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Ivy Chen (left) and Celine Hsu enjoy the sunshine at Demo Day yesterday

INSIDE:

What's on today
Show highlights

1x Drivetrains
New product roundup
Drivetrain alternatives
Inside Nangang's new hall 2

ENGLISH

日本語

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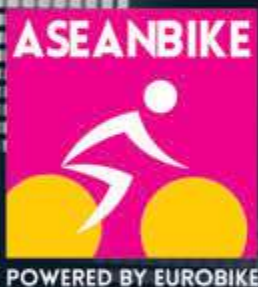
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**TOMORROW****29°C (84°F)**

MOSTLY SUNNY



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VOX POP

What's the future of e-bikes in Taiwan?



Greg Grobler
Blktec/Trigon

Basically, I don't think it's going to work in Taiwan. The price point is too expensive. The principle of value for money is really important. It's going to be more like E-scooters [electrified motor scooters], especially in Taipei. If they are going to pay NT\$100,000 for an e-bike, they would rather buy a scooter.



David Tsai
Dizo Bike

E-bikes most certainly have a future. Our bikes, for example, are targeted at recreation and exercise. E-bikes are mainly for middle-to-long distance travel. But those who want a challenge are not going to want any electric assist. They are on the mountain for the physical challenge, so they want to keep the experience pure.



Pocky Wu
Kind Shock

It depends on the government regulations, if the government wants to help. We are adapting to this trend, designing products with e-bikes in mind. The increasing success and acceptability of Gogoro is encouraging a "green consciousness." Plus, there's the recreational aspect of e-bikes. Yes, e-bikes definitely have a future in Taiwan.



Eman TuanMu
Sport Mania International

We are seeing more and more people riding e-bikes. But whether it be an e-scooter or a pedelec, Taiwan's regulations are not mature yet. When the regulations catch up with where the market is in relation to e-bikes, then it will take off and we'll really see a surge in e-bike use.



Josie Hu
Oyama

The e-bike definitely has a future in Taiwan. But the focus of the products needs to be not just on transportation but for recreational and exercise purposes. Our e-folding bikes are mainly sold to people 30 years old and above for exercise purposes. A price point of around 20,000 NT dollars is acceptable for Taiwanese. For a price point of 25,000 or above, then people will be more inclined to buy an e-scooter — a Gogoro, for example.



Kevin Lin
Taokasw

I think in about three years, e-bikes will become popular. Right now there are all sorts of electric assist bikes in the market and there is a great variety of products available in the market, many different standards; there is not much uniformity. Consumers are holding back, just waiting for greater unification. Electric-assist road bikes will take off. Older people wanting to do longer distance riding will be looking to electric assist. If you ride down to Kaoshiung, you'll certainly be able to ride back with an e-road bike.

■ Glenn Reeves / Sabinna Den

See Thursday's issue of the Taipei Show Daily for a story on e-bike regulations in Taiwan.



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TAIPEI CYCLE OPENS TODAY AS TAIWAN BIKEMAKERS ENJOY A STRONG TAILWIND

Welcome to the 32nd edition of Taipei Cycle.

The show opens today with strong winds at its back. Exports of Taiwan-made bicycles and components climbed by nearly 15 percent in 2018 to \$3.21 billion, with electric bicycles providing a major power assist to the overall industry.

E-bike exports surged by 58 percent in units and 53 percent in value, to 286,000 units and \$377 million in value.

While exports of complete bicycles declined by 6.72 percent to 2.21 million units, their average unit value soared well past the \$600 mark to \$668.42, an increase of more than 19 percent. That's been a continuing trend, as the Taiwan industry focuses on producing fewer numbers of more highly valued bicycles.

Join show officials and other distinguished guests at this morning's opening ceremony, which begins at 10 a.m. in the fourth floor lobby of the new Hall 2.

Speakers include Taiwan's vice president, Chien-Jen Chen, and Hiromi Kawamura, PR secretary for the Tokyo 2020 Olympics.

Also speaking are Tseng Wen Sheng (Vincent Tseng), deputy minister of the Taiwan Ministry of Economic Affairs, and TAITRA Chairman James C. F. Huang. TAITRA is the organizer of Taipei Cycle.

After a recent period of turmoil affecting the scheduling of global bicycle trade shows, including Taipei Cycle, organizers promise that this year's return to the traditional March schedule will continue for some time.

Taipei Cycle held its last edition less than five months ago in November, but decided to revert to its traditional March dates for 2019 and beyond.

"We will keep the show date for the following five to 10 years," said Ethan Liu, a project manager for Taipei Cycle. "I think March is a bet-



Kevin Lin of Taokas, which makes custom colored carbon frames, enjoyed yesterday's Demo Day.

ter time for the bicycle industry in Taiwan."

This edition of Taipei Cycle brings another welcome addition with the opening of Hall 2 at the Nangang Exhibition Center, just across the street from Hall 1. The show is now in one location, and visitors no longer need to travel across town to the TWTC to see all of the cycle exhibitors. Instead, they can take an underground passageway between Halls 1 and 2. (See page 19 for a story on Hall 2.)

This year's Taipei Cycle has 1,139 exhibitors in 3,320 booths. The show occupies the fourth floor of Hall 1 and the first and fourth floors of Hall 2.

There's still a good reason to visit the TWTC; Taipei Cycle's sister show, TaiSPO, opens on Thurs-

day and like Taipei Cycle will run through Saturday.

TaiSPO is the trade show for Taiwan's sporting goods equipment manufacturers. Like the bicycle industry, the Taiwan sporting goods industry also celebrated a healthy 2018. Sporting goods exports rose 6.7 percent to \$1.943 billion last year.

The two shows combined are expected to draw nearly 40,000 visitors this week.

Pick up a copy of the Taipei Show Daily on Thursday and Friday for special coverage of TaiSPO.

With electric bikes and electric vehicles attracting more attention from Taiwan bikemakers, this year's Taipei Cycle is devoting more attention to them.

Special exhibition areas include

the Light Electric Vehicle and Motor System Area and the Taipei Cycle+ Smart Cycling Area, where visitors will find such key technology companies as **Darfon, Hall 1/4F/M1028**, **Avertronic, Hall 1/4F/N0007**, and **Simplo Technology Group Hall 1/4F/N0522**.

Another highlight is the annual Taipei Cycle Forum, which will again bring together cycling experts from Taiwan and the rest of the world to strategize on the future of cycling.

The forum consists of four sessions that will take place on Thursday and Friday. Session topics include bicycle design, cycling culture, e-bike trends, and "future city." The Thursday issue of the Taipei Show Daily will include a complete schedule for the Cycle Forum.

TAIWAN'S TOP 10 EXPORT MARKETS BY VALUE — 2018
Complete bicycles

	Market	Value (\$ millions USD)	Pct. of total	Pct. Change from 2017
1	United States	438.9	29.71%	14.63%
2	The Netherlands	236.9	16.04%	36.08%
3	United Kingdom	105.1	7.12%	-7.12%
4	Australia	78.2	5.29%	10.42%
5	Japan	71.6	4.85%	12.98%
6	Belgium	71.3	4.83%	6.91%
7	Canada	53.7	3.64%	7.99%
8	Germany	52.4	3.55%	21.32%
9	China	30.0	2.03%	-2.46%
10	South Korea	28.6	1.94%	-9.39%

SOURCE: Customs Administration, Ministry of Finance, compiled by the Taiwan Bicycle Association. Updated March 2019

TAIWAN'S TOP 10 EXPORT MARKETS BY VOLUME — 2018
Complete bicycles

	Market	Units (thousands)	Pct. of total	Pct. Change from 2017
1	United States	521	23.59%	10.20%
2	The Netherlands	266	12.07%	13.36%
3	United Kingdom	218	9.90%	-38.3%
4	Germany	130	5.90%	-14.18%
5	Japan	129	5.85%	0.84%
6	Sweden	107	4.85%	-6.34%
7	Australia	86.6	3.92%	6.79%
8	Belgium	76.1	3.45%	2.29%
9	Canada	58.4	2.64%	-4.39%
10	Norway	59	2.55%	63.58%

SOURCE: Customs Administration, Ministry of Finance, compiled by the Taiwan Bicycle Association. Updated March 2019



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IT WAS QUALITY OVER QUANTITY AT YESTERDAY'S SUNNY DEMO DAY

While the third edition of Taipei Cycle's Demo Day on Tuesday benefited from ideal weather conditions, the number of exhibitors and visitors was down. But those who attended appreciated having more time for in-depth discussions.

Plenty of sunshine and moderately warm temperatures greeted Demo Day visitors at the riverside Hua-zhong Campsite in Taipei. Taipei Cycle organizers said 535 people attended the demo, which attracted 14 exhibitors.

The big names in the Taiwan bicycle industry have opted to skip Demo Day, but newcomers made good use of the opportunity to present themselves and their products to a selection of international journalists and local retailers.

The list of newcomers included made-in-Japan mid-drive motor maker **Nidec**, **Hall 1 4F N1032**

X-Shifter **Hall 2 4F R0932** brought its cunning conversion kit that turns any cable-actuated derailleur-based drivetrain into one that shifts wirelessly and electronically.

Shaker Cycle Bikeshop of Taichung brought its classic and simple urban bikes, and Korea's **Vazalab**, **Hall 1 4F L0402** which won a d&I Award at last year's Taipei Cycle show, showed its B3F seatpost. The seatpost has an elastomer insert that offers three-dimensional freedom of movement that they say adds comfort and improves the efficiency of the pedal stroke.

On a surprise note, indoor cycling specialists **Zwift** (at **Wahoo Fitness**, **Hall 1/4F/L1102**) also attended Demo Day.



Jacko Liu and Avis Lin of Trek distributors Sport Mania

Test bikes available at Demo Day represented a broad variety, from children's bikes to folding bikes, minimalistic urban bicycles, mountain bikes and state-of-the-art road bikes — many with electric motors.



Andrew Baldyga of Eurocycles Australia



Well-known brands including **Trek** and **Tern** (at **Sport Mania** **Hall 2/4F/S0602**) and **Kind Shock** **Hall 2/1F/Q0702** were on hand, as were established domestic manufacturing powerhouses **A-Pro Tech** **Hall 2 4F S0322** with its Taokas brand and Taiwan **Hodaka Industrial** **Hall 1 4F M1019a** with its Fastrax brand.

For test rides, organizers marked out a 1km test track for mountain bikes — mostly running over grass, with a few ramps and obstacles — and a 1.5km test loop for road and utility bikes on the banks of the Xindian River.

Organizers had helmets on hand, and food trucks and a water station — plus an outpost of Sunmai, a Taiwan craft brewer — took care of the physical needs of Demo Day visitors.

Thanks to the advance online registration and the silicone bracelets that identified test riders, lines at the registration desk were short.

Getting hold of a test bike was as straightforward as it could get: Select a bike, get the bracelet's NFC chip scanned by a smart phone, adjust the saddle height, and get going. ■ **Laurens van Rooijen**



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GENERAL SHOW INFORMATION

All events are at the Nangang Exhibition Halls unless otherwise noted.

GENERAL SHOW INFORMATION

TAIPEI CYCLE

WEDNESDAY – FRIDAY, MARCH 27-29
9 a.m. – 6 p.m.

March 29 is a public day

SATURDAY, MARCH 30 (PUBLIC DAY)
9 a.m. – 3 p.m.

Venues: Nangang Exhibition Center Hall 1 (4th floor) and Hall 2 (1st and 4th floors)

ALL DAY EVENTS

Outdoor Demo
Hall 1,
South outdoor corridor

d&i Golden Awards Gallery
Hall 2, 4th floor lobby

Theme Pavilions:
EU Pavilion
Italy Pavilion
Japan Pavilion
Korea Pavilion

WEDNESDAY, MARCH 27

10 – 11 a.m.
Opening Ceremony
4F lobby/Hall 2

Speakers:
James C.F. Huang,
Chairman,
TAITRA

Tseng Wen Sheng
(Vincent Tseng),
Deputy Minister of
Ministry of Economic
Affairs

Hiromi Kawamura,
PR Secretary,
Tokyo 2020 Olympics
Committee

Chien-Jen Chen,
Vice President,
Republic of China
(Taiwan)

10 a.m. – 5 p.m.
Bicycle Movies
Taipei Cycle Salon
4F/Nangang Hall 1
Smart Cycling Pavilion

12 noon – 1 p.m.
Buyers Luncheon
4F lobby/Nangang
Hall 2

2 p.m.
Varn Varn and Ivy Chen Ride
Wahoo Hall 1/4F/L1102

Ride alongside
Aroonapa
Panichjaroon (Sweet
Varn Varn) from
Thailand and Ivy Chen
from Taiwan as they
lead a group ride on
Zwift. Take selfies and
win giveaways from
Zwift and Wahoo.

THURSDAY, MARCH 28

9 a.m. – 5 p.m.
Taipei Cycle Forum
4F Room 401/Hall 1
(See Thursday's Taipei
Show Daily for details)

9 a.m. – 5 p.m.
Taipei Cycle Salon
4F/Hall 1
Smart Cycling Pavilion
Note: Most speeches
will be in Chinese

9:30 – 11:15 a.m.
Morning Session:
Taiwan Brand Sharing

11:40 a.m. – 2 p.m.
Mid-day Session:
Bicycle Smart Retail

2:30 – 5 p.m.
Afternoon Session:
Retail Sharing

FRIDAY, MARCH 29 PUBLIC DAY

9 a.m. – 5 p.m.
Taipei Cycle Forum
4F Room 401/Nangang
Hall 1
(See Thursday's Taipei
Show Daily for details)

9:30 a.m. – 5 p.m.
Taipei Cycle Salon
4F/Hall 1
Smart Cycling Pavilion
Note: Most speeches
will be in Chinese

9:30 a.m. – 12 noon
Morning Session:
Bicycle Culture Forum

2:30 – 5 p.m.
Afternoon Session:
Bike Travel Talks

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before the show and we'll include
it in the Taipei Show
Daily.*

MICHELIN MEN (AND WOMEN) HUNGER FOR BRAND RECOGNITION

Michelin is one of the world's largest tire manufacturers, but many in Asia think of restaurants when they hear its name, not tires.

On the eve of Taipei Cycle, Chunglin Enterprise, the distributor for Michelin tires – not the Michelin Guide for restaurants – in Taiwan and China, set out to change that with a press event highlighting the company's vast range of bicycle tires.

The Monday event, which took place at the Velo City bike shop in Taipei, featured Taiwan athlete Wen Chung Huang of the Ljubljana Gusto Santic racing team and social media celebrity Ivy Chen, both of whom praised the quality of the Michelin tires they ride.

With some 114,000 employees, **Michelin**

HALL 1/4F/M0106 produces about 190 million tires a year for all kinds of vehicles. While bicycle tires account for only a small percentage of its output, Michelin sponsors many cycling teams and riders, garnering

valuable feedback for developing new products.

Apart from explaining the basic segmentation of Michelin's line-up into the value-oriented Access Line, the mid-range Performance Line and the top-tier Competition Line, the Chunglin staff focused on key technologies such as its many rubber compounds, and their Protek aramid inserts that prevent puncture flats.

■ **Laurens van Rooijen**



The staff of Michelin Tire's Taiwan distributor, Chunglin Enterprise, with just some of the many bicycle tires in the Michelin line.



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TAIPEI CYCLE LOOKS TO UTRECHT FOR INSPIRATION

Taipei Cycle officials turned for inspiration yesterday to a delegation from the Dutch city of Utrecht — including an appearance by Nijntje, a beloved Dutch children's book character.

