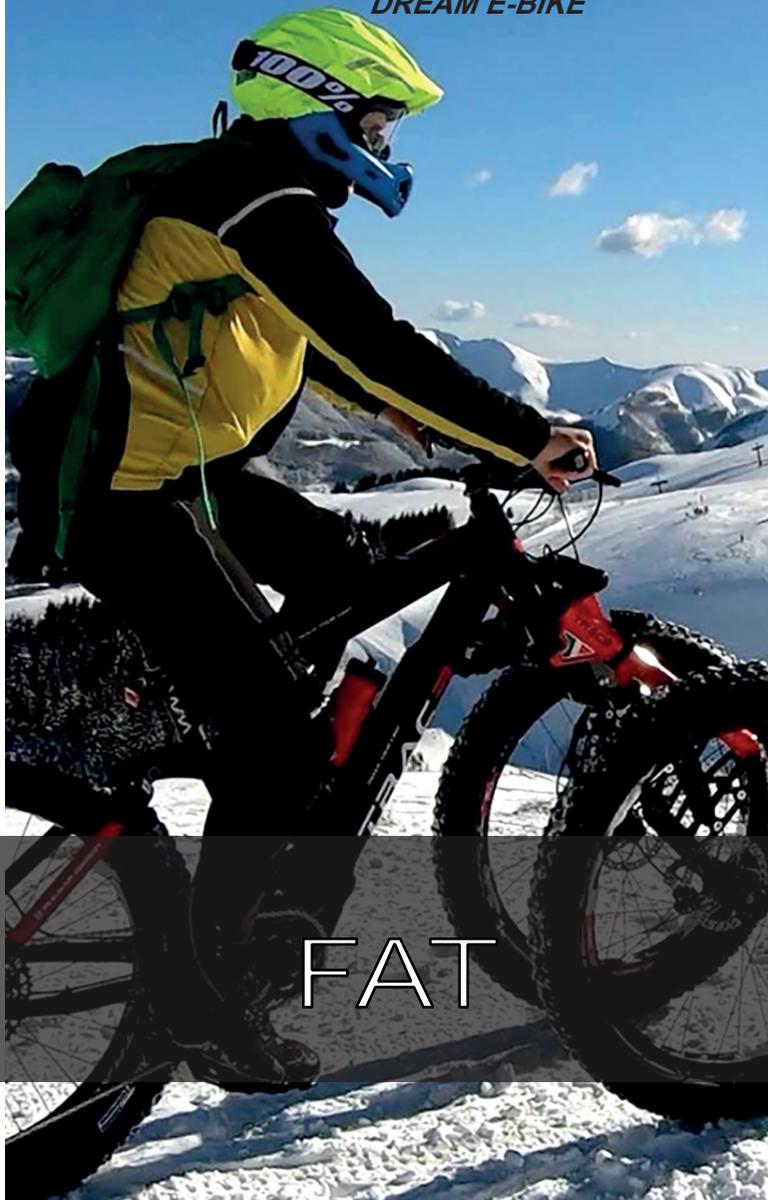




**TRAC3**  
DREAM E-BIKE



FAT



ENDURO



TOURING

[WWW.TRAC3.BIKE](http://WWW.TRAC3.BIKE)  
[INFO@TRAC3.BIKE](mailto:INFO@TRAC3.BIKE)



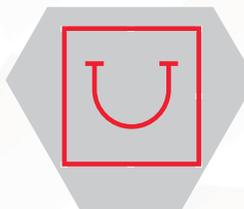
*SUSTAINABLE MOBILITY*

## T-DRIVE LINK



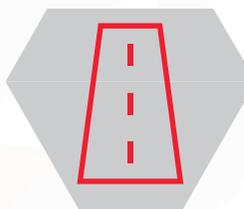
You can drive the trike like a normal mountain e-bike. The steering and rolling system make your driving intuitive and fun. The steering is direct and the stability on the slippery surface is amazing. The two anterior wheels guarantee powerful and secure braking. If there is a loss of grip on one wheel, in any case the other wheel allows you to maintain the directionality of the front chassis therefore keeps the balance.

## BIG LEAN ANGLES



The trike inclines in a natural way during the running on the curve to counteract the centrifugal force. The handlebar is that classic handlebar of bikes, with all the same traditional commands.

## STATIC ROLLING LOCK



The rolling has a blocking mechanism to use it for a stationary vehicle. It is possible to get off the trike on every land condition, making sure that it keeps standing by itself. The mechanism that permits the rolling to be blocked manually and the breaks be kept activated so that the vehicle can be left stationary on every inclination of slopes in complete safety.

