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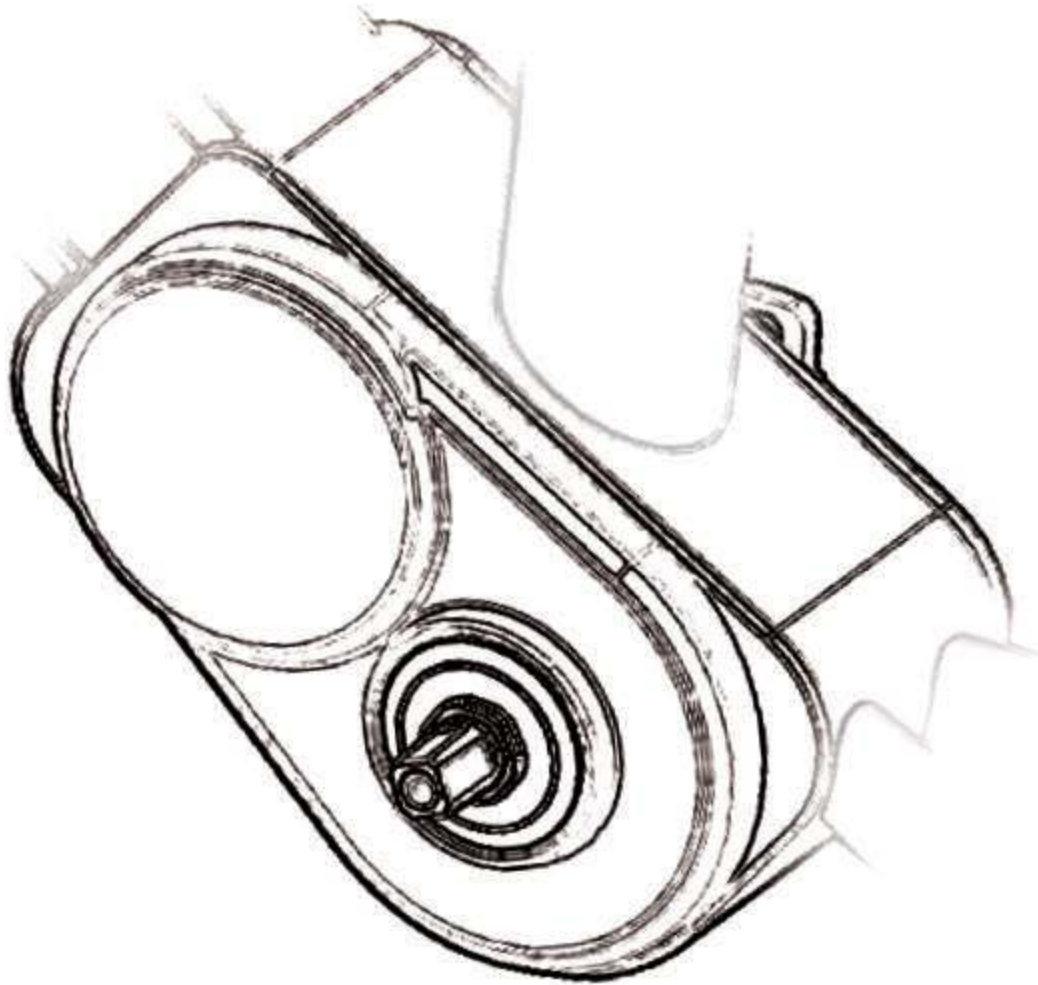
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# TODAY

September 1  
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TONIGHT

10°C (50°F)

Mostly Rain



TOMORROW

15°C (59°F)

Mostly Rain



The Eurobike Fashion Show combines stunts with fashion

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## A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- DA** = DEMO AREA EXHIBITORS COURTS
- FG** = OUTDOOR AREA WEST („FREIGELÄNDE“)
- FGO** = OUTDOOR AREA EAST („FREIGELÄNDE OST“) INCLUDING DEMO AREA 2
- FW** = FOYER WEST
- FO** = FOYER EAST
- ÜO** = PASSAGE EAST („UEBERGANG OST“)



# Party with Eurobike, and bunny hop with MacAskill

**Eurobike has never been one of those all-work, no-play events — and tonight is definitely tilted toward play. Amateur riders have a chance to walk away with up to €1,000 in cash prizes, but they'll have to work for them.**

The annual Eurobike Party (three of them, actually) kicks off at 6 p.m.

The fun gets started earlier in the afternoon, as superstars Danny MacAskill, Fabio Wibmer and the rest of the Drop and Roll crew host the Bunny Hop Contest, at 5 p.m. in the Open Air Ground West (see related story, this page).

The bravest, most ambitious (and most foolish?) amateur riders will get to go head to head with the star guests. At stake in the high-jump contest are cash prizes: €500 (\$590) for first place, €300 for second and €200 for third.