The Utrecht group, led by deputy mayor Klaas Verschuure, officially came to Taipei to announce that their city would host the opening stage of La Vuelta next year. Utrecht will become the first city to host stages for Europe's three most prominent cycling races — the Giro d'Italia, the Tour de France, and, now, the Vuelta.

But as one of the world's most bike-friendly cities, Utrecht is also an inspiration to Taiwan and to the city of Taipei. Taipei mayor Ko Wen-je, known as an advocate for cycling, participated in a fact-finding trip to the city last year.

There, they marvelled at such projects as a bicycle parking garage at the Utrecht train station. With 12,500 parking spots, the bicycle garage should be second to none when it's completed around the end of this year.

Its smart flow system allows it to cope with as many as 100 cyclists per minute during rush hour. Cyclists will be able to ride around the station until they find their spot.

The parking garage is one of the latest cycling projects in a city that is renowned for its bike infrastructure, including "bicycle highways" that allow for fast commutes.

The parking garage and Utrecht's separate lanes for cyclists and pedestrians made a particularly strong impression on the mayor, said Vicky Yang, chief executive of Cycling Lifestyle Foundation, who helped to set up the "eye-opening" trip.

"He said maybe we have to make more space in our city for our pedestrians and our cyclists," Yang told the group.

Wang Kwo-Tsai, Taiwan's deputy minister of transportation and communications, said the country has invested in efficient transport infrastructure, such as its high-speed railway (HSR), and in building some 2,440km (1,500 miles) of cycling lanes around Taiwan.

More upgrades are coming this

year. "The main focus of these plans is to strengthen the connections between railways and bikeways, and also to enhance the safety of these routes," Wang said.

Ties Carlier, co-founder of VanMoof, a trendy Dutch bicycle company, pointed out that the rise of e-bikes has changed infrastructure needs.

While the Dutch typically used bikes for short commutes of two to three kilometres — often to connect to a train — e-bikes make it easier for riders to cycle twice as far.

The Netherlands has responded by building "bicycle highways" that use bridges and underground passageways to allow a continuous flow of cycling that is uninterrupted by motor traffic.

As several speakers noted, it will take time for Taiwan to build up its own cycling infrastructure, and to encourage more residents to turn to cycling.

Improving cycling infrastructure and creating a bicycle culture in Taiwan is the focus of the Taipei Cycle Salon. The program, which begins tomorrow, brings together specialists in such topics as online community management, urban cycling culture and cycling tourism.

The Taipei Cycle Salon is on the 4th floor of Hall 1 at Nangang.

Taiwan's bicycle industry already has strong ties with the Netherlands. According to government statistics, exports of e-bikes from Taiwan to the Netherlands jumped by 33 percent to some 76,000 last year.

Carlier was most enthused about the engineering skills in the Taiwanese industry.

He noted that VanMoof makes its "dumb" non-electric bikes in the Netherlands, while its e-bikes, which sell for about €3,000, come from Taiwan.

"For the high-tech stuff you have to be in Taiwan," Carlier said, "and that also counts for engineering."

■ Barbara Smit

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Nijntje, a Dutch children's book character, poses with speakers at Tuesday's press conference with officials from Taiwan and the city of Utrecht, the Netherlands.

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OVERVIEW: DRIVETRAIN ALTERNATIVES

LOOKING FOR DRIVETRAIN OPTIONS BEYOND THE BIG 3? CHECK THESE OUT

Choice is good. But the drivetrain market is dominated by just three players — Shimano, SRAM, and Campagnolo. Where can cyclists turn for alternatives?



LTWOO brake and shift levers

One unexpected answer is China. In 2017, **LTWOO HALL 2/4F/R0904** surprised almost everyone at the Taipei Cycle Demo Day when it unveiled the first made-in-China 11-speed drivetrain for mountain bikes.

At Taichung Bike Week last fall, founder Philip Liu returned with other interesting new products: a 12-speed mountain bike drivetrain, and dedicated brake and shift levers for drop bar bikes.

Liu says the levers were designed with the hand sizes of Asian riders in mind, which explains why the hood shapes may be too compact for many Western hands.

LTWOO positioned the shift buttons for riders who mostly grab the handlebar by the hoods.

Apart from the brake and shift levers, LTWOO offers a low-profile rear derailleur that works with a 2:1 ratio, and a direct-mount front derailleur that can handle chainrings from 34 to 50 teeth to complete its road bike drivetrain.

Also from China comes a wireless rear derailleur from **Lanxi Wheeltop Cycle Industries. HALL 2/4F/S1133**. Known as one of China's largest manufacturers of cranks and chainrings, this company has been quietly developing its EDS electronic derailleur for 1x systems on mountain and road bikes.

The newest version of the EDS can handle 11 gears on road bikes and 12 gears on mountain bikes. For this iteration, Wheeltop made a priority of tight tolerances and smooth shifting action.

The company says one charge of the derailleur's battery, which has a capacity of 800 mAh, should be good for up to 18,000 gear changes. The battery in the shifter, which is needed only to send a signal, can last for up to a year on a charge.

The Wheeltop EDS road derailleur weighs 335g (12 ounces) while the mountain bike version is slightly heavier, at 350g, because of its longer cage.



Lanxi Wheeltop EDS electronic derailleur for 1x systems

Sunrace and **Sturmey Archer HALL 2/1F/P1014** are known for designing promising niche products that are good value.

One example is the S2K hub, which combines simplicity with state-of-the-art technology. With a built-in ratio of 138 percent, the hub offers two widely spaced gears and is available in anodized or polished finishes, and in coaster or disc



Sunrace 12-speed system

brake versions.

Changing gears requires only a little kick back on the pedals. Since there's no need for cables or a shifter, the S2K is a neat product for minimalist urban bikes.

Sunrace's flagship products for 2019 are its MX12 and MZ12 mountain bike drivetrains. Designed for 1x builds, these combine a wide-range 11-50 teeth cassette with aluminum cranks, a 12-speed chain and a new 12-speed rear derailleur with large pulleys. The outer plate of the cage is made of carbon.



Sturmey Archer S2K hub for disc brakes

Two years ago, **MicroShift HALL 2/4F/R0714** showed a refined pre-production version of its eXCD electronic drivetrain. While this product still does not show up on the company's website, MicroShift recently launched four different rear derailleurs for 11-speed 1x systems. The derailleurs can handle cogs of up to 46 teeth.

The higher-end XCD model saves weight with an all-alloy cage, while the value-oriented XLE 11 rear derailleur comes with a steel cage. An optional built-in clutch on both models can be activated by a small switch on the rear derailleur.

While all the products presented so far in this article fit standard bicycles, more exotic shifting solutions require dedicated frames. A high-end example is the **Pinion International transmission** (at **Gates HALL 1/4F/L0717**). This compact gearbox is the brainchild of two engineers who worked for Porsche before starting their own company.

At first glance, the gearbox looks like a small mid-drive motor, but in fact it houses downsized automotive technology and six to 18 gears, depending on the model.

While the original P-Line is built within a housing that is precision machined from a solid block of forged aluminum, the more affordable C-Line sits in a housing of cast magnesium. Bicycles with a Pinion gearbox often use a belt drive instead of a chain, which is why Pinion is exhibiting at the Gates booth.

Advantages of Pinion's gearboxes include additional ground clearance due to the small chainring up



MicroShift XCD11 with clutch

Road Plus Tire

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Pinion C-Line gearbox

front, and the system's low maintenance: Owners need to change the oil only once every 10,000km (6,200 miles).

Australian manufacturer **Cape Bouvard** **HALL 1/4F/L0501A** is targeting the cost-sensitive utility and bikeshare market with its low-maintenance CBT Transmission.

Designed to be fitted directly around the bottom bracket area of a bicycle frame, this automatic transmission comes with three gears and a cadence sensor. As soon as the rider reaches a specified cadence, the system shifts to a higher or lower gear.

Since all moving parts are protected inside the frame, the CBT Transmission shines as a low-maintenance solution that resists vandalism.

The original CBT Transmission was designed for conventional bikes, or for electric bikes with a rear hub motor. Cape Bouvard is now developing a version for mid-drive motor systems called the CBT Mid-Drive. By combining the automatic shifting system with a 250W mid-drive motor, the CBT Mid-Drive protects the motor by moving it into the gearbox casing. It also reduces wear on the cassette and chain, one of the biggest drawbacks of mid-drive motor systems.

SRAM and Campagnolo have been rolling out 12-speed groupsets of late, but Spanish manufacturer **Rotor Bike Components** **HALL 1/4F/L0106** has gone one step further with its 1x13 drivetrain. Made for road, gravel and cyclo-cross applications, this drivetrain comes with a selection of cassettes for these different purposes, and with the brand's oval Q Rings single chainring up front (see related story on page 16).

To transmit commands from the shifter to the rear derailleur, Rotor uses hydraulics as with its Uno groupset, for durability and proper function in dust or mud.



Cape Bouvard gearbox

At Taipei Cycle, Rotor is also showing a track version of its 21N-power meter system that, like its sister versions, integrates neatly with its cranks. An app lets riders analyze power output and pedal strokes in detail.

Of course, the Big 3 are big for a reason — and any of these alternatives have to be measured against their benchmarks.

From utility applications to competitive racing on roads and trails, **Shimano** **HALL 1/4F/M0814** is the market leader, and a point of reference for any company pushing into this product category.

For 2019, Shimano's flagship product is its new XTR groupset for terrain, offered in tailored configurations for endurance, cross-country or enduro applications. The latter two rely on 1x configurations — a first for Shimano.

After ending production of internal gear hubs, Chicago-based **SRAM** **HALL 1/4F/L0818** has largely abandoned the utility market. But it has seen considerable success in mountain biking with its 1x drivetrains that reduce complexity and weight.

With AXS, the component maker is bringing its wireless eTap technology from road to mountain for 2019. For now, the prices for the two Eagle AXS 12-speed groupsets are steep, but they are sure to come down in the future (see related story on page 16).

SRAM also adapted its wide-range cassettes for road bikes. Its X-Range technology promises 12 tightly spaced gears in the rear and smaller-than-usual chainrings up front — either two rings machined from a single piece of aluminum or just one chainring. The Red cassette with the widest range of 10 to 33 teeth was designed with 1x drivetrains in mind.

With its exclusive focus on the road bike market, **Campagnolo** **HALL 1/4F/M0602** may have been late to disc brakes compared to Shimano and SRAM.

But with its new top-of-the-line Record and Super Record groupsets, the iconic Italian component maker was the first to see its 12-speed cassette used on the World Tour at the recent Tour Down Under.

With electronic EPS and mechanical versions, and options for rim or disc brakes, Campagnolo has all the bases covered in the competitive road market. The brand can count on a faithful following not only in Europe, but around the world.

■ Laurens van Rooijen

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FUMPA

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Weights 380 grams

Pumps to 120psi



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Hall 1 / 4F / L1309

SRAM, ROTOR MAKE 1X DRIVETRAINS HARD FOR TRADITIONALISTS TO IGNORE

From wider tires to single-chainring groupsets, traditional drop bar bikes are evolving. Too bad traditional cyclists aren't evolving as quickly. But that may change as a new batch of 1x drivetrains from leading component makers aim to simplify drop bar bikes.

SRAM **HALL 1/4F/L0818** took the 1x spotlight in February when it launched its Red eTap AXS groupset, which changes the perception of gearing efficiency and sequencing by reengineering the cassette and chain.

SRAM redesigned its gearing configurations to reduce gear overlap, broaden the gear range, and provide smoother gear progression. For example, SRAM created a new 12-speed cassette with a 10-tooth cog for a wider gear range.

AXS (pronounced "access") also refers to an app, for iOS and Android devices, that lets users monitor battery status, update the system's firmware via Bluetooth, receive maintenance reminders, and tweak some system settings.

While the name is almost the same as the original Red eTap, the similarities pretty much end there. SRAM redesigned nearly every drivetrain component for the AXS system. The groupset is available for disc or rim brakes and includes optional power meters or aero chainrings.

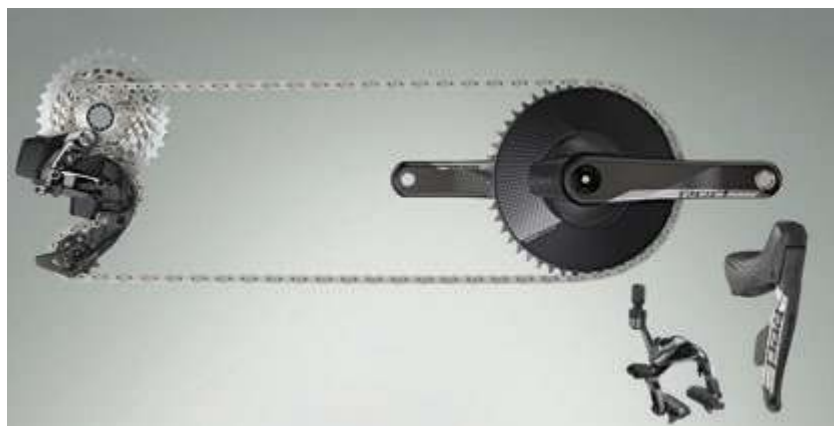
While SRAM focused on the system's 2x crankset at the launch, it also debuted a 1x version — making clear it was not going to cede its lead in 1x drivetrains.

SRAM has led the 1x market since it introduced the Force CX1 drivetrain for cyclocross in 2014, followed a year later by its Rival 1, Apex 1 and relabeled Force 1 systems for drop bar riders.

Like those earlier versions, the Red eTap AXS 1x system is intended for triathlon, time trial, and cyclocross, where a single-ring drivetrain is an optimal choice for sustained power output, simplified functionality, and the unique demands of these race disciplines.

The Red eTap AXS system was designed for the shorter chainstays and wider rear tires characteristic of 'cross frames, yet it's been the gravel racers and adventure cyclists who have made the biggest claim on 1x drivetrains.

Less than three weeks after SRAM's announcement in February, Rotor **HALL 1/4F/L0106** made



SRAM Red eTap AXS 1x aero groupset

a statement of its own with a new 1x13 hydraulic groupset for drop bar bikes.

Rotor first showed the 1x13 concept last year at Eurobike, when it positioned the system as an à la carte modular system for both road and off-road riding, with component options for mountain, road, cyclocross, and gravel.

Rotor has since narrowed its focus to drop bar bikes by zeroing in

on the 1x13's abundant gear range, smooth gear sequencing, and precision shifting. A mountain bike version will be released later this year.

Rotor also rethought the cassette's design and created four 13-speed versions: 10-36, 10-39, 10-46, and 10-52.

The 13-speed cassettes fit only Rotor's proprietary hub, for which Rotor offers carbon or aluminum wheels. The company expects to

Booth **P1014**

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Trigger Shifter



Cassette



Chain

Automatic
2-Speed

Freewheel



A2

Disc Brake



A2K

Drum Brake



A2D

SUNRACE



SRAM Red eTap AXS 42-tooth chainring

announce compatibility options for other wheel brands later.

If buying a special hub sounds like too much of a hassle, Rotor also offers a 12-speed cassette for 10- and 11-speed hubs.

Rotor's hydraulically actuated rear derailleur is central to the smooth-running 1x13 drivetrain. The derailleur uses mineral oil in a 3mm hose that's routed from the shift lever to the derailleur.

Rotor has removed some of the guesswork of choosing the right gearing configuration by offering recommendations according to ride type (such as racing, gran fondo, cyclosporive, gravel, and 'cross).

Taiwan specialist **Full Speed Ahead** **HALL 1/4F/M1213** says its current Vero Pro 1x road crankset will soon be joined by 1x systems from its top-of-the-line carbon cranksets, along with alloy versions and a 1x Vision time trial crankset.

