

Evolvetrikes wish to announce their new versatile ZYPP designs, still transit friendly, quick and compact folding but with wider track, higher seat and larger wheels. The ZYPP Rapid model still fits into an airline legal suitcase in under 5 minutes. If suitcase travel is not required it also accepts up to a 700c rear wheel. The ZYPP "EZY" model has a mesh seat and soft-ride 406 wheels all round. Our signature smart car capable ZYPP "SMART" folder now has soft-ride 355 front wheels and a 406 smart fold tail and yes, still fits into a single airline legal suitcase (L+W+H<158cm/62in). And we can reveal that two of these trikes also easily physically fit on a standard 2-bike bus rack. <http://evolvetrikes.com/videos.html> includes "Trike Highlights" and "Quick folding an Evolve trike" videos.

We are offering an opportunity to be involved with a truly unique product with many exceptional capabilities and with all major markets protected by strong patents. We are open to any options.

We are primarily developers trying to get production of our trikes re-started. It is now clear we will have no production in 2016 and there are still too many things to be firmed up for us to provide a reliable production date or price.

We are yet to link up with a mutually agreeable business arrangement for production with a suitable company. So, if you are a business with real production experience who believes you can take our fast compact folding trike to the market in numbers then make us a serious offer. As clearly demonstrated on our web pages, our technology produces the most versatile and transit friendly trike designs, by far.

We've had to accept that there is strong market resistance to 349 wheels on trikes despite them being used on the Brompton, the world's most compact transit friendly two wheel folder. Instead we have fully redesigned and optimised the new ZYPP model range to suit 16in(349), 18in(355) and 20in(406) wheels so customers can use the wheels that suit them. We have also realigned the folding priorities. Since, for most circumstances, customers only need the fast fold we have focussed on that while still making our latest model, the ZYPP RAPID, quickly separable into an airline legal suitcase. The erect trike has proportions like most popular full size trikes, negating any feeling of size compromise for compact foldability, and it has a more solid appearance to match its capabilities.

The ZYPP range has a wider 75cm track to retain cornering stability with higher seats and larger wheels. It also increases the cockpit space for larger riders and has a slightly reduced the turning radius. All of the base models now have a 406(20in) rear wheel and are capable of accepting all standard 135mm hub gears including Rohloffs and hub motors. All configurations have our usual super quick lean compact folding and ultra small storage footprint, and those with up to 355 front wheels still have single airline legal suitcase capability. Configurations with 406 front wheels would require a marginally oversize suitcase. The base models include the "RAPID" with an improved 406 standard tail with a short fold option for extra tight spaces. When the short fold is not required this model can also directly accept up to a 700c rear wheel if desired. The easy entry and exit "EZY" model has a mesh seat and 406 wheels all round. And our signature smart car capable "SMART" folder now has 355 front wheels and a 406 smart fold tail and yes, still fits into a single airline legal suitcase. We are still discovering the versatility of our trikes, for example, we've just discovered two of our trikes do easily physically fit on a standard 2-bike bus rack (<http://www.evolvetrikes.com/capabilities.html#BusPhotos>). More details on these models are shown on: <http://evolvetrikes.com/ZYPP>

Subsequent to the previous production, inquiries and feedback from customers and dealers convinced us they needed better documentation so we have published technical guides on the way to correctly set up unique aspects of our folding trikes at <http://evolvetrikes.com/tech-guides.html>

That feedback also convinced us we had to be more involved with the manufacturing methods for production to ensure that decisions weren't made that compromised the foldability and other issues. So we have turned our development skills to devising new simplified fabrication methods. We have also adjusted and finessed the design detail to make it more easily manufacturable at lower cost. Because we know what is critical, we have been able to develop methods that significantly improve manufacturability without compromises, e.g. the most challenging assembly was the fore and aft arms of the frame crucifix, including hinge parts. We experimented with a variety of methods using local companies, which yielded good results. Finally, we fabricated the fore and aft crucifix arms from low cost parts in a single welding fixture without using a skilled frame builder. This method still delivers the accuracy required for precision folding but at a very affordable price. (see image below).

We have progressed our design for our aluminum frame version so that all parts except the cross-arms are now AL, but it requires someone experienced in that material to take it further.

So if you are an interested business with real production experience then make us a serious offer (confidentiality assured).

Eric and Alan Ball  
evolvetrikes.com

**ZYPP RAPID - Airline legal suitcase, Big Apple Soft-ride, Short Fold, 355(18") front, 406(20") rear.**



**TRANSFORMS in under 10sec with the lean quick-fold to:**



**Quick-Folded**

**Smallest footprint by far.**



**Short Folded – for extra tight spaces shorten the trike by simply slipping the quick release rear wheel into the forward dropouts.**



**All this still within an off-the shelf Airline-legal Suitcase.**

**Other configurations:**



**ZYPP EZY erect**



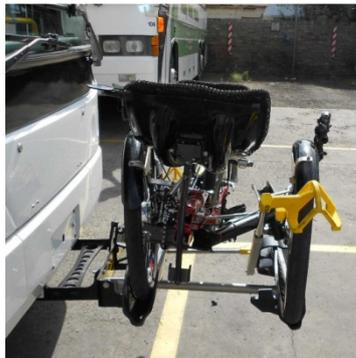
**ZYPP SMART folded.**



**ZYPP RAPID showing the range of possible wheel sizes.**



Fore and aft crucifix arms fabricated from low cost parts in a single welding fixture (inset).



Our trikes on a standard bus 2-bike rack sitting totally supported on its tires.