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Trade fair Eurobike 2024 (July 3 to 7): Delta tx from HP VELOTECHNIK with additional equipment



Press photos Delta tx:
<https://photos.app.goo.gl/R8kCdSjzC8UyFG5v5>



Video: To set up the Delta tx
<https://youtu.be/qVjUomMXLBs>



SUV drivers looking for a parking space can only dream of this: simply jack up the vehicle on edge – and it fits into the parking space like a small car. This and other innovations such as the handlebars with Folding stem on the comfort-oriented Delta tx scooter trike from recumbent manufacturer HP VELOTECHNIK will be presented for the first time at the trade fair Eurobike in Frankfurt. PHOTOS: HP VELOTECHNIK

A Chopper rises up

World novelty from HP VELOTECHNIK at Eurobike: Delta tx E-chopper becomes even more comfortable and practical with folding handlebars for super easy entry plus equipment for upright parking

FRANKFURT AM MAIN. HP VELOTECHNIK is constantly expanding its product range for the Delta tx E-chopper, which was presented last year. These innovations can be seen for the first time in Frankfurt at the Eurobike trade fair (July 3-7) in Hall 8, booth B45. The now available *Folding stem* handlebar option makes getting on and off the comfort-oriented scooter trike even easier. According to the German manufacturer, this is now as easy as "open the door – sit down – close the door" in a car. The second new product is much more spectacular. With the four-piece set of *Vertical parking stand* plus the *Anti-tip wheels*, the bike can be set upright in a matter of seconds and with little effort, despite its weight of around 35 kilo (78 lbs). This way, it takes up significantly less space when parked. This is very useful, especially in confined spaces at home. But it is also an aspect that should not be underestimated in public spaces, for example in comparison with bulky cargo bikes.

A second advantage of the vertical parking, which is not quite so obvious at first glance, is that the 2.21 m (87") long trike can be chained to a street light post, for exam-

ple, in no time at all using the (optional) *Frame lock* supplied. Paul Hollants, one of the two managing directors of HP VELOTECHNIK, says: "A trike as unusually locked upright as the Delta tx is likely to be much less attractive prey for bicycle thieves. Especially if such a thief has to do his 'work' at head height and in the field of vision of every passer-by."

In a YouTube video, the manufacturer shows how the new features work and, above all, how the bike can be parked vertically in an instant with the right momentum. Further information on optional equipment versions can be found on the homepage at www.hpvelotechnik.com. In addition to the four available motor systems with fully automatic gearshift, this is above all the extended luggage storage space. The trike now offers a total of six storage spaces. With the additional *Trailer coupling*, a suitably light rider can set up to 90 kilos (198 lbs) of payload in motion. The Delta tx is available from specialist dealers from € 6490. With the new options, it costs € 6904.

More information (only for editors desk): from Alexander Kraft (Press officer), +49 - 61 92 - 97 99 22 83 or +49 160-99858794; alexander.kraft@hpvelotechnik.com

– For immediate release –

[Page 2 to Press release HP VELOTECHNIK: the *Delta tx* comfort chopper]



(Basic information) FRANKFURT AM MAIN. With the *Delta tx*, HP VELOTECHNIK presents a scooter trike with a high comfort seat and particularly easy access. The look of the tricycle, however, is different from that of the usual scooter trikes. The reason: the German recumbent manufacturer, known worldwide for almost two decades for racy sport trikes, transfers their form and technical language to a comfort cruiser with suspension and an electric motor. The result: a lifestyle chopper for everyday use and for every age group.

The *Delta tx* was developed specifically for people who want a lot of support and comfort when cycling and therefore need a stable, tipping-resistant vehicle with a low entry height. Managing Director Paul Hollants explains: "Our goal was to take the concept of a senior tricycle to the next level." But during the test rides, he says, they quickly discovered that "there's a lot more riding fun with this trike!" Whether cruising in the city or shopping with plenty of storage space for the purchases: "The *Delta tx* is very well received across generations. You don't need to be at least a certain age to enjoy the casual riding position on a chopper."

The design is just as convincing as the ride comfort: The *Delta tx* with its sprung rear triangle is an absolute lightweight (from 35 kg/78 lbs) in the e-scooter bike class. For transport, it can be split into three parts in a matter of minutes to save space. The prerequisite for this is a very clear, uncluttered design. The voluminous aluminum frame, together with the wide tires, makes a clear statement: a reliable, highly stable and solid vehicle that can also hold plenty of luggage. The platform carrier in the rear is designed for a payload of up to 25 kg (55 lbs) and transports full beverage crates, for example, with a low center of gravity.