Shimano **HALL 1/4F/M0814**

and **Campagnolo** (exhibiting at Colmax, **HALL 1/4F/M0612**) declined to discuss their plans for 1x systems.

While racing underscores the intended use for SRAM's 1x systems, road racers continue to resist the concept — as 3T discovered last year with its mostly unsuccessful attempt to introduce its 1x Torno carbon crank with Wolf Tooth chainrings into the pro peloton.

The big groupset manufacturers argue that drivetrains are finely engineered systems that should be designed as a unit for best performance. Yet retail prices for these complete 1x systems can be prohibitive to many cyclists.

List prices for SRAM's Red eTap AXS start at nearly €3,000 (\$4,125) and top out at more than €4,000, while the Rotor system costs from €2,599 to nearly €4,500.

For cyclists who don't belong to the 1 percent, other chainring and crank makers say they offer less expensive ways of letting cyclists turn an existing groupset into a 1x system.

Wolf Tooth, for example, published a page on its website that explains ideal 1x gearing for gravel and adventure cycling, and how cyclists can use its Drop-Stop chainrings and RoadLink derailleur

hanger extension or Tanpan cable pull convertor with cassettes from SRAM or Shimano.

Miranda **HALL 1/4F/L1216** notes that its modular XMOD crankset can be configured as a 1x crankset for road, gravel, track or fixies. The XMOD system lets riders choose crank arms, spindles and chainrings independent of one another.

Praxis collaborated with Mountain Racing Products to develop its 1x chainrings with Wave technology, a trademarked design to actively retain the chain (chain retention being a main challenge to trustworthy 1x drivetrains). Praxis offers three sizes of direct mount 1x chainrings — 38, 40, and 42 — to accompany its Alba, Zayante,

Zayante 4iiii, and Zayante Carbon road cranks. Chainrings of 44 to 50 T are in development.

So far, 1x systems have largely been the domain of performance cyclists who want ease and functionality. But as they become more popular on non-traditional drop bar bikes, 1x systems could become a big selling feature for riders who want an all-purpose bike that's easy to ride and maintain.

Some pros are also breaking with tradition as the lightweight, aerodynamic advantages of a 1x drivetrain become too hard to ignore. So far this year we've seen some 1x systems in the early cobble classics; as they prove themselves, resistance even among traditionalists may become futile.

■ **Wendy Booher**



Rotor 1x13 groupset

TATIA

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► **TAIPEI SHOW No. Q0302 (Hall 2)**

WILLING IS READY AND ABLE TO MANAGE PRODUCTION FOR BIKE BRANDS

Making bicycles is logistically complicated, but a big Taiwan bike manufacturer says brands shouldn't need to involve themselves in the intricacies of the production process.

Instead, officials at **Willing Industry** **HALL 1/4F/N0302** say their company lets brands focus on designing bikes for the local market while Willing takes care of the manufacturing. Willing's "Solution Services" cover some 90 percent of the entire assembly process, including alloy frame building, wheel building, painting, and logistics.

The company owns three factories in Asia, and is now looking to expand its Solution Services to serve the growing numbers of manufacturers who are assembling bikes in Eastern Europe.

"Throughout the 47 years of the company's existence, Willing Industry has acquired vast experience from assembling bicycles to the complete production process, from the raw idea to technical drawings, sourcing raw materials and getting finished goods delivered right on time," said Dean Chen, who manages Willing's Taiwan headquarters.

He added, "Thanks to our in-depth understanding of design, cost assessment, product finishing and supply management, our ex-

pertise will help supporting current and future customers in specific areas of need or offer complete start-to-finish solutions."

Dean Chen is part of the second generation to run Willing. Founded in 1972 by two brothers, Willing now operates factories in Taiwan and China and is building a third plant in Vietnam. The company focuses on a range of OE and OD services for international brands.

Between its Taiwan and Chinese factories, Willing can assemble 400,000 bicycles a year and produce another 200,000 alloy frames. When the Vietnam factory opens in the third quarter of 2019, the company's capacity will expand by another 200,000 complete bicycles and 200,000 frames.

Electric bicycles currently account for about 20 percent of Willing's production volume, and the company has experience with mid-drive motor systems and the more complicated assembly requirements of e-bikes in general.

The company says it has "thorough working experience" assem-



When Willing's third factory in Vietnam opens later this year, the company will have the capacity to produce 600,000 complete bikes and 400,000 alloy frames a year.



bling bikes equipped with drive systems from Bosch, Shimano, Yamaha, Bafang, Brose and others.

Dean Chen's brother, Anthony, manages Willing's plants in China and Taiwan. The company employs

some 300 in Taiwan, 200 at its Hua Chin Bicycle & Fitness company in China, and will add another 200 employees when its Acoca Bicycle Co. factory in Vietnam is operational.

■ **Laurens van Rooije**

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INSIDE NANGANG'S NEW HALL 2

Taipei Cycle visitors and exhibitors no longer have to take a shuttle bus or taxi across town between Nangang and the TWTC, next to the Taipei 101, to see the entire show.

This year's show incorporates the new Nangang Exhibition Center Hall 2 for the first time. So instead of traveling across the city, visitors simply need to walk across the pedestrian underpass that links Halls 1 and 2.

"It's not only better for the exhibitors, but also for visitors because they don't have to go back and forth" between Nangang and the TWTC, said Jasmine Wu, a project manager for Taipei Cycle.

At Taipei Cycle, Hall 2 is home to parts and components exhibitors. This year's show uses floors 1 and 4 in the new Hall 2, and floor 4 in Hall 1. (The show usually occupies the first floor in Hall 1 as well, but was unable to do so this year because of a conflict with another previously scheduled trade show.)

Hall 2 houses 607 exhibitors in 1,950 booths, including such key manufacturers as Kenda, KMC and Novatec.

The new building, which cost \$243 million and was under construction for nearly seven years, greatly expands the capabilities of

the Nangang Exhibition Center and makes it one of Asia's major convention and exhibition centers.

Combined with the spaces in Hall 1, the total capacity of the Nangang complex is more than 5,000 booths and 38 meeting rooms. Hall 2 offers a total of 156,700 square meters (1.69 million square feet) of floor space and can accommodate up to 32,000 visitors.

Like Hall 1, Hall 2 is served by the Taipei Nangang Exhibition Center metro station, with two metro lines, so visitors can travel from most major hotels in Taipei to the show.

Hall 2 is the first exhibition center to be awarded the "Green Building Label — Golden Level" in Tai-

wan.

Along with room for 2,360 new booths, Hall 2 boasts high ceilings in its exhibition spaces of 12 meters (39 feet) on the first floor and 9 meters on the 4th floor.

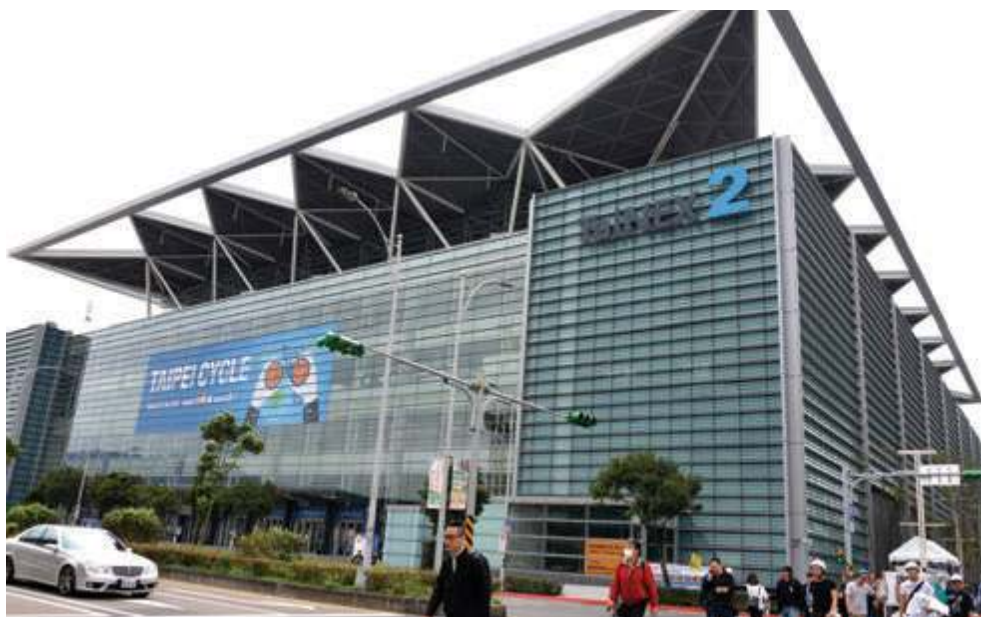
A multi-function conference hall on the 7th floor can be converted into 14 meeting rooms, and has space for 3,600 people.

The top floor features a 6,100-

square-meter "sky garden."

Free WiFi will be available throughout Hall 2, and the complex includes 1,296 indoor parking spaces managed by a "smart" parking system.

Hall 2 opened in early March. The first show to use the hall was the Taipei International Machine Tool Show, March 4-9. ■



Taipei Cycle this year is using the brand-new Nangang Exhibition Center Hall 2, which is directly across the street from Hall 1. Show exhibitors will no longer be split between Nangang and the TWTC across town.

ENGLISH



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NEW PRODUCTS

SKS GERMANY COMPIT



Neat, clean and intelligently interconnected, the Compit system represents the next generation of smartphone holders. It combines three core functions in one compact system: a mobile phone holder, a Qi-certified communications unit with integrated NFC chip, and an accessory mount for a front light or action cam. Connected to the e-bike's power source, its universal technology also allows inductive charging of a smartphone. **HALL 1/4F/L0611A**

SUN RACE CSMZ900 CASSETTE

The new 12-speed cassette from Sun Race has a wide-ratio 11-51T and a new tooth profile design. The A7075 sprocket is strong and light and is compatible with a standard 9-spline driver body. A black chrome surface treatment option increases wear resistance. **HALL 2/1F/P1014**



KIND SHOCK LEV-CI 272 SEATPOST

All of the most advanced features available to dropper seatposts are now packaged in the ubiquitous 27.2 size. The LEV-Ci 272 features an optimized carbon mast reinforced with a milled aluminum endoskeleton. The result is a light, yet rigid chassis. Housed inside are the proven LEV series hydro-pneumatic internals, which provide either 65, 100, or 120mm of travel. **HALL 2/1F/Q0702**



MESSINGSCHLAGER VELOSOCK

Keep your house clean and hotel owners happy. No matter where you want to take your bike, Velosock wraps it, catching dirt and keeping it off of interior walls and carpets. It is at home in an office or car, and its enormously elastic 3D stretch material adapts optimally to the shape of your bike. It's machine washable, suitable for all bikes from 26 to 29 inches, and absolutely tear-resistant. **HALL 2/1F/Q0117**



A-PRO TECH ERDP 6.3CA-R 29 E-MOUNTAIN BIKE FRAME

Integration is the name of the game with A-Pro's new frame. Thanks to a modular design and an ingenious mold design, it accepts either Brose or Shimano drive systems according to market demands, helping reduce the development costs of any new product based around it. The rear shock, along with the motor and battery components, are integrated within the frame for good looks. **HALL 2/4F/S0322**



ALEXRIMS BAXTER 3.0 WHEELSET

The Baxter's carbon rims employ in-molded alloy inserts at key areas for durability and long fatigue life without sacrificing compliance. Built with 31mm wide rims (25mm internal) and 24 straight-pull spokes front and rear, they're laced to Bear Pawls star flanged hubs. Available in 700c, the front wheel weighs 765g and the rear weighs 950g. **HALL 2/1F/Q0714**



CROPS K4 FOLDING LOCK + LION ALARM

Compatible with the company's alarm system, the Crops K4-FD60B-AL-01 folding lock uses the innovative K4 head cylinder design that has steel folding links. Designed to be stored away neatly, the lock features a universal bracket that can be fixed onto the seatpost or any round tubing with a maximum diameter of 50mm. The K4 cylinder can also mount Crops' original Lion-Alarm system. **HALL 1/4F/L1018**



BETO QD MINI PUMP

A Golden Pin Design Award winner in 2018, this dual-action alloy mini pump features a clever quick-dial valve change system. This allows its single aperture to accommodate both Schrader and Presta valves. Stored neatly underneath the lever is another adaptor for Dunlop fittings. Over the durable alloy pump barrel is an easy-to-grip co-molded plastic handle. **HALL 2/1F/Q0908**



FUMPA PUMPS FUMPA

The Fumpa is a powerful, USB-rechargeable, miniature electric bike pump. It weighs just 380g but outperforms most floor pumps although it is only a fraction of their size. Optimized for portability and ease of use, it's perfect for traveling or for use at home and comes with a calibrated digital pressure read out. It works with Presta and Schrader valves. **HALL 1/4F/L1309**



BAFANG ELECTRIC (SUZHOU) BAFANG M800

Ultra-compact drive system for road, gravel and urban e-bikes. The frame-integrated motor weighs less than 2.3kg and delivers 200W rated power at a max torque of 55Nm, optimized for ascents and accelerating. Including display, remoteshifters and 200Wh inTube battery, the full system weighs less than 4.4kg. This results in the ultimate drive system for the amateur cyclist who needs a boost to follow friends on a fast training run or going uphill. Plus, the rider's own pedaling effort above the limit speed is not affected. Available for 25km/h (EU), 32km/h (US) or 45km/h (S-Pedelec) speed limits. **HALL 1/4F/M0409**



NEW PRODUCTS

MESSINGSCHLAGER TANNUS ARMOUR

Sitting between the tire and inner tube, Tannus Armour is a revolutionary puncture protection liner. Providing all-round puncture protection, it can be used with standard clincher tires and tubes. Because it vastly improves resistance to cuts and pinch flats, it also allows the tire to be ridden with less air pressure for more traction and rider comfort. **HALL 2/1F/Q0117**



HAFNY HF-MR101 BAR-END MIRROR

This bar-end mirror has a replaceable lens so riders can repair a scratch or try out a new material. Lenses fit with just one screw. The mirror comes with three lenses; an unbreakable stainless steel option, an HD glass lens, and an anti-glare blue lens. With a fiber-reinforced nylon body, it'll fit both road and MTB bars. **HALL 2/4F/R0901A**



VELO MICROTECH GRIPS

Velo launches a full range of grips equipped with Microtech, a new technology with micro-circle patterns that sit underneath the rider's fingertips. The additional texture increases surface area, giving riders extra security without having to grip the bars tighter — especially helpful in wet and sweaty conditions. The grips cater to all bike segments, from e-mountain bikes to sporty city runarounds. **HALL 2/1F/Q0614**



TAYA EL ONZE-117 CHAIN



Taya says its new 11-speed model is the lightest chain in the world. It uses a unique roller design for quiet and smooth shifting. At 150g, it's almost 50 percent lighter than most alternatives. To perform at its peak for as long as possible, the El Onze-117 features a self lubricating-groove design that expands its lifespan up to 10,000km. **HALL 2/1F/Q0302**

ENGLISH

AIRACE
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BOOTH: S0704



NEW PRODUCTS

KMC E12 CHAIN AND CHAIN MATE E-BIKE SPROCKETS



A 12-speed chain made for all e-bikes, the e12 takes all of KMC's technology and adapts it to withstand the rigors of use with e-bike systems. Designed in collaboration with motor manufacturers, its patented riveting technology achieves a pin power of over 450 kgf, so it will withstand significant torsional stress. It partners perfectly with the brand's new 3mm Chain Mate sprockets, which when paired together are guaranteed to last 10,000km. **HALL 2/1F/P0114**

MERCURY CYCLING A-SERIES WHEELS

Mercury Cycling collaborated with Aerodynamics guru Paul Lew to develop the A-series wheels. The wheels feature the patent-pending Kamm Tail 10 design, delivering a wheel that virtually functions much deeper than its actual depth, so it remains light and stable in crosswinds. At mid-rim, the Kamm Tail design channels air to provide an aero push. It is available in disc or rim brake configurations with Mercury's Tempest hubs, which feature a 2:1 straight-pull lacing pattern to save weight while maintaining stiffness.

