpion has that same secure, dependable and silent personality that the Street Machine Gte, Speedmachine and Spirit all have. It's hard to describe but it's very confidence inspiring. It definitely will give you faith enough to launch out on any journey without worry of your 'bent letting you down." BENTRIDERONLINE

"The test verdict: Outstanding.



Innovative technology

meets recumbent. We were impressed with the HP VELOTECHNIK Scorpion fs right from minute one. The sporty ride properties, the excellent comfort, and the great workmanship are all-round impressive. There is a definite risk of getting addicted to this bike!"

AKTIV RADFAHREN

"With the Scorpion, HP VELOTECHNIK rings to the market a so-



phisticated, expertly-made touring trike, which impresses riders with sophisticated technology, well-selected components, a safe ride, and a whole lot of riding fun! A test ride is a must!"

AKTIV RADFAHREN



The recumbent manufacturer HP VELOTECHNIK has been named Germany's best bike manufacturer by the sector association VSF for five

time. The bike dealers that are members of the VSF assessed their most important suppliers in categories such as product quality, delivery quality, customer service, and complaint handling. HP VELOTECHNIK received particular praise for its high quality and outstanding customer service.







She is just as much at home at major events like the Tater Tot Recumbent Rally as she is in demand as a guide for budding globetrotters. In 2007, she set out on the journey for the first time – and lost 45 kilos over the course of the next five years. So in 2012, the then 5 l-year-old switched to the streamlined and sporty *Scorpion fs 20*. Of course, it was not yet clear where "Myrtle the Turtle" would take her – as she lovingly calls her vehicle. In







the meantime, the inseparable couple has visited countries on every continent. Whether Mexico, Colombia or Morocco, Thailand, New Zealand or Italy: In countless videos and blog entries she has recorded her impressions and unique pictures tell of the encounters.

The trike travel expert from Portland, Oregon is especially appreciated for her precise advice. For those who are going on a big trike trip for the first time, her tour diaries are a real treasure trove. Maybe it's because, in addition to technical tips, she has countless personal pieces of advice at her fingertips and loves to share her experiences. In this way, she conveys exactly what you won't find anywhere else. Details on organization, for example, or tips for accessories, where she shares all her experience.

With her travels, Sylvia has become increasingly independent and practically lives completely her project, which she now calls "Truck, Trike an Trailer". Because for her and Myrtle, their new home is now an American truck with a large camping trailer. Two impactful events kindled the decision of moving to widest mobility. One was the Corona pandemic: "I couldn't travel like I used to. Just stay in a hotel on the route? Impossible!"

The other has to do with her Scorpion: in 2019, the little turtle got a motor from the SHIMANO STEPS series. This opened up a whole new world for Sylvia. Planning routes and taking the topography into account, for example? Was yesterday! Whether mountains or wild terrain – now the whole world is at the feet of the electrified turtle and its pilot.









Dominik Ehrich: The fighter and the Scorpion

For the mountain rescue team at the Kitzsteinhorn, November 23rd, 2008 is a day like any other. Skier buried under an avalanche. Mission. Search. Digging through the snow. Located – rescued and flown out by helicopter.

For Dominik Ehrich it is the day that changes his life. He is lucky – in a way. Because he has been buried under the white masses just a couple of minutes too long. The experts say that after being buried for more than 15 minutes in an avalanche oxygen starvation starts to become critical. For Dominik it has been 17 minutes.

Three weeks later the doctors wake him from the artificial coma. The athlete has become a helpless, bed-ridden nursing case. Training with the ski squad? Never again. Biking up to the Kampenwand? Forget it! Dominik is suffering from ataxia, as the doctors call it. His muscles are powering with their counterparts simultaneously. But what can you expect when leg extensor and leg flexor (muscles) block each other?

"Five years after the accident I wanted to find out where I stand. Biking on Teneriffa, with mountains, muck and dirt."



His doctors oracled then: "You are lucky if you don't end up in a vegetative state!" But that is no option for Dominik. He is an athlete. For one and a half year he fights in a wheelchair. Begins to re-program his body step for step. The doctors are impressed. In their eyes a life without a wheelchair would be a huge success for Dominik. But his mind is already set on bikes again. And on the Kampenwand. But reality means the walking frame. For one and a half years again. Then he casts the frame aside and exchanges it for crutches.

Only speaking defies him even after six years. That's why he writes. Short messages for his vis-à-vis. Articles for newspapers, bike magazines. He completes an internship at "BIKE" magazine. Then the turning point: for "FAHRRAD NEWS" he tests four trike models. On these the self confessed motion-junkie (Dominik on Dominik) can run riot. And he falls in love with the *Scorpion fs* 26 by HP VELOTECHNIK.

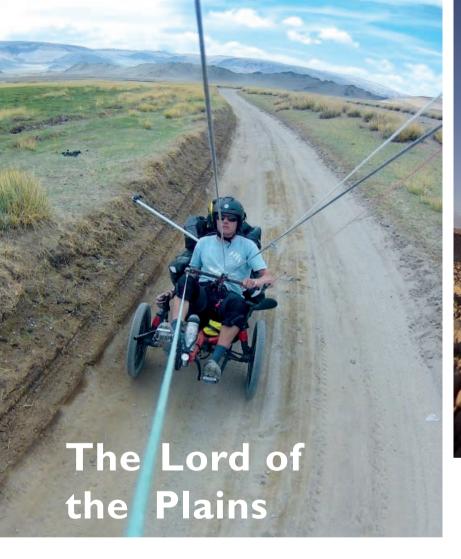


"I triked into a new life, and the Scorpion has been and still is a real emotional support"

The trike offers the perfect kick: "The cyclic pedalling motion has a harmonizing effect on both halves of the brain" he says. Nerve re-generation becomes enhanced. And his lungs, almost caved in then, work more and more powerful. But the best is: "This completely new motion- and speed feeling: to master a new piece of sports equipment perfectly in spite of all restrictions, gives an unbelievable sense of achievement."

He masters the Scorpion well enough to feel confident to fly to Teneriffa for four month. Writing coverage and scouting the island. The trike of his choice: the terrain going Scorpion fs Enduro by HP VELOTECHNIK. When he comes back in Mai 2014 he talks of "we" and "my green friend". Lets see — maybe he introduces the Kampenwand to his green friend one day ...







A company that builds exceptional bikes, always meets people with exceptional ideas. When Matthias Ramsel presented us with his wish how to use one of our *Scorpions*, we were somewhat perplex. We had to ask, "How should this work?" since it was obvious that what Matthias was planning has never been conceived from the designers of this trike and was and is far removed from it's intended use and any warranty.

Matthias ideas were challenging – not only from a technical point of view, but also on a personal level. To prove his competence, Matthias calmy showed us some photos of his last bike tour – which took him from German Hesse a few thousand miles far into the Himalaya.





Video-Link: Matthias Ramsel (Rider, Adventurer, Kite-Triker) with moving images from Mongolia https://www.youtube.com/user/springpatt Or QR-Code scan



Matthias next project: A "Transmongolian-Kite-Trike-Tour". While sitting on one of our trikes he aspired to "fly", e.g. let himself be pulled by kite from Russia over the Mongolian plains right into Beijing. Mongolia had two distinctive advantages for his plans: reliable, strong western winds to carry him forward and empty, dusty high plains witout trees, telephone poles, or other obstacles.

A bike rider who has the wind as a friend ... This did sound great – but it had a hitch. As every triker knows, you have to have both your hands on the handlebars, especially at high speeds over uneven terrain. At the same time, to steer a kite you need another two hands.

The solution Matthias presented to us was not a biological sensation but a very unique and logical technical idea: The *Scorpion* would be steered with the pedals with straps running from the pedals to the handlebar allowing even the smallest movement to steer the trike. If the kite is pulling you forward, you do not need to pedal.

Nice theory, possibly disastrous. The first tests on the flat beaches in Holland proved, however, it works! Mostly! Even an experienced adventurer like Matthias will have the occasional setback. But, it does not stop him.

Finally Matthias took-off with one *Scorpion fs*, three "Flysurfer" kites, and lots of baggage to Novosibirsk, Russia.

Then ... silence. No word from Matthias. Of course: No telephone poles also means a lack of internet. What he did have makes for a great adventure: sandstorms, ice rain, temperatures from -5 to +45°C, and after a number of roll-over "events", a broken handlebar.

In the end we received a victory message: Arrival! Totals: 90 days on the trike, 5000 km (3106 mi) from which 1200 km (745 mi) were "flown" in Kite-Drive mode within 32 days, top speed with baggage 53 km/h (33 mph). And one small detour of 2000 km (1242 mi) due to a strict Chinese border officer. But isn't Lake Baikal instead of Beijing a very nice arrival point, as well?

