

2021
Recumbent
technology

two-wheel recumbents

HP VELOTECHNIK



HP
VELOTECHNIK



Speedmachine, Grasshopper fx and Streetmachine Gte – fast and comfortable recumbent bikes from HP VELOTECHNIK. Recline in style!



New bike? Recline in style!

Fast and comfortable, recumbent bikes from HP VELOTECHNIK promise a joy ride for extensive tours, fast excursions or on the way to work.

Browsing this complete catalogue of our two-wheel recumbents, you will easily find your personal favourite. The team of expert engineers at HP VELOTECHNIK has developed three models with a wide range of applications: sporty with the *Speedmachine*, flexible for commuting with the *Grasshopper fx* or ready for your bikepacking adventure on the *Streetmachine Gte*.

Bicycles from HP VELOTECHNIK are as unique as their owners. Our modular system gives you full choice. On the following pages, we will explain the special characteristics of each of our recumbents. We design recumbents to satisfy your expectations of your personal dream bike, and we are passionate about what we do.

Your new recumbent bike is hand-built to order by dedicated technicians in HP VELOTECHNIK's workshop in Krieffel 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 HP VELOTECHNIK dealer looks forward to your visit!

Find out what makes your HP VELOTECHNIK recumbent unique:

The chassis – No Squat technology Page 9

Pure ergonomics – comfortable seats from HP VELOTECHNIK: *BodyLink*, *ErgoMesh* and *ErgoMesh Premium* Pages 28 to 33

Recumbent adventurers: *Au déTour du Monde*, *Agence Future*, *Tom Richter*, *Michel Leisner* Pages 34 to 37

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E-bikes: The ease of riding – the basics of electric drives Page 46 | 47

All options and prices Pages 48 to 50

Speedmachine



Speedmachine – Lower. Faster. Further.
A joy ride you can take every day!

- Low seat height for outstanding aerodynamics, also ideal for smaller persons
- Sporty steering geometry
- High pedal position above the seat for outstanding performance and aerodynamics
- 26" rear wheel for smooth running
- Rack with platform for 2 large bags up to 25 kg (55 lbs) plus lowrider option for 2 large bags up to 25 kg
- Comfortable suspension, optionally with integral suspension system in the steerer tube



Grashopper^{fx}



Grashopper fx – small package, great ride.
The foldable trekking recumbent

- Medium seat height for good aerodynamics, also ideal for smaller persons
- Agile, manoeuvrable steering geometry
- Raised pedal position above the seat for efficient performance
- Compact 20" rear wheel
- Rack with platform for 2 large bags up to 25 kg (55 lbs) plus lowrider option for 2 large bags up to 25 kg
- Comfortable full suspension
- Foldable in 60 seconds without tools

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Streetmachine^{Gte}



Streetmachine Gte – the comfortable touring bike

- Very high seating position for outstanding visibility with very good driving dynamics
- Steering geometry for smooth straight-running
- Slightly raised pedal position above the seat for good performance and easy ascent
- 26" rear wheel for smooth running
- Rack with platform for 2 large bags up to 25 kg (55 lbs) plus lowrider option for 2 large bags up to 25 kg
- Comfortable full suspension

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Lean back with premium effect

Did you know that recumbent bikes have resulted in one of the most drastic bans on cycling? In 1934 the world bicycle federation UCI decided that recumbents are no longer allowed to race because they were deemed to be too fast. Accusation: aero doping. You may find it rather strange. But for us, this accusation turned out to be quite inspiring. When we founded HP VELOTECHNIK in 1993, we really became enthusiastic about the idea of outwitting the headwind on a comfortable human powered vehicle. And we still are today!

However, this is not only due to the headwind, which you are spared. More than 100 years ago, the first recumbent designers worked on optimizing the aerodynamics – and invented by far the most comfortable way to move around on a vehicle with muscle power. This legacy is still the mission for everyone who wants to build the perfect recumbent bike. That's why we are extremely proud to present the most innovative recumbent seat ever for 2021. The ErgoMesh Premium combines the best of two worlds: The airy mesh seat offers the highly individual adaptability of a hard shell seat. But the ErgoMesh Premium can do much more – so much that it would go beyond the scope of this editorial. Have a look at page 32 and see what this speedy super seat can do for you.

Curious? Then try out one of the best ideas that ever came up in bicycle design: Sit back, put your feet up front and cheat the headwind. Have a look on our homepage www.hpvelotechnik.com, arrange a test ride at your HP VELOTECHNIK dealer soon and prepare to get ahead of the crowd!

Yours, Daniel Pulvermüller und Paul Hollants



Your latest passion?
Getting up to speed!



Speedmachine





In the
mood for
speed?

Speedmachine: A joy ride you can take every day

Lower, faster, further: The *Speedmachine* is more agile, more efficient and more comfortable than you would ever have thought possible. It's an ergonomic machine dedicated to absolute speed.

You have probably never ridden a bike this fast or this comfortable. In fact you probably assumed that gain meant pain. But the *Speedmachine* rewrites the rules. By combining a super-oversized aluminum frame, a full suspension ride and a totally ergonomic riding position with perhaps the smallest frontal area on the planet, we have created a machine to give you incredible performance along with total comfort.

Remember, at racing speeds it's not the weight that slows you down, it's the effort of pushing through the atmosphere. On the *Speedmachine* your body is an arrow, cutting through the air with ease and giving you a seriously unfair advantage. And in this riding position your entire body is supported, so that your weight is distributed over the largest possible area.

Of course, you have to leave behind some companions you were familiar with in the old days when riding an upright bike: saddle pain, numb wrists or a tense neck are a thing of the past with the *Speedmachine*. No pressure points! Recall miles of looking down on the small stretch of tarmac right ahead of your front wheel? Now start enjoying the beauty of the entire landscape with the panoramic view from your recumbent seat!

„Well thought out, comfortable, fast – the Speedmachine is a successful mixture of exercise machine and touring bike.

The bike can be accelerated dynamically, moved through bends with pleasure and braked excellently.“ tour magazine

Our suspension system is fully integrated into the frame design, it is fully tunable for performance and works completely independently of your pedaling force.

We call this No Squat, and it is a system that has been perfected over thousands of miles of extreme roads by our team of test riders. What it means is, if you accelerate uphill, you accelerate. And because it isolates you completely from the road, your energy goes entirely into forward motion. It works, so that you don't have to.

We haven't neglected the accessories either. We can offer an integrated luggage rack, proper mudguards and the best lighting system you can buy. Our *BodyLink* or *ErgoMesh* seats ensure the perfect fit.

Ready for some extra speed? Call your HP VELOTECHNIK dealer to arrange a test ride today!

Speedmachine



Look ahead: push the limits of cycling with the *Speedmachine*. The perfect machine for the cyclist who wants to reach new levels of speed and comfort. Our medium short wheelbase design provides excellent handling and comfort characteristics.

Efficient, fast and comfortable, the *Speedmachine* comes with superb options: integral steering tube suspension, adjustable ergonomic seat, suspended rear rack, powerful disc brakes, ... and yes, even built-in *Fahrvergnügen!*

Recline in style. 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.



The *Speedmachine* with touring equipment: Ready for your next epic ride?



Great design is also about the details. Taking into account thousands of miles of customer experience, we have developed the *Speedmachine* as an elegant sports bike that combines the dynamics of a racing bike with the everyday suitability of a touring bike, perfect for fast extended tours with luggage.

Speedmachine





The full story on riding comfort: Suspension technology to enjoy

The *Speedmachine* with its integrated suspension design excels when heavily loaded. The stable lowrider rack for large panniers under the seat, the steering geometry optimized for high running smoothness and the efficient aerodynamics of the low seating position make this bike a sporty traveling companion. Particularly important on long-distance tours with luggage: the certainty that a comfortable, reliable suspension technology offers the absolutely best in handling, performance and driving dynamics.



The HP VELOTECHNIK *No-Squat* technology represents optimized chassis design. The engineers designed the frame and suspension 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.

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 bike and rider, a loss never to be recovered. On the full-suspension HP VELOTECHNIK recumbents 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 recumbent'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 rear suspension utilizes 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.



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. It rotates with ease around two sealed, individually replaceable cartridge bearings. The roller has a middle bar on which the chain rests, like on a chainwheel, and which guides the chain quietly through its movements.

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 bike. 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 stiffness and oil damping rate have been finely tuned by our expert engineers.

HP VELOTECHNIK recommends setting the suspension 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 recumbent rider, you benefit from a further physical advantage over the conventional upright cyclists: In the laid back position, and thus place few downward forces on the suspension.

The engineers at HP VELOTECHNIK determine the chassis geometry and the optimum position of the drive chain specifically for each model.

What do you feel? Impressive comfort and 100 percent performance thanks to maximum power transmission.



The core element: Shock unit with hydraulic oil damping for the rear wheel swingarm. 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 bike to the rider's weight.



On request, your recumbent can be equipped with the lightweight air shock system by ROCK SHOX. 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.



Speedmachine



Alternatives for the cockpit: The tiller steering handlebars combine a relaxed arm position with good aerodynamics. The hands lie loosely in front of the chest.



The Aero handlebars ensure a sporty, stretched arm position and optimum aerodynamics. Plenty of space between handlebars and upper body for easy boarding. Large steering angle and precise curve control.

Plenty of space for your luggage and it is all fully suspended. The result: fast suspension action and minimized vibration stress for your equipment. The rear rack is a rigid construction made from 12 mm (1/2") alloy tubing, perfect choice for carrying your panniers. Well integrated: A protection for your taillight and a flag holder.

HP VELOTECHNIK's seat systems create an ergonomic connection. You have a choice between three systems: The highly flexible *ErgoMesh Premium* with its revolutionary versatility, the classic airy *ErgoMesh* seat, or the *BodyLink* hard shell seat as a sporty alternative.

The cockpit: Comfortable ergo-bars under the seat for relaxed arms and wrists. Large steering angle through indirect steering. Maintenance-free bearings with sealed industrial bearings and self-lubricating rod ends.

Protection for the chain and your trousers; the drivetrain is almost completely covered. Our special low friction chain tubes guarantee an efficient power transmission and silent action.

A great benefit for dynamic sprints: the stiff frame directly transmits your leg power to the road.