HALL 1/4F/L0001



CARBON ENDURANCE COMPONENT SLD RANGE

Made of the world's strongest and most durable fiber: Ultra-High Molecular weight Polyethylene (UHMWPE), these textile spokes bring shock-dampening properties and weight savings to these wheels. Field tests show increased comfort and better traction, especially on rough roads. Combined with Carbon-HMPP hybrid fabric used to build the clincher tubeless rim (disc brake version only) for better impact resistance, the SLD range also offers better resistance to brittle carbon failure. Focused for endurance cyclist riding mountain, gravel, or road endurance bikes, the lightest SLD wheelset weighs just 1050g.

HALL 1/4F/L1125



KMC MINI CHAIN TOOL

KMC's new Mini Chain Tool is the solution to on-the-go chain de-riveting. The chain is completely covered and securely held in place by a screw-in cap, so cyclists no longer need to hold the chain with their hands. The amount of force applied to the Mini Chain Tool is the same as for traditional tools, but the pressure is more evenly applied, so the process is safer and more efficient. The Mini Chain Tool is made of aluminum alloy and weighs just 25g. Incredibly small, yet just as strong as traditional de-riveters, the Mini Chain Tool is suitable for single to 12-speed chains.

HALL 2/1F/P0114



BAFANG ELECTRIC (SUZHOU) BT F07 / F08

These new batteries are semi-integrated into lightweight e-bike frames. Bafang expands its e-bike battery collection with the new BT F07.450C and BT F08.600C, offering 450Wh or 600Wh capacity, respectively, to be semi-integrated into the frames' downtubes (demounting sideways). The BT F07 and F08 are based on premium battery cells (type 18650) and allow charging on or off the bike, with two charger options. Capacity indicators on top of the battery are user-friendly, as is the "Keyed Alike" option that lets riders use one key for battery and frame lock. **HALL 1 / 4F / M0409**



SPANNINGA X&O FRONT LIGHTS

These compact battery headlights use a miniaturized version of the Philips optical system. Stylish and robust, the design is tailored to city and trekking bikes. With an integrated and discrete reflector for a smooth look, the sturdy stainless steel bracket comes with an attractive matte black finish. An efficient reverse beam technology produces a beam of 25 Lux but consumes little power.

HALL 1/4F/M0310



NECO NECO 7

The Neco 7 is a new alloy version of Neco's integrated hidden cable headset designed for simplified assembly. Fewer assembly steps mean cost savings for the bicycle assembler. Its clever design reduces assembly time and the possibility of errors. Combining an integrated design and hidden cabling functionality, the Neco 7 is an attractive, foolproof headset option.

HALL 2/4F/S0917



INNOVA RUBBER EL CAMINO GRAVEL TIRE 650B X 47C

Gravel riders want a tire capable of taking on different surfaces and conditions — fast on the smooth stuff and grippy on the loose bits. With a semi-slick tread, this is just what the El Camino promises. With a large 47c volume, and available in the popular 650b size, it'll even manage light trails in dry conditions. And it's available with gorgeous tan-colored sidewalls as an option.

Hall 2/4F/S0404



WILLING INDUSTRY LOGISTIC SOLUTIONS

Willing Industry offers its experience in bicycle logistics sourcing to help European assemblers connect directly with suppliers in Asia. Willing orders and consolidates items throughout the Asian supply chain network. The company can assist in supply chain fulfillment that meets brands' unique requirements, whether they need parts supplied for European assembly, wheel building or traditional assembly.

HALL 1/4F/N0302



XPEDO APX PRO SMART TRAINER

This smart trainer, with an adjustable stand, fits almost any type of bicycle. Its high-strength aluminum body and fire-rated ABS outer casing protect the internal flywheel, isolating any dangerous parts during operation. Users can plan training programs easily using the manually adjustable resistance design, or go deeper with wireless connectivity. Able to generate 2,000 watts of resistance and simulate inclines of up to 20 percent, it brings the mountains into your living room. **HALL 2/1F/Q0124**



MRT/TRANSIT GUIDE

2019 Free Hotel Shuttle Bus Routes

Interhall Shuttle Bus:
Taipei World Trade Center (TWTC) → Nangang Exhibition Center, Hall 1
Bus Stop:
(A) Nangang Exhibition Center Hall 1: at the main entrance
(B) TWTC Hall 1: Entrance on Shihfu Road
Service Hour:
Mar 28-29: 08:00 -18:30
Mar 30: 08:00- 13:30
[From Nangang Exhibition Center, Hall 1, last bus departs at 13:10.
From TWTC Hall 1, last bus departs at 13:30]



Hotel Shuttle
(depart from Nangang Exhibition Center, Hall 1)

ROUTE A
Courtyard Marriott 《Nangang MRT Station》(台北六福萬怡酒店《捷運南港站》) → Gallery Hotel (麒麟商旅) → Hotel Qoute Taipei (閣旅館) → FX Hotel (富驛時尚酒店)

ROUTE B
Shangri-La's Far Eastern Plaza Hotel Taipei (香格里拉台北遠東國際大飯店) → Hotel Éclat Taipei (台北怡亨酒店) → Howard Plaza Hotel Taipei (台北福華大飯店) → Fullon Hotel Taipei (台北福容大飯店)

Service Hour
Mar 27-29: 17:45, 18:00, 18:15, 18:30
Mar 30: 14:45, 15:00, 15:15, 15:30

ROUTE C
amba Taipei Songshan (松山意舍酒店) → Taipei Fullerton Hotel 《Nangang MRT Station》(台北馥敦飯店《南京館》) → Sunworld Dynasty Taipei (台北王朝大酒店) → Brother Hotel (兄弟大飯店)

ROUTE D
LA Maison Hotel (宜家商旅) → Grand Victoria Hotel (維多麗亞酒店《大直》) → The Grand Hotel (台北圓山大飯店) → The Imperial Hotel Taipei 《near MRT Zhongshan Elementary School Station》(華國大飯店《近捷運中山國小》)

ROUTE E
PALAIS de CHINE (台北君品酒店) → Fortune Hiya Hotel (福君海悅) → CAESAR PARK 《MRT Taipei Main Station》(台北凱撒大飯店《捷運台北車站》) → Cosmos Hotel Taipei (台北天成大飯店) → Taipei Garden Hotel (台北花園酒店)

ROUTE F
Miramar Garden Taipei (台北美麗信花園酒店) → The Evergreen Laurel Hotel (長榮桂冠酒店《台北》) → The Ambassador Hotel Taipei (台北國賓大飯店) → Royal Seasons Hotel 《Nanjing West》(台北皇家季節酒店《台北南西館》)

BESV TRIES TO GET TAIWAN CYCLISTS HOOKED ON E-BIKES

In a country where there are no standards for electric bicycles — and miniscule consumer demand for them — opening an e-bike-only store is worth noting.



Craig Wang, manager of the BESV store in Taichung, with family-oriented electric city bikes. (Photo by Jo Beckendorff)

Yet that's what the Taiwan e-bike brand BESV is doing with three single-brand retail stores in Taichung, Taipei and Tainan. The Taichung outlet, which opened in May 2017, was BESV's first.

"We not only offer high-quality e-mountain bikes, which are currently booming in Europe, but also high-quality e-trekking and e-city bikes," said Craig Wang, manager of the Taichung store. "Not to mention our 20-inch compact e-bike range with carbon frames, and our e-road bike. A e-folding bike is currently in development."

BESV is a brand of Darfon Electronics, **HALL 1/4F/N0108** a huge manufacturer of keyboards and power supplies for notebook computers. The company sees the bike shops as a pilot project.

"Whether we will be able to take them to other countries depends on the experience we gain here," Wang said. "But I can already imagine that next year we will open our first BESV store in China."

BESV chose Taichung as the site of its first store because all important bikemakers are based in the Taichung region. "Besides, the weather here is much better than in Taipei," he added.

So, how does a store sell electric bikes when consumers know nothing about them and the government doesn't officially recognize them as legal vehicles?

"We definitely have to focus our sales talks on the health aspect," Wang replied. "This is not about doing sports until you drop, but about health-promoting exercise."

Like others in the industry, Wang says the government needs to set national standards for pedelecs so they no longer

occupy a legal gray area. He said consumer awareness of e-bikes should rise when Giant incorporates pedelecs into its popular YouBike bikeshare system. Giant has announced plans to include the e-bikes in its New Taipei City program this quarter.

"Then, for the first time, Taiwanese citizens will have the opportunity to ride a pedelec," Wang said.

The Taichung store doesn't attract much walk-in traffic, but Wang said it doesn't matter. BESV promotes its bikes online, at department stores, and at tourist locations like Sun Moon Lake.

"There they get to know our brand," he said. "If they're interested, they'll drop in at one of our stores."

While the business is not a gold mine, Wang said the pilot stores have shown BESV that e-bikes are of particular interest to young families with children. They are also preparing BESV for the day when, officials hope, pedelecs will become legal and regulated in Taiwan.

"Parents are looking for a safe transportation device with which they can go shopping or take the kids to kindergarten, at a reasonable price," he said.

He added, "With our e-city bikes, plus associated components such as a child seat and shopping baskets, we offer a real alternative to scooters."

He is hoping that the government will soon regulate pedelecs and allow their use on bike paths.

"I'm sure that young mothers in particular will see a pedelec as a real alternative to the scooter — whether with a combustion engine or an electric one," he said.

If that happens, Wang added, "then we're already there."

■ Jo Beckendorff

NEW PRODUCTS

BLOSSUM BLOSSUM- MASK LITE

The Blossum-Mask Lite is an anti-pollution mask certified to European standards. An FFP2 NR class mask, it protects against dust and pollution and limits allergies caused by pollens, animal hair, and molds. Thanks to its ergonomic design, it's ideal for cycling, walking, motorbikes, or scooters.

HALL 1/4F/L0027



NYSTRÖM BIKE NYSTRÖM SPECIAL

A retro-inspired roadster, the Nyström Special is all about style. With its triple crown fork, oversize headlamp and sprung leather saddle, its looks are classic. But with an electric hub drive and hydraulic Magura disc brakes, its ride characteristics are bang up to date. Riders can travel up to 100km (62 miles) on a charge.

HALL 1/4F/L0310



CARDIOSPORT SOLO SPEED AND CADENCE SENSOR

Ditch heavy magnets with these ultra-compact speed and cadence sensors. Fitting to hubs and crank arms without magnets or cable ties, they use accelerometers to detect speed and RPM. The sensors streamline the look of the bike, reduce the chance of failure, and ditch weight. With Bluetooth and ANT+ connectivity, they're compatible with all popular cycling apps and computers.

HALL 1/4F/L0007



COSMOS CO-POLARIS FOLDING BIKE

Using a 20-inch wheel allows the Co-Polaris to offer handling familiar to riders of full-size bikes. Its decently sized tires provide plentiful grip, cushioning, and roll-over ability. Yet the use of a carbon frame offsets any increase in weight, keeping the bike down to an portable 9.5kg. With Shimano disc brakes and a Tiagra 2x11-speed drivetrain, it's also able to take on long journeys with ease.

HALL 1/4F/N1208



BIKEWORKX CHAIN STAR MAX WAX

Founded in 1991, Bikeworkx aims to be the industry's lubrication expert. Its latest Chain Star Max Wax is a universal lubricant that uses a unique wax and water-based formula. Once applied, it forms a clean, waxy, and long-lasting film that prevents the chain from accumulating more dirt. It's 100 percent biodegradable, making it a good choice for environmentally conscious bikers.

HALL 1/4F/M0305



FLR SHOES REXSTON MOUNTAIN BIKE SHOES

A new all-terrain touring shoe, the Rexston features an outsole engineered to enhance traction, durability, and longevity. Its STKgrip rubber was developed to maximize contact and traction, and a specially designed cleat protector prevents tearing of the outsole for durability and reliability. Its low-key styles suits today's trail riders.

HALL 1/4F/M1206



台北ショー堂々32年目に



台北国際サイクルショー（Taipei Cycle）は2019年に会期を本来の3月に戻し、主催者はこの先当分は会期の変更はしないことを確約した。

「今後5年から10年の間は会期をこのまま保つ。台湾の自転車業界にとって3月がベターと考えている」と台北ショーのEthan Liu（イーサン・リュウ）プロジェクトマネージャーは話す。

2019年に32年目に入った台北ショーは3月27日（水）～30日（土）に開催される。デモデーは再びHuaZhong Riverside Park（華中リバーサイドパーク）でショー開幕前日の3月26日（火）に開かれる。ショーの初日と2日目は業界関係者に限られての入場になるが、デモデーとショー最後の2日間は一般の人たちにも公開される。

主催者は2018年に3月でなく11月開催を試みたが再び3月に戻すことを決定した。今後は従来に倣って3月の初旬と下旬を交互に配する展開になるだろう。

台北ショーJasmine Wu（ジャスミン・ウー）プロジェクトマネージャーによると、今年のショーは3320ブースに1139社が出展。うち海外出展社が305社で全体の27%を占めている。

台北ショーは自転車業界にとっては世界で2番目に大きいトレードショー

で、2018年11月のショーではトレードビジター（業界関係来場者）が約3万4000人に及んだ。うち海外から4900人、台湾国内からは2万9000人が集まった。さらに一般公開のパブリックデー2日間に3000人が来場している。

第2ホールがオープン。安定した会期と併せて台北ショーの来場者にとって歓迎すべき変化が今年からもうひとつ見られる：南港展覽センターに新設された第2ホールが3月初旬にオープンし、台北ショーは2億4000万ドルを投じたその新会場を使用する2番目のトレードショーになる。

このことは出展社がこの先南港とTWTC（台北世界貿易センター）に二分されることがなく、市内をタクシーや地下鉄、シャトルバスを使って行き来する必要がなくなることを意味する。

第1ホールと第2ホールは互いに道路を挟んで向かい合わせなので来場者は地下通路を歩いて渡って両ホールを行き来するだけでいい。（10頁の第2ホールの記事参照）

台北ショーは第2ホールの1階と4階フロアと第1ホールの4階フロアを占める。従来台北ショーに使われていた第1ホールの1階フロアは別のショーが使っているため今年は使用できなかったが2020年以降は使えることになる。

「第2ホールの追加で台北ショーは2020年以降大きく拡大できることになる。来年は4000ブースを超えるスペースが確保できるので余裕をもって初出展社を迎えられるだろう」とLiuマネージャーは言う。

Eバイクに沸き上がる台湾。2019年の台北ショーは台湾の自転車業界が電動自転車生産にとっての当たり年を迎えた中で開催される。財務省によると、2018年のEバイクの生産は数量、売上げともに50%超の増加で、総生産台数28万3100台、金額3億7500万ドルを記録した。

「業界はいまスマート化しているのですよ」と話し、エレクトロニクスメーカーやICT（情報通信技術）企業の参入が増えていることを示唆する。

もうひとつのパビリオンTaipei Cycle Plusはコンピューターやインターネットを使って自転車用高機能製品を造り出す新興企業に焦点が当てられ、このパビリオンにはBryton、Bikecomm、Alatech、WinsTouchをはじめとする各社が出展する。