At 6 p.m., after the Bunny Hop contest, the first part of the Eurobike party kicks off with the finals of the Dirt & Sound Contest, also in Open Air Ground West.

The event features teams of two jumpers who pre-qualified in the afternoon to compete in the finals. (If

you want to watch the qualifiers for the Dirt Jump Team Battle, it's on between 3 – 4:30 p.m. at the same location.)

Dirt & Sound finalists will vie for some nice cash prizes: €1,000 for first place, €750 for second and €500 for third. The soiree, which runs until 8:30 p.m., also features a hip-hop and breakbeat DJ providing the musical entertainment.

As soon as Dirt & Sound finishes, Party 2, sponsored by Five Ten, kicks off in Atrium Foyer West with a techno DJ opening the proceedings. At 9 p.m. the group Decoy takes the stage for a two-hour set of party classics. The DJ returns for one more set to round off the evening.

Show visitors who prefer something more laid back will find it at Party 3, which starts at 7 p.m. in Room Österreich, on the first floor of Foyer West.



*Eurobike Party*

Sponsored by Fahrstil.cc and Eurobike, Party 3 will feature guided tours of Eurobike's 200 Years of the Bicycle exhibition. A German tour begins at 7:30 p.m. and an English tour at 8:30 p.m.

Fahrstil.cc, a cycling magazine, sponsors the 200 Years exhibit, which features bikes and components, and

traces the "technical, social, sporting, revolutionary and hedonistic potential of the bicycle."

Partygoers don't need to worry about overindulging; Eurobike offers free shuttle buses to neighboring towns and hotels. They depart at 12:30 a.m. from the West Entrance. ■ **GS**

## Rhythm and flow are key to Danny MacAskill's videos

**And you think you had a long trip to get to Eurobike.**

Top stunt cyclist Danny MacAskill, a YouTube favorite and in-demand performer, flew to Friedrichshafen straight from Indonesia, where his Drop

and Roll crew were on tour.

The Drop and Roll team perform at today's Bunny Hop Contest and will be do two shows during Saturday's

consumer-day festivities (See related story on this page).

What MacAskill fans really want to know is: What insane stunts is he planning to perform in his next video? In an interview Thursday, MacAskill politely declined to answer.

"When I'm developing a new video concept, I prefer to keep it very quiet, and there's a reason for that," he said. "It helps relieve the pressure. I think that it's better to maintain a bit of mystique rather than ramping up expectations and, to be honest, it makes it easier for me to focus on what I need to do. But I can tell you that the next video is going to be heavy because I'm out to set a new standard for myself."

The exotic locations that MacAskill has filmed demonstrate a seemingly never-ending quest for the exotic. But he says the settings are a secondary consideration.

"The overall concept and what I want to do with the bike are what I really focus on," he said. "For example, I ended up

in the Canary Islands filming Cascadia because I wanted to make a film using rooftops. And because of the look and rhythm of the film, it made sense to work with GoPro in order to get certain sequences."

He said making videos is similar to making music.

"You try loads of different things to make a strong visual rhythm and create a flow, and you'll try all sorts of different combinations," he adds. "And then you have find the right location to do each stunt, because you can't do something like a backward roll drop just anywhere."

MacAskill's career as an internet star started with the 2009 video Inspired Bicycles, which to date has attracted more than 38 million views on YouTube alone.

More recent films such as The Ridge (53 million), Imagnate (73 million), and Cascadia (25 million), have turned him into a global celebrity. His cumulative YouTube views stand at well over 200 million. ■ **GS**

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*Danny MacAskill at Eurobike*



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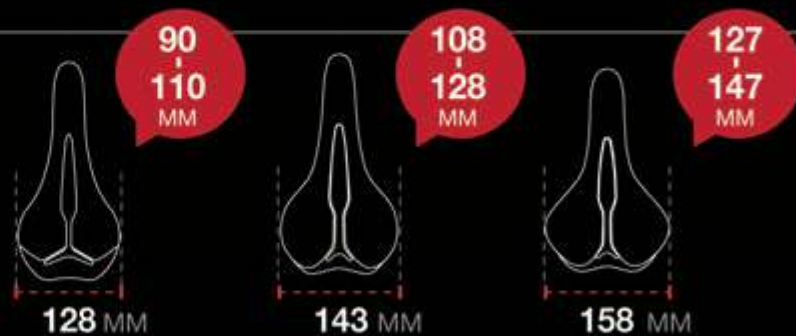
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## Vox Pop

### What is the future of road e-bikes?



**Frank Peiffer**  
Shimano Europe  
Holland

Actually, they are not to my personal taste, but I am sure they are arriving as a business in the market in the future.



**Pietro Illarietti**  
Kuota  
Italy

I think it's an additional option to the traditional road bikes, but lovers of road racing bikes will remain attached to traditional bikes. Business-wise, the road e-bike will remain a tiny market.