Technical Data

Seat	Height	Angle
- <i>BodyLink</i>	48 cm (19")	37–45°
- <i>ErgoMesh</i>	51 cm (20")	37–45°
- <i>ErgoMesh Premium</i> ..	51 cm (20")	32–46°
Pedal axel height ...	69–72 cm / 27" – 28"	
Suspension travel (f/r) ...	5 cm (opt.) / 8 cm / 2" / 3"	
Wheel size (f/r) ...	20" / 26"	
Tire width max. ...	5 cm / 2"	
Wheelbase	117 cm / 46"	
Length	180–210 cm / 71" – 83"	
Height	92 cm / 36"	
Handle bar width ..	60 cm / 24"	
Weight (with pedals) ..	from 13,5 kg / 30 lbs	
Payload	max. 130 kg / 287 lbs	
Frame	Aluminum 7005 T6	
Powder coating	Silver grey or	
(anti corrosion coat	Carmines red or	
+ colored- + clear coat)	custom color	
Rider height (ca.) ...	1,62–2,00m / 5'3" – 6'6"	
Warranty on frame ..	10 years	

Due to the low centre of gravity and the well balanced weight distribution the *Speedmachine* handles fine even when braking hard. The disc brakes offer great stopping power, allowing for a fast yet safely controllable downhill ride. Safety plus: No more rim wear.

Ideal for heavy loads: Additional lowrider rack for two rear wheel panniers under the seat. Good handling due to low centre of gravity.

You can attach trailers (single or multi-track) up to 40 kg (88 lbs). Perfect for children's transport or the very big tour.

The adjustable suspension ensures maximum comfort. Our *No-Squat* design effectively prevents unwanted compression due to drive influences and unpleasant pedal rebound. You can accelerate powerfully – even on the mountain. On request we mount the ultra-light air spring element of *ROCKSHOX*. The spring rate can be adjusted to the payload with a shock pump. Equipped with adjustable hydraulic rebound damping and lockable compression damping, it excels in our tests.

Minimum weight combined with great torsional stiffness: Our optional suspension fork is equipped with an integral suspension system in the steerer tube. Due to the fork's compact design, the chain can run closely to the frame and smoothly above the front wheel. Sharp turns are easy without interfering with the chain.



Take a **ride**
on the **green** side

A tour with the *Grasshopper fx* unfolds pure driving pleasure.

Grasshopper^{fx}



Time for refreshing new perspectives. The *Grasshopper fx* brings action into the bike world. For a long time cycling primarily meant one thing: hump up and step down. The *Grasshopper fx* accelerates forward, suspends downwards – and folds to the side.

You do not want to miss out. Who likes riding upright against the wind, anyway? Your *Grasshopper fx* glides smoothly like an arrow on the street. Off-road the 110 mm suspension travel handles roughnesses with ease. Meanwhile, You enjoy panoramic views.

Everyday life was yesterday. The *Grasshopper fx* turns the ride to work into a fun tour. As you drive into the green you will finally see blue skies again. Take a deep breath. Fancy a leap forward?

A Grasshopper fx – just as exciting as your new love. Ready for the change?

small package,
great ride!



True size shows up even in little ones.
The seat is removable by quick release and can be stowed in the optional protective cover with carrying straps. The frame folds to the side and is secured with quick release straps.

Dimensions folded:
96x50x70 cm with under seat steering
or Aerobars (38"x20"x28")
96x60x70 cm with tiller steering
(38"x24"x28")



Increasing safety:
The robust folding hinge has a safety bolt which has to be unlocked additionally against spring pressure after releasing the quick release lever.

60 seconds
till your next ride



Tempting! This fancy machine invites you to ride it. Take a seat; you immediately feel comfortable. Rest your feet easily on the pedals. A firm push and you accelerate surprisingly fast. It is not like anything you have experienced before, but after a few minutes you are getting the hang of it and you begin to feel confident and in control. Now you test its agility. You notice how relaxed you are and how smooth the road feels. You realize how free of strain your body feels and begin to appreciate the wide screen panorama view while riding – laid-back and absolutely enjoying it.

A space-saving miracle. With its two smooth running 20" wheels, the *Grasshopper fx* is also the most compact model in our model range. Fully unfolded the *Grasshopper fx* has a length of 1.60 m – shorter than your old upright bike! The medium seat height of 54 cm makes the *Grasshopper fx* perfect also for smaller drivers: You have a good overview in traffic and can put your feet down safely at traffic lights. And if you need a bit of support, you can order an electrical power assist system to help you along.

Your *Grasshopper fx* indulges you with comfort. The full suspension also increases riding safety, as control and traction are improved. To find the perfect position, choose from three seats: *BodyLink*, *ErgoMesh* or *ErgoMesh XL* – all are individually adjustable.

You have everything under control with the three steering systems that we have developed for the *Grasshopper fx*. The most relaxed way to place your hands is the under seat steering at hip level. For the Above seat steering you can choose between the Aero handlebar with a forward arm position and the Tiller handlebar. This enables an almost equally streamlined sitting position with a relaxed arm position. It can be folded forward to get off the vehicle easily.

It is the details that make the experience. Take your time to get to know our comprehensive range of accessories. Your HP VELOTECHNIK dealer will be happy to help. The *Grasshopper fx* looks forward to your test ride!

Technical Data

Seat height <i>BodyLink</i>	54 cm / 21"
Seat height <i>ErgoMesh</i>	57 cm / 22"
Pedal axle height ...	65 – 69 cm / 26" – 27"
Suspension travel ..	5 / 11 cm / 2" / 4" f / r
Seat angle	39° – 47°
Wheel size	20" (ISO 406) f / r
Tire width max. ..	5 cm / 2"
Wheelbase	109 cm / 43"
Length	160 – 189 cm / 63" – 74"
Height	98 – 105 cm / 39" – 41"
Handle bar width ..	56 cm / 22"
Weight (incl. pedals) ..	from 15,2 kg / from 33.5 lbs
Max. payload	max. 130 kg / 287 lbs
Frame material	Aluminum 7005 T6
Swingarm bearing ..	maintenance free
Powder coating ..	Magic green or (anti-corrosion coat + Blue shade grey colored coat + clear coat) or custom color
Rider height	ca. 1,58 – 2,00 m / 5'2" – 6'6"
Warranty on frame. .	10 years

Grasshopper^{fx}





Your luggage also rides fully suspended: strap your gear to our robust rear rack made of 10 mm tube. The low side bars keep your bags secure up to a weight limit of 25 kg. The rack also gives features protection for your rear light and a mount for your safety flag.

Comfortable seat options: The *Grasshopper fx* can be equipped with the breathable *ErgoMesh* seat. It comes with an ergonomic cushioning that provides extra lateral support when cornering, and a practical seat pocket integrated into the backrest of the seat. For extra safety it is equipped with reflective stripes on both sides. Alternatively, you can choose our comfortable *BodyLink* seat. It fits your body like a glove. Both seats fit onto the same frame mounts and can be removed from the bike within 15 seconds by quick release levers – this comes in handy when parking the bike in the rain or for transporting by car.

Comfortable ergonomic handlebars under the seat. Wrists and neck muscles are relieved. Length and angle adjustable. The handlebars located far back allow even smaller riders to place both feet securely on the ground. The large steering angle due to the indirect steering makes the *Grasshopper fx* very manoeuvrable. Maintenance-free bearings with sealed industrial bearings and self-lubricating rod ends. Alternative above seat steering for best possible aerodynamics. All operating elements are thus in view as usual. You have the choice between the *Aero* handlebars with a sporty, forward-facing arm position (Fig. p. 14) or the rear-facing, inclination-adjustable *Tiller* handlebar (Fig. p. 13). Whether *Aero*, *Tiller* or under seat handlebars: You always have your *Grasshopper fx* perfectly under control.

Protection for chain and trousers; the drive train is almost completely covered. Our special low friction chain tubes guarantee an efficient power transmission and minimize noise.

On request your *Grasshopper fx* can be equipped with the ultra light air damper *Monarch RL* from ROCKSHOX. Practical: The suspension characteristic can be adjusted to the payload simply with a shock pump. Equipped with an adjustable hydraulic rebound damping and lockable compression stage, it convinces with the best response.



Perfect for heavy loads: Additional low rider rack under the seat. The low center of gravity offers great road handling. Max load 25 kg.

Our *No-Squat* suspension design offers complete comfort with no performance loss. The combination of a very stiff rear frame with the sophisticated positioning of the wing arm pivot point, the large ball-bearing chain idler and the rear shock with hydraulic damping effectively prevent compression due to driving forces and unpleasant pedal rebound. When you push on the pedals all your energy is transferred into motion.

Your *Grasshopper fx* pulls trailers (single or multi track) up to 40 kg / 88 lbs weight. This is ideal for child transport or for filling up at the supermarket.

High-quality SPINNER *Grind 20"* suspension fork with adjustable spring preload and exchangeable steel springs. It offers optimum response and excellent road holding even on stony paths. Powerful disc brakes are fitted as standard. These ensure reliably high braking power even on long downhill runs or in wet conditions and protect the rims from wear.



Lay back, put your feet up and enjoy: *Have a look at some of our press reviews*

„Highly recommended! With the *Grasshopper*, HP VELOTECHNIK has achieved a great success. Everything is right with this touring bike: riding pleasure and performance, quality, technology, ergonomically perfect sitting, equipment according to your wishes and personal advice.

If you have never ridden a recumbent, you should try a *Grasshopper*. It makes you want to jump into the green!“

(AKTIVRADFAHREN)

„The optical harmony of this two-wheeler synthesis of comfort and technology is impressive.

The two-piece *Airflow* seat is also perfect – rarely has the back on a recumbent remained so dry! I feel like I'm on a beach chair! The gaze wanders into the distance, the head gently leans against its support.

The *Grasshopper* is a very high-quality, sporty touring bike with almost optimal ergonomics for almost any surface. And one more real reason to try out cycling while lying down.“

(RADTOUREN)

„The combined bump-sucking ability of the *Grasshopper's* front and rear suspension was quite impressive. Cobblestones pretty much ceased to exist and all but the nastiest potholes were reduced to nothing but a barely audible thud.

The *Grasshopper* is a very well designed and well executed fully suspended recumbent. HP VELOTECHNIK has a great reputation for quality and customer service. No matter what bike you considered before buying the *Grasshopper*, you most likely won't be disappointed. It's a very versatile and competent new addition to the HP VELOTECHNIK family.“

(BENTRIDERONLINE.COM)

The *Grasshopper* fix was awarded the Eurobike Award for particularly innovative design and above-average product quality. The jury at the iF – INTERNATIONAL DESIGN FORUM, consisting of trade journalists, design experts and sports scientists, evaluated efficiency, ergonomics, utility value, weight, safety, environmental compatibility and workmanship.



Grasshopper 



Where
do you want to **ride today?**



Streetmachine **Gte**



The evolution reveals: A small change of your posture can lead to a boost in performance and comfort. The *Streetmachine Gte* combines the knowledge of more than 25 years of development work in a travel and touring bike that is unparalleled.

Whether you like to enjoy cycling your favourite path by the lake, exercise your body on the slopes in the hillside or commute on the way to work – lean back, relax, and enjoy your bike with a view.

Your Streetmachine Gte is as versatile as the way from Paris to Bangkok, from NY to LA.