将来を見据えて。年次イベントの業界フォーラムTaipei Cycle Forumでは再び台湾および世界の自転車関係のエクスパートを集め戦略的視点から自転車の将来について話し合われる。

フォーラムは4つのセッションで構成され3月28日（木）と29日（金）の2日間にわたって開かれる。テーマは「自転車のデザイン」、「自転車文化」、「Eバイクのトレンド」および「将来都市」など。事前入場料金ディスカウントは3月11日（月）から手に入る：セッション、講演者、事前登録手続きに関する詳細は12頁を参照のこと。

その他のハイライト。ショー開幕前日の3月26日（火）に開かれるデモデーは再びHuaZhong Riverside Park（華中リバーサイドパーク）で開催される。国内の小売店を対象とするデモデーにはおよそ20～30の出展社が参加することが見込まれている。会期を3月に戻したことで台北ショーは再びビッグイベントのTaiSPO（台湾国際スポーツ用品展）と重なる。TaiSPOはTWTCの第1展示ホールで3月28日～30日の日程で開催され、定期のシャトルバスが南港とTWTC間で運行する。



第1ホールに新設の「LEV・電動システムパビリオン」はEバイクとともにその生産に必要なリチウムバッテリーや充電装置、電動制御システムといった専用コンポにスポットライトが当てられる。

「このパビリオンにはTaiwan EV Supply ChainやHonlin Heavy Industries、Hyena, Inc.、MPF DriveおよびAicotechをはじめとする56社が出展す

台北ショーに関する詳細は公式サイト：
<https://www.taipeicycle.com.tw>またはフェイスブック：
<https://www.facebook.com/taipeicycle>で。

例年どおりTaipei Show Dailyはスタッフの現地取材による台北ショーおよびTaiSPOの生の報道を英語、中国語、日本語で伝えます。Show Dailyは3月27日、28日、29日の3日間にわたり毎日発行され、来場者が自由に手に取れるよう全ホール正面入口のマガジンラック（雑誌立て）に入れてあるのでお見逃しなく。



総括: グリップ

Grip 'n Grin (グリップでにっこり) コントロール性と快適感高める新しいバーグリップ

グリップとバーテープは付け足しのように見えるかもしれないが、ライダーとマシンの間のわずか3つのコンタクトポイント（接点）のひとつとしてこの二つは自転車の乗り心地を決めるうえで欠かせぬ役割を担っている。

業界はエルゴノミックサドルや専用ペダルといった革新技術で他の二つのコンタクトポイントに大きな関心を注いできている。しかしグリップとバーテープも新しい素材やトレッド、形状の使用から自転車への装着法に至るまで進化を遂げている。

人間工学に基づくエルゴノミックグリップは現在サドルをより直立にしたユティリティバイク（実用車）やトレッキングバイクに多く見られる一方で、関節型翼状エクステンションが手と手首を支える力を助けてくれる。

グリップの表面の複雑なトレッドは衝撃と振動の吸収を助ける一方、悪天候でのトラクションを高めてくれる。グリップメーカーの中にはリサイクルしたペットボトルから再生したプラスチックやシリコンとゴムの混合といった素材での差別化を追求するメーカーもある。



VP Simo BS11

VP Components Hall 2 / 1F / G1018 はオートバイでのノウハウを自転車に应用させてグリップの新モデルSimoを液状シリコンゴム製素材をからめて造り上げている。

VPIによると、この素材はドライとウェットのコンディションでグリップのための高い摩擦係数を結び合わせる一方、素材の柔らかさと柔軟性が手と前腕の疲労を和らげる。

さらに紫外線や極度の温度変化にも強いため熱可塑性ゴムを素材とするグリップよりも耐久性が高いという。水気を吸い込まず、簡単には汚れが付いたり漂白しないため褪せにくい各種カラーを施すことができる。

VPは現在Simo 2モデルを販売。スリムで超小型軽量のBS06はクランプを使わずスリップオン装着。BS11はアルミクランプひとつで簡単にしかもねじれを起こすことのない完全装着ができる。



Ergon GA3 Single Twist Shift version



“ergonomics”（人間工学）に由来する社名の**Ergon (RTI Sports, Hall 1 / 4F / M0612)**は新しい形状と径をもつグリップの開発にパイオニアとして取り組んできている。

同社の快適グリップのウイング（翼）はトレッキングおよびユティリティバイク用にかにもびつたりの形状。一方MTB用のGA3はエクステンションを小さくしてトリッキーな（油断できない）地形で動きが自由になるよう手と手首へのサポート力を高めている。

2019年に向けてGA3と普及タイプのGA2はハンドルバーにツイストシフターひとつだけのモデル用にデザインしたSingle Twist Shiftバージョンで投入される。

左のグリップは幅いっぱいのサイズだが、右のグリップはツイストシフターの隣に据えられるよう幅を著しく縮めている。

ペダル、ハンドルバー、ステム、ホイールで知られる**Spank Industries Hall 1 / 4F / L1001**も2019年に向けて新たにグリップを製品ラインに加えている。

Spike Griplは手の大きさの違いに合わせて30mm径または33mm径のものを用意している。ともに簡単に捻じれ無縁の装着ができるようインボード（船内）アルミクランプを使用。カラー数種を揃えている。

幅145mmのSpike Griplは今はやりの幅広ハンドルバーの余剰スペースを活用。先細のアウターエンド（外端）はクラッシュによる衝撃に強くハンドルバーを護る。

各フィンに沿って間隔をあけてある接触表面のインターロックコラムの模様がトラクションと快適性をもたらしてくれる。荒れた地形での走行操作中にライダーが一番嫌う感覚はハンドルバーのグリップがいきなり捻じれてしまうことである。



Spike Grip from Spank



WTB PadLoc grips



T-One Diamond grip

WTB Hall 1 / 4F / L0826は特色ある解決法を編み出している。特許取得のグリップPadLocは特殊カットあるいは設計のハンドルバーのエンドにぴったりフィットする設計のアウターエンドにウエッジ（楔）を施したデザインで、これによりハンドルバーのグリップが回転する動きを無くしているという。インボードクランクリングによってグリップがしっかりと安全に固定される。

WTBではウイング形状エクステンションを付けたコンフォート系からツイストシフターと併用する超幅細グリップまで表面が異なる6種のグリップを用意している。

ここで取り上げているグリップの多くはアフターマーケット向けのもだがフィンランドのメーカー**Herrmans Hall 1 / 4F / M0202**はOEメーカー向けに汎用性の新モデルLuna Lock Gripを出している。

同社では欧州製の非毒性素材を使った2つのコンパウンドを使用。芯に使われている硬めのコンパウンドで基盤をしっかりとさせる一方表面部の柔らかめのコンパウンドでゆる

やかな螺旋状の溝を作りグリップ力と快適感を高めるとともに指先に掛かる圧力を和らげている。

アルミ製ロックリングはカラー9種を用意。OEカスタマー用にアウターエッジにプライベートロゴを加えることもできる。

Thunder Graphicの子会社**T-One Hall 2 / 4F / S0232**は革新的グリップBrickolに引き続き2019年モデルとしてDiamondを上りした。新モデルは分割タイプなのでライダーはグリップの幅をカスタマイズできる。ロックシステムの改良でツイスト（捻り）や遊びが解消され、グリップ表面の角ばったダイヤモンド形状がトラクションを大幅に高めている。T-Oneでは複雑な仕上げとデザインが組み込まれたハンドルバーとも相克しない透明ゴムを素材としたグリップも上市している。台北ショーではさらに、取材時に未完成だった2つの新モデルも出展される。

ブレーキ、ツール、各種部品で知られる**Clarks Cycle Systems Hall 1 / 4F / L1012**は台北ショーで人間工学に基づくエルゴノミックグリップを出品する。幅130mmの新グリップC-G242は翼形状のエクステンションとともにTÜV認証取得の熱可塑性ラバーコンパウンドを使用し快適性とグリップ力を

南港第2展示ホール内部

台北ショーの来場者と出展者はショー全体を観るためにもはや南港展覽センターとTWTCの間のシャトルバスやタクシーを使って移動する必要はない。

今年のショーは初めて新南港展覽センター第2展示ホールに一本化される。そのため来場者は市内を移動するかわりに第1と第2展示ホールを繋ぐ歩行者専用地下通路を歩いて渡るだけでいい。

「これは出展者にとってだけでなく来場者にとっても素晴らしいこと。だって南港とTWTCを行ったり来たりする必要がないですから」と台北ショーのJasmine Wuプロジェクトマネージャーは言う。

台北ショーでは第2展示ホールがパーツ・コンポーネントの出展社専用フロアだったが、今年は新第2展示ホールの1階と4階および第1ホールの4階が使われる。

第2ホールは1950ブースにKenda、KMC、Novatec等主要メーカーを含む出展社607社を収容。

総工費2億4300万ドル、建設にほぼ7年をかけて完成した新会場は南港展覽センターの収容能力を大きく拡大してアジア有数の一大コンベンション・

展示センターに仕上げた。

第1ホールのスペースを合わせると南港展覽センターの総収容キャパは5000ブース超、会議室38室。第2会場は総フロアスペース15万6700平方メートルで最大3万2000人の来場者を収容できる。

第1ホール同様に第2ホールも地

下鉄の台北南港展覽センター前駅を利用できる。同駅には地下鉄の2つの路線が乗り入れているため来場者は市内の主要ホテルの多くからショー会場までの移動に利用できる。

新設の南港第2展示ホールは環境に優しい建築物に贈られる“Green Building Label – Golden Level”を台湾で初めて受賞した展示センターである。

新たな2360ブースに対する余裕のスペースに加えて第2ホールは1階フ

ロアが12メートル、4階フロアが9メートルという天井の高さを誇る。

7階の多機能会議ホールは14の会議室に切り替えることができ3600人を収容できるスペースをもつ。また最上階フロアには6100平方メートルを誇る「スカイガーデン」がある。

さらに第2会場全域でWiFiを無料で利用できるほか、南港の新展覽会場には高機能駐車システムによって管理される屋内駐車場に1296台まで収容できるスペースがある。



台北ショーは今年、新設の南港展覽センター第2会場を使用する



Clarks C-G242 grip

格段に高めている。アウターエンドは安全のため閉じられパッドが詰められている。インボードクランプなので素早く装着できる。

世界最大級のサドルメーカーであるVelo Enterprise Hall 2 / 1F / Q0614はコンタクトポイント（接点）に精通している。

Veloではその専有技術のMicro-techを従来型から電動MTB、トレーニングさらにユティリティバイクに至る各タイプに合わせた多様なグリップの生産に応用している。その製造過程でグリップ表面の細部にわたる質感が生み出されフリクションとグリップ力を高めている。

上級モデルは装着用にアナダイズドアルミ製クランプを使用しているが、その他のモデルでは強化プラスチック製クランプが使われている。

Apex Products Hall 2 / 4F / S0224はPET Bike Gripsで持続可能性を強調している。同グリップは接触表面がリサイクルのペットボトルから再生された編み型プラスチックを素材に作られている。カラー5種を用意。グリップは幅130mmで形は従来タイプの丸型。幅を幾分広げたタイプは翼型エクステンションを使ってサポート力を高めている。

NEW PRODUCTS

KIND SHOCK DROPPER REMOTES

Matchmaker、i-Spec II、i-Spec EVあるいは従来型クランプ用が出揃ったKind ShockのSouthpaw 1xスペックのドロップバーリモートはほぼすべてのアプリケーションに対応するよう再設計されている。さらに、正しいエルゴノミックデザインによりほぼすべてのロード、グラベルあるいはCX用マルチコントロールレバーにフィットする。このKG Dropモデルはスマートでシンプルでグリップを邪魔することなくフッドやドロップからアクセスできる。また普及タイプにはアロイ製の1x専用リモートのWestyがある。

Hall 2 / 1F / Q0702



HAFNY HF-MR088 HANDLEBAR MIRROR



後を見るときはHF-MR088ハンドルバーミラーが各種レンズを用意して異なったニーズに対応してくれる。割れにくいステンレスチール製レンズは通勤バイク用、自動車用でも使えるハイグレードのHDガラスレンズは高速Eバイクを念頭に設計されている。さらに防眩性ブルーレンズは晴天時の走行用にぴったり。丈夫な繊維強化ナイロンですっぽりカバーした新クランプはMTBタイプのハンドルバーにフィットするデザインになっている。

Hall 2 / 4F / R0901a

総括：ポンプ

新鮮な空気をひと息、或いは一息に、送り込むポンプ



Fumpaのポンプ

かつてポンプはいたって地味な存在でトップチューブの下に押し込むかガレージにしまい込むものだった。いまライダーは空気を以前とは比べものにならないほど多様な方法で使っている。電動空気入れからチューブレスタイヤの据え付けができるアキュムレータまでポンプのカテゴリーは絶えず拡大している。

単独のデバイスとしてであれ、あるいは従来のフロアポンプの背に取り付けられるにせよ、アキュムレータはホームメカニクスの多くに新鮮な空気を勢よく注ぎ込む助けをしくれる。コストが張って体裁もよくないエアコンプレッサーの必要を無くすことで最終的にアキュムレータは今では家でチューブレスタイヤを装着できるユーザーのドライブの取り込みを助けているのである。

等しく便利なのが最新式の携帯用空気入れで、中にはジャージのポケットにすりり入るほど小さなものもある。こうした最新のポンプはCO2インフレーター（空気入れ）の便利さを併せ持つが圧力をコントロールする力はアップされ環境に与える影響も低減されている。



MiniFumpa

これをポンプとして認められるだろうか？ **Fumpa Hall 1 / 4F / L1309** のパンクに対する革新的解決法は小さいがパワフルなUSB充電式インフレーターである。このインフレーターは多くのフ

ロアポンプより性能が高く、スペースはわずかしき取らず重さわずか380gでバックパックに収まるほど小さくて軽い。

1回の充電で6本のタイヤを膨らませることができ、最大圧力120 psiで標準的なロードバイクタイヤなら100 psiに満たすのに掛かる時間は20～25秒。目盛りの付いたデジタルゲージがあるのできちんと空気が入れられる。柔軟なホース装着ヘッドを使えばPrestaかSchraderの両バルブに対応できる。

このモデルが大きすぎるなら一体型設計のMiniFumpaがある。これならジャージのポケットに収まりタイヤ2本を膨らませるのに十分な電気を蓄えている。サイズはCO2キャニスタ（小缶）の約2個分で、重さ190gなので平均的ポンプより若干重いだけでしかもキャニスタを使うよりも経済的である。

MessingschlagerのM-Wave Elumatik



もうひとつ急進的な空気入れのオプションが**Messingschlager Hall 2 / 1F / Q0117** から出ている。同社の電動ミニポンプM-Wave Elumatikはバックパックやポケットに収まるほどの小ささで、それでいて空圧は最大100 psiに届く。

デジタルディスプレイを通じて望む圧力を調節すればあとはポンプが引き受けてタイヤを自動的に選択したレベルまで膨らませてくれる。ロックできるヘッドはあらゆるタイプのバルブに適合でき、ポンプはボールやエアマッ

トレスなど他の製品用のアダプターを備えている。短くて柔軟なホースは狭いところに届いてくれる。

バッテリーはUSB充電式。M-Wave Elumatikはハイスペックのマノメータ（圧力計）付フロアポンプAir Bulletを含む同社の従来タイプのポンプの幅広いレンジを補完している。



Airaceのi-speed F2

ルタイムで監視できる。

目標とする空気の注入量を設定できてその量に達すると音と振動によるアラームで知らせてくれる。MTB、ロードバイクおよびサスペンションショック用の3モデルが用意されているので寸法に合わせたユニットをカスタマイズできる。