According to Hollants, the inspiration for this new development direction is: "Many people today feel unsafe in traffic on the usual two-wheelers. Some find our low trikes too sporty. The *Delta tx* is the invitingly high alternative." The sporty *Gekko* and *Scorpion* series feature two steered front wheels and a driven rear wheel. Commenting on the expansion of the vehicle range to include trikes with two wheels in the rear, Hollants says, "The *Delta tx* definitely does not mark a change in our philosophy of three-wheel design. To the contrary, it picks up on what has made us great: combining appealing design and well-thought-out technology with solid riding characteristics. Getting this combination in a tricycle with two rear wheels has recently been a frequently expressed wish from our dealers. Their specifications were incorporated into the considerations of our developers. They then worked on a wide range of variants with an

One tricycle – four motor systems

The *Delta tx* is the first model at HP VELOTECHNIK to be designed purely as an e-bike. Four systems are available for the e-chopper, all four can be optionally equipped with fully automatic shifting.

The basic model features the M300 from BAFANG. The smooth-running, rotation-controlled mid-motor develops its full power independently of the pedaling force. This is especially helpful for people with low leg strength and feels like riding with a throttle on the strongest support level. The continuously variable hub gear ENVILO *Trekking Automatiq* is the ideal complement for a target group that wants an all-round carefree package on the bike.

Those who prefer a sportier riding style can choose from the SHIMANO STEPS motors E5000, E6100 and EP801 Cargo with torque sensor technology: If you pedal harder, you also get more thrust from the motor. The top model EP801 in the cargo version used by HP VELOTECHNIK offers a lot of power right from the first pedal stroke, especially with a high payload.

The 8-speed Nexus Di2 hub is available as an automatic gearshift in combination with the SHIMANO E5000 and E6100 motors. The high-end product EP801 Cargo finds an ideal partner in combination with the new automatic 10-speed derailleur Cues Di2. Alternatively, HP VELOTECHNIK also installs the ENVILO *Trekking Automatiq* for the EP801 Cargo drive or, for fans of manual shifting, the classic from ROHLOFF, the *Speedhub* with 14 speeds.

– For immediate release –

[Page 3 to Press release HP VELOTECHNIK: the *Delta tx* comfort chopper]

open approach to technology. This ranged from quad studies and all-weather vehicles to the two-wheel rear design familiar for many upright tricycles," reports Hollants. This comfort-optimized and highly versatile vehicle will appeal to new user groups for HP VELOTECHNIK due to its uncomplicated accessibility.

Relaxed splitting instead of folding

With regard to both technical solutions and design, the developers were faced with completely new challenges, adds head of development Daniel Pulvermüller: "A central point was: As with the sport trikes, the *Delta tx* should be able to be made very compact to take wherever you wish to ride, especially in the car." However, the focus was not on folding in seconds, as with the solution for HP VELOTECHNIK's *Gekko*. Rather, with the *Delta tx*, the designers aimed for ease of disassembly into separate, easy-to-handle parts. "After the seat is removed via quick release, it only takes an Allen wrench to remove the handlebars and then disassemble the main frame into two parts." The motor and battery remain in the front section. To disconnect the electrical connection from the control unit, one simply pulls two plugs. The additional advantage of this design: all switching units, displays, cables and pulls remain on the handlebars, which are attached to the luggage rack for transport. Another additional benefit of this solution is that after splitting you have two transport units besides the seat, on which the weight is divided almost equally.



A lot of luggage, a low center of gravity

When developing this very special scooter trike, another aspect was right at the top of the list of requirements, Hollants continues: "We wanted the *Delta tx* to be able to accommodate a whole lot of transport goods with a low center of gravity." In this respect, the ample space in the back between the rear wheels was reserved from the outset for a generously dimensioned transport basket. A standard German beer crate even fits easily on this practical mid-height platform. But the *Delta tx* can do much more: If the backrest is fitted with the optional *Bag holder*, a standard, large bicycle bag can be attached. In addition, two handlebar bags can be carried to the right and left of the airy mesh seat. These are clipped onto the *Side bag mounts*

Freewheelin' Twin' technology

"One issue that has always been tricky with two wheels in the rear is the driven rear wheel axle," says Head of Development Daniel Pulvermüller, describing the challenge of this design. Technical background: When cornering, the outer wheel travels a longer distance than the inner wheel. With a rigid rear axle driving both wheels at the same speed, increased slip occurs. This impairs the driving characteristics. The remedy is usually a differential gear. "We didn't want that for three reasons: it's costly, it's heavy and it needs maintenance," Pulvermüller says. With its *Freewheelin' Twin technology*, HP VELOTECHNIK comes up with a solution that is both simple and lightweight: The German company is the first in the world to use a design with two freewheels axially arranged in the rear wheel axle on an electric chopper.



A look under the cover: the drive technology in the rear of the *Delta tx*.
Photo: HP VELOTECHNIK

Freewheelin' Twin technology means that only the inner wheel is driven when cornering. An additional advantage over the differential is a driving situation that is quite familiar to tricyclists: If a rear wheel spins on loose ground, for example when starting uphill on gravel, then a differential directs the entire drive force precisely to this spinning wheel. The result: you can't move. This is different with the *Freewheelin' Twins*, where the power is automatically directed to both wheels and the *Delta tx* has grip even in such situations.