Our optional above seat steering for the Streetmachine Gte is adjustable in height as well as in angle. To get on the bike with ease, it can simply be folded forwards. Whether bike computer, GPS or simply your smartphone with the Bangkok guide app – everything can be mounted perfectly and precisely in the driver's field of vision.



The optional electric drive by NEODRIVES supports you up to 25 km/h (16 mph), in the USA up to 32 km/h (20 mph; Class 1 electric bicycle). The whisper-quiet rear wheel hub motor has 5 support levels, boost function and 40 Nm peak torque. Range is up to 145 km (90 miles). Downhill, you can use the recuperation function and charge the light Li-Ion battery with its 612 Wh / 36 V.



Always the right gear for a smooth start: PINION's Cl.12 internally geared transmission can be shifted even when standing still. It's a great combo with the NEODRIVES electric drive. The 12 gears in the special alloy housing are always upfront. Useful detail: our extra-long twist grip for quick shifting manoeuvres.

The plan for your next cycling adventure is already on your mind? The Streetmachine Gte is your faithful companion; designed and built to offer highest standards of comfort and sophistication. And it has a whole host of features that set it apart from other bikes of its type.

A Streetmachine Gte does exactly what you want it to do with the minimum of input. It practically rides itself, leaving you free to concentrate on the road ahead, or just to relax and enjoy the scenery.

Keep an eye on things. The Streetmachine Gte is our recumbent bike with the highest sitting position. Sitting at a hand's width above most road users you have good view through car windows in city traffic.

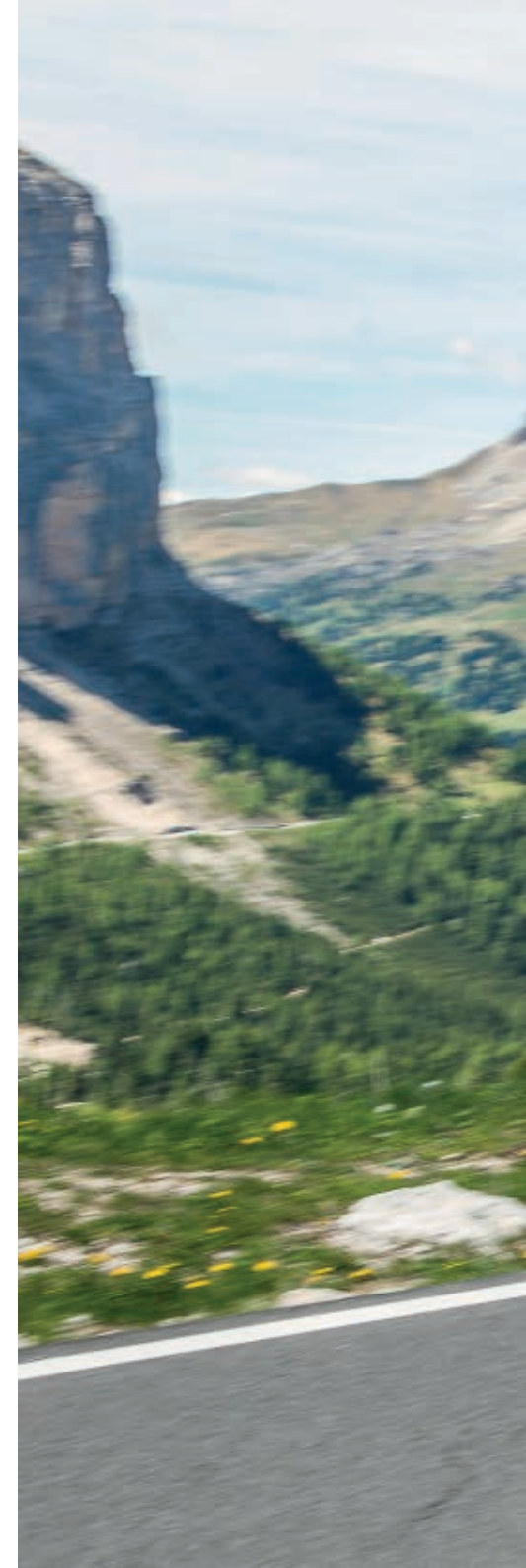
The Streetmachine Gte is a real treat with relaxing comfort. The full suspension gives you safety, as control and road grip are improved. To find the perfect position on the bike, you can choose between above or under seat steering and three seats: the ErgoMesh and ErgoMesh XL seats with airy mesh material or the BodyLink hard shell seat, which can be precisely adjusted to your back.

With our modular system you can adjust your bike perfectly to your needs. Dust, dirt, water, heat, cold – the elements are giving an adventure bike a hard time. That is why globetrotters prefer equipment which they can rely on. For the Streetmachine Gte you get highly reliable equipment specially designed for the most demanding use. Just like our two fully encapsulated drivetrains: the classic ROHLOFF Speedhub with 14 gears in the rear hub, or the almost as finely graded 12-speed internally geared transmission from PINION upfront.

If you have ridden other recumbents you might just be surprised how good they can be. If you have never ridden one, prepare to be amazed.

Technical Data

Seat	Height	Angle
- BodyLink	63 cm (25")	39 – 47°
- ErgoMesh	66 cm (26")	39 – 47°
- ErgoMesh Premium	66 cm (26")	34 – 48°
Pedal axle height ...	69 cm / 27"	
Suspension travel ..	5 / 11 cm / 2" / 4" f/r	
Wheel size	20" / 26" f / r	
Tire width max. ..	5 cm / 2"	
Wheelbase	104 cm / 41"	
Length	160 – 189 cm / 63" – 74½"	
Height	110 cm / 45½"	
Handle bar width BodyLink ...	60 cm / 23½"	
Handle bar width ErgoMesh ...	65 cm / 25½"	
Weight (incl. pedals) ..	from 14,6 kg / 32,2 lbs	
Payload	max. 130 kg / 286 lbs	
Frame material	aluminium AL7005 T6	
Powder coating ..	Pearl orange or (anti-corrosion coat + Silver grey colored coat + clear coat) or custom color	
Rider height	1,64 – 2 m / 5'4" – 6'7"	
Warranty on frame ..	10 years	



Streetmachine **Gte**



The **Streetmachine Gte** has been designed to create what is probably the best long distance touring bike you can buy. The ride is exhilarating – fast and controllable – yet you can carry enough gear for a world tour with minimum compromise to handling.



Protection for the chain and your trousers; the drivetrain is almost completely covered. Our special low friction chain tubes guarantee an efficient power transmission and minimize noise.

Comfortable ergobars for under seat steering. Your hands, wrists and neck can relax. The direct connection to the front wheel allows for precise steering. The standard handlebars are 60 cm (23.6") wide and their ends are slightly bent forward. As an option, you can order your bike with extra wide (65 cm / 25.6") handlebars with straight ends. The extra wide handle bars allow for a tighter turning circle, however, the wide arm position slightly increases the aerodynamic drag on your bike. If you choose to order your Streetmachine Gte with our ErgoMesh seat, we will always mount the extra wide handlebars. Optional above seat steering with foldable TERRACYCLE Glideflex stem.

All your luggage rides fully suspended. Our robust rear rack made of 12 mm tube gives plenty of space. The side frame provides a safe hold for large panniers. Integrated guard bracket for your taillight and flag mount.



HP VELOTECHNIK uses comfortable recumbent suspension forks. The high-grade SPINNER Grind2 forks allow to mount disc brakes. They guarantee incredible braking performance when going downhill.

Lowrider rack: perfect place to put heavy bags. The low center of gravity gives great road handling. Integrated holder for kickstand, optimum position in the middle of the bike.

Our No-Squat suspension design offers complete comfort with no performance loss. The combination of a very stiff rear frame triangle with the sophisticated positioning of the swing arm pivot point, the large ball-bearing chain idler and the hydraulically damped rear shock effectively prevent compression due to driving forces and unpleasant pedal rebound. You can accelerate powerfully – even on the mountain.

Suitable for trailers (single or double track) of up to 88 lbs weight.

Perfect break-time lecture: Read the media's opinion on the Streetmachine Gte

„The *Streetmachine Gte* is based on a concept perfected over many years. This can be seen in the well thought-out, top-class equipment as well as in the solid driving characteristics. For the long distance as a touring bike a serious alternative.“ TREKKINGBIKE
„HP VELOTECHNIK knows how to build first-class recumbents. The bullet below me is probably one of the best things you can buy. Because the further developed *Streetmachine Gte* is a perfectly made, extremely harmoniously and competently composed noble tourer. An outstanding recumbent, absolutely recommendable!“ AKTIV RADFAHREN

„The *Street Machine Gt* should make the change to a recumbent bike tasty even for die-hard touring cyclists. One is relaxed, the view of the surrounding countryside is unique, the technology and equipment of the bike are convincing. The *Street Machine Gt* meets all requirements for a perfect touring bike. Actually, you just have to say goodbye to the beloved diamond frame shape, and nothing stands in the way of a new love.“ RADTOUREN

„No other model embodies the history and success of HP VELOTECHNIK more comprehensively and better than the touring *Streetmachine*. Paul Hollants and Daniel Pulvermüller started their own recumbent production with it. The fact that the bike has long grown up shows not only the mature, very high-quality workmanship, but also the fine equipment including the liaison of PINION gearbox and GO SWISSDRIVE rear engine. Thus the *Streetmachine* embodies not only the beginnings, but also the future. (...) Conclusion: Congratulations to HP VELOTECHNIK! For the anniversary and for this bike. With the *Streetmachine Gte*, the company proves that it is ideally positioned for the future.“ AKTIV RADFAHREN

„Finally, there is a recumbent bike suitable for touring that is perfect for world tours with useful equipment: The recumbent professionals from HP VELOTECHNIK have hit the nail on the head with the *Street Machine Gt*.“ OUTDOOR

„Those who distrust the claims that recumbents can be fast, but also mountain capable, that they are certainly manoeuvrable and safe, can be convinced of all this by this engineering performance. The *Streetmachine* is a wonderfully comfortable high-speed bike.“ FRANKFURTER ALLGEMEINE ZEITUNG

„The *Street Machine Gt* sets a new standard in riding culture and running characteristics in recumbent construction. Whether in the city or overland, on slippery paths or dirt roads, with or without luggage, cycling can hardly be faster and more comfortable. Even on sandy tracks along the German coast we got along surprisingly well. This is not a matter of course for recumbents. This and the many small, well thought-out details show how mature this bike is.“ FRANKFURTER RUNDSCHAU

„But now get out of town, the 'Gt' stands for 'Gran Turismo'. A bumpy dirt road leads into the countryside, and the bike once again shows how well it combines comfort and safety. The enormous manoeuvrability is maintained in every speed range, the bends can't be tight enough for me: With the *Streetmachine* also finding curves is fun, a rare compliment for a touring bike.“ RADLMAGAZIN

„Big tours, speed on long distances, travelling with luggage – these are the domains of the *Street Machine Gt*. In view of the good workmanship and the high-quality equipment, the price is appropriate for a full-suspension bike that combines fun, speed and comfort with good handling.“ DRAHTESEL

„The *Street Machine* was my personal favorite. Already at my second tour I dared to ride on a BMX track and it didn't go that badly there. Conclusion: The *Streetmachine* is the perfect entry-level device for sporty recumbent cycling.“ ARGUS DRAHTESEL

„The *Street Machine Gt* really shines when it's burdened down with a heavy load. The bike's handling seemed barely phased by a load of almost 75 pounds. As Yoda would say, 'Tour, she will!'“ BENTRIDERONLINE.COM

„With it's Euro-Style ergonomics, extremely smooth HP Velo full suspension, and a host of custom upgrades, the *Street Machine* is the finest SWB USS recumbent available today – the ultimate recumbent magic carpet ride.“ RECUMBENTCYCLISTNEWS

„Comfortable and safe, the *Street Machine* sets the standard for full-suspension short wheelbase recumbents.“ CYCLING PLUS

More reviews at www.hpvelotechnik.com

A short history of evolution



Street Machine Classic



Street Machine Gt



Streetmachine Gte (2005)

After various experiments with two and three-wheelers, Paul Hollants and Daniel Pulvermüller design a compact recumbent with suspension in 1991. They thus combine the comfort of the conventional long wheel base recumbent with the performance and aerodynamics of a short wheel base design. The interested parties are queuing up.