SKSのAirstep

ドイツのアクセサリメーカー**SKS Hall 1 / 4F / L0611a** はサイクリストに腕を休ませてもらいたいと考える。同社のスタイリッシュなポンプAirstepは腕の代わりに脚を使って100 psiを超える空気圧に届かせるというもので、同じくドイツの成果ベースのエルゴノミクスのリーディングカンパニーSQLabとのコラボでアルミ製フットペダルを開発した。

昨年の台北ショーでD&I（創新産品）賞を受けたAirstepは機動性を制限されたライダーやあるいは単にタイヤに空気を入れることによってではなく自転車に乗って運動をしたいと思っている人たちにとって素晴らしい製品だろう。

仕事を果たすとホースはユニットにきれいに巻き戻されてポンプがコンパクトに畳まれる。一体型壁掛け用ブラケットが付いているのでそれで壁に掛けられれば店内でほとんどスペースを取らずに済む。

Beto Hall 2 / 1F / Q0908 は片手で操作できるプッシュオン式スピードヘッドEZ Headで使いにくいレバーを取り除いた。片側がPrestaの反対側がSchraderのバルブ用で、ともにクリップ式にオン・オフができる。

EZ Headはバルブの周りに直ぐにしっかりと密閉されるように装着するために6指または8指のクランプを使っている。BetoではEZ Headを同社トップエンドのフロアポンプRapidfill ExtremeとRapidAir Tの標準装備として販売する

ユーザー自身が自分の力を使う必要はあるだろうが、それでもなお**Airace Hall 2 / 4F / S0704** の最新ポンプは使い手の手間を省いてくれる市場で最も機能性に優れたポンプの中に入る。同社では、Bluetoothを通じてスマートフォンとポンプを繋ぐ最新の「i-gauge（アイゲージ）」技術をそのコンパクトで携帯に便利なポンプの幅広いレンジ全般にわたって採用している。

「i-gauge」はサイズが大きいめのWindpro Aやコンバーチブルタイプ（変換可能）のiSpeed F2 Gにも使われているのでユーザーは発生する圧力をリア



BetoのEZ Head

LezyneのDigital Shock Drive



TopeakのAirbooster

とともに他のモデル用の後付けオプションとしても販売している。

より伝統的でしかも効果においては変わらないフロアポンプがBeto CMP-172SG9だ。オーバーサイズの4吋ゲージの利点を授かる特許デザインの三弁ポンプヘッドはSchrader、Presta、Dunlopのバルブに適合する。ポンプの丈は26吋で素早くしかも最小の手間で仕事をこなすのに十分なキャパを持っている。



ZéfalのAirProfil

Zéfal Hall 1 / 4F / M0301 はProfilのポンプシリーズの大小両モデルを引っ提げて台北ショーに出展している。

ロードバイク用のAir Profil FC03は楽に高い空気圧を達成できるのが特徴で、丈夫で軽いアルミで作られた同モデルはZéfalのクイック装着ネジ式システムコネクターZ-Turnから恩恵を授かっている。バルブ損傷のリスクを無くす柔軟なホースが付いておりPrestaとSchraderの両バルブに適合する。

クラシックな外観で依然としてフランスで作られているProfil Max FP60はハイスペックのフロアポンプで、そのスタイリッシュな木製ハンドルは素材

を持続可能な森林から引いている。瞬時に取り付けられるZ-SwitchヘッドでPrestaとSchraderのバルブ間の切り替えが素早くできる。ベースに拡大レンズ付大型ゲージが組み込まれている。

Lezyne Hall 1 / 4F / L0315 はその革新的ポンプ製品のいくつかでデジタル化を図っている。まず初めが最大350 psiと決して小さくはない圧力を生み出す小型ポンプDigital Shock Driveで、デジタル圧力計が正確に測定する。

正確な計器もポンプのチャックが空気を漏らしていたらほとんど役に立たない。そこでLezyneではロスのないシステムを使ってショックのバルブピンが再び閉まった後にチャックのネジが抜けるようにしている。これによって空気が一切逃げることがなくなるため計器の表示がタンクの中身と常に一致することになる。

ずっと大きくしかしスマートさは変わらないフロアポンプDigital Pressure Overdriveはチューブレスタイヤを据え付けるのを助けるための二次チェンバー（室）を持っている。二次チェンバーはポンプの通常のメカニズムの下に手動で圧力が加えられる。それからステンレススチール製の足踏みレバーが働いてどんなしぶといタイヤも一気に

リムまで膨らむように着実に空気を流し込む。

もちろんデジタルポンプは従来タイプのポンプとして機能しアルミとスチールによる頑丈な造りに加えて、通常より長めのナイロン補強ホースやその名となったデジタル圧力計をその特性として備えている。

Topeak Hall 1 / 4F / M0711 もTubibooosterで厄介なチューブレスタイヤを走れる状態にするのを助けたいと考えている。

Tubibooosterは通常のポンプで発生する圧力を貯めてそれをまるでコンプレッサーから出されるかのように勢いよく放つ。頑丈なアルミ製エアチェンバーが1 1/2の空気を最大200 psiで保つ。お馴染みのPrestaとSchraderのヘッドが柔軟なホースに付けてあるのでTubibooosterは標準的フロアポンプのように自転車にぴったり適合する。

貯め込まれた圧力が一たび放たれればTubibooosterは普通のフロアポンプとして使えるのでタイヤを望む圧力のところまで膨らませられる。

同じく新モデルのAirboosterは、同社によると、初の一体型圧力計付CO2インフレーターで、そのアングルヘッドはPrestaとSchraderのバルブに適合し

イヤを満たしながら空気の流入を調節できる特性を持っているという。

最後に、**Lifu Bicycle Co. Hall 2 / IF / P0724** がIcetoolzブランドで新しいフロアポンプ2モデルを出展している。

A451 Sport Steel Floor Pumpは丈夫で経済的だ。クイックリリースのツインバルブ・ロックレバーは親指で操作でき、ポンプがPresta、SchraderさらにDunlopのバルブにしっかりと繋がる。

さらに高い圧力とスタイルの良さが必要なサイクリストにはA652 Extreme High-Pressure Floor Pumpなら見た目が良く使う楽しみも味わえる。

このポンプは最大260 psiの圧力を発生させ、革新的な一穴バルブがSchrader、PrestaおよびDunlopに適合する。ベースに埋めて保護されている3吋の圧力計はいつでも読み取れるだけの大きさだ。

そして、スマートなアルミ製ボディーと鋳造メタルベースはとてもスタイリッシュなので人目につかないようにしておく必要などまったくない。



通常のポンプに取り付けたTopeakのTubiboooster



IcetoolzのA652 Extreme High-Pressure Floor Pump

NEW PRODUCTS

ALEXRIMS BEAR PAWLS BEB004 HUB

Eバイクに求められるパワーとトルクの強化に対するBear Pawlsの回答がこれだ。Power Stroke Technologyによるデザインで強化スチール製カセットボディを微高フランジ付ハブシェルに合わせることでスポークのアングルを上げホイールを強化することが可能になった。伝統的な6ボルトローター装着システム採用のディスクブレーキ専用で、高いローリング性能を維持しながら内部の力を分散させるため4つのシールドカートリッジベアリングに間隔をあげある。 **Hall 2 / 1F / Q0714**



VELO SADDLES



Veloはひよいと飛び乗ってショート（短めの）サドルの最新トレンドを試せる各種サドルを幅広いレンジで上市した。従来より短めのサドルは走行体験を高めるとともに性能もアップ、さらに新しい生産方法によって見た目の美しさも高められている。ステーブル留めを除いた新設計なので防水性も格段に優れる。 **Hall 2 / 1F / Q0614**

FLR SHOES F-XX ROAD SHOES

最も快適なプロ用レーシングシューズとしてWorld Tourの優勝ライダーの専門知識を得て開発されたF-XXは補助ヒールカップで回転中の正しいポジションと並びを維持するとともに柔らかいタンが柔軟に働いて足が痛まないようにしてくれる。6つの通気窓により空気と冷気の流れがよく、超堅牢カーボンアウトソールがホットスポットを造ることなく最大限の効率でパワーの移動を果たす。 **Hall 1 / 4F / M1206**



MESSINGSCHLAGER M-WAVE SPY SPACE BICYCLE MIRROR

Spy Spaceのミラーがあれば電動ドライブがあっても無くつきりと目に入れられる。このバックミラーがあるとライに焦点を据えたままで見られるので事故を起こす可能性が可能で、ハンドルバーの左側でも右側でも取り付けられて防眩性と耐衝撃性に優れるガラスを通じて鮮明な視界を届ける。 **Hall 2 / 1F / Q0117**



でも常に車の流れをくぐり、ライダーの目は道路の前方減る。3次元的调整

RELIC STEM CAGE HOLDER

シンプルで軽量、価格も手ごろで取り付けやすいRelicのStem Cage Holderは自転車に運べるキャパを簡単に増やせる。標準サイズのボトルをしっかり握るのでこのアロイ製ホルダーなら飲み物が飛び出す危険がまったくない。一般の自転車にはある取り付けポイントが無いEバイクのユーザーにとりわけ人気の出そうな新モデルだ。 **Hall 2 / 4F / S0428**



SPANNINGA PIMENTO- BRAKE LIGHT

好評のPimentoに新たにブレーキライト機能が追加された。自動車業界や高速ベレックではすでに定番のブレーキライトが通常の自転車やEバイクに素早く装着できる。このPimento-Brakeがあると昼夜ともさらにあらゆる天候条件のもとでも高い安全性が得られる。標準使用で4カンデラの出力がブレーキを作動させると40カンデラにアップする。 **Hall 1 / 4F / M0310**



KMC X12 CHAIN



12段ドライブトレインはカセットが突き出たサイズになっていて最大歯数が増える一方で同時に各スプロケット間のスペースが狭められている。この難題解決に向けてKMCは4つの左右非対称で巧みに作られた斜面を使ってリニューアルしたリンクを考案。独自技術によるインターナルダブルX Bridgeシステムと併せて荷重不荷重がスムーズかつ安全に進むとともに滑らかなシフティングをもたらすチェーンが生まれた。 **HALL 2 / 1F / P0114**

ROTOR THE WORLD'S FIRST 1X13 GROUPSET

伝統的な2x11のグループセットは理論上22個のギア数を有するがチェーンリングとスプロケットの組み合わせがオーバーラップするため実際に効果的なレンジはわずか14個である。その14個のギアに正しい順でアクセスするためには複数のフロントディレクターシフトが必要となる。これに対してRotorの独自設計による1x13のグループセットは連なる13個のギアがシフトミス危険を冒すことなくその機能を発揮する。 **Hall 1 / 4F / L0106**



DAYU ENTERPRISE COMPRESSION GARMENTS

スポーティなボディにぴったりのコンプレッションガーメント。DaYu Enterpriseの幅広いプライベートブランドのスポーツコンプレッションソックス、スリーブ、ショーツ、パンツの製品ラインは高い医学的効果を発揮するよう作られている。コンプレッションのレベルも幅広く、いずれもシームレスでサイズは5XLまで揃えている。最小限ロットの受注にも対応するので自社の製品レンジの開発も楽に低リスクでできる。 **Hall 1 / 4F / N1321**



ITM COMPONENTS ITM50 HANDLEBAR

忍びやかでエアロダイナミックな一体型カーボンファイバーステム・ハンドルバーITM50はユニークでエレガントなデザインが特徴で、内蔵サポートが各種サイクルコンピュータとの素早い連結を可能にしている。バー上部に滑り止め防止グリップを使用、勇猛にしてエルゴノミックなその形状はライダーに全力走行時にも流し走行時にも快適感を維持させてくれる。 **Hall 1 / 4F / M0318**



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NEW PRODUCTS

RIDEA

SMP2 POWER METER

Rideaの新パワーメーターSMP2は高い信頼性と精度を備えたパワー測定スライダーユニットで、同社市販の各種クランクとPoweringsIにとってはまたとない相棒。110、130/94または144 mmのBCDを用いたSMP2ならその選択肢の中からトレーニング用として完璧なクランクセットを設定することが可能だ。 **Hall 2 / 4F / S0334**



CHOSEN BOOST TC HUB



Chosenからの幅広スペックハブ。同社Toothed Couplingデザインの特性を授かった強力フリーハブはパワートランスミッションを高めるとともに製品寿命も延ばしている。ダイレクトブラスポークはホイール組みされると剛性も増すため丈夫で効率性の高いトレイルライド用ホイールセットの出発点としてまたとない製品だ。 **Hall 2 / 4F / R0114**

FUMPA PUMPS MINIFUMPA

miniFumpaはUSB充電式のEバイク用ミニポンプでCO2キャニスタやミニポンプの代替製品としてうってつけ。重さわずか190g、サイズはCO2キャニスタ2個分で、1回の充電で前後タイヤを満たし空気圧最大120psiが可能だ。携帯に便利で使いやすく、サドルバッグやジャージのポケットにすっぽり収まる。Prestaバルブ専用。 **Hall 1 / 4F / L1309**



FULL SPEED AHEAD K-WING AGX HANDLEBAR

オールロード、グラベル、アドベンチャー用ハンドルバーK-Wing

AGXはフルカーボンとフードやドロップ用にコンタクトポイント（接点）を彫り込みエルゴノミック効果を高めているのが特徴だ。前方に10度の角度をつけているので手首の位置が自然で肘のスタンスが広く取れるためトップ走行時でも呼吸がより楽になる。ドロップでは25mmのフレア付デザインが下降時のオフロードコントロールとクリアランスを高めてくれる。 **Hall 1 / 4F / M1212-3**



BETO QIKFIX SUPREME



この18-in-1（1パックに18種収めた）マルチツールはユニークなリテンションシステムを備えたオートセンタリングチェーンカッターが特徴で、長めのハンドルによってテコの力が強まるためどのマルチツールよりも便利だ。内蔵CO2インフレーターほかアレンキー、トルクスキー、スクリュードライバ、10mmレンチ、各種スポークキーなど残りの全ツールと対になっている。 **Hall 2 / 1F / Q0908**

OTRAJET NEXO 26X1.75 AIRLESS TIRE

Nexoがこのたび発売したエアレスタイヤの新シリーズはEバイクのユーザーのニーズに合わせて構造と素材を強化したのが特徴。これによりタイヤの荷重制限を30%アップするとともに耐久性も高めた。小径の折り畳み自転車からフルサイズの大人車まで全車種に対応するサイズを用意、いずれも同社定番の耐パンク性能を備えている。 **Hall 2 / 4F / S0902**



CHIRU BIKES KUNLUN



成長するエンデュランスバイクコミュニティの一員として同社はグラベル、アドベンチャー、マウンテンバイク、エンデュランスロードの各セグメントに対応する究極のバイクを供給する。2019年の第7回TCRレース用に設計されたエンデュランスロードバイクKunlunはChiru（チベット羚羊）の棲む崑崙山脈に着想を得ている。最高品質のチタンにオートクチュールのクラフトマンシップ（職人技）が組み合わさって溶接に生涯保証が付いている。Kunlunは重さ7.8kgでステイ特定設計により縦方向のコンプライアンスを最大限に発揮する。CNC製ドロップアウトが完璧な捻じれ剛性を可能にし最高度の快適性とペダリング効率をもたらしてくれる。 **HALL 1 / 4F / L1125**