What comes next? During wintertime, Matthias has already run tests in the snow of an deserted air field on top of the "Wasserkuppe", Hesses highest mountain. He tried out a new combination of trike, kite and a couple of old cross-country skis – yep, it also could work on snow! South Pole or bust?

Tourblog: www.kite-trike-tour.blogspot.de









Recline in style



Their shared passion for innovative bike technology brought founders of HP VELOTECHNIK, Paul Hollants and Daniel Pulvermüller, together early on. Already as students they became the winner of a national engineering competition with their fully suspended tricycle velomobile, which was the foundation stone for an impressive development from a garage lab to one of the most advanced bike and trike manufacturers in Germany. While still studying industrial engineering and mechanical engineering at the Technical University of Darmstadt, Hollants and Pulvermüller started their own business in 1993. The company name HP VELOTECHNIK is composed of the surnames of the founders and also alludes to the English name of the still exotic vehicles of that time: Human Powered Vehicles.



"HP VELOTECHNIK stands for innovative, reliable recumbent technology on two or three wheels: fast bikes and trikes on which one can enjoy the panoramic views with laid-back comfort and style. Ergonomics and refined design act at the forefront. Forget about pressure points in the nether regions, sore wrists or a stiff neck. No matter whether you are commuting or are on a grand cycle journey - on our bikes and trikes you feel good, look good and make good progress."



Paul Hollants, one of the two founders of HP VELOTECHNIK, public relations and business management director



During pre-assembly the freshly powder coated enduro frames take a round trip on the carousel. Here the folding hinges and the suspension are assembled



Outstanding design. Hollants and Pulvermüller are convinced: great technology has to look great - sleek, lean, structured and functional. That is why HP VELOTECHNIK'S products have been distinguished with multiple renowned design awards.



A front wheel finds it's place on the forged high tensile strength wheel carrier of the Scorpion fs Enduro chassis. For this model blue bellows protect the strut.

Today, the engineers at HP VELOTECHNIK have more than two decades of experience on the design and optimization of bikes, trikes and accessories for active people. With over 35 expert engineers, skilled mechanics and dedicated customer service specialists, HP VELOTECHNIK manufactures around 2000 bikes and trikes per year and is one of the leading manufacturers delivering premium recumbents to Europe and the USA. All signs point to future growth: An increasing proportion is exported to more distant regions such as Australia, Japan or South Africa.

In the spacious recumbent factory in Kriftel close to Frankfurt, Germany, the trikes are elaborately hand built by specialised technicians. A welding shop enables own prototyping, Computer-controlled test stands assist in the quality assurance of the ach. They strictly believe in well engineered, long lasting, high qualibikes and trikes. The focus is on the design of innovative cycles and matching accessories and the assembly according to customer requirements using the comprehensive modular system. The basis of success of the developments are thereby the extensive riding experiences of thousands of customers all over the world.

Before an idea becomes part of reality HPVELOTECHNIK's skilled engineers perform accurate reseach and tests. They team up with cooperating universities to ensure the latest technical approty products instead of fast product cycles.

Based on the same principles, HP VELOTECHNIK exclusively distributes their premium products through a well-trained network of specialised cycling stores. These retailers ensure an excellent advice, extended test rides and a premium after-sales service.

CEO Daniel Pulvermüller gets his hands dirty during prototype production. The series frames made of highstrength aluminum alloy are welded and heat treated by dedicated frame builders in partner factorys.

About 1500 different components are awaiting their assembly in an individually configured bike in the recumbent maker's stores.

HP VELOTECHNIK: Pure recumbent passion to enjoy!

The centerpiece: The lightweight, rigid frame is made from high-strength, large diameter tubes of 7005 T6 aluminum alloy. The CNC-machined tubes, custom press forged folding hinges and laser-cut plates are linked through precise craftsmanship with impressive finely scaled, heavy-duty welding seams in the TIG process.

Tricycles are exposed to high tor-

Tricycles are exposed to high torsional forces when cornering, accelerating and braking, particularly with a heavy luggage load. In order to efficiently bring your pedaling force on the road any time and to optimize driving safety in extreme conditions, the engi-



neers at HP VELOTECHNIK minimize flexing of the frame. An example: HP VELOTECHNIK's high-strength aluminum main frame tube with a solid 2 mm wall thickness provides a 34 % increase in torsional stiffness compared to a steel tube of similar weight and a wall thickness of I mm. You will feel it at once: the precision of the steering, the sporty handling and safe braking.

Each frame undergoes a heat treatment process to remove stresses from bending and welding and to achieve its maximum strength. The frame is perfectly smoothened before receiving an inside and outside anti-corrosion coating. For a uniquely brilliant finish, the frames then are painted by hand with a tough powder coating. Depending on your chosen color, it will be either a deep rich multilayer color or a combination of base color and clear coating. Besides the offered standard colors, all *Scorpion* models can be painted in your preferred custom color!



The experience of many years of precise craftsmanship confirm: attention to detail is the base for perfection.

Measuring realtime material stresses for FEM analysis in the 3D CAD model.



Inhouse testing banks for rigorous functional and fatigue strength tests of components.



Overload testing during prototype test rides on the road and in more extreme situations



Computerized pressure distribution analysed on a *BodyLink* seat for the ideal shape.



Trike development at HP VELOTECHNIK

The focus is on people. At HP VELOTECHNIK trikes are designed on the basis of your needs, modern construction methods and ergonomical sense, down to the smallest detail. Modular, orthopaedically designed seating systems such as the highly adjustable *BodyLink* seat or the well ventilated *ErgoMesh* seat in various heights, widths and lengths help creating a perfect link between you and the bike.

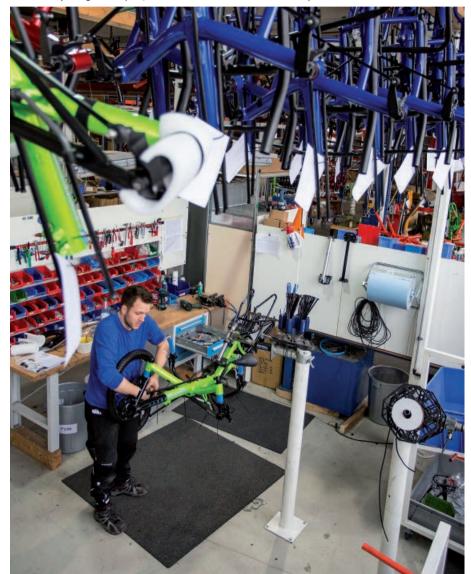


"A driving sensation like in formula 1, enormous stability on snow or gravel or with luggage facing a hill climb — who ever has tested our touring trikes has quickly been fascinated by the driving pleasure.

And you don't even have to take your feet off the pedals for your snack break!"

CEO Daniel Pulvermüller, engineering and production director

An individually configured Scorpion fs Enduro trike is assembled in the workshop.









Top: Well greased? The folding joints of a Scorpion fs are thoroughly inspected by trained Mechanics. More than 25 apprentices have learned their trade at HP VELOTECHNIK. The scope of apprenticeships covers bicyle mechatronics as well as wholesale and export merchants.

Left: Tuesday is barbecue day. Now things are inspected on the Grill which has been welded to a double-seater-sofa-tandem by the apprentices during one of their projects.

Right: Once a year it is open day at the factory. Paul Hollants explains to the public how the wheels get to roll.

HPVELOTECHNIK is committed to the advancement of cycling in the following associations:









Features

Optional features and accessories from HP VELOTECHNIK: With a Scorpion trike, you'll be ready for the challenge

Optional features for true individuals: Do you have your own notion of your ideal bike technology? Our modular system enables us to build your trike to meet your needs and desires. A whole range of reliable features and components is available for your *Scorpion*, all of which have been specially developed to excel in everyday use. For example, the *Streamer* front fairing extends the bike season to all year round by protecting you from the elements. With our torsionally-rigid luggage racks, your bags are positioned securely on the frame where they enjoy full suspension instead of swinging from side to side on the fork or handlebars.

On this and the next double page, let yourself be inspired by what is traditionally called an accessory. However, on a trike like the *Scorpion* these amenities will truly add to your complete riding pleasure. Or can you imagine setting off on a tour as casually with a traditional upright bike as with a coffee mug on the *Side Bag Mount* of a tricycle?

For the drivetrain and brakes, we use reliable, easy-tooperate components from the cycling world's most prestigious manufacturers. We even combine these to create unconventional solutions, such as a one-handed brake and shifter operation.