**Harald van Hoogstraten**  
Advanced Sports  
Germany

I think it will be interesting, but only as speed e-bikes reaching 45 Km/h. There won't be a market for 25 km/h road e-bikes because they are too slow. But as for speed road e-bikes, I do believe people would buy them.



**Katharina Proske**  
Derby Cycle  
Germany

They probably have a good future. Road e-bikes would surely help some riders in particular situations, for example cycling uphill and accelerating out of corners. We're doing market research using social media and will react accordingly.



**M. Laroue**  
La Roue Libre  
Belgium

Yes, of course they have a future in the market. People want to have a road e-bike, but they have to look like a normal road racing bike with normal tube sizes, not like other e-bikes.



**Lee Jong Sung**  
Samchuly Bicycle  
Korea

I don't think it's going to be a big market since it is boring for riders who like road bikes. If they wanted to enjoy themselves in an easy way, they would just use a motorbike.



**Danilo De Rosa**  
De Rosa  
Italy

As a maker of very high-end sports road bikes, I have my own views about road e-bikes, but I still believe road e-bike have a future as a business. I can see the world is changing and everything that happened with e-MTBs is repeating itself with road bikes.



**Oliver Ernst**  
Fox  
Switzerland

The e-bike market is changing completely and it is clear that road racing bikes are part of the new wave. It would be not the first target for IBDs, but they will have a go with them.



**Joost Velthorst**  
AR Cycle Co.  
The Netherlands

Road e-bikes have very little to do with sport and I don't like them personally. For business, it is something else and, if you can make money with them, that's fine.



**Peter Englemeiers**  
Englemeiers Bike & Coffee  
Germany

For me they have no future because they are too slow. I have two bike shops and I do not intend to take road e-bikes as part of my business.



**Peeter Dedov**  
A & T Sport OÜ  
Estonia

I don't think there's a future for road e-racing. In my opinion, city e-bikes and e-MTBs will remain in business, but road e-bikes do not make any sense.



**Christina Kulling**  
Event for Sport  
Germany

They are an interesting option for people who want to ride long distances. For me personally, the category is not important yet, but it is something to look at for business in the future.



# Miranda X-TRAIL



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# Reynolds takes parts production to another dimension

Reynolds built a 120-year reputation on tube butting. But it has made a radical decision to commit to the 3D printing of production metal parts, mostly in titanium and steel, for OEM bike manufacturers.



Keith Noronha gives a sneak preview of a 3D-printed Reynolds component.

"The question was, 'How could we find a link in metal tubing to optimize its function while maintaining strength and stiffness?'" Keith Noronha, managing director for Reynolds, **A1-224** said

Thursday.

Noronha showed a 3D-printed steel headtube prototype and a pair of 3D-printed titanium dropout prototypes to demonstrate what Reynolds could do with the technology. The company plans to put its 3D components into commercial production by the spring of 2018.

**Moots A1-110** has been one of the few, if only, bike brands to use 3D printing. It began using 3D-printed titanium dropouts on its frames in 2015.

To print metal in 3D, layers of titanium, steel, or aluminum powder are welded together by laser in a chamber filled with inert gas. Parts are removed from the printer's bedplate, then machined and finished if required.

3D printing results in less waste than conventional metal processing and allow for intricate designs.

Proponents of 3D printing production parts from high-strength metals like titanium, steel, and aluminum say it offers advantages never before realized by framemakers.

Among its benefits, 3D printing can reduce the time it takes to produce a frame, because 3D-printed parts can be seamlessly attached to frames without additional machining or welding. That lets framemakers maintain chainline precision and brake alignment.

A major drawback, Noronha said, is cost. However, he added, the durability

and longevity of steel and titanium justify the extra expense.

"Reynolds customers will generally pay a premium for bikes that will last for a long time," he said. "Crash damage resistance, sustainability, and recyclability also have to be part of the business model going forward."

One of the main advantages to 3D printing is the ability to build in elements that would normally compromise performance. Moots found that drilling flat mounts for disc brakes into dropouts adds heat, which can alter the structure and cause brake misalignment.

"We felt that this was the perfect solution for flat-mount disc brakes because it simplifies the flat-mount installation, reduces risk to the dropout,

and improves performance," Moots owner Brent Whittington said.

Moots began installing 3D-printed titanium dropouts on its frames in 2015 specifically to solve the challenge posed by flat mounts. It has since gone on to design dropouts for internal cable routing and fender mounts. Moots initially worked with a U.K.-based 3D printer, but now works with a supplier in the U.S.

In the future, manufacturers may adopt 3D printing to produce more than dropouts and lugs, and to offer customized features.

The technology behind 3D printing requires just a few mouse clicks to redesign a part and send it to a printer for manufacturing. **WB**



Moots 3D-printed dropouts

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