MERCURY CYCLING X-SERIES WHEELS

High-Modulus

のカーボンファイバーの2倍の引っ張り強度を持つXシリーズのFiber-Xを素材にしたホイールはトレイル

ライドに最適で同一地点での120ジュールの二重衝撃に耐える耐久性を持つ。リムのプロファイルは最適台形プロファイルでトレイルのインプットを柔軟素材に通しエネルギーを放散する。内径25~40mm幅を用意。Mercuryの特性を備えたストレートブルハブAxisはトリプルステップ（3段）の爪が特徴でエンゲージメント3.5°が可能。現在のすべてのホイール径、アクスルサイズ、標準フリーハブに対応する。 **Hall 1 / 4F / L0001**



SKS GERMANY SPEEDROCKER

グラベル、アドベンチャー、チクロクロスあるいは幅32mmを超えるロードバイクでもSpeedrockersさえあれば荒れた地形でも安定した走りができてどんな天候からもしっかり護ってくれる。フロントは丈を2倍にした新しいスポイラーがホイールに当たる水と泥をそらせライダーの顔に掛からないよう護ってくれる一方、リアのマッドガードは伸縮自在なのでカバーする範囲を拡げてくれる。フロント、リアともブラックアナライズド・アルミステイと新しいゴム固定システムが特徴。 **Hall 1 / 4F / L0611a**



MESSINGSCHLAGER M-WAVE ELUMATIK

ミニポンプを長々と使って疲れ果てることはもうない。この電動式モデルは最大空気圧が100psiに達し一般的に使われているバルブならどのタイプでも適応できる。バックパックに簡単

に収まるほど小さくてバッテリーはUSBケーブルから充電できる。ボールニードルとエアマットレスアダプターが付いているのでそれらを膨らませる手間も省ける。 **Hall 2 / 1F / Q0117**



邁向32週年—2019台北車展全新氣象

2019年，台北自行車展將再次回到三月展出，並且主辦單位承諾在未來一定期間內，關於展期時間不會再進行調整。台北車展策展經理Ethan Liu表示：「我們將在接下來的5-10年保持展會日期。」並進一步表示，「我個人認為車展在三月份舉辦是較好的時機。」

台北車展在今年邁入第32個年頭，2019年的展期為年3月27日至30日。主辦單位將於3月26日將於華中露營場舉辦試騎日(Demo Day)。而在正式展期的前兩天並不公開售票(3/27-28)，僅提供國內外相關業者入場；而開放給民眾的日期則包括試騎日以及展後的最後兩天(3/29-30)。

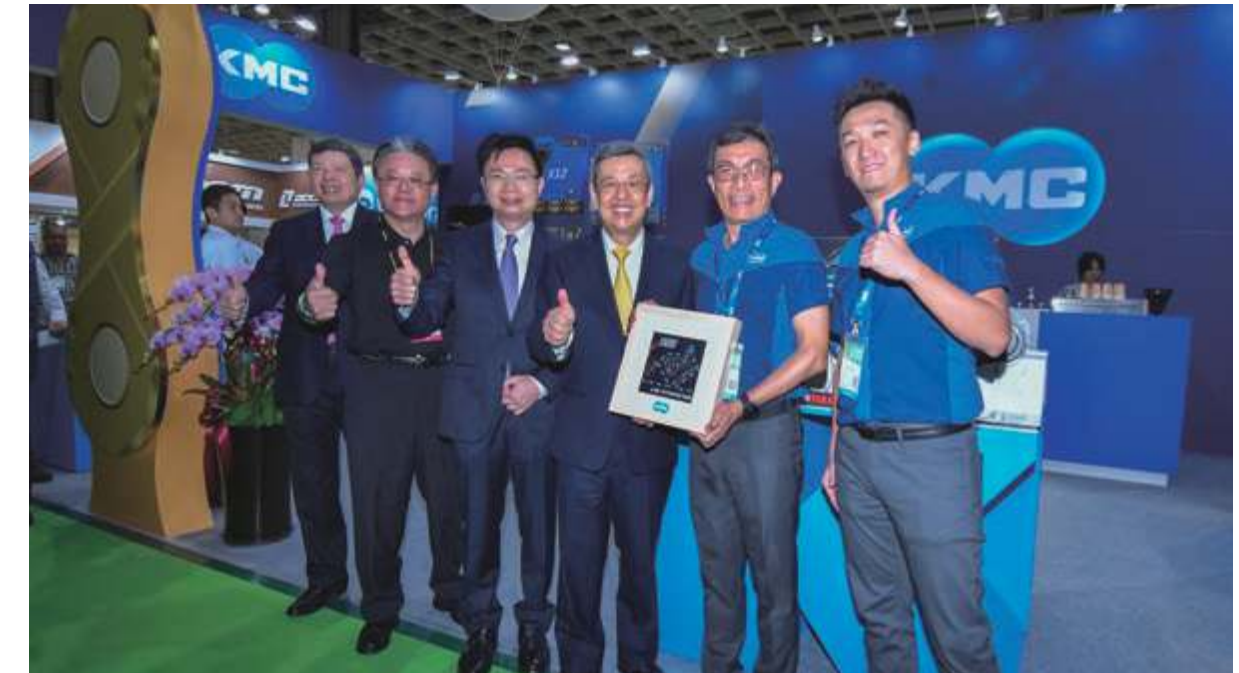
2018年台北展，是主辦單位首次改變展會時間至11月，但經過一屆的嘗試後，最終決定轉回3月。展望未來，台北車展的展會時間會固定於3月上旬或3月下旬輪流舉辦。台北車展策展經理Jasmine Wu表示，今年的展會將有1,139家相關業者參展，共使用3,320個展位。她進一步說明，外國廠商佔305個展位，佔總數的27%。

台北車展是全球第二大的自行車展。在2018年11月的展後統計，共吸引近34,000名專業人員參展，其中4,900名來自海外，將近29,000名來自台灣；另有3,000位民眾參加展期後兩天的民眾開放日。

南港展覽館二館正式啟用。隨著展會日期的穩定，預期2019台北車展的參展人數將會持續成長。全新氣象的南港展覽館二館也將於3月初開幕，而台北車展將會是第二個使用這座建築成本高達72.2億台幣的全新展館。

透過南港一館、二館的併聯使用，這意味著參展廠商將不再分隔兩地，不用再搭著計程車或是捷運奔波於南港展覽館跟世貿展覽館之間。南港一館跟南港二館隔街相望，參展商只要透過地下連通道就可以走到另一個展館。（完整南港展覽館二館報導請見第10頁）

台北車展將使用南港二館的1樓及4樓；南港一館的部分僅4樓為自行車展，而在1樓的部分則另有其他的展覽使用。預計在2020年，南港一館的1樓



也將作為自行車展。

策展經理Ethan Liu表示，隨著南港二館的並聯使用，台北車展將在2020年大幅擴張。「明年將有超過4,000個展覽展位，因此相信首年加入的新廠商也將會有充足的展覽空間。」

台灣e-bike熱潮。在2019年展會，由於在2018年台灣自行車產業在e-bike項目創下銷量紀錄，是非常值得慶祝的一年。根據財政部的數據，回顧2018年，e-bike產量相較去年增長50%以上，總產量為283,100台，價值高達3.75億美元。為此，在南港一館會有一個LEV輕型電動車以及電機系統的專館，將聚焦於e-bike相關零件，包括鋰電池、充電設備和電控系統。

策展經理Jasmine Wu表示，在這個專館將有56家廠商參展，完整展出台灣電動車的供應鏈，包括紅菱重工、凱納、穩正企業、弘傳國際等。Jasmine進一步說道：「由於吸引了更多的電子

公司和ICT資訊及通訊科技等公司的加入，讓自行車產業越來越聰明。此外，另一個專館名為Taipei Cycle Plus，在這裡將匯聚以IoT物聯網及智慧型自行車產品為主的新創公司。參展廠商包括Bryton、Bikecomm、Alatech、WinsTouch等。

瞄準未來。一年一度的自行車產業論壇再次匯聚了來自台灣和世界各地的自行車專家，邀您共築未來城市藍圖。這場論壇由四場會議組成，將於3月28日（四）、29日（五）舉行。論壇主題包括自行車設計、騎行文化、e-bike趨勢和「未來城市藍圖」。3月11日前享早

鳥票優惠，詳情請見第12頁關於論壇議題、重磅專家、如何預先報名等。

其他展會亮點：台北車展前一天，於3月26日在華中露營場將舉行試乘日。預計會有20至30家參展商共襄盛舉，讓全球買主可以透過實際測試更了解產品，尤其是對於經銷商是不可錯過的盛會。

隨著台北車展的展期重返3月份舉行，在今年在展期期間將同步舉行TaiSPO台灣國際體育用品展。TaiSPO將於3月28日至30日在TWTC世貿展覽館舉行，屆時主辦單位將安排南港展館與世貿展館之間的定期接駁車。

詳細台北車展的訊息，請上官網：<https://www.taipeicycle.com.tw>
Facebook粉絲專頁：<https://www.facebook.com/taipeicycle>。

與歷年相同，Taipei Show Daily（台北車展展報）將於台北車展期間為您帶來車展及TaiSPO運動展的即時新聞，本刊專業記者將為您帶來英文、中文、日文的第一手資訊。從3月27日、28日、29日會展開始，您可以在南港展館的主要入口處的雜誌架隨手拿一份Show Daily。



深入直擊—探訪南港展覽館二館

今年的台北車展，如果參展者要完整逛完每一個攤位，不再需要搭乘接駁專車或是計程車，來回奔波於南港展覽館及TWTC世貿展覽館，讓逛展體驗更加優化及輕鬆。能夠得到這樣的便利性，主要是受惠於南港展覽館二館的正式啟用。為此，參展者只需要走過地下連接

通道就能連結南港一館及二館。

台北車展策展經理Jasmine Wu表示，「這樣的便利性不僅有利於參展廠商，並且對於國內外買主也相當方便，因為他們不必奔波於南港展覽館以及TWTC世貿展覽館之間。」

南港二館主要展出零配件，展覽區域

包括1樓跟4樓。而在南港一館的展覽區域僅有4樓。南港二館共匯聚607家參展商使用多達1,950個展位，其中包括Kenda、KMC、Novatec等知名品牌。

南港二館這棟全新落成的展館，是費時7年、投入新台幣72.7億元才完成

的建築，大幅擴展了南港展覽中心的營運能力，更使其成為亞洲主要的會展中心之一。與南港一館的空間互相串聯合計將會有5000個展覽攤位和38個會議室。南港二館的總面積為156,700平方公尺，最多可容納32,000名遊客。

在交通部分也非常便利，藉由南港展覽館站的兩條捷運線，參展者從飯店到南港展覽館之間的交通會非常順暢。值得一提的是，南港二館全館為黃金級綠建築，這是台灣第一個大型展館獲此殊榮，其大跨度挑出屋頂設置，達到有效節能減碳。

南港二館擁有多達2,360個展位面積，並且樓層高度也是一大亮點，在1樓天花板挑高12米為目前台灣會展場館之最；而4樓則挑高9公尺。位於7樓的多功能會議廳可轉換為14間會議室，可容納約3,600人。頂樓設有佔地6100平方公尺的「戶外空中花園」。全棟南港二館均可使用免費WiFi無線高速上網服務，而場館地下三層共有1,296個小客車停車位，配有智慧停車尋車系統。



2019台北車展將使用全新啟用的南港展覽館二館。

NEXO

AIRLESS TIRE

Booth No. (Hall 2)

S0902



SAFE

Exclusive patented safety device



PUNCTURE PROOF

Burst-proof Inflation-free



DURABLE

Over 5,000 KM

2019台北車展綜觀全局：折疊車

麻雀雖小，五臟俱全
性能一點也不馬虎

折疊車的設計可說是自行車業界中最艱難的任務之一。原因在於它必須在折疊便攜與媲美大車的騎乘性能之間，取得完美的平衡點。

在這一波的e-bike浪潮之下，也連帶帶動了電動折疊車的登場。但就以結構而言，為折疊車加入一顆電機及電池不免會增加其複雜程度；幸好，隨著電機科技的持續進化，現在的電機與電池的尺寸變的越來越輕巧，也保持了電動折疊車的輕便性。



Jivr折疊電輔車

Jivr Hall 1 / 4F / L0130 登場的電動折疊車可說是我們看過最快速的折疊機構。並且在折疊後，還可以輕鬆推行，這樣的折疊設計可說是非常重要，因為這樣可以降低電機與電池帶來重量上的負擔。

在其他層層面面的設計也相當聰明。其後下叉採用獨特的單臂式設計以及軸傳動系統，不僅可以降低對傳動系統的保養，更可以避免騎士去沾到鏈條上的黑油。

這輛未來主義風格的Jivr還可以與智慧型手機進行連結；為此，騎士可以在手機上進行調整控制以及系統監控。Jivr目前在眾籌活動中造出一股旋風，預計在其量產版本將搭載一顆250瓦的前輪花鼓電機，據原廠表示在充飽電後可以續航約50公里，這樣的續航力非常足夠用於城市通勤。

Chedech Hall 1 / 4F / L0405a 推出一輛三段式折疊結構的碳纖維折疊車，同時滿足了輕量化以及便攜性。但究竟有多輕，如果選擇級數較高的Air搭載Shimano Dura-Ace，可以讓整車達到6.8公斤。而另一款Landmark則是採用Sturmey Archer的五速內變速系統。

為了進一步達到輕量化，Chedech車系包括前叉、把手、座管、擋泥板等都採用碳纖維材質。而超輕量的Air更擁有專屬的輪組，採用強壯的結構更能發揮其5速內變速系統。具備5速內變速的車型將搭載整合式的碳纖維擋泥板，以及可以允許騎士依體重及騎乘風格進行客制化軟硬調整的TPU吸震系統。

在其他組件上則由包括Shimano、Tektro、Schwalbe



Chedech Air超輕量折疊車

等品牌擔綱，並且騎士可以選購專屬的後座行李架。在輪組尺寸部分採用18吋，在折疊後的尺寸可以來到長71公分、高60公分、寬35公分，讓這款車成為市場中最便攜的款式之一。

Cosmos Hall 1 / 4F / N1208 所推出的Co-Polaris搭載20吋輪組，不僅可打造出媲美大車的騎乘性能，並且在收折後也相當容易攜帶。此外，為了進一步達到便攜性及輕量化，其車架採用碳纖維材質。

Co-Polaris可說是一款性能小鋼砲，搭載22速傳動系統以及油壓碟煞，並且整車重量僅9.5公斤。也由於性能非凡，使得它不僅可以滿足日常通勤的需求，其高剛性的車架以及高性能的零件搭配，如果要在週末假日來一趟長途騎乘也是遊刃有餘。

另外，這輛車的碳纖維車架及座管採用流線型設計，賦予賽車般的外型。整體而言，

Co-Polaris是一輛非常好的旅行良伴，它可以帶你到任何地方，包括上下飛機也不是問題。

美尼亞國際 Hall 2 / 4F / S0602

將在Demo Day試乘日提供一系列Tern車款作為試乘，包括體型迷你的Vektron D8電動輔助折疊自行車，能在10秒內折疊，方便攜帶收納，搭載Bafang M400 Drive System – 250w精準可靠的輔助動能，讓這輛20吋小輪車也能像700C輪

徑大車一樣快速。

Tern Vektron D8 folded
折疊電輔車Cosmos Co-Polaris
碳纖維折疊車

在車胎上使用Schwalbe Big Apple輪胎，有著防彈纖維(Kevlar belt)提供理想的穿刺防護，可以應付路面上棘手破碎的異物。此外，配備了擋泥板來防護騎士免於雨水泥砂，並且可選購後行李架來提升載運能力。

而搭載的Bafang中置電機系統可以提供250w的動能，在速度上可符合歐盟的25km/h或是美國的32km/h速度法規。就這樣的性能而言，可以說完全媲美於一般的e-bike，並且在收折後可縮小體積，要放進辦公室或搭火車都方便。