If you want to go beyond the optional features shown on the next pages of this brochure and equip your *Scorpion* in line with your own ideas, we will gladly supply your dealer with the complete trike technology in the form of our frame kit.

Our highly competent dealers are there to give you comprehensive advice. Disc brakes and hub gears can make noise; tires, shocks, and chain drives can wear out. Your dealer knows the advantages and disadvantages of the various components, can tell you the maintenance intervals, and will gladly help you tailor your Scorpion's features to match its intended use, your riding style, and your needs. With the extensive HP VELOTECHNIK worldwide dealer network, you can rely on perfect service in your vicinity. Check our dealer database at www.hpvelotechnik.com for details.

Years of fascinating riding pleasure await you!

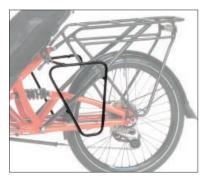
Luggage



The stable Rear rack for two panniers up to a 25 kg (55 lbs) load is optimal for the high lateral forces when riding a tricycle. Your panniers ride low and close to the rider. next to the rear wheel. The advantage of the Scorbion series with the smaller 20inch rear wheel is that the platform for larger panniers is integrated above the rear wheel. The rack is made of aluminum t ubes (12 mm and 10 mm / 0.47" and 0.39") with black powder coating.



Always on top: Might you also want to load the Scorpions with the large 26-inch rear wheel? No problem. With the Top Load attachment it's so easy. With this platform solution mounted to the basic Rear rack (tubing in 14 mm / 0.55"), you can store up to 10 kilos (22 lbs) – and your tent or a basket rides along with the best suspension in the industry.



Ideal for heavy loads: On the four models Scorpion fx 20 and 26 as well as Scorpion plus 20 and 26, an additional lowrider carrier for up to two additional bags (up to 25 kg / 55 lbs) can be mounted on the luggage rack. This allows the center of gravity to move a little lower and improves road performance even more. The models with a 20-inch rear wheel already have an integrated platform for placing bulky loads over the rear wheel.



The universal side bag holder Side Bag Mount fits small bags as well as a variety of different attachments with up to a 5 kg (11 lbs) payload. This ranges from waterproof handlebar bags such as those from Ortlieb to drink holders. The black anodized aluminum tube with 22 mm diameter can be attached to the ErgoMesh seat and the ErgoMesh Premium seat in various positions.



ErgoMesh and ErgoMesh Premium can be equipped with two removable, functional luggage pockets, the Add-on bags. Separated neatly, they accommodate the optional seat rain cover as well as the small everyday items. Both bags are made of water-repellent Cordura® and have a protected zipper. They each offer a pack content of 1.4 litres. The left pocket made for stashing the protective cover has an airy mesh fabric on the side, so that the contents can start to dry while you continue your journey.



For the BodyLink, the Microbag is a great bag for the little tour. It offers one liter (61 CUI) of storage space for the important little things in life. When you remove the sturdy bag made of reinforced Cordura® from the seat, it transforms into a practical hip bag thanks to the supplied elastic strap.

Weather protection gear



Optimized protection with elegant lines: HP VELOTECHNIK has developed fenders especially for tricycles with our Trikefender. The inner side and the lower edge are pulled down to improve the splash protection to the rider, especially when cornering. The mounting elements are attached to the inside of the bike and are well protected. The rounded profile with a width of 60 mm (2.36") makes it possible to mount tires up to 50 mm (1.97") wide like the SCHWALBE Big Apple.



If you like off-roading, you will appreciate our practical Rear mudguard Endura for the rear wheel of the Scorpion fs 26 Enduro. The wide and strong construction with an aluminum support protects the neck and back of the head from splashing water and flying debris.



Rain cover for the BodyLink seat is made of blue ripstop nylon – so your seat stays dry after a rain storm. You can always have the "little blue" with you, it can be rolled or folded narrowly and then easily fits into the backrest (ErgoMesh seat) or into the BodyLink Microbag.







Highlight (picture left): The SON hub dynamo lighting system for your Scorpion has unmatched efficiency and is extremely light. Always ready for use, even in rain and snow. The ultra bright 100 lux LED headlamp B&M IQ-X brings extra safety with daytime running lights (Licht 24). B&M Toplight 2C plus taillight. Parking lights in front & rear. Twin-wire cable in the frame.

Eyro Light Set (picture right): The 30 lux battery-powered light set from B&M has a USB charging port with a charging cable is included. The rear light Toplight 2C permanent is also from B&M and is powered by 2 AA batteries.

Send a signal! With our WingBling turn indicator, cyclists now can easily show their intentions in traffic. Advantage: It is not only the communication with other road users that makes the WingBling a unique accessory to your trike. It also makes your ride safer: In sharp corners you leave your hands at the handlebars instead of using hand signals.









With the extra-large viewing window of the B&M E Rear mirror, you can see what's going on behind you. The field of view is easily adjustable, but remains in position even on rough surfaces. Mounted on the kingpin or with bar end bracket on the handlebar; optionally available on the left, right or both sides.



What the handbrake does in the car is done by the Parking brake (picture left) on the tricycle: safe parking even on sloping ground assured by a SHIMANO V-Brake with a large thumb lock lever.

Coupled front brake (picture right): Designed for all those who want to effectively control both front wheels at the same time with one brake pull.

HP VELOTECHNIK offers this both as an option for the mechanical disc brake AVID BB7 and for the hydraulic disc brake Cargo Duo by



The classic rear mirror for cyclists: Mirrycle with slim design and round field of vision. Mounted at the end of the handlebar, when using barend levers with a bar-end attachment. You can also use it as a bike computer holder. Mounting on both sides is possible.



Safety is not a fashion statement: Many recumbent riders enjoy using a flag to increase visibility in traffic; it belongs on their ride like a bell or horn. With our logo and eyecatching design, you'll bring a new level of attention to the road for everyone. Silver Reflective with orange Print.

Comfort options



Hand rest: a real increase in comfort for all trike drivers. The hands steer lightly without having to support the weights of the lower arm. The comfortably padded Hand rests can be individually adjusted to all angles and inclinations. Also available with the possibility to fixate the lower arm — an ideal add-on for the one-hand operation of brakes and drivetrain.



Sporty: The SeatWings hip supports for the BodyLink seat offer optimum lateral support in fast curves. Your upper body remains freely movable so that you can dynamically lean into the curves. The flexible carbon supports are padded with breathably materials.



Very small, but a great time saver for those who frequently remove their seat: Although the Adjustable seat stop reduces the adjustment angle by 4°, it makes it easy to find a seat position once it has been selected. Suitable for ErgoMesh Premium, ErgoMesh and BodyLink seats.



The Airflow seat cushion provides optimum ventilation for the BodyLink molded seat. The breathable spacer fabric is combined with comfortable cover. Large openings in the spinal canal allow for an air exchange.



Front Boom Quickadjust: Just open two quick releases and you can adjust your Scorpion to different lengths.
Developed by HP VELO-TECHNIK, the Front Boom Quickadjust gives you the advantage to easily change the length of the trike for transport or at any time a "shorter" trike is needed.
Adjustment range approx. 15 cm (5.9").



Headrests

The Headrest for the ErgoMesh net seats can be adjusted in height and inclination in seconds thanks to its quick-release construction. The mesh upholstery is washable.

The Headrest for the BodyLink seat can be adjusted in height and inclination. The padding is made of mesh material with reflective stripes and a strap for inserting a battery rear lights and is also washable.





Walking aid mount: Easy insertion, safe transport and fast removal of walking aids. The practical fastener adjusts seamlessly to diameters from 20 to 31 mm (0.78 to 1.18 inches). HP VELOTECHNIK's stainless steel clip fixates the walking aid and releases it again with a non-fumbling one hand operation.

Rehab options



Everything from a single source: People who need all the controls on their bike on one side of the handlebars can choose the *One-hand operation* option: Thanks to custommade manufacturing, we can install engine control, gear shift, brake, plus parking brake and light with turn signals left or right.



Pedal with heel strap: The alternative for those who do not want or may not be able to use SPD* system pedals. Easy entry with any kind of shoe through the automatically selfrighting positioning. One hand tightening allows for safe and efficient pedaling. One grasp is enough to release the shoe again when needed.



The Standing-up support provides two grips, one positioned at each side above the left and right front wheel. They provide a firm grip and come in handy to lift yourself up from the seat or to support when getting into your trikes. The standing-up support can be easily removed with one screw.



The ErgoPedal with safety release allows fixation and an adjustment to the angle and the width of a foot. Practical large, one-hand operated hook-and-loop fasteners featuring an integrated steel spring. The SPD® pedal allows some lateral movement to ease the load on the joints when pedaling and offers real emergency exit options.