In 1993 Hollants and Pulvermüller found the recumbent bike manufacturer HP VELOTECHNIK and launch the *Street Machine Classic*, one of the first series-produced recumbents with suspension on the market.

Long before bike suspension technology appear on the MTB, a MCU elastomer spring on the rear wheel provides comfort. The brazed steel frame is fitted with a rigid glassfibre seat.

Introduced in 1999, the *Street Machine Gt* quickly established itself as a classic recumbent. The bike gets its characteristic curve in the frame. A hydraulically dampened rear shock is now integrated in the frame.

No-Squat: The mechanical engineer Pulvermüller calls his design No-Squat, emphasizing that the suspension is unaffected by drive forces. Even today not all bicycle manufacturers take it for granted. The steering geometry for very smooth straight-running even with a lot of luggage is given its final tweaks.

The „evolution“ version *Streetmachine Gte* comes with an even stiffer, lightweight aluminium frame in 2005. The ergonomics of the newly developed *BodyLink* seat creates enthusiasm. Since then, the recumbent bike from HP VELOTECHNIK has undergone continuous evolutionary development.

The electric motor has found its way onto the bicycle. The *Streetmachine Gte* does not close itself off from this either. In 2018 it was launched with the excellent combination of a whisper-quiet hub motor plus the internally geared transmission by PINION.

Streetmachine^{Gie}





BodyLink seat



The anatomically-shaped hard shell seat and back rest can be separately adjusted using quick release levers. After loosening the four screws in the center, the seat can be adjusted steplessly to your back length. It can also be completely removed in 15 seconds – a practical feature when it is raining or you want to put it in your car.



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 offer all the benefits of a normal bike but with the addition 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 fit you: BodyLink – Its ergonomics is flexible!

Imagine getting off your bike after a long and exhausting day of riding and your only ailment is a tingle in your thighs. You can relax and forget all about bruises on your bottom, perineal pain, painful spinal discs, or a stiff neck.

This ergonomic seating luxury is made possible by the comfortable *BodyLink* seat from HP VELOTECHNIK. On your old bike saddle, your entire body weight rested on a very small sitting area. Conventional recumbent seats force your back into a rigid shape or don't allow defined lumbar support specifications due to molded seat pans. *BodyLink* 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 provides you perfect support. The height of the front seat edge and the lumbar support in your lower back area can be easily and steplessly adjusted using the quick release. The same applies to the back rest: Sit upright in the city and recline for speedy rides in the country side.

Practical: 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"). HP VELOTECHNIK makes the innovative recumbent seat from fiber-reinforced plastic with a lightweight foam core and a reflective side edge for improved visibility in the dark. Test it yourself: Your HP VELOTECHNIK dealer will happily show you the great ergonomics offered by this seat!



ErgoMesh seat

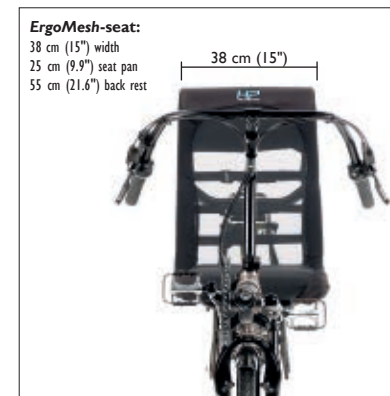
Laid-back comfort: ErgoMesh – the airy mesh seat in two sizes

The relaxed feel of the comfortably reclined position is an important benefit of your HP VELOTECHNIK recumbent. The seat position and the seat material has more of an impact on how your ride feels than any other component. That is why we have developed the airy ErgoMesh seat in addition to the fixed BodyLink hard shell seat. For many everyday cyclists, for example on the way to the office, it is the first choice. The slightly flexible material adapts to the shape of the body. The seat is therefore well-suited if several riders use one bike.

We offer the ErgoMesh seat for our recumbents in two sizes. Both variants are based on a stable aluminium frame which is shaped to fit the body for good back support. In addition, the seat fabric, which is highly permeable to air, can be adjusted to the shape of your back using many wide tension straps. It has just the right amount of elasticity to prevent pressure marks of your belt or seams of thick clothing.

For plus-size riders, we have designed the ErgoMesh XL seat. It is not only wider, but also has a lower seat and higher backrest. This wide seat is not compatible with the under seat steering option – this would restrict the control over the bike too much.

HP VELOTECHNIK has equipped the washable seat cover with a breathable side padding that ensures a comfortable lateral support while riding. A removable, waterproof seat cushion increases seating comfort. The seat has a practical zipped pocket in the backrest, which also holds the optional rain cover. In the backrest there is a hold on the sides ensure good visibility – because in the end your decision what is the most comfortable for you!





ErgoMesh Premium seat

The best of two worlds

The new premium version of the ErgoMesh seat: the most flexible invitation to remain seated for another round you can get.

A comfortable seat is a major advantage of a recumbent. Recumbent riders who rave about their *Streetmachine Gte*, the *Speedmachine* or the *Grasshopper fx* will tell upright bicycle riders who suffer from permanent pressure points when sitting, about two unbeatable benefits: comfortable seating and back-friendly ergonomics. For exactly this reason, HP VELOTECHNIK gives top priority to the design of the seat as the central contact point between rider and bike.

New materials and new processes enable our developers to create a new design that is unique in many ways. 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.

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. The frame is made of high-strength aluminium tubes and gives the Premium seat its unmistakably defined contour. For outstanding comfort the ErgoMesh Premium combines a unique material mix of six different woven and knitted fabrics. This makes the seat both highly breathable and comfortable. In addition, it is highly adjustable: Eight tension straps in combination with four OrthoFlex® pads that can be individually positioned make ErgoMesh Premium your personal invitation to take a perfect seat.

The ErgoMesh Premium is for the *Streetmachine Gte* also available as a 5 cm (2") wider XL version.

Seat with contour

The aluminium frame (6061 T6) with its elaborately shaped 3D outline defines a new standard for recumbent seats. The design challenge that the engineers faced is 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 pedalling. The ErgoMesh Premium comes with a perfect shape for maximum support.



Unique: Seat-O-Flex

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 sure: for maximum flexibility, the seat and backrest should be freely adjustable, independently of each other. Adjusting the angle of the seat as a whole – you can already do this with the standard 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: in a very upright position it offers less support to the front, and at a very flat angle some people feel pressure from the front edge of the seat. Enjoy the new freedom with the Seat-O-Flex technology in the ErgoMesh Premium seat and adjust the backrest and seat completely independently from each other. Experience this unbelievable comfort and find out how much difference 14 degree backrest angles can make.



Integrated OrthoFlex® technology

Two slide-in pockets on the edge of the seat and two on the backrest are upholstered with padding elements made of highly breathable material. HP VELOTECHNIK first introduced this technology with the *Gekko fx*s under the name OrthoFlex®. It ensures maximum flexibility for the individual adjustment of the ErgoMesh Premium in order to support every body as best as possible at crucial points. The removable pads can be positioned according to your needs within the pockets. The basic adjustment is surprisingly simple: take a seat, open the pockets, push the OrthoFlex® pads against the back, close the pockets and off you go!

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.



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.

Premium upholstery

The construction of the ErgoMesh Premium seat is characterised by a complex material mix. The seats made of simple foam used on some recumbents can sometimes offer a pleasantly cushiony feeling during the first seat test – but usually they prove to be too soft on long rides and leave the pedallist in his own sweat. The ErgoMesh Premium on the other hand is multi-layered. After intensive testing, our developers have tailored a multi-layer structure to the frame: Over a wide-meshed nylon fabric, two different strong spacer fabrics ensure very high breathability while at the same time providing

excellent cushioning and a firm support for your back.



Small is beautiful

You have two options for transporting the bike in the car: You can leave the seat on the bike and, after releasing a quick release, simply fold it forward. If you want to transport the Grasshopper fix folded, remove the seat. And you also have the choice: With the seat folded, the ErgoMesh Premium becomes short and compact. But it can also be fully opened. With a height of 16 cm, the flat stretched seat leaves plenty of room in your car for beautiful bicycles and your luggage.



Integrated pockets

A beautiful back can also be delightful. At HP VELO-TECHNIK it can do much more! We have equipped the ErgoMesh Premium seat with two removable, functional luggage pockets. 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 zip. They each offer a pack content of 1.4 litres (86 CUJ). The left pocket for 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

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

Easy Seat-mounting

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

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

Show your colours

The seat is prepared for the reception 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 section is equipped with six tension straps, which can be adjusted to be firmer or more flexible in seconds using a ladder buckle. Two more straps are located under the seat. In order to create the optimal power transmission in the transition from belt system to seat, the extremely resistant material Hypalon® was used, which is otherwise often used in boat building.



Foldable seat mount

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



Technical Data

Back rest	63 cm (24.8") / 66 cm (26", XL*)
Seat pan	24 cm (9.4") / 27 cm (10.1", XL*)
Width	41 cm (16.1") / 46 cm (18.1", XL)
HS version	11 cm raised seating position
Adjustment angle back	14°
Adjustment angle seat	11°
Frame	6061 T6 Aluminium
Package measure folded (L x W x H) ..	68 x 41 x 24 cm (26.8" x 16.1" x 9.4")
Package measure straightened	89 x 41 x 16 cm (35" x 18.1" x 6.3")
Volume pockets	2 x 1,4 liter (86 CUJ)

* XL-Version only compatible with above seat steering



Little escapes Au déTour du Monde

Ariane Amann and Xavier Méroux Ariane Amann and Xavier Méroux flew to Mongolia and brought along two recumbents.