## NOT AFRAID OF OBSTACLES



The steering system allows you to face considerably high obstacles without feeling reactions on the steering. The force is transmitted to the frame so that the rider will not feel it on the handlebar.

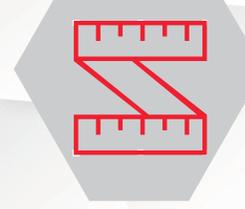
## ONE-ARM FORK



Two anterior forks with cantilever wheels allow you to mount rims and wheels of every dimension. The particular kinematics will guarantee an ideal trajectory of a wheel hub in facing obstacles. The hydraulic brakes are equipped with an anti-dive system which limits the sinking during the most demanding descending slopes.

## SLIM LATERAL SPACE OCCUPIED

All the mechanical parts are contained inside the space between the anterior wheels and occupies very slim roadway.



## LOW CENTER OF GRAVITY

The steering mechanism, to the contrary of the most common system with horizontal rockers, is not located above the wheels but, for it is very thin, it can be mounted at a lower position. In this way, it has obtained its contained height of the center of gravity to all the advantage of the drivability.



## CUSTOMIZABLE

The trike can be mounted with the best components offered in the market. It is possible to ask for equipments and accessories that one would like to enjoy the greatest customization.

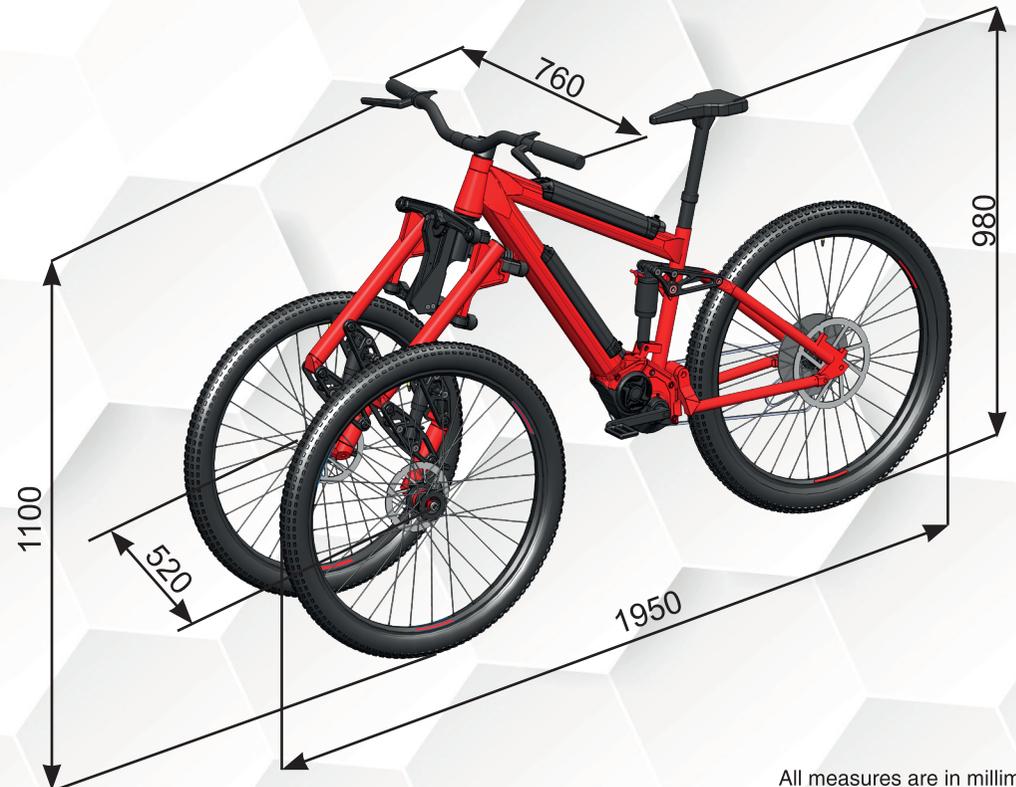


# GENERAL FEATURES



<b>FRAME</b>	in aluminum made in Italy
<b>WEIGHT</b>	36 kg with two batteries
<b>ENGINE</b>	<b>Torque:</b> 90 Nm <b>Power:</b> 250 W (600W peak) <b>Assistance:</b> 25 km/h <b>Degrees of protection:</b> IP 55 <b>Maximum pedaling frequency:</b> 120
<b>BATTERY</b>	2x batteries of 500 Wh + 500 Wh
<b>DISPLAY</b>	TFT Colour Display
<b>SUSPENSION</b>	spring/oil shock absorbers 165x38 mm air/oil shock absorbers 188x44 mm
<b>BREAKS</b>	Anterior breaks: disks of Ø 160 mm Posterior break: disk of Ø 203 mm
<b>WHEELS</b>	rim aluminum Anterior rim: 35 mm x 27,5" Posterior rim: 40 mm x 29" Wheel excursion: 130 mm anterior, 150 mm posterior with steering angle of 68,5°
<b>GEAR</b>	1X 12 Speeds