Comfortable and save: HP VELOTECHNIK has developed Support belts that are extremely easy to use for optimum stabilization of the upper body and pelvis: The large range width can be adjusted by using the ratchet strap. Suitable for the ErgoMesh mesh seat.



The ErgoPedal with calf brace is especially for users with functional impairments of feet and lower legs. This allows simultaneous active and passive movements which can mobilise with every turn of the crank. Angle, width and height of the lower leg support are adjustable. This version does not rely on an SPD® pedal for stability reasons.

Additional accessories



You will not be anonymous with the Airzound compressed air horn: the horn emits up to 115 dB, but you can also lower it to a tame 30 dB. The air chamber of the light plastic bottle (400 ml / 24 CUI, fits in standard bottle holders) can be filled very easily with a normal air pump.



Everything in view and always within easy reach: The Universal Mount is the most practical answer to the question: Where do I put my mobile phone on the trike? Simply fasten the handlebar holder of your mobile phone, GPS device or other digital helper on the black anodized holder (approx. 7 cm / 2.75" long, 22 mm / 0.86" tube diameter) above the handlebar end.



Monarch RL air shock from ROCKSHOX. Practical: The spring stiffness can be easily adjusted to the payload using a shock pump. Equipped with adjustable hydraulic rebound damping and a blockable compression stage, it boasts the best response recorded in our tests. 262 g (9.2 oz) weight saving compared to the steel shock DNM 22.



With the small version for the front with the easy-to-fasten Speedometer mount for computers, you ensure tidy conditions on the bottom bracket. So you always have your speedometer in front at the wheel in view. This is also ideal for plug-in battery lights.



Immobiliser: Push out the handle, pull out the key - and the powerful AXA Frame lock effectively locks the rear wheel. The AXA accessory Chain for Frame lock (1 m / 39" long) is recommended as an extra to securely lock the trike



Complete protection: HP VELOTECHNIK offers a light-weight Chainwheel disc instead of the ram protection. This saves 150 g (0.33 lbs) of weight on the sporty SRAM 30 gears as well as rear wheel hub motor sets from NEODRIVES.



Drivetrain

Driving forward

Even with electric assist on the rise, a bicycle is defined as an apparatus which is mainly driven by human power. No other invention is able to do this as efficiently. The symbiotic combination of man and machine has inspired bicycle designers for the last 200 years. The history of the bicycle began with German engineer Drais' Dandy Horse and now extends to high end derailleurs with automatic shifting.

HP VELOTECHNIK's engineers have narrowed down the giant selection available today to find a selection of outstanding drive train systems, integrating them into our recumbents to perfectly satisfy your needs. This means that you always have the right option for your dream bike once we custom build your trike to your specifications.

Derailleurs or internal gears: Not only is there modern technology at work, but also two different philosophies which go beyond the ideas of 8, 14, 24, or 30 gears. Internal gear hubs allow you to shift while standing still. Derailleur shifting has its advantage with small changes between evenly spaced gears. Both internal gears and derailleur shifting can even be combined in our Tripleshift drivetrains. As a further advantage for recumbents, you can use all the chain rings with all the cassette cogs since the chain is so long, that it makes every gear combination ridable.

The following pages focus on an overview of the shifting systems you desire. Your HP VELOTECHNIK dealer is ready to help to find the perfect set-up for your needs.



STURMEY ARCHER + SRAM / SHIMANO

Tripleshift 24 / 30 speed

Reliable Combo: Recumbent enthusiast's first love: The combination of a 3-speed internal gear hub plus derailleur shifting. The reliable internal gear hub from British pioneers STURMEY ARCHER allows not only changing gears when standing still, but it also expands the range of the derailleur shifting. The 24-speed gearing is equipped with twist shifters, the 30-speed (MICROSHIFT XLE) is operated with bar end shifters.



Sram 30 30 speed

The Elegant Racer: Are you looking for performance? Then the lightweight SRAM 30 with a triple crankset and 10 speed cassette is just right for you. The wide gear range and precision shifting ensure flexibility when you need it. The ergonomic barend shifters are a comfortable fit to your fingers and provide a reassuring "click" when operated.



Cues Di2 10 speed

No more shifting cable: The gearing Cues Di2 we offer exclusively in combination with the bottom bracket motor STEPS EP801 Cargo. This electric derailleur automatically shifts to the appropriate gear when riding and shifts back when braking. Of course, you can still shift through 10 gears at the touch of a button and with extreme precision and speed.





Technical data

24 or 30 sp. internal plus derailleur gearing
24 speed: gearing 20": 46/II - 34 / 26": 39/II - 34
24 speed: development 20": 1,49 $-$ 8,53 $$ m / 26": 1,69 $-$ 9,64 $$ m
30 speed: gearing 20": 46/II - 36 / 26": 39/II - 36
30 speed: development 20": 1,50 $-$ 8,68 m / 26": 1,67 $-$ 9,67 m $$
Shifter 24 speed: SRAM long twist shifter
30 speed: bar end shifter
Cassette SHIMANO CS-HG50 (24) / CS-M77 (30)
Rear Derailleur Sram X4 (24) / Microshift XLE (30)
Combination with motor No

30 speed derailleur gearing
Gearing (20") 60-52-40 T / II - 36 T
Gearing (26") 52-42-30 T / II - 36 T
Development (20") I,67 m - 8,2 m (5'6" - 26'11")
Development (26") 1,67 m - 9,5 m (5'6" - 31'2")
Shifter SHIMANO bar end shifter
Cassette SRAM PG-1050
Rear Derailleur SRAM GX

Combination with motor .. NEODRIVES Z20 and Z20 RS

10 speed derailleur gearing
Gearing (20") 50 T / II – 43 T
Gearing (26") 44 T (SFN: 38 T) / 11 – 36 T
Development (20") 1,81 m - 7,09 m (5'9" - 23'3")
Development (26") 2,10 m - 8,20 m (6'9" - 26'9")
SFN: I,88 m - 7,36 m (6'2" - 24'1")
Shifter SHIMANO Di2 with button
Cassette Shimano CS-LG400
Rear Derailleur SHIMANO Cues Di2 (electric)
Combination with motor SHIMANO STEPS EP801 Cargo

SHIMANO

Nexus 5 / 8 speed

The No-Worries-Package: The perfect selection for all those who prefer not to think too much about technology when cycling. We offer the 8speed Nexus Premium hub as a mechanical gear system. In combination with the SHIMANO STEPS motors, the Nexus hubs even become fully automatic gear systems: you can have the Nexus Di2 with 5 or 8 gears, both of which automatically select the right gear ratio!



ROHLOFF

Speedhub 14 speed

The World Tourer: Since 1998, the ROHLOFF Speedhub has become a mechanical legend. Countless world tourers have relied on the nearly indestructible internal gear hub with 14 evenly spaced gears. One of the reasons for its reliability is that the gears rest in a sealed oil bath. Your advantage: the extra-long HP VELO-TECHNIK twist shifter exclusive to HP VELOTECHNIK recumbents.



Enviolo

Trekking Automatiq

Infinitely happy: With this technology, you never have to think about shifting gears again. Once set to your desired cadence via app, the planetary gearbox does everything else by itself. We offer the powerful Trekking Automatig together with the SHIMANO STEPS motor EP801 Cargo. The stepless transmission with 380% spread lets you pedal on evenly relaxed on the mountain.

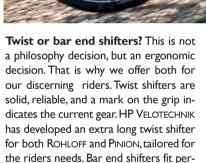


PINION

C1.12 12 speed

The Extraordinary: The completely enclosed PINION 12-speed internally geared transmission integrated up front in the bottom bracket reliably propels you forwards with ease. HP VELOTECHNIK's extra-long twist shifter is easy to use. It is the perfect companion to the hub motors.





fectly to the tip of your thumb and require less energy for a precision shift.