Méroux on a journey around the world The Far Eastern country, one they always wanted to visit, was the starting point of a 16,338 km long journey home. It led them through 16 countries back to France. The two had taken 12 months off to escape western everyday life in order to get to know the rhythm and way of life of people on long distance bike tours.

Green vastness, Mongolia



freedom within reach, Kirghistan



Gobi-Altai, Mongolia



every mountain is a surprise, Turkey



Winter in Eastern Anatolia



Hooray, tarred roads! Xinjiang China



Dromedaries, Mongolia

Ariane und Xavier think the bike speed is ideal for a year of travel: slow enough not to pass unnoticed what is worth discovering and fast enough to efficiently move forward. And actually it is enough for them to lean back in the recumbent and drive off and get involved with the unknown. The German physician and the French agricultural engineer are particularly interested in agriculture and nutrition. This topic, on which they report in regular dossiers, formed the central theme of their journey predominantly through rural areas.

As they slowly returned to their homeland, the two were thrilled by the diversity of cultures and amazed at how much the direction of their journey influenced the experiences of the individual countries: in China they already felt a bit more like in the "West" compared to Mongolia!

On their way they experienced pleasant early summer days in the Mongolian plains, the scorching heat in the Chinese desert, they fought with the clinking Caucasian cold and were happy to catch up with spring in western Turkey. For Ariane and Xavier the most demanding country of the trip was Mongolia, with its sometimes catastrophic tracks and poor infrastructure. But also the over 3000 meter high pass roads of Kirghistan or the icy roads of the Caucasus were challenging terrain.

Along the way, the two got to know the everyday life of the respective cultural circles and had the opportunity to really dive into it: milking or shearing sheep, baking bread and pouring silver. Most impressive during the unforgettable encounters along the way: The immovable courage to live of the people in these countries and their ability to seize the day.

Ariane Amann explains why they chose the *Streetmachine Gte* as their touring bike: "We wanted an uncomplicated means of transport that would be robust, all-terrain and easy to repair, so that they could make easy progress far off the tourist tracks. The reclined position with its incomparable comfort quickly convinced us during a test tour. The *Streetmachine Gte* fully met our expectations and impressed us with its noticeably optimal power transmission from the first pedal stroke. We also liked the long-lasting and clear design of HP VELOTECHNIK.

On stony ground the suspension was fully used. We also benefited from the easy handling of the *Streetmachine Gte*, which proved to be surprisingly manoeuvrable and allowed the feet to be put down occasionally to balance the bike on sandy tracks. We were able to attach a 6 litre water bag to the lowrider easily in order to leave as much storage space as possible for food, which was important for desert passages.

Fortunately, the first contact with the people along the way was often due to the attraction of our recumbent, because we hardly went unnoticed on the *Streetmachine Gte*. After numerous passes we can confirm that the reclining position offers an incredible perspective for looking around and taking photos, especially when driving uphill".

The fascinating photographs and travel reports of Ariane and Xavier inspire to explore the world on a *Streetmachine Gte*.

More links to long-distance cycling tours can be found at www.hpvelotechnik.com – we have selected a few of our personal highlights for the next couple pages.



Bridges? Mongolia



Animal oncoming traffic, Xinjiang China



53,997 kilometers to Kriftel

Around the globe in two and a half years: Michel Leisner

"I just wanted to see where the bike I'm riding was actually built." It must have been the understatement of the year with which globetrotter Michel Leisner introduced himself when visiting HP VELOTECHNIK in Kriftel. "53,997 km" showed the speedometer on its *Streetmachine Gte*. He was on the road for two and a half years and in the end had traveled around the globe to 32 countries – and then rang the doorbell at the manufacturer's incoming goods department with such a modest request on a Wednesday afternoon. If we'd known, we would have given him a big reception. Shortly afterwards, he received it, after all, from friends, acquaintances and the press in his home town of Würzburg (Bavaria). In Kriftel it remained with a coffee, a photo and the memory of a young man who knew exactly (and still knows) where his path should lead him. Who wants to read more about how he defied sandstorms, overcame icy passes or had to "leave" his mobile phone to crooks in South America, can have a look at the Facebook page "Recumbent World Tour".



Who rides a Streetmachine, may also nibble at a scorpion



No matter if she was weighing melons in Cambodia or instructing daddy to push the bike: Lara is the boss!





The world in a trailer

Lara, Denise and Tom: A family journey through Asia on recumbents

"The world in a reclining position": Tom Richter could hardly have found a prettier title for his first world tour on the *Streetmachine*. The Berlin native travelled 809 days, 42,000 kilometers, 41 countries. He came home with fascinating impressions and experiences. Fascinating enough to mount his recumbent seat for a second major tour a few years later – but now in a trio! Besides partner Denise, their four-year-old daughter Lara was on board a cozy trailer. Adventures with such young offspring? "We agreed that Lara would decide how fast it would go. And how far," says Tom Richter. After all, Indonesia, Singapore, Malaysia, Thailand, Cambodia, Laos, Vietnam and China were on the agenda as a complete package. All the different cultures were no problem for Lara, she became friends with even the strangest animals. Who did not really get along with the three Germans on six wheels was the Chinese immigration authority. "But it was an incredible experience without Beijing," enthuse Lara, Denise and Tom. Anyone who wants to get an impression of their journey, check <http://asien.tour-en-blog.de/>

The future has 2 wheels

Science and Visions: The *Agence Future* project explores the future with the help of two *Streetmachines*

For the initiators of *Agence Future*, social scientist Maya van Leemput and photographer Bram Goots, it was clear that if they wanted to put their science project on wheels, they needed *Streetmachines*. Their goal: to ask the most diverse people around the world what their expectations, fears and hopes are for the future. "We will cover extreme distances and we need to stay fresh and alert throughout the whole time," explains Goots. Their journey across five continents was not planned as a pleasure trip, rather they knew they were going to be busy with research, giving lectures and writing articles. "When we camp in the evening, we can't spend hours massaging acidic muscles or stretching our backs to relieve them of the pain that a day on a conventional bike would bring." Ergonomics, a lot of luggage load and comfort thanks to the suspension including *No-Squat* technology: these were their reasons for choosing the *Streetmachine* and a partnership with HP VELOTECHNIK. By the end of the project, Maya and Bram had interviewed 382 people in 25 countries. Their resume: The future is diverse. With the bike you will be well on the way.



New Delhi, African tracks or Danish rain: a street machine always gets you through.



Optional features and accessories for *Speedmachine*, *Grashopper fx* and *Streetmachine Gte*: as versatile as your next bike trip

Equipment options for individualists: Do you have your own idea of the perfect bicycle technology? With our modular system you can configure your recumbent bike to suit you perfectly. Choose from our extensive range of reliable equipment parts for your recumbent bike, which we have developed especially for tough everyday use. With our rigid luggage carriers, for example, your bags hang safely and fully suspended on the frame instead of swaying on the handlebars or seat.

One of the most important effects on handling is steering. We have developed three different handlebars for our recumbents. They all have their own characteristics and advantages, but they do not make sense in every constellation: for example, a wide mesh seat excludes a under seat steering.

If you would like to have your recumbent built according to your own ideas outside the equipment options listed on the next pages of this catalogue, we will supply your dealer with the complete recumbent bike technology with our frame kit.

In any case, please consult your dealer for more detail. Disc brakes and hub gears can cause noise; tires, suspension and drivetrain components can wear out. Your dealer knows the advantages and disadvantages of the various components, will inform you about the maintenance intervals and will be happy to coordinate the specification of your recumbent with you to suit your intended use, your riding style and your needs.

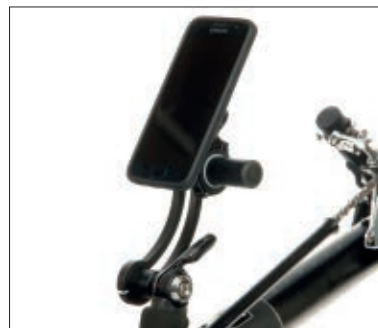
Luggage



For all three two-wheel models we build specially shaped racks from high-strength aluminium tubing with 2 mm thick walls and a diameter of 12 mm. This means that your luggage is fully suspended, which allows for optimum suspension performance and at the same time protects the material. The construction offers plenty of space for your equipment and gives the panniers a secure hold with the side bars. Intelligently integrated: A protective bar for your rear light and a flag holder.



Space on your bike is valuable: the water bottle set leaves you more space in your panniers. It is mounted within reach at the rear of the seat, double function of the double holder: you can also place the horn *AirZaund* there. With its up to 115 dB, it even wakes up sleepy truck drivers.



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.



With the option *Lowrider* you can store even more luggage. The low mounted construction not only provides a low centre of gravity, but also ensures impressive riding characteristics under full load. On the *Streetmachine Gte* it also offers the ideal position for mounting the side stand. Otherwise we use the *Esge Camp Zoom* from PLETSCHER on the rear end of the *Streetmachine* and *Grashopper fx*; on the *Speedmachine* we use the *Esge Zoom* on the middle section.



For the *BodyLink*: the *Microbag* as a great bag for the little tour: It offers one liter (61 CUl) 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.



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. Also ideal for plug-in battery lights.

Steering



Whether you choose *Above seat steering* with *Aero* or *Tiller handlebars* (picture in the middle) or you prefer *Under seat steering*: Ultimately, this is a question of personal ergonomics and your individual comfort. The *Aero steering* ensures a sporty, stretched arm posture and optimal aerodynamics. It also offers touring riders plenty of space so that they can store their digital equipment directly in their field of vision.



We offer the *Tiller steering* for *Speedmachine* and *Grasshopper fx*. It combines a relaxed arm posture with good aerodynamics. Advantage during transport: The *Tiller handlebar* is considerably narrower than the *Aero steering*. An additional advantage on the *Grasshopper fx* is that you can easily fold this handlebar forward to get in.



The *Under seat steering* is usually considered to be more comfortable. However, these handlebars are not compatible with all options of our modular system: on *Grasshopper fx* or *Speedmachine*, the *Under seat steering* excludes the combination with *ErgoMesh XL* seat as well as a motor. For the comfortable *ErgoMesh XL* seat on the *Streetmachine Gte* we offer the *Extra wide under seat steering* as a special design.



Features



Comfort options



Monarch RL air shock from ROCK SHOX. Practical: The spring stiffness can be simply 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.



Front Boom Quickadjust: Just open two quick releases and you can adjust your *Scorpion* to different lengths. Developed by HP VELOTECHNIK, 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”).



The *Headrest* for the *ErgoMesh* net seats (left) 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* (right) 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.