Lekuma E-Go折疊電輔車



Oyama CX E8D folded折疊後的身型

Zephyr Tromsø
折疊電輔車

Lekuma Hall 1 / 4F / N0824 的小輪車卻有著雄心壯志，是可以一起環遊世界的好伙伴。例如這一款E-Go電動輔助折疊自行車不僅體型迷你，而且在折疊後可以上下飛機。由於這款車的鋰電車經過航空公司飛安認證，因此可攜帶上飛機。搭配10吋輪徑大小，這可說是折疊車最小的輪胎尺寸了，可以提升這輛車在折疊後的便攜性，並且整車13公斤也不會太過於笨重。

250W無刷馬達提供相當充足的動力，並且搭載整合式車燈來提升安全性。內建的操控面板還可以進行系統設定。

Zephyr Hall 1 / 4F / M1435 也展出Tromsø電動輔助折疊自行車。由於高度整合的電機系統，從第一眼還看不太出來這是一輛電輔車，它將鋰電池整合在座墊包內。

這輛20吋輪徑的折疊車，搭載Shimano Tourney 7速變速系統，並且使用剛性較佳的龍頭、把手組，讓這款車擁有媲美大車的騎乘感受。

電池系統可允許拆裝，即便在裝載電池後的整車重量15.5公斤，而250瓦的花鼓電機系統可提供約50公里的續航力。

KTM Hall 1 / 4F / M0802 的Macina Fold可說是電動折疊車界的大個子，但厲害的是，經個幾秒

鐘的折疊就可以大幅的縮小體積。

隱藏在這輛20吋電動折疊車的心臟，是一顆Bosch Active Plus的電機系統，擁有平順且寧靜的動力輸出，並且搭載一顆500Wh PowerTube電池可以整合在車架下管中。

採用皮帶式傳動，並且藉由Shimano Nexus 8速內變速系統，讓這輛Macina Fold擁有媲美大車的騎乘感受，而其低跨點的車架設計可方便騎士上下車。

另外，鋰電池是可以拆卸的，並且允許在車上充電或是拆卸後充電。整車配置油壓碟煞、擋泥板，Busch & Müller車燈、堅固耐用的後貨架，讓這輛折疊車界的大個子擁有名符其實的高性能表現。

KTM Macina
Fold折疊電輔車

系統、Schwalbe Big Apple輪胎、雙層高剛性鋁合金輪組，可說是堅固耐用的保證。

此外，整車還搭載CNC精密切削的座管、折疊式龍頭以及安全鎖扣機制，打造出耐操好用的整車性能。標準配備包括後貨架、擋泥板、側支架，還貼心隨附一顆警示鈴鐺。

Hasa Hall 1 / 4F / N0416 拓展其折疊車系，在近期導入了幾款電動折疊車。其中一輛是Halo，這輛車是從成熟的Hasa F1作為設計基礎並進一步優化，將36伏電池安裝在後貨架，並且電力可驅動前輪的花鼓式電機系統以及前車燈。



Onipax R1折疊跑車



Hasa Halo折疊電輔車

Oyama Hall 1 / 4F / N0506 的CX E8D Series II是旗下的頂級之作，是基於其系列熱門車款的全新進化版。

搭載高達350瓦的強勁花鼓式電機系統，並且搭載扭矩感測器以及油壓碟煞系統，讓這輛車可以動靜自如。Oyama憑藉在折疊自行車的豐富經驗，讓這輛車配置了Shimano 8速系

整車配置Shimano 9速系統以及壯觀的Saga Wingfoot 53齒片，並且搭載20吋輪組以及Kenda輪胎；在煞車系統部分則採用Shimano機械式碟煞，擁有強大力制動力的同時也容易維護。Halo整車含電池18公斤，因此騎士可以依騎乘需求來增加攜帶電池。

台灣品牌**Onipax Hall 2 / 1F / Q0933** 擁有二十多年製造自行車的經驗，始終專注於安全性和耐用性。整車配置了3D鍛造技術的折疊機構，為結構提供非常優越的剛性及強度。

Onipax目前正在開發電動輔助車款，預計搭載皮帶傳動系統，輪組規格從折疊車的16吋到大車的27.5吋。其中一款值得注目的是R1，這輛20吋的6061鋁合金折疊車重11公斤，採用專屬的OPX5.1折疊結構。藉由這樣的配置，可以打造出媲美公路車的騎乘性能，並且整車在折疊後容易攜帶。

最後，如果你想要進行客制化折疊車，**M-Nova Hall 1 / 4F / M0501** 提供設計諮詢。其服務範圍包括品牌Logo、塗裝設計、零配件的選擇與配置等，M-Nova服務團隊隨時可以協助客戶讓計畫成真。此外，由於M-Nova團隊參與全球各地的專業展覽，因此他們還可以協助策劃新品發表會，讓客戶的品牌得到最佳的行銷效益。

NEW PRODUCTS

ALEXRIMS

RECON 3.0 WHEELSET

這一款性能毫不妥協的全碳纖維輪組適用於Enduro 和All-mountain騎乘，並且搭載Tubeless無內胎技術、採用Alex專屬的花鼓以及直拉式幅條。花鼓為Alex旗下另一個Bear Paws品牌，可調整為Boost間距並且支援免用工具維修，這款輪組不僅輕，而且又強又耐用。輪組規格提供27.5吋及29吋，而重量分別為1,604克和1,706克。 **Hall 2 / 1F / Q0714**



CHOSEN ROAD TC花鼓



這款公路車花鼓採用齒式聯軸器的設計。經過強化的棘輪結構可以提供非常優越的傳動效率，尤其是可以忠實傳遞奮力抽車時的功率輸出。此外，由於花鼓結構打造的十分堅固並使用直拉式幅條編法，同時達到高效率與耐用性。本體採用輕量化鋁合金，非常適用於高性能輪組的核心組件。 **Hall 2 / 4F / R0114**

FIDLOCK TWIST UNI 磁力 水壺架

創新磁力機械Fidlock技術與Boa結構的結合，讓你的水壺也變成了水壺架，並且每個瓶子都可以變成Fidlock的瓶子。Twist uni連接器在騎乘過程中很容易使用，並且由於採用彈性和可重覆閉合的拉鍊，它可以快速輕鬆地安裝在自行車的任何位置。 **Hall 1 / 4F / L0417a**



MESSINGSCHLAGER ROYALBABY SPACE SHUTTLE

這款RoyalBaby名為太空梭的童車，不僅在外型上十分亮眼，更是非常輕量。其輕量化的原因在於車架採用鎂合金打造，並且在騎乘上也非常穩定及舒適。煞車系統也是亮點之一，前後輪都採用碟煞。 **Hall 2 / 1F / Q0117**



ARKIETECH 管類客製加工

Arkiotech (安吉特科技) 是一間專注於管類客製加工的公司，其服務範圍包括鋁合金管材、不鏽鋼、抽氣冷強化鋁鉬鋼等，其原材料皆從美國採購。採用精密的拉絲技術，確保成品的公差範圍可以滿足客戶的需求，同時打造出超越其材料特性的表現。另外，航太級不鏽鋼KVA MS3和軍用規格的Velospec鋁鉬合金，通過一連串的加工包括拉伸、成型、鍛型和液壓成型等，打造出高抗拉並且輕量化的產品。 **Hall 2 / 4F / R1323**



立兆工業 折疊車鎖



這款設計獨特的八段調節可折鎖，可在各種不同角度使用，並且在折疊後可縮小體積並且容易收納及攜帶。其專利設計的雙向固定架，可以輕鬆固定於直徑25至38mm的自行車管材上。為達到最佳的防盜性，其結構採用硬化合金鋼結構以及氣缸式設計，可抵抗任何種類的剪鋸、鐵鎚等的切割器具。 **Hall 2 / 1F / Q1131**

FSA KFX BB392EVO直鎖式模組化齒盤



FSA展示的這組超輕量鋁合金模組化 MTB齒盤，其製程是經過鍛造處理輔以CNC精密加工。本體採用先進的膠合技術，不僅可達到輕量化，同時可提升結構剛性。在齒盤配置部分，提供單盤、雙盤的選擇，並且提供多種齒數，可相容於MegaTooth 1x齒盤，在最嚴苛的騎乘環境也能帶來優秀性能。 **HALL 1 / 4F / M1212-3**

TIOGA EDGE 22 FRONT SPECIFIC ALL- MOUNTAIN輪胎



在轉彎時輪胎的接地角度不一定都會是40度，所以為何不將輪胎的中央胎釘設計的外面一些？Edge 22這款車胎在中央胎面採用開放式設計，而其擴散式的雙向胎釘是用來增加接地面積，一旦開始轉彎就可以緊緊咬住路面；並且無論騎士的側傾角度，都能提供非常優越的抓地力。輪徑目前提供27.5x2.50"，後續將發布29x2.50"。 **Hall 1 / 4F / L0725**

BESV JR1 E-ROAD 電輔公路車

BESV JR1整合式動力系統設計與後驅馬達，不僅帶來強大的輔助力道，更維持公路車的簡約流線外型。15.7kg的輕量化車身，搭載252Wh充沛電量，成就迅敏騎乘、耐久爬坡的騎乘表現。助動則可透過符合人體工學的動力控制介面（Dynamic Switch）直覺性變換；或藉由智慧模式（Smart Mode）在行進間自動調整輸出最佳動力。BESV 獨家數位螢幕介面提供迴轉速、踩踏功率等多項騎乘資訊以協助達到最佳訓練效果。透過Smart App更可執行導航、防盜等多樣功能，使JR1在攻克路線之餘更添智慧人性。 **Hall 1 / 4F / N0108**



FUNKIER WAREHOUSE 多功能吊帶褲

這件吊帶褲有很多隱藏功能，褲子有很多各式各樣的口袋，可以攜帶騎士在探險騎乘中所需要的物品。共包括四個不同大小的前側口袋，臀部上有兩個後側隱藏口袋，以及附有拉鍊和反光條的後口袋，可以存放的物品包括手機、皮夾、紙鈔等。此外，在吊帶褲的後網袋還有一個祕密功能，可以用來容納1.5公升的水袋，可說是專為長途探險騎乘而生。 **Hall 1 / 4F / M1413**



MEN

WOMEN

NEW PRODUCTS

SPANNINGA & BASIL 自行車貨架

Basil這款全新登場的自行車貨架是與眾多領導品牌攜手打造的作品，包括與Spanninga合作以提升騎士的被動安全，搭載這顆採用Contour Lighting科技的整合式車燈，不僅打造出俐落優雅的整體質感，同時實現了前所未見的光學擴散式照明效果。

Hall 1 / 4F / M0310



八方電氣(蘇州) M500中置電機

適用於e-MTB的性能版中置電機系統。

這款M500中置電機的額定功率250W符合法定限制，並且能帶來超強95Nm扭矩輸出，上述這兩項性能數據可以滿足嚴苛e-MTB騎乘的需求，也奠定這組中置電機的定位，可說是能夠打敗同級的競爭產品。整組電機僅重3.3公斤，接合孔採用ISIS系統並且搭載高級數的曲柄，客戶可視需求選擇450 Wh或600Wh的整合式下管電池組，而且顯示螢幕也提供多種選擇。

M0409



ZEFAL ESPION Z56 後照鏡

這款長柄後視鏡是市售鏡面最大的款式之一，非常適用於休閒騎士或是速度較快的e-bike。鏡面的長柄採用高科技複材製成，擁有良好的抗振效果可提升鏡面的穩定性，鏡面採用堅固可靠的ABS鍍鉻材料，因此即便鏡片掉落也不會破裂。

Hall 1 / 4F / M0301



LIMAR AIR PRO CARBON CORETECH

Limar這款安全帽結合了碳纖維和發泡聚苯乙烯的特性，打造出俱有優異抗衝擊性以及極為輕薄的車帽。這種複材接著可形塑出一個俱有兩個結構翼的形狀，並且與帽體的側肋結合，形成一個非常高性能的結構，能提供極佳的安全性和空力性能。此外，由於這種結構所需要的材料較少，因此可得到較佳的透氣散熱效果。

Hall 1 / 4F / L0118



CHEDECH AIR折疊車

顛覆你的想像，折疊車也可以很輕巧，並且及輕量化工藝可以直逼環法戰駒UCI限重6.8公斤的下限。這款Air折疊車是Chedech旗下最輕量的車款，而能夠達到如此輕量，主要是採用碳纖維作為車架材質。此外，透過使用單盤系統以及Shimano頂級Dura-Ace套件也進一步輕量化。而為了達到精實的折疊尺寸，車輪採用18吋的規格打造均衡的操控性能以及收納尺寸。

Hall 1 / 4F / L0405a



GPS TUNER RANGER EMOBILITY APP

無論是e-bike、電動機車、電動滑板車，都能透過這套系統來擴展功能。eMobility App不僅包含許多重要功能，並且擁有非常人性化的使用界面；這款APP不僅可以檢視LEV輕型電動車的狀況，同時還可以進行turn-by-turn的語音地圖導航。此外，還可以紀錄騎士的旅程，以及檢測目前的車量狀況。軟體可透過無線傳輸進行系統更新。

Hall 1 / 4F / L1226



WAHOO KICKR智慧型訓練台



全新改款的Wahoo Kickr智慧型訓練台，是基於過去Kickr系列的升級之作，不僅提供近乎無聲的騎乘體驗，更搭載負荷更重的飛輪，為騎士模擬出可以媲美戶外騎乘的慣性。本體結構採用碳鋼打造，並且兼容於Wahoo新推出的Kickr Climb爬坡模擬器、Kickr Headwind ANT+/藍牙訓練風扇。

HALL 1 / 4F / L1102

鑫永銓 熱塑長碳纖維增強複合材料



鑫永銓近年投入友善環境的可回收碳纖維材料開發，以保護地球環境。主要產品線有LFT（熱塑長纖維增強材料），是一種熱塑長碳纖維增強複合材料，該材料是長碳纖維與PPS、PP、PA、PC等熱塑樹脂結合後，經造粒製成的長纖粒子具輕量化、可回收與重覆再製造做成不同形體優勢，以達成環保目的。

Hall 2 / 4F / R1313

MESSINGSCHLAGER E-BIKE 頂級整合方案

Messingschlager提供OEM客戶關於e-Bike是一個近乎完美的整合方案。透過車架與電池的相互整合，提供多種車款的選擇，並且將整體外型打造的非常俐落討喜，層層面面都與Brose電機品牌緊密合作。Messingschlager在測試、認證等都符合法定要求，通過電磁兼容性以及DIN和EN等標準以及機械測試方面保證等最高標準。OEM客戶可以依據自己市場以及騎乘需求來設計打造符合的e-Bike，在這段過程Messingschlager會投入最大努力，讓OEM客戶享受設計成果，為騎士帶來安全和愉悅的騎乘體驗。

Hall 2 / 1F / Q0117



LEZYNE Macro Drive 1000 e-bike車燈

高性能e-bike騎行燈，採用耐用，散熱的CNC機加工鋁結構。兩個超高輸出LED可提供高達1,000流明的亮度。增強型MOR（最大光學反射）鏡頭，內置側面可視性。智能自動日/夜昏暗模式。e-bike系統兼容6-12V輸入，6W可輕鬆插入頂級製造商的電池，包括Bosch、Shimano和Yamaha。標配X-Lock固定座、鋁製CNC叉形安裝座和140mm長的電源線。

Hall 1 / 4F / L0315



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With low battery indicator
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Battery: AAA*2

JY-397

Bicycle Dynamo Carrier Light
3 Super Bright Red 0.2W LED



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