5 or 8 speed rear wheel internal gear hub

Gearing (20") 38 Z / 24 Z (5 speed) / 44 Z / 16 Z (8) Gearing (26") 38 Z / 30 Z (5 speed) / 44 Z / 22 Z (8) Development (20") .. 2,36 m - 6,20 m (5 sp.) / 2,19 m - 6,64 m (8 sp.) Development (26") .. 2,53 m - 6,66 m (5 sp.) / 2,12 m - 6,44 m (8 sp.) Shifter Di2 with button

Property When using STEPS e-drive available with automatic shifter Nexus Di2. Manual switching

also at the push of a button

Combination with motor .. SHIMANO E5000, EP5 and EP801 cargo

14 speed rear wheel internal gear hub

Gearing (20") 52 T / 15 T Gearing (26") 46 T / 15 T Development (20") .. 1,45 m - 7,63 m (4'9" - 25') Development (26") .. 1,71 m - 9,00 m (5'8" - 29'6") Shifter long ROHLOFF twist shifter by HP VELOTECHNIK

Combination with motor .. SHIMANO STEPS EP8

Stepless gear changing

Gearing (20") 44 T / 18 T Gearing (26") 44 T / 22 T Development (20") .. 1,89 m - 7,20 m (5'9" - 23'3") Development (26") .. 2,05 m - 7,79 m (6'9" - 26'9") Property fully automatic, stepless gear changing

Combination with motor .. SHIMANO STEPS EP801 Cargo

12 speed internal gear transmission

Gearing (20") 46 T / 28 T Gearing (26") 46 T / 36 T Development (20") .. 1,35 m - 8,21 m (4'5" - 26'11") Development (26") .. I,40 m - 8,52 m (4'7" - 27'11") Shifter long PINION twist shifter by HP VELOTECHNIK Chain tensioner by HP VELOTECHNIK with extra large pulleys Combination with motor .. NEODRIVES Z20 and Z20 RS





Special Edition

The Scorpion Special Edition: Ready to Ship!

Six pre-built models, available at short notice with an attractive price advantage

One visit to the dealer — and your new Scorpion is on its way. The Special Edition models from HP VELOTECHNIK are the perfect offer for those who make quick decisions: six trikes are waiting for you, covering many areas from the fast touring trike to the comfortable everyday mobile for silver surfers. Your extra bonus? Compared to the same equipment from our modular system, you save money!

Good things take time: Usually the bikes are manufactured in our factory individually and according to your individual wishes and that takes time. Our six *Special Edition* models, on the other hand, can be delivered on short notice. Nevertheless, you can be certain: Each of these trikes has been elaborately handmade by us in Kriftel!

Take a look at the six models: six trikes with different equipment for six different applications. Among our overall eight Scorpion series, we have identified your favorites. This starts with the non-motorized Scorpion fs 20 and the Scorpion fs 26. Both can also be had with a SHIMANO STEPS EP801 Cargo system. In the comfort models Scorpion plus 20 and Scorpion plus 26, you are supported by the new SHIMANO STEPS EP5 motor including an automatic transmission.

The equipment selected by us for all six Special Edition models includes high-quality components for everyday use that we have carefully matched to the respective area of use. This ensures maximum driving enjoyment and maximum driving pleasure for many years.



Enjoy optimum protection that also looks elegant:

guards especially for use on tricycles.

HP VELOTECHNIK has developed the Trikefender mud-

We are equipping four of the Special Edition models with STEPS motors from SHINANO. The two Scorpion Plus models are fitted with the EPS (pictured left), while the Scorpion fs 20 and Scorpion fs 26 are powered by the EP801 (main picture). All of them have automatic gearing. In combination with the EPS we use a 5-speed hub, with the EP801 the Cues Di2 derailleur selects the appropriate gear from the 10 gears.

That airy ride feeling: The breathable fabric of the ErgoMesh seat can be adjusted to your back shape with multiple wide tension straps. You can stow all your most needed things in the practical zipper pocket in the backrest. The seats are also available in the wider XL version. The Scorpion plus-comfort models are equipped with ErgoMesh HS seat which is 11 cm (4.33") higher.

protection.





B&M can be recharged via a USB charging socket. The rear light B&M Toplight Flat S senso is equipped with two AA batteries. Of course, the Eyro also lights up when stationary. On the motorized models, lighting is supplied from the e-bike bat-

It's up to you:The ROCKSHOX Monarch RL shock can be optimized for maximum comfort regardless of the payload using the supplied pump.

Turn your Scorpion into a

kes of the Special Edition

carry-all: We deliver all tri-

with a robust Rear rack for

No compromises: The heart of the Special Edition series, the frame, is the most intricate development in the trike segment from HPVELOTECHNIK: full suspension and foldable. Chassis technology with automotive engineering ensures outstanding stability even when braking around corners.



We equip the motorized Special Edition models with the lighting system IQ-XIAkku from German specialists Busch&Müller (headlights up to 150 Lux, taillights B&M Toplight 2C DC). Switching on and off is easy thanks to an optically highlighted button.



What the handbrake does in the car is done by the *Parking brake* on the trike: safe parking even on sloping ground assured by a SHIMANO V-Brake with a thumb lock lever.



You always have an eye on what's going on behind you in the extra large field of vision of the B&M E Rear mirror.



This much freedom of choice is a must: Our most variable seat, the *ErgoMesh Premium*, is available as an optional extra.

Touring models without motor

Scorpion fs 20 SE color Blue shade grey matt: drivetrain Tripleshift 30 (STURMEY ARCHER 3 speed internal gear hub with MICROSHIFT XLE 10- speed rear derailleur, bar end shifters, hydraulic disc brake SHIMANO BR-MT200 (separate brake per front wheel), headlight B&M Eyro/battery (up to 30 Lux), rear light B&M Toplight 2C permanent, low mesh seat\$ 8,390.00

Commuting models with SHIMANO motor STEPS EP801

Scorpion fs 20 SE color Colza yellow: drivetrain SHIMANO *Cues Di2* 10 speed, 36 V Li-lon battery (630 Wh), push assist up up to 6 km/h, hydraulic disc brake SHIMANO *Deore XT* (separate brake per front wheel), lighting system *IQ-X* (headlight B&M *IQ-XE* up to 150 Lux, rear light B&M *Toplight 2C*) \$ 13,340.00

Scorpion fs 26 SE color Pure orange matt: drivetrain SHIMANO *Cues Di2* 10 speed, 36 V Li-Ion battery (630 Wh), push assist up to 6 km/h, hydraulic disc brake SHIMANO *Deore XT* (separate brake per front wheel), lighting system *IQ-X* (headlight B&M *IQ-XE* up to 150 Lux, rear light B&M *Toplight 2C*) ... \$ 13,410.00

Comfort models with SHIMANO motor STEPS EP5

Six times the right one – Equipment Summary

The six bikes of the Special Edition series differ strikingly. But they all rely on a high-quality aluminum frame and the McPherson front suspension. The ROCKSHOX Monarch RL shock works precisely and sensitively in the rear, and thanks to the supplied high-pressure pump, it can be adjusted individually. Standard equipment includes:

- Rear rack
- Mirror B&M F
- SCHWALBE Marathon Plus tires
- Trikefender mudguards
- Parking brake
- Flag

For the seat, choose between the breathable ErgoMesh and the flexible ErgoMesh Premium (\$ 369 surcharge). Both are individually adjustable: Eight tension straps (respectively seven with the ErgoMesh) and four OrthoFlex® pads are used for individual adjustment. Both seats available in standard or wide XL versions.

Have you found your favourite among the Special Edition series? We have saved the best for last: Even if you buy an off-the-shelf vehicle, you won't be missing out on individuality and perhaps even a touch of extravagance! Make your trike city-ready with the Universal Mount for Smartphone or GPS device or with our new Side Bag Mount fit for the big tour! You have special needs? Do you need an Ergo safety pedal? No problem: Our extensive additional equipment, tried and tested over many years, also fits perfectly to the Special Edition models. Your dealer will be happy to explain which accessories perfectly complement your bike.

You have the full range of equipment options and special accessories with an individually built *Scorpion* trike from our modular system. You will find all the details on the next four pages.