With the *Carbon fibre front boom*, you have a deep black highlight always in view. Weight reduction compared to the aluminium front boom: 170 grams.



Sharp turns are easy without interfering with the chain: . Our optional *CONCEPT* suspension fork is equipped with an integral suspension system in the steerer tube. Due to the fork's compact design, the chain can run closely to the frame and smoothly above the front wheel. The fork combines minimum weight with great torsional stiffness. You can adjust the fork individually, it is extremely low maintenance. 50 mm spring travel.



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.



Light and security

Weather protection gear



Highlight (picture left): The SON hub dynamo lighting system. Unbeatable efficiency and extremely bright. Always ready for use, even in rain and snow, when tire-driven dynamo systems slip. Ultra bright 100 lux LED headlamp B&M IQ-X provides extra safety with daytime running lights B&M Toplight Flat S taillight with brake light. Parking light front & rear. Price efficient alternativ: SHUTTER PRECISION SD-8

Eyro Light Set (picture right): The 30 lux battery-powered light set from B&M has a USB charging port; a charging cable is included. The rear light Toplight Flat S is also from B&M and is powered from 2 AA batteries. The advanced dusk and dawn sensor turn the lights on automatically.



Functional fenders: The fenders from SKS, which are equipped with a deflector, extend far down close to the road. With their width of 55 millimetres (2.2"), they provide good protection against splash water even with wider tires.



Panoramic view to the front, good rear view: You are always on the safe side with Miryrcle's proven rear-view mirror. We mount it on the left, right or both sides on request. Advantage for you: The barend fastening is practically usable as a computer holder..

Safety is not a fashion statement: Many recumbent riders prefer using a flag to increase visibility in traffic; it belongs on their bike like a bell or horn. With our reflective HP VELOTECHNIK design the flag fosters awareness and security.



The **Rain cover** fits for all the seat systems of HP VELOTECHNIK. It 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. On the ErgoMesh Premium seat the protective cover has an air mesh fabric on the side, so that the contents can start to dry while you continue your journey.



All two-wheelers from HP VELOTECHNIK come standard with disc brakes. The showpiece is the hydraulic SHIMANO XT, but the mechanical BB7 from AVID or the hydraulic disc Auriga from Tektro also have their specific benefits.

You will not be „unheard“ of 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 CUl, fits in standard bottle holders) can be filled very easily with a normal air pump.



The lighter solution: For triple chain ring sets we offer a chainwheel disc instead of the chain guard. This saves 150 grams (0.33 lbs) of weight. Only available in combination with SHIMANO XT 30 or with NEODRIVES motor.

STREAMER



Come on, honey, let's go. There's lovely rain outside!

Streamer front fairing: Efficiency rules.

Want to go faster, further and with less effort? Stay warm and dry in cold weather? A recumbent can give you a serious aerodynamic advantage, but you can get even more benefit by using a well designed front fairing.

The Streamer front fairing from HP VELOTECHNIK will fit almost any recumbent and many tricycles. It is designed to improve your riding comfort and efficiency, protects you from the elements and helps you slip through the air with minimum effort. And it looks great!

Constructed from strong, see-through plastic with unique lightweight aluminium mounting hardware, it gets its strength from good design and the use of high-tech materials. It is easy to fit and removable in seconds for transportation or storage.

A single quick release lever releases the windshield and supporting stays, leaving two discreet brackets mounted on the frame. The windshield can then be rolled up for travelling.

The Streamer is a highly efficient teardrop shape which offers a minimal frontal area and directs air gently around your body without blasting it into your face. The greatest benefits are felt at higher speeds, so that the faster you go, the more benefit you get, but even at a cruising speed of 15 km/h (10 mph) there is a noticeable decrease in wind drag. The effect of head winds is greatly reduced and side winds are felt as almost beneficial.

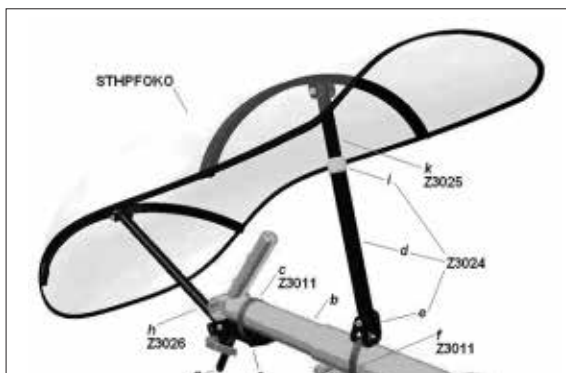
Due to its open shape, riding with the *Streamer* is extremely silent, avoiding any 'rolling thunder'. The aerodynamic advantage of the fairing depends on the position of fairing, rider on a bike as well as on clothing. Carry out a test ride before purchase on your bike to find out your specific benefit.

The Streamer is ideal for commuters as it makes cold weather cycling much more comfortable and enjoyable. The shelter it offers means that you can be warm without having to wear layers of bulky clothing. Rain is deflected from half of the body, so waterproof trousers and shoes are no longer necessary. The effect is to prolong the comfortable riding season to almost the entire year. Weather that would keep you hiding indoors becomes an invitation to ride!

The Streamer fairing makes you stand out from the crowd and makes you become more visible at night.



Protection



Length 100 cm • Width 55 cm • material: transparent plastic (PETG) • disc 1200 g • Quickmount-adapter 985 g

The windshield gets most of its strength from its shape but complete rigidity is ensured by a pair of channel section aluminium spars which are located on widthways by strips of velcro. This mounting system means there is no drilling needed in the fairing, eliminating a potential breaking point. It also makes the fairing easy to break down for transportation.

Because of the rigidity of this system, the plastic screen can be made very thin but does not vibrate, rattle or transmit any road noise. In normal use the windshield is almost indestructible, it will withstand severe knocks and even modest dropping without breaking. Abrasion can lead to scratching of the surface but this in no way affects its functionality as the rider is always looking over the top edge. The windscreen comes standard with edging tape all the way round.

The fairing is mounted onto the frame by two fully adjustable struts. The front one mounts under the bottom bracket of the front boom, and is held by a quick release lever. Please note that for a good view over the fairing your crank axle should not be higher than 18 cm above your seat base. The rear strut is a telescopic pressure fit and mounts onto the main boom of the bike by means of a rubber coated jubilee clip. Because of the positioning of the mounting brackets they are able to take large front or side loads without moving, making a structure that is extremely rigid.



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 bike 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 Tripple Shift drivetrains. 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 rideable.

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

Trippleshift 24 24 speed

Reliable Combo: Recumbent enthusiasts first love: The combination of a 3-speed internal gear hub plus derailleur shifting. The reliable internal gear system from British pioneers STURMEY ARCHER allows not only shifts when standing still, but it also expands the range of the derailleur shifting. In the basic version with the 8-speed cassette X4 from SRAM you have a robust companion for all ways with 24 gears.



STURMEY ARCHER + SHIMANO

Trippleshift 27 speed

Practical and elegant: You would like to extend the popular combination 3-speed hub plus derailleur? Then simply combine the STURMEY ARCHER hub with one of the world's most widely used 9-speed derailleurs: the Deore from SHIMANO. This ensures a finely graduated power transmission. Your advantage: In combination with the gear hub you can shift through all 27 gears.



SRAM

XT 30 30 speed

The Elegant Racer: Are you looking for performance? Then the lightweight SHIMANO XT 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 noble classic among the drivetrains we offer with ergonomic barend shifters.



Technical Data

24 speed internal plus derailleur gearing

Gearing (20")	..... 46 / 11 – 34
Gearing (26")	..... 39 / 11 – 34
Development (20")	.. 1,49 m – 8,53 m (4'11" – 27'11")
Development (26")	.. 1,68 m – 9,64 m (5'6" – 31'7")
Shifter	..... SRAM long twist shifter
Cassette	..... SRAM CS-HG50
Rear detailer	..... SRAM X4

27 speed internal plus derailleur gearing

Gearing (20")	..... 46 / 11 – 34
Gearing (26")	..... 39 / 11 – 34
Development (20")	.. 1,49 m – 8,53 m (4'11" – 27'11")
Development (26")	.. 1,68 m – 9,64 m (5'6" – 31'7")
Shifter	..... STURMEY ARCHER barend shifter
Cassette	..... SHIMANO CS-HG400
Rear detailer	..... SHIMANO Deore

30 speed derailleur gearing

Gearing (20")	..... 60-52-40 T / 11 – 36 T
Gearing (26")	..... 52-42-30 T / 11 – 36 T
Development (20")	.. 1,67 m – 8,2 m (5'8" – 26'10")
Development (26")	.. 1,67 m – 9,5 m (5'8" – 31'2")
Shifter (under seat steering)	.. MICROSHIFT Lenkerenschaltthebel BS-M10
Shifter (above seat steering)	.. SHIMANO Triggershifter XT SLT8000
Cassette	..... SHIMANO XT CSM771
Rear Derailleur	..... SHIMANO XT RDT8000

SHIMANO**Nexus 8 speed**

It's as simple as it can be: You want to enjoy cycling just as much as life? Worrying about the proper chainring and rear sprocket combinations only distracts you from your beautiful surroundings? Then choose the *Nexus Premium* for your drivetrain. This premium version of the SHIMANO Nexus 8-speed hub gear is easy to operate with a twist grip even when standing still and is also extremely low-maintenance.

**8 speed internal gear transmission**

Gearing (20") ... 44 T / 16 T
 Gearing (26") ... 44 T / 22 T
 Development (20") .. 2,19 m – 6,64 m (7'3" – 21'9")
 Development (26") .. 2,12 m – 6,44 m (6'12" – 21'1")
 Shifter SHIMANO Nexus twist shifter
 Chain tensioner SHIMANO *Alfine*

ROHLOFF**Speedhub 14 speed**

The World Tourer: since 1998, the ROHLOFF *Speedhub* has become a mechanical legend. Uncountless 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 VELOTECHNIK twist shifter exclusive to HP VELOTECHNIK recumbents.

**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

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 NEODRIVES hub motor.

**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") .. 1,40 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



Open Choice: Twist or barend shifters? This is not a philosophy decision, but an ergonomic. That is why we offer both for our discerning riders. Twist shifters are solid, reliable, and a mark on the grip indicates the current gear. HP VELOTECHNIK goes once again a step further and has



developed an extra long shifter for both PINION and ROHLOFF, tailored for the recumbent riders needs. Bar end shifters fit perfectly to the tip of your thumb and require less energy to precisely shift.



Your wish: Extra power? Turn your recumbent into an E-Bike!

Would you like to extend the action radius of your recumbent? Smile as you climb the local hills with a trailer? Or how about a quick and relaxed ride to work? Choose our e-drive: just pedal and let the powerful motor give you up to three times more drive power. It is an easy choice as our system is one of the most powerful and lightest on the market.