<b>TIRES</b>	Anterior: 27,5" x 2,25" with air chamber Hub: 56 mm cantilever Posterior: 29"x 3,0" with air chamber Hub: BOOST 148 mm
<b>TELESCOPIC SADDLE</b>	Customizable excursion Command with internal cable Saddle SMP (HYBRID NERA)
<b>HANDLEBAR</b>	aluminum of 760 mm
<b>ACCESSORIES</b>	anti slip pedals, ergonomic non slip knobs, bottle and bottle carrier, rear luggage rack, lateral bags, lighting system, USB socket



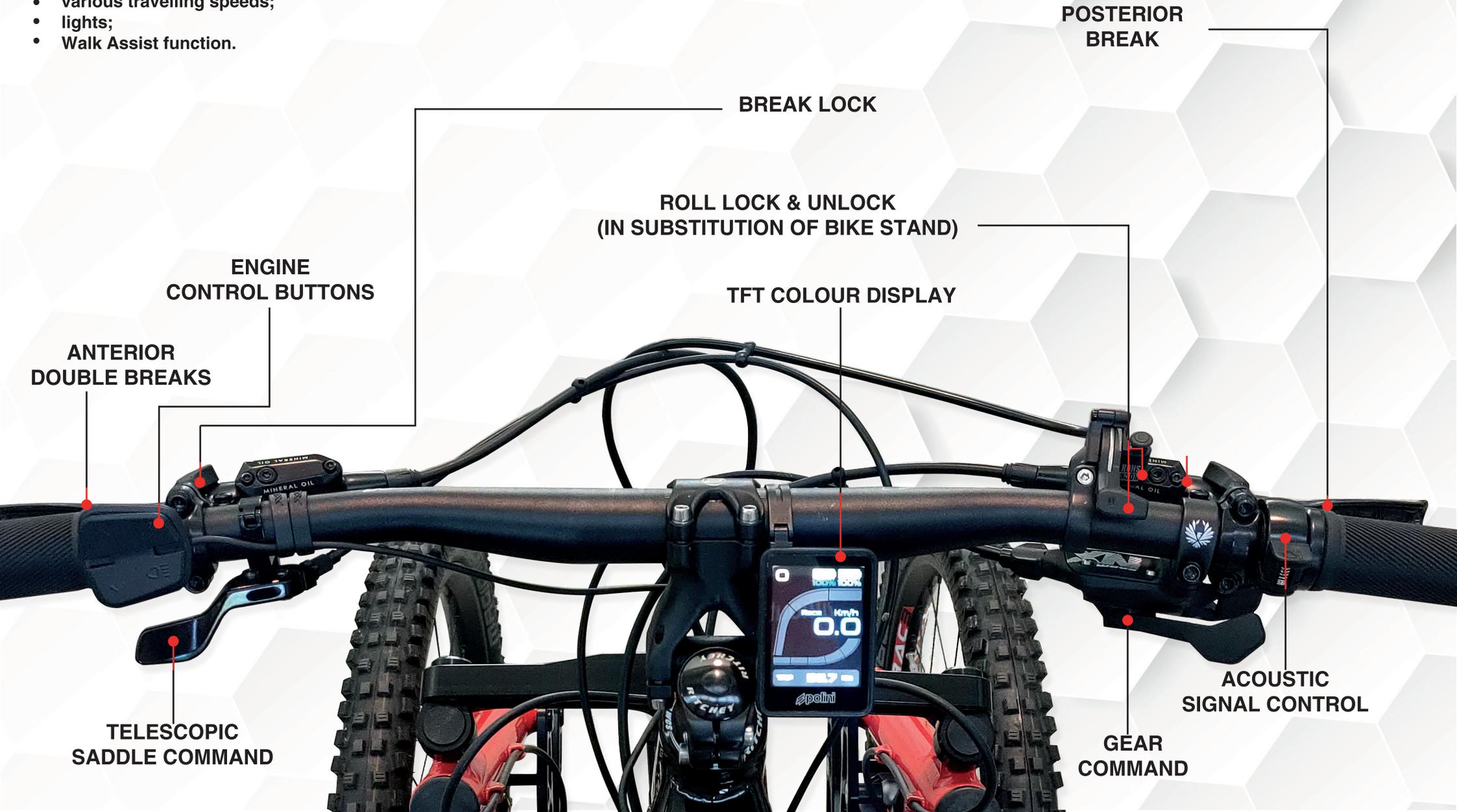
All measures are in millimeters

# COMMANDS ON THE HANDLEBAR



On the handlebar, all the commands to control of the trike are concentrated, allowing a complete control of both the mechanical components and those integrated into the functionality of the engine. With both hands, you have all the levers or buttons to manage and control:

- **output power;**
- **km travelled;**
- **various travelling speeds;**
- **lights;**
- **Walk Assist function.**



**ANTERIOR  
DOUBLE BREAKS**

**ENGINE  
CONTROL BUTTONS**

**TELESCOPIC  
SADDLE COMMAND**

**BREAK LOCK**

**ROLL LOCK & UNLOCK  
(IN SUBSTITUTION OF BIKE STAND)**

**TFT COLOUR DISPLAY**

**POSTERIOR  
BREAK**

**ACOUSTIC  
SIGNAL CONTROL**

**GEAR  
COMMAND**

# ON-BOARD COMPUTER



The **TFT Display** of the computer is located on the central part of the handlebar so that it can be protected from the impacts. The commands are remoted on the keyboard fixed close to the left grip in the way that you can act on it without letting your hand off of the handle. This new display is very complete and is supported by an app for smartphone which allows to customize many aspects of Pedal Assist.



- T1** - Up botton
- T2** - Down botton
- T3** - Light Botton
- T4** - Multifunction botton



## Main functions:

- **TFT Colour Display**
- **Bluetooth Smartphone Connection**
- **indicates Engine Power outputs**
- **indicates Max Speed reached**
- **indicates estimated autonomy of each of the batteries**

## Engine Mapping

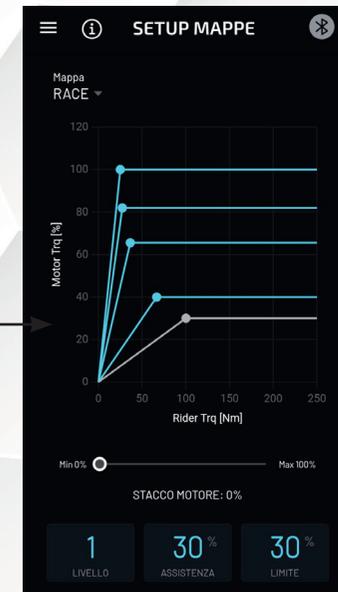
Predefined three engine mappings:

- **Touring**
- **Dynamic**
- **Race**

Two engine maps settable by the user:

- **Custom 1**
- **Custom 2**

For the engine parameter setting, it is available an App dedicated to Smartphones (Android & iOS).



# TELESCOPIC SADDLE



Our frames are optimized by the use of telescopic seat with excursions to adopt to the sizes but generally rather wide so that it can guarantee the very contained minimum height of the seat. This way it increases the security on technical trails while riding off-rode and the fun on descending slopes.



**Saddle in maximum excursion position**

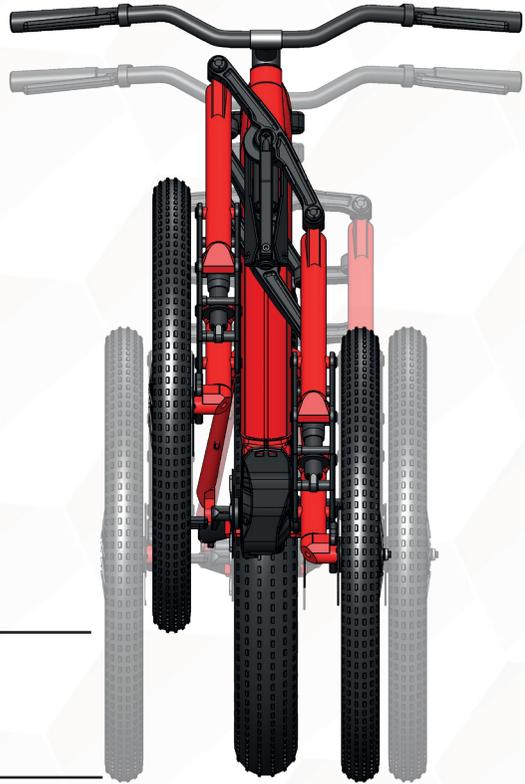


**Saddle in lower position**



**TELESCOPIC SADDLE COMMAND**

# SUSPENSIONS FUNCTIONING



**Front Chassis Excursion:**  
240 mm



**Anterior Suspensions Excursion:**  
130 mm

**Posterior Suspension Excursion:**  
150 mm

TRAC3FAT



my Pulsar



TAKES WHERE YOU WANT

TRAC3TOURING



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SUSTAINABLE MOBILITY