The choice is yours! Our modular kit for your dream trike:



Pasis models							
Basic models					_		200.01
□ Scorpion (SCO) light-weight, fast Sports-Trike, 26" rear wheel							
☐ Scorpion fx 20 (SCF) foldable, medium high-seated Travel-Trike, 20"	rear whe	el	• • • • • •	•••••	\$	5,7	′90.00
□Scorpion fx 26 (SCL) foldable, medium high-seated Travel-Trike, 26" r	rear whe	el			\$	5,8	390.00
□ Scorpion fs 20 (SFS) foldable, full suspension Touring-Trike, 20" rear	wheel				\$	7,0	90.00
☐ Scorpion fs 26 (SFL) foldable, sull suspension Action-Trike, 26" rear v							
Scorpion fs 26 Enduro (SFN) foldable, full suspension Mountain-Trik	e. 26" re	ar w	heel		§	7.4	130.00
☐ Scorpion fs 26 S-Pedelec (SFE) E-assist up to 32 mph (45 km/h), 26							
□ Scorpion plus 20 (SPS) foldable, high seated, full suspension Comfor							
☐ Scorpion plus 26 (SPL) foldable, high seated, full suspension Comfor							
23 Corpion plus 20 (31 E) loidable, flight seated, full suspension Comfor	t- IIIKe, Z	.0 10	sai v	VIICCI	4	, ,,,	30.00
 ■ Basic configuration □ Option with upcharge ¬ Not available 	ocharge (S C E	SCL	SFS	SFN	SFE	SPS
Frame							
Colors							
□Front boom black anodized	0,00			•	•		• •
	0,00) -	-			-	
□Anthracite grey metallic matt	\$ 0,00) -	-			_	
□Pearl orange	0,00	- C	0			-	
□Cool grey metallic	0,00	- C	-			-	0 0
□Colza yellow RAL 1021	0,00		-	0 -		-	
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	0,00 -		-			-	0 0
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Single custom color main frame and rear swing arm powder coating .\$2	39.00	•		ш		-	
RAL-color ca.:, front boom: black anodized	40.00		_			_	
□ Double custom color main frame powder coated according to\$ 3	47.00	1		ш		-	-
RAL-color ca.:, front boom / swing arm:							
	0.00			•		_	
` ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '							00
not for STEPS or PINION	, 0.00			-			
□ Front boom carbon saves 170 g of weight,\$ 2	39.00 I			- 1	•		
not for STEPS or PINION	00.00		_			_	
☐ Front boom quickadjust compensates extra chain length when .\$2 front boom is adjusted, quick release levers	89.00	ľ			1	-	
☐ Front boom quickadjust without chain compensation \$ with QR-levers	69.00 I				Т		
Suspension							
Rear wheel suspension							
□DNM DV-22 spring / oil, spring available with various spring rates \$ (soft / standard / hard)	0.00	•	•	•	•	•	• •
□ROCKSHOX Monarch RL lightweight air shock, adjustable\$3	59.00						
hydraulic rebound damping, lock-out, incl. damper pump					_		
Front wheel suspension							
□Front suspension & stabilizer standard payload up to 90 kg / 198 lbs	0.00		_	•	•		• •
□ Front suspension & stabilizer hard payload from 90 kg / 198 lbs \$			_				

■ Basic configuration■ Option with upcharge	O Option no Not availab		SCO	SCF	SCL	SFL	SFN	SFE	SPS	SPL
Seat										
Seats										
☐ ErgoMesh mesh seat with OrthoFlex technology, prepa optional Add-on bags, 3 cm / 1.2" higher position than BodyLink st	eat	\$ 0.00) C					
□ ErgoMesh XL 5 cm / 2" wider and 3 cm / 1.2" longer than Ergo		\$ 0.00			\circ					
□ ErgoMesh HS cm / 4.3" higher position than ErgoN		\$ 0.00			0			-	0	0
□ ErgoMesh HS XL II cm / 4.3" higher than ErgoMesh □ ErgoMesh Premium with OrthoFlex technology, seat surface independently adjustable		\$ 0.00 389.00		○ (■ I) C		•	_	•	
☐ ErgoMesh Premium XL 5 cm / 2" wider and 3 cm / 1. than ErgoMesh Premium seat	2" longer\$	389.00	•	- 1	•	-	•		•	-
□ErgoMesh Premium HS II cm / 4.3" higher than ErgoMesh	Premium seat \$	389.00					_	_		
□ErgoMesh Premium HS XL II cm / 4.3" higher than ErgoM							_	_		
□BodyLink adjustable, body-contoured seat										
□BodyLink seat with brackets for small riders (4 cm / 1.6'								_		
Accessories	, .									
☐ Headrest for BodyLink seat flexible, with cushion, as in height and angle	ljustable\$	175.00	-	- 1	1	-	•		•	•
☐ Headrest for ErgoMesh seat adjustable in height and	l angle,\$	219.00					П			
with quick release lever										
☐ Airflow seat cushion for BodyLink seat, breathable fab					1					
□ SeatWings hip support for <i>BodyLink</i> seat, carbon fiber padded			-	- '	Г		•		-	
□ Rain cover for all HP VELOTECHNIK seats, Ripstop nylor □ Seat angle adapter to adjust the backrest in a more to position, with quick release, for ErgoMesh Premium seats	ıpright\$				t		E	-		
□Adjustable end stops allow exact positioning of the	seat	\$ 29.00					П			
☐ Two adjustable end stops for ErgoMesh Premium sea	ts only	\$ 58.00					П		П	
Steering										
□Long handlebars 6 cm / 2.4" higher grip position, required high ErgoMesh seats (ErgoMesh HS, HS XL) Handrests	ired for	\$ 25.00		• '		•	-		•	-
☐ Handrests left and right comfortable hand support,	adjustable,\$	189.00								
mounted on handlebar, removable cushion Handrest one side with retaining strap adjustable		135.00		-		•	•	-	•	•
☐ Handrests left and right with one retaining strap		269.00		-		•	•	-	•	•
fixation allows arm movement when mobility is limited, strap with easy entry function on one side	retaining left 🖵 right									
Tires	ŭ									
□SCHWALBE Tryker 40 mm, high wear-resistance, low ro resistance, precise steering	lling	\$ 0.00	•	•	•	•	-	-	•	•
☐SCHWALBE Marathon Plus 47 mm, very good puncture higher weight	protection .	\$ 59.00		•	1	-	-	•	•	•
□SCHWALBE Kojak 35 mm, very low rolling resistance, or drivetrain SRAM 30 speed and PINION	nly for	\$ 59.00		- 1		-	-	-	-	-
□SCHWALBE Smart Sam front wheel 60 mm, back who offroad tread	eel 54 mm,	\$ 0.00	-			-	•	-	-	-



Choose the components of your Scorpion with ease by using our comprehensive, clearly structured online configurator. Simply scan the QR-Code with your tablet-computer or type into your web browser www.hpvelotechnik.com/produkte/konfigurator

Prices and options

		Basic configurationOption with upcharge	O Option no u		SCO	SCF	SCL	SFS	SFL	SFN	SFE	SPS	SPL
Drivetrain													
Gearing													
☐ STURMEY ARCH	ER Tripleshift 2	4 speed Sturmey Archer	3 speed	\$ 0.00		lacktriangle		•		•	-	•	
internal gear hub I speed chainrin		speed rear derailleur, tw	ist shifters										
•	-	0 speed Sturmey Archer	3 speed\$	219.00							_		
	•	FT XLE 10 speed rear de											
•		rend shifters, I speed cha											
		0 speed 32 teeth STURN	-	469.00		_		_			_	_	
		MICROSHIFT XLE 10 speed											
'	0	ette 11–36, barend shifte											
lightweight SRAM	GX chainring s	et 32 teeth											
□SHIMANO Next	ıs Premium 8	speed Shimano internal	gear hub, 🧐	\$ 49.00							_		
black, twist shift		•											
□SRAM 30 speed	SRAM GX rear	derailleur, MICROSHIFT fro	ont\$	319.00		-		-			_	-	
derailleur, SRAM	cassette PG 105	0 11-36, crankset 52-42	-30,										
SRAM SL 500bare	end shifters												
□SRAM 30 speed	I SRAM GX rear	derailleur, MICROSHIFT fro	ont\$	409.00	-		-		-	-	-		-
derailleur, SRAM	cassette PG 105	0 11–36, crankset 60-52	-40,										
SRAM SL 500 bar													
•		d internal gear hub, black		2,430.00							-		
		ternal mech box, long tw											
		gear box, black, HP chain to		2,370.00	ш						-	-	
long twist shifter,	46t crankset wi	th double sided chainwh	eel disc										
Pedelec / E-assist s	vetame NEODBIN	/EC											
	•	speed electric assist up	to \$4	4 570 00							_	a l	
		illeur gearing, Li-Ion batt		.,57 0.00		_		_		_		-	
576 Wh, push as	,		/										
		30 speed electric assis	t up	\$ 0.00	_	_	_	_	_	_	•	_	_
		erailleur gearing, 48 V Li-											
battery 627 Wh	, push assist												
		2 speed electric assist ι	ıp to\$6	5,570.00							_		
20 mph (32 km/l	n), PINION CI.I2	front gear box, 36 V Li-I	on										
battery 576 Wh	, push assist forv	vard and backwards											
□ Neodrives Z20	RS and PINIC	N 12 speed electric ass	ist up\$2	2,160.00	-	-	-	-	_	-		-	_
to 28 mph (45 k	m/h), PINION CI	.12 front gear box, 48 V	Li-Ion										
battery 627 Wh	, push assist												
□2nd battery pa	ack for NEODR	IVES 36 V Li-lon battery	576 Wh,\$!	,450.00							_		
		and wire extension for											
·	-	ning the batteries,											
restricts folding	function												
□2nd battery pa	ack for NEODR	IVES 48 V Li-Ion battery	627 Wh,\$2	2,120.00	_	-	_	-	_	-		-	_
incl. mounting ha	ardware (for ope	eration battery has to be	switched										
to main battery	adapter), restric	ts folding function											
□ Display mount	position choosa	ble for NEODRIVES		\$ 0.00	0	0	0	0	0	0	0	0	0
Display position	si 🖵 si	de of handlebar 📮 abov	e handlebar										