Especially notable: that perfect bike-riding-feeling with the recumbent does not change with the motor. Due to the HP VELOTECHNIK programming there is no stuttering, no noise, and no complicated throttle. The e-drive is very safe: the support only starts when pedaled and ends subtly as the recumbent reaches 25 km/h (16 mph) resp. for USA 32 km/h (20 mph, Class I electric bicycle).



Touchscreen display, here laterally mounted on the under seat handlebar of the *Streetmachine Gte*.

With this pre-programmed maximum speed, in Europe your E-recumbent is classified as a Pedelec (*Pedal Electric Cycle*). It can thus be ridden in most EU countries without registration, helmet, or license plate. Once accelerated over 25 km/h (16 mph) resp. for USA 32 km/h (20 mph), the e-recumbent basically rides like a regular human powered bike.

The gearless hub motor from NEODRIVES silently unfolds its power like no other. Since the drive energy is generated directly at the rear wheel, there are no transmission losses in the drive train. Your chain, sprockets and chainrings are not stressed by the engine. This protects these drive parts, which on average will last up to four times longer than mid-engines.

The NEODRIVES Z20 is incredibly silent, dynamic and versatile. Optimized for dynamic riding, a futuristic design, an energy efficiency of 85% coupled with easy-use features such as a touch screen display. The stats speak for themselves. The maximum degree of support is 300 percent. When accelerating the motor increases its maximum power output to up to 450 W. With a 612 Wh battery, you can achieve ranges of up to 145 kilometers (90 miles).

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

Tailwind by thumb pressure: The remote control of the 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 is intuitive right from the start – in other words, the large plus and minus buttons for switching through the support cannot be missed.



Top: The battery is ideally placed in the middle of the bike under the seat with a low centre of gravity. All HP VELOTECHNIK recumbents with above seat steering offer space for this, the *Streetmachine Gte* also with underseat steering. The lockable battery can be easily removed for charging.

Right: On the under seat-steered *Streetmachine Gte*, the "Top View" mounting at the handlebar end can be used to bring the display closer to your field of vision, but slightly reduces the space available to mount the bike. Alternatively, it can be mounted next to the handlebar handle (picture bottom left).



NEODRIVES Z20 also makes it easy to take a closer look at data such as remaining range, battery charge level, current power consumption, daily distance travelled or average speed: thanks to the touchscreen, the menus on the 2-inch colour display can be scrolled quickly and easily. This even works in the rain and with most gloves.

You also have the choice between positioning the display on the above seat steering of all recumbent models or, on the *Streetmachine Gte*, also on the under seat handlebars: either to the side next to the handlebar or with "Top View" mounting on the bar end more closely to your field of vision.

To match the high-quality electrical engineering, we offer you two gearing choices as an option: The Shimano XT 30 derailleur system with 3x10 very finely tuned gears or the robust C.I.12 bottom bracket gearbox from PINION with an enormous gear ratio range of 600 percent.

The mega trend "electric bike" shows its best side with our recumbent bikes: the streamlined sitting position saves you valuable energy and the precious battery capacity is used efficiently. Electrified? Your specialist dealer will be happy to advise you!



Powerful combination: NEODRIVES E-drive on the rear wheel with PINION gearbox. The combination of the whisper-quiet hub motor with the integrated gearbox on the front boom, which can be shifted when stationary, is convincing: outstanding functionality, low-maintenance operation, balanced weight distribution and convenient operation with the extra-long twist shifter from HP VELOTECHNIK.

Technical Data E-drive

System	NEODRIVES Z20
	US: Class 1 electric bicycle
Support	up to 25 km/h (16 mph) only USA up to 32 km/h (20 mph)
Push assist	up to 4 km/h (2.5 mph)
Range*	up to 145 km (90 mi)
Force amplification ..	5 levels
Max. torque	40 Nm (at the rear wheel)
Rated power	250 W
Maximum power	450 W
Rechargeable battery ..	Bmz 36 V Li-Ion removable, with lock
Capacity	17 Ah
Energy contents	612 Wh
Battery weight	3,5 kg (7.7 lbs)
Battery life	800 – 1000 charging cycles
Charger	Bmz 4 A
Charging time	4 hours no memory effect
Charger weight	0,85 kg (1.9 lbs)
Additional weight	ca. 10,1 kg (22.3 lbs)
Display	Color display above handlebar (Top View) or side of handlebars
Drivetrain	SHIMANO XT 30 speed barend shifters (under seat steering) trigger shifters (above seat steering) 20": 60-52-40 / 11-36 Z. 26": 52-42-30 / 11-36 Z.
Drivetrain	PINION C1.12 (12-speed (alternativ) internally geared transmission)
Features	Touchscreen, Bluetooth- and USB interface

* Range as stated by manufacturer NEODRIVES: 100 W rider input, support level 1, flat terrain, smooth roads, 70 kg (154 lbs) payload incl. rider

The choice is yours!

Our modular kit for your dream bike:

Basic model

<input type="checkbox"/> Grasshopper fx (GHF) foldable trekking recumbent, 20" rear wheel	3.190,00
<input type="checkbox"/> Streetmachine Gte (GTE) comfortable long distance tourer, 26" rear wheel	2.890,00
<input type="checkbox"/> Speedmachine (SPM) low and fast touring recumbent, 26" rear wheel	3.090,00

● Basic configuration ○ Option, no upcharge
■ Option with upcharge – Not available

Frame

Colors

<input type="checkbox"/> Magic green	0,00	○	–	–
<input type="checkbox"/> Blue shade grey	0,00	○	–	–
<input type="checkbox"/> Silver grey	0,00	–	○	○
<input type="checkbox"/> Pearl orange	0,00	–	○	–
<input type="checkbox"/> Carmine red RAL 3002	0,00	–	–	○
<input type="checkbox"/> Single custom color according to RAL-color chart:	179,00	■	■	■
<input type="checkbox"/> Double custom color main frame: _____ front boom / swing arm: _____	259,00	■	■	■

Front boom

<input type="checkbox"/> Front boom without derailleur tube (for hub gears only)	0,00	●	●	●
<input type="checkbox"/> Front boom with derailleur tube	0,00	○	○	○
<input type="checkbox"/> Front boom carbon saves 170 g (1/3 lbs) weight, not compatible with PINION	219,00	■	■	■
<input type="checkbox"/> Front boom quickadjust compensates extra chain length when front boom is adjusted, QR-levers ...	179,00	■	■	–

Seats

Seats

<input type="checkbox"/> ErgoMesh mesh seat, 3 cm / 1.2" higher than <i>BodyLink</i> seat, aluminum frame	0,00	○	○	○
<input type="checkbox"/> ErgoMesh XL 5 cm / 2" wider and 3 cm / 1.2" longer than <i>ErgoMesh</i> seat	0,00	○	○	○
<input type="checkbox"/> ErgoMesh Premium with <i>OrthoFlex</i> technology, seat and back surface independently adjustable	199,00	–	■	■
<input type="checkbox"/> ErgoMesh Premium XL 5 cm / 2" wider and 3 cm / 1.2" longer than <i>ErgoMesh Premium</i> seat	199,00	–	■	■
<input type="checkbox"/> BodyLink adjustable, body-contoured seat	119,00	■	■	■
<input type="checkbox"/> BodyLink seat with brackets for small riders (4 cm / 1.6" to the front)	119,00	■	■	■

Accessories

<input type="checkbox"/> Headrest for BodyLink seat flexible, with cushion, adjustable in height and angle	109,00	■	■	■
<input type="checkbox"/> Headrest for ErgoMesh seat adjustable in height and angle, with quick release lever	139,00	■	■	■
<input type="checkbox"/> Airflow seat cushion breathable fabric, sewn, for <i>BodyLink</i> seat	69,90	■	■	■
<input type="checkbox"/> Rain cover for all HP VELOTECHNIK seats, Ripstop nylon fabric, blue	19,90	■	■	■
<input type="checkbox"/> Adjustable end stops allow exact positioning of the seat	14,90	■	■	■

Suspension and steering

Rear wheel suspension

<input type="checkbox"/> DNM DV-22 spring/oil, spring available with various spring rates	0,00	●	●	●
<input type="checkbox"/> RockShox Monarch RL lightweight air shock, adjustable rebound damping, lockout	249,00	■	■	■

Front fork

<input type="checkbox"/> Rigid fork	0,00	–	–	●
<input type="checkbox"/> Suspension fork CONCEPT 50 mm suspension travel, steerer suspension system, adjustable	289,00	–	–	■
<input type="checkbox"/> Suspension fork SPINNER Grind2	0,00	●	●	–
<input type="checkbox"/> Hard spring for suspension fork for loads over 100 kg / 220 lbs, pre-installed	29,90	■	■	■

Steering

<input type="checkbox"/> Above seat steering with Aerobar	0,00	●	–	○
<input type="checkbox"/> Above seat steering with tiller bar	0,00	–	–	○
<input type="checkbox"/> Above seat steering with tiller bar with TERRACYCLE foldable stem	29,90	■	–	–
<input type="checkbox"/> Above seat steering adjustable in angle and length, with TERRACYCLE Glideflex folding stem	259,00	–	■	–
<input type="checkbox"/> Under seat steering indirect, adjustable, not compatible with <i>ErgoMesh XL</i> seats or E-drive	69,90	■	–	–
<input type="checkbox"/> Under seat steering indirect, adjustable, not compatible with <i>ErgoMesh XL</i> seats or E-drive	139,90	–	–	■
<input type="checkbox"/> Under seat steering direct not compatible with <i>ErgoMesh</i> and <i>ErgoMesh XL</i> seats	0,00	–	●	–
<input type="checkbox"/> Extra wide under seat steering handlebar 65 cm width, straight ends (regular 60 cm with bent ends), necessary for <i>ErgoMesh</i> seats ...	9,90	–	■	–

● Basic configuration ○ Option, no upcharge
■ Option with upcharge – Not available