– For immediate release –

[Page 4 to Press release HP VELOTECHNIK: the Delta tx comfort chopper]

offered by HP VELOTECHNIK as accessories using the *Klickfix* system. Alternatively, a trailer hitch can be used instead of the platform rack to tow a child or cargo trailer with a straight drawbar. Then the *Delta tx* can even set 40 kilos of transport load in motion and a correspondingly light pilot can even move 90 kilograms with his trike.

Maximum seating comfort

With all the innovations in the *Delta tx*, however, HP VELOTECHNIK also uses its expertise in seat technology developed over many years. Both mesh seats, *Ergo-Mesh* and *ErgoMesh Premium*, can be mounted on the *Delta tx*. An outstanding feature of the *Premium* seat comes into its own here: with it, the backrest and seat surface can be adjusted independently of each other. For a bike with the highest comfort requirements, this is the perfect complement. Continuous adjustability on the trapezoidal profile of the frame allows both the *ErgoMesh* and the *ErgoMesh Premium* to be adapted to the user's body size and preferred sitting posture. Both seats are available in two heights and widths. And



Technical data Delta tx

Frame material:	Aluminum 6061 T6
Length:	221 cm / 87"
Height (max.):	128 cm / 50.4" (seat upright)
Step-through height:	35 cm / 13.8"
Bottom bracket height:	43 cm / 17"
Width:	75 cm / 29.5"
Wheelbase:	150 cm / 59"
Turning circle:	3,20 m 10'5" (outer wheel)
Handlebar width:	63 cm / 24.8"
Seat height:	48 to 71 cm / 19" - 28"
Seat width (ErgoMesh):	38 cm / 15" (XL version 43/16.9")
Seat width (ErgoMesh Premium):	41 cm / 16.1" (XL version 46/18.1")
Weight:	from 35 kg / 78 lbs (with pedals)
Payload:	max. 145 kg / 320 lbs
Suspension travel (80 mm/ rear):	DNM DV22 or RockShox Monarch RL
Wheel size (f/r):	20"
Colors (Powder coating):	Blue flash or Sparkling iron gray
Rider height:	app. 1,50 to 2,00 m / 4'9"-6'6"
Price:	from € 6.490,- / \$ 7,450
Available from specialist retailers	

for more, they can be individually adapted to the shape of the back using *Orthoflex* padding technology. In addition, HP VELOTECHNIK offers selected accessories for the *Delta tx*, such as the *WingBling*, a turning indicator that meets the German traffic regulations and ensures greater safety on the road.

The *Delta tx* comes in the colors Blue flash or Sparkling iron gray and is available in bike shops starting at € 6490,- (7,450 US Dollar).

More information (only for editors desk): from Alexander Kraft (Press officer), phone +49 - 61 92 - 97 99 22 83 or mobile +49 160-99858794; alexander.kraft@hpvelotechnik.com

The press release for download: <https://tinyurl.com/ycfkkf3d>

High-res photos for download: <https://photos.app.goo.gl/R8kCdSjzC8UyFG5v5>

Background information HP VELOTECHNIK

HP VELOTECHNIK, founded in 1993 by Paul Hollants and Daniel Pulvermüller, manufactures approx. 2,000 recumbents per year in the factory in Kriftel near Frankfurt with 50 employees (including six trainees) and is thus market leader in Europe. The bikes are built individually by hand according to the customers wish and sold in specialist bicycle shops. The signs are pointing to growth: recumbents are sold in Germany and Europe; an increasing share is exported to more distant regions such as the USA, Australia or Japan. This successful business strategy was honoured in 2017 with the "Hessian Export Prize", which is jointly awarded by the State of Hesse and the Hessian Chambers of Crafts and Industry and Commerce. Most recently, the recumbent manufacturer was honored with the "Hessian State Award for Universal Design 2022," with which the state recognizes outstanding innovations in the field of inclusive design.

HP VELOTECHNIK has developed 16 recumbent models that cover the entire range from everyday bikes to racing bikes. All models are available with powerful electric motors on request. Recently, the models from the *Scorpion* series caused a sensation, winning the renowned "Eurobike Award" design prize three times in a row. Most recently, in 2013 the trike *Scorpion fs Enduro* and in 2014 the *Scorpion plus 20* as a therapy trike. design.

Even as schoolchildren, the company founders Hollants and Pulvermüller became national winners of the JUTEC Youth and Technology competition of the Association of German Engineers – the foundation of the development from a garage laboratory to one of Germany's most innovative bicycle companies. Since 2006 HP VELOTECHNIK has been awarded as one of the three best bicycle manufacturers in Germany by the industry association VSF several times. *Information at www.hpvelotechnik.com*