	Basic configurationOption with upcharge	O Option no upcharge - Not available	SCO	SCF	SCL	SFS	SFL	SFN	SFE	SPS	SPL
Drivetrain (continued)											
Pedelec / E-assist systems SHIMANO	STEPS										
☐SHIMANO STEPS E5000 and S	SRAM X4 8 speed elect	tric assist\$2,080.00		П		П		-	-		
up to 20 mph (32 km/h), SRAM X4	4 derailleur gearing, Li-Io	on battery									
418 Wh, push assist			_		_					_	_
□SHIMANO STEPS E5000 and I	•			Н		ч		-	-	ч	
up to 20 mph (32 km/h), SHIMANO		tomatic									
gear hub, Li-lon battery 418 Wh,	•	. acciet up	_		_		_	-1			_
to 20 mph (32 km/h), SRAM X4 de	•		-	•	-	-	-	1	-	•	-
418 Wh, push assist			_		_					_	_
up to 20 mph (32 km/h), SHIMANO gear hub, Li-lon battery 418 Wh,	Nexus 8 speed Di2 au		•	•		-			-	-	•
□SHIMANO STEPS EP5 and Ne	•	ric assist\$3.520.00		П				ш	_		
up to 20 mph (32 km/h), SHIMANO gear hub, Li-lon battery 418 Wh,	Nexus 5 speed Di2 au										
SHIMANO STEPS EP801 Carg		need \$4 330 00						ы	_		
electric assist up to 20 mph (32 kg			_	_	_	_	_	_		_	
automatic gear hub, Li-Ion battery 418	,	5p000 2.2									
SHIMANO STEPS EP801 Carg		peed\$4,450.00		П				ш	_		
electric assist up to 20 mph (32 l											
gearing, Li-Ion battery 418 Wh, p	,										
☐SHIMANO STEPS EP801 Carg		matig\$5,570.00							_		
electric assist up to 20 mph (32 l	m/h), Enviolo hub with	automatic									
internal stepless shifting, color di	splay, Li-Ion battery 418	Wh,									
push assist											
SHIMANO STEPS EP801 Carg	o and ROHLOFF 14 sp	eed\$6,180.00		П				Ш	_		
electric assist up to 20 mph (32 l	m/h), ROHLOFF internal	gear hub,									
Li-Ion battery 418 Wh, push assis	st										
☐Big battery pack SHIMANO ST	TEPS Li-lon battery 630) Wh \$ 399.00						ш	_		
incl. fast charger with 4 A, upchar	•										
□2nd battery pack for STEPS	,								_		
transport bracket mounted on fr											
be switched to main battery ada	, ,	•									
, .	,	,									
Accessories											
□Short cranks 6.1" (155 mm), re	commended for riders	under \$ 32.00									
5'7" (175 cm)											
□ Chainwheel disc instead of cha	in guard, 0.3 lbs / 150 g	lighter, \$ 49.00		-		-			-	-	
only with 30 gear options											

Even more choice for your dream trike:



 ◆ Basic configuration ✓ Option no upcharge ✓ Not available 	SCO	SCF	SCL	SFS	SFL	SFN	SFE	SPS	SPL
Safety equipment									
Lights									
□ Light wire routing only twin wire routed through the frame .,\$ 129.00 □ for hub dynamo □ for tire dynamo							-		-
□ Lighting system rechargeable Eyro rechargeable headlight\$ 139.00 B&M Eyro, up to 30 Lux, rear light B&M Toplight 2C permanent, charging via USB connector, permanent light powered by battery	-		-		-	-	-		-
□ Lighting system rechargeable Eyro rechargeable headlight\$ 165.00 B&M Eyro, up to 30 Lux, rear light B&M Toplight 2C permanent, charging via USB connector, permanent light powered by battery	•	-	•	-	•		-	-	•
□ Lighting system Son xs-m disc dynohub IQ-X headlight\$ 899.00 B&M IQ-X, up to 100 Lux, rear light B&M Toplight 2C plus with front and rear parking lights	•	•	•	•	•		-	-	•
□ Lighting system IQ XS friendly for E-drive headlight B&M \$ 259.00 IQ XS friendly, up to 80 Lux, rear light B&M Toplight 2C DC,	-	•	•		•		-	-	•
permanent light powered by E-bike battery Lighting system IQ-X for E-drive headlight B&M IQ-X,\$ 359.00 up to 150 Lux, rear light B&M Toplight 2C DC,	-	•	•	•	•	•	-	•	-
permanent light powered by E-bike battery Lighting system IQ-XE with horn headlight B&M IQ-XE, \$ 0.00 up to 150 Lux, rear light B&M Toplight Line,	-	-	-	-	-	-	•	-	-
permanent light powered by E-bike battery Indicator lights system HP VELOTECHNIK WingBling\$ 789.00 two indicator lights, both front and back, only with E-drive	-	•	•	•	•		•	•	-
Mirrors									
□ Rear mirror B&M E wide view angle, easy to adjust,	•	•	•		•	•	•	-	-
□ Rear mirror B&M E wide view angle, easy to adjust,\$ 109.00 barend mounting on handlebar:	-	-	-	-	-	-	-		-
□ Rear mirror B&M E both sides knuckle mounted left and right ., \$109.00 □ Rear mirror B&M E both sides knuckle mounted left and right \$218.00	_		-	-	-	-	-	-	_
☐ Rear mirror B&M E both sides barend mounting on handlebar\$218.00	-	-	-	-	-	-	-		
□ Rear mirror MIRRYCLE with barend mounting, \$85.00 also usable as computer mount: □ left □ right		•	•		•		-		-
□ Rear mirror MIRRYCLE both sides barend mounting\$ 170.00 left and right	-	•	•		•		-	•	•
Accessories									
□ Flag HP VELOTECHNIK double-sided print, with reflective strip \$33.00 □ Horn AirZound XL adjustable 30 – 115 dB, car valve,		Н					_ _		
max. 80 psi, fits to all standard handlebars diameters Frame lock Axa Victory with removable key,	•	•	•		•	•	•	•	-
□Chain for frame lock Axa Victory length 100 cm/39.4" \$39.00									

	Basic configurationOption with upcharge	O Option no upcha	irge O	SCF	SCL	SFL	SFN	SFE	SPS	SPL
Brakes			3,							
Hydraulic disc brakes (with Hi	VELOTECHNIK brake lever roofing	-)								
•	arate brake per front wheel, r	,	.00	•	•	•	•	-	•	•
□ RIDEREVER coupled coupled disc brake AVID BB7 with p	ed front brakes, rear mechani arking brake function	cal\$ 349	.00	П	•		•	-	•	-
□ Hydraulic disc brakes c hydraulic disc brake	oupled coupled front brakes,	rear \$ 0	.00 –	-		_	-	•	-	-
•	parate brake per front wheel n adjustable, no rear wheel bra		.00				-	-	-	
Mechanical disc brakes (with not with Hands-On-Cycle)	HP VELOTECHNIK SnakeSeal at the	e brake levers								
'	per front wheel, no rear whee brakes with one-hand operati ke function			Ħ		H		-	•	
Parking brake										
☐ Parking brake SHIMANO	rear wheel V-Brake with thun	nbshifter \$ 79	.00	П	-	Н		•	•	
Luggage										
Racks	(a (= 11 (a a a a a a a a a a a a a a a a a					_				
	(0.47" / 0.39") aluminum tube		.00 –	ы		I –	-	-	ч	-
black powder coating, max	-									
coated, flag tube, without p	aluminum tube 6061T4, black llatform, max. load 55 lbs / 25 k	g		-	-		•	•	-	
□ Lowrider 10 mm (0.39") 1 55 lbs / 25 kg (requires inst	cube, black powder coating, ma alled rear rack)	ax. load\$ 185	.00 –		-	_	-	-	•	
-	luggage rack above the rear v g (requires installed rear rack		.00	-	-		-	-	-	
_	ng for handlebar bags, only for the seat, max. load 5 kg / 11 l		.00	•	•				•	-
per side, left and right	•									
Bags /Trailers										
☐ Microbag topbag for Body	Link seat, detachable, also as h	ip bag, \$ 55	.00 –	П		l –	П	-		
l liter volume (not compat	,									
_	eat I pair of bags, attached to ; ventilated, capacity approx. I,		.00	•			_	-	-	
	LOTECHNIK 2 x 0,6 l clear PE- HNIK print, with bottle cages, n		.00						-	
	h HPVELOTECHNIK adapter, mo		.00 –	-	- •	ı –	-	_	-	_
Gadget mounts / device moun	ts									
□ Speedometer mount fo incl. sensor bracket for fro	r computers, battery lights etc nt wheel	c., \$ 39	.00	•	•				•	-
Ø 22,2 mm tube holder for	unting on the handlebar end, r accessories such as mobile p l, max. load 400 grams / 0.88 ll	hone	.00	•	•		-	-	•	-
noider / Gr 3 devices or bei	1, 111an. 10au 700 gi ailis / 0.00 il	<i>J</i> 3								