Drivetrain

Gearing

<input type="checkbox"/> STURMEY ARCHER Tripleshift 24 speed STURMEY ARCHER 3 speed internal gear hub,.....	0,00	●	●	●
SRAM X4 rear derailleur, SHIMANO cassette, SRAM X4 twist shifters				
<input type="checkbox"/> SHIMANO Nexus Premium 8 speed internal gear hub with twist shifter	59,90	■	■	■
<input type="checkbox"/> STURMEY ARCHER Tripleshift 27 speed only with under seat steering, STURMEY ARCHER	149,00	■	■	■
3 speed internal gear hub, SHIMANO Deore rear derailleur, SHIMANO cassette 11–36 teeth, MICROSHIFT / STURMEY ARCHER barend shifters				
<input type="checkbox"/> SHIMANO XT 30 speed SHIMANO XT rear derailleur, MICROSHIFT front derailleur, SHIMANO XT	339,00	■	–	–
cassette 11–36 teeth, 3 speed crankset, MICROSHIFT barend shifters for underseat steering, SHIMANO XT trigger shifters for above seat steering				
<input type="checkbox"/> SHIMANO XT 30 speed SHIMANO XT rear derailleur, MICROSHIFT front derailleur, SHIMANO XT	309,00	–	■	■
cassette 11–36 teeth, 3 speed crankset, MICROSHIFT barend shifters for under seat steering, SHIMANO XT trigger shifters for above seat steering				
<input type="checkbox"/> PINION C1.12 12 speed front gear box, 46 teeth crankset with double sided chainwheel disc,.....	1.750,00	■	■	■
HP chain tensioner, long twist shifter with under seat steering, not compatible with <i>Streamar</i>				
<input type="checkbox"/> ROHLOFF Speedhub 14 speed internal gear hub, crankset with 52 teeth chainring, double sided	1.490,00	■	–	–
chainwheel disc, with ROHLOFF chain tensioner and external mech box, long twist shifter with under seat steering, black				
<input type="checkbox"/> ROHLOFF Speedhub 14 speed internal gear hub, crankset with 46 teeth chainring, double sided	1.550,00	–	■	■
chainwheel disc, with ROHLOFF chain tensioner and external mech box, long twist shifter with under seat steering, black				

Pedelec / E-assist systems

<input type="checkbox"/> NEODRIVES Z20 and SHIMANO XT 30 speed powerful electric assist up to 25 km/h (16 mph),	2.890,00	■	■	■
SHIMANO XT rear derailleur, SHIMANO XT cassette 11–36 teeth, 3 speed crankset, MICROSHIFT front derailleur, SHIMANO XT trigger shifters, Li-Ion battery 612 Wh, push assist up to 4 km/h (2.5 mph), 4 A charger, only for above seat steering, for <i>Streetmachine Gte</i> also with under seat steering, MICROSHIFT barend shifters and				
choice of display position: <input type="checkbox"/> above handlebar grip <input type="checkbox"/> side of handlebar grip				
<input type="checkbox"/> NEODRIVES Z20 and PINION 12 speed powerful electric assist up to 25 km/h (16 mph),	4.290,00	■	■	■
12 speed front gear box, 46 t. crankset with double sided chainwheel disc, PINION twist shifter, Li-Ion battery 612 Wh, push assist up to 4 km/h (2.5 mph), 4 A charger, only for above seat steering, for <i>Streetmachine Gte</i> also with under seat steering and				
choice of display position: <input type="checkbox"/> above handlebar grip <input type="checkbox"/> side of handlebar grip				

Accessories

<input type="checkbox"/> Chainwheel disc instead of chain guard, 150 g lighter (SHIMANO XT 30 speed and	19,90	–	■	■
NEODRIVES only)				
<input type="checkbox"/> Short cranks 155 mm (6.1"), recommended for riders smaller than 175 cm (5'7")	24,90	■	■	■
<input type="checkbox"/> Clipless pedals SHIMANO XT PD-T8000 lightweight, multi-purpose pedal for normal and SPD shoes ...	99,90	■	■	■

Brakes

<input type="checkbox"/> SHIMANO BR-MT200 disc brakes hydraulic	0,00	●	●	●
<input type="checkbox"/> AVID BB7 disc brakes mechanical	49,90	■	■	■
<input type="checkbox"/> TEKTRO Auriga disc brakes hydraulic	139,00	■	■	■
<input type="checkbox"/> SHIMANO XT disc brakes hydraulic	329,00	■	■	■

Tires

<input type="checkbox"/> SCHWALBE Marathon Racer 40 mm, good puncture protection, very good rolling characteristics	0,00	●	●	●
<input type="checkbox"/> SCHWALBE Marathon Plus 47 mm, very good puncture protection, higher weight	29,90	■	■	■
<input type="checkbox"/> SCHWALBE Kojak 35 mm, lightweight, fast slick tire, only with SHIMANO XT 30 speed or PINION	29,90	■	■	■



Choose the components of your recumbent 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 configuration	○ Option, no upcharge	GHF	GTE	SPM
		■ Option with upcharge	- Not available			
Luggage						
Racks						
<input type="checkbox"/> Rear rack 12 mm (0.47") tube, black powder coating, max. load 25 kg / 55 lbs, with flag holder	149,00	■	■	■		
<input type="checkbox"/> Lowrider 10 mm (0.39") tube, black powder coating, max. load 25 kg / 55 lbs	109,00	■	-	■		
<input type="checkbox"/> Lowrider 12 mm (0.47") tube, black powder coating, max. load 25 kg / 55 lbs	109,00	-	■	-		
Bags / Bottle cages						
<input type="checkbox"/> Microbag topbag for <i>BodyLink</i> seat, detachable, also as hip bag, 1 litre	39,90	■	■	■		
<input type="checkbox"/> Water bottle set HP VELOTECHNIK 2 x 0.6 l clear PE-bottle with colored HP VELOTECHNIK print, with bottle cages, mounted	57,90	■	■	■		
Mounts						
<input type="checkbox"/> Speedometer mount for computers or battery lights, incl. sensor bracket for front wheel, mounted at the front boom	9,90	-	■	■		
<input type="checkbox"/> Universal mount for mounting on the handlebar end, Ø 22.2 mm tube holder for accessories such ... as mobile phone holder / GPS devices or bell, only for under seat steering, max. load 400 grams (0.88 lbs)	36,90	■	■	■		
Kickstands						
<input type="checkbox"/> PLETSCHER Esge Comp Zoom mounted on the rear swingarm, adjustable, black	34,90	■	■	-		
<input type="checkbox"/> PLETSCHER Esge Zoom mounted on the rear swingarm, adjustable, black	25,90	-	-	■		
<input type="checkbox"/> PLETSCHER Esge mounted under the lowrider rack, safe stand for the bike due to position between ... the wheels, aluminium, with plastic foot, black	25,90	-	■	-		
Weather protection gear						
<input type="checkbox"/> Mudguards Sks 20" with spoiler, 53 mm width, black, stainless steel stays, mounted	89,90	■	-	-		
<input type="checkbox"/> Mudguards Sks 20"/26" with spoiler, 53 mm width, black, stainless steel stays, mounted	89,90	-	■	■		
<input type="checkbox"/> Streamr clear front fairing, with quick mount system, incl. assembly, not with PINION	559,00	■	■	-		
<input type="checkbox"/> Transport cover with carrying strap, for folded <i>Grasshopper fx</i>	79,90	■	-	-		
Safety equipment						
Lights						
<input type="checkbox"/> Light wire routing only twin wires routed through the frame, with connectors in the front boom and dynamo mounting sheet <input type="checkbox"/> for hub dynamo <input type="checkbox"/> for tire dynamo	89,90	■	■	■		
<input type="checkbox"/> Lighting system rechargeable Eyro with B&M Eyro rechargeable 30 Lux headlight, charging via USB connector, rear light B&M Toplight Flat S senso, 2 AA batteries, sensor controlled	99,90	■	■	■		
<input type="checkbox"/> Lighting system SHUTTER PRECISION SD-8 disc dynohub IQ-X with front and rear parking lights, LED headlight B&M IQ-X, with daytime running lights, up to 100 Lux, rear light B&M Toplight Flat S plus with brake light, twin cables routed through the frame	359,00	■	■	■		
<input type="checkbox"/> Lighting system SONDELUX disc dynohub IQ-X with front and rear parking lights, lightweight 20" Schmidts original hub dynamo, LED headlight B&M IQ-X, with daytime running lights, up to 100 Lux, rear light B&M Toplight Flat S plus with brake light, twin cables routed through the frame	569,00	■	■	■		
<input type="checkbox"/> Lighting system battery IQ XS for E-drive LED-headlight B&M IQ XS powered by E-bike battery, up to 70 Lux, rear light B&M Toplight 2C DC, twin cables routed through the frame	189,00	■	■	■		
<input type="checkbox"/> Lighting system battery IQ-X for E-drive LED-headlight B&M IQ-X powered by E-bike battery, up to 140 Lux, rear light B&M Toplight 2C DC, twin cables routed through the frame	269,00	■	■	■		
Mirrors						
<input type="checkbox"/> Rear mirror MIRRICLE with barend mounting on handlebar, also usable as computer mount Mounting: <input type="checkbox"/> left <input type="checkbox"/> right	49,90	■	■	■		
<input type="checkbox"/> Rear mirror MIRRICLE both sides barend mounting on handlebar left and right	99,80	■	■	■		

		● Basic configuration	○ Option, no upcharge	GHF	GTE	SPM
		■ Option with upcharge	- Not available			
Accessories						
<input type="checkbox"/> Air horn AirZOUND XL adjustable from 30 – 115 dB, can be refilled via Schrader valve up to max. 5.5 bar (80 psi), mounts to the handlebar	36,90	■	■	■		
<input type="checkbox"/> Flag HP VELOTECHNIK double-sided print, with reflective strip	22,90	■	■	■		





Speedmachine:
Sporty low touring bike with 26-inch rear wheel, space for 4 large panniers, from € 3.090



Grasshopper fx:
Fast folding, fully suspended trekking recumbent with compact 20-inch rear wheel and medium seat height, ideal for smaller riders, from € 3.190



Streetmachine Gte: Comfortable fully suspended touring bike with 26-inch rear wheel with space for 4 large panniers from € 2.890



E-Recumbent:
All recumbent models can be equipped with a powerful electric motor from NEODRIVES, e.g. the Streetmachine Gte from € 5.780

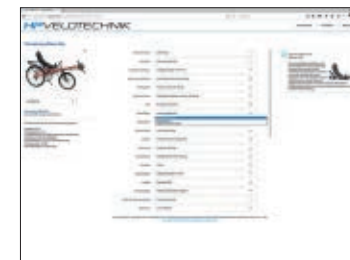
Choose according to your heart's delight – please find all options, accessories and prices on the previous pages.

Detailed product information can be found, in addition to this catalog, on our well-structured web pages with a variety of test reports from bike magazines at www.hpvelotechnik.com, in our online recumbent configurator and in the practice-oriented operating and maintenance manual.

Personal customer service in your area can be obtained through 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.

10 years warranty is offered by HP VELOTECHNIK for the frame of your new recumbent. We stand by our products and would like to assure you of sustainable, carefree riding pleasure. Details can be found in the service section of our website.

Excellent quality and service: HP VELOTECHNIK was awarded for five times as the best cycle manufacturer in Germany by the industry association VSF. For us, this is a source of confirmation and motivation. With our dedicated team at HP VELOTECHNIK, we are ready to create your personal dream trike!



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 recumbent 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.

Your dealer is looking forward to your visit:

Suggested retail prices in Euro based on 19 % VAT. Local prices at dealer may vary. Shipping to most EU-countries: € 175,00. Effective as of November 2020. Images with special equipment. Subject to alterations.

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