Choose the components of your Scorpion with ease by using our comprehensive, clearly structured online configurator. Simply scan the QR-Code with your tablet-computer or type into your web browser www.hpvelotechnik.com/produkte/konfigurator

Prices and options

	Basic configurationOption with upcharge	O Option no u		sco	SCF	SCL	SFI	SFN	SFE	SPS	SPL	
Pedals												Co
☐ Trekking pedals VP 199 ☐ Plattform pedals blue ☐ Rubber pad pedals ☐ Clipless pedals SHIMANO XT for normal or SPD shoes ☐ Clipless pedals SHIMANO XT for normal or SPD shoes	PD-T8000	\$		• - - -	• - -	• (-	- • •	- - -	• - -	0
Special pedals (single special pedals come Pedal with heelstrap and foo easy entry and positive grip, adju 22–28 cm (8.7"–11") 27–34 Pedals with heelstrap and foo easy entry and positive grip, adju 22–28 cm (8.7"–11") 27–34	t clamp single sided . stable length, shoe size: f cm (10.6"–13.4") ot clamp left and righ stable length, shoe size:	\$ eft □ right		-	-				•	•	•	St
□ ErgoPedal single sided adjusta shoe size: □ 20–28 cm (7.9"–11") □ 27–34 □ ErgoPedal left and right adjus shoe size: □ 20–28 cm (7.9"–11") □ 27–34	f cm (10.6"–13.4")	eft □ right		•	•				_	•	•	W Si
□ ErgoPedal with safety release SHIMANO PD-A530, adjustable posifreedom of movement +/-3 degri □ 20-28 cm (7.9"-11") □ 27-34 □ ErgoPedal with safety release joint-friendly freedom of moveme higher safety due to adjustable re □ 20-28 cm (7.9"-11") □ 27-34	ition and release force, jo ees, easy entry straps, sh I cm (10.6"-13.4") left and right adjustable nt +/-3 degrees, easy entrelease force, shoe size:	oint-friendly noe size: eft		•	-				_	•	-	H Co
□ ErgoPedal with calf brace sin easy entry straps, leg fixation adjustion size: □ 20–28 cm (7.9"–11") □ 27–34 □ ErgoPedal with calf brace lef easy entry straps, leg fixation adjustion size: □ 20–28 cm (7.9"–11") □ 27–34	ustable in length and post from (10.6"–13.4") It and right adjustable pustable in length and post	sition, eft 🖵 right position,\$		-	-				_	•	•	cri
Protection gear												
□ Trikefender mudguards with ex 60 mm width in front, incl. 53 mm □ Rear mudguard Enduro Sks N □ Streamer transparent front fair not compatible with PINION, SHIM	n rear Sks fender 1UD-X, mounted at seat ing, incl. installation,	t, black S	\$ 69.00	-	-	_ :		-	-	-	-	
☐ Transport cover for folded HP nylon, blue		top\$	135.00	-	•		•	•	•	•		

	Basic configurationOption with upcharge	O Option no u Not available		sco	SCF	SCL	SFS	SFL	SFN	SFE	SPS	SPL
Comfort and ability options												
One-hand operation for brakes an												
☐One-hand operation with hyd	draulic brake includes	hydraulic\$	599.00							-		
coupled disc brake RIDEREVER from	nt, mechanical disc brak	e A VID										
BB7 with parking brake function	rear, surcharge for all di	rivetrain										
options, not for STURMEY ARCHER	Tripleshift 24											
Mounting the controls:	ات	eft 🖵 right										
Standing-up aid												
□ Standing-up aid for HP VELOTED support with grip for easy entry			124.50				-	-	-	-	-	-
on the knuckle, price per side		ight 🖵 pair										
☐Standing-up aid for HP VELOTED	CHNIK trikes with front susp	ension,\$	194.50	_	_	_						
support with grip for easy entry												
on the knuckle, price per side		ight 🛭 pair										
Walking aid mounts												
□Walking aid mount single sid	ed automatic attachme	nt and\$	129.00									
easy to operate safety clip, price	per side □ left □ r	ight 🛭 pair										
Support belts												
□ Pelvic support belt for optimal		\$	349.00							-		
HPVELOTECHNIK mesh seats, also												
□ Chest support belt for optimal HPVelotechnik mesh seats, also		1\$	349.00		•	-	•		•	-	•	
Hand drive												
Color: Blue shade grey matt, enclosed dr.	ive. height adjustable. leng	πth										
adjustable, adjustable leg rest, parking bi		•										
crank, restricts folding function and choice												
	•											
☐ Hands-On-Cycle with Tripleshi internal gear hub with SRAM X4 8			3,420.00	-	-	-		-	-	-		
☐ Hands-On-Cycle with ROHLOFF black, twist shifter	· 14 speed internal gear	hub,\$6	6,130.00	-	-	-	•	-	-	-	•	
☐ Hands-On-Cycle w/ NEODRIVES	Z20 & SHIMANO/MICR	OSHIET 10 . \$7	7.750.00	_	_	_		_	_	_		
E-drive up to 20 mph (32 km/h), I			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				_				_	
MICROSHIFT XLE, triggershifter and	-											
battery 576 Wh, push assist	,											
☐ Footplate for placing the feet, I	pair mounted on the le	eg rest\$	355.00	-	-	-		-	-	-		
□ Calf brace legs can be fixed, I p	air mounted on the leg	rest\$	169.00	-	-	_		-	-	-		
☐ Indicator lights system Wing with electric drive, operable from	•	mbination .\$	859.00	-	-	-	•	-	-	-	•	
•												





















The Scorpion-family: A line-up of your favorites





Scorpion: Light and fast sports trike with low seat and 26 inch rear wheel from \$ 4,990



Scorbion fs 26 Enduro: The foldable, full-suspension Mountain-Trike from \$ 7.430



Scorpion fx 20: Foldable, medium high-seated travelling trike with 20" rear wheel from \$ 5,790



Scorpion fs 26 S-Pedelec: Electric support up to 28 mph (45 km/h) from \$ 13,590



Scorbion fx 26: Foldable, medium high-seated travelling trike with 26" rear wheel from \$ 5,890



Scorpion plus 20: The foldable, high comfort trike with 20 inch rear wheel \$ 7,650



Scorbion fs 20: Foldable full-suspension action trike with 20 inch rear wheel from \$ 7,090



Scorbion plus 26: The foldable, high comfort trike with 26 inch rear wheel from \$ 7,750



Fast, convenient and informative: Selecting the components of your trike is easy with the online configurator at www.hpvelotechnik.com.The configurator provides detailed pictures, technical tips in english language and checks the interplay of your chosen equipment. With your personal configuration number, you can edit your saved component choice, print and call your dealer for advice.

Your custom Scorpion is individually built to order in our recumbent factory in Kriftel, Germany. You can choose the components according to your needs. By going through a personal consultation at a specialty shop in your area, extensive test rides, useful accessories and expert customer service, you will get a trike that fits you perfectly.



Scorpion fs 26: Foldable full-suspension action trike with 26 inch rear wheel from \$ 7.190

Choose according to your heart's delight – please find all options, accessories and prices on the previous pages!

10 years warranty is offered by HPVELOTECHNIK for the frame of your new trike. We are proud of our products and strive to deliver the best sustainable, carefree riding pleasure. For details, check out the service section on our website www.hpvelotechnik.com, there you can also configure your dream bike in the online recumbent bike configurator!

Get expert advice and customer service in your area from our large network of retail partners. You will be advised on an individual basis and obtain valuable information on our sophisticated modular system of accessories and professional workshop services. In the mood for a quick test ride? Don't hesitate, simply contact your retailer!

Your dealer is looking forward to your visit:

MSRP in US\$ including US duties and shipping to US dealer, excl. local sales tax. Accessory prices are extra. Effective as of September 2025. Images with special equipment. Subject to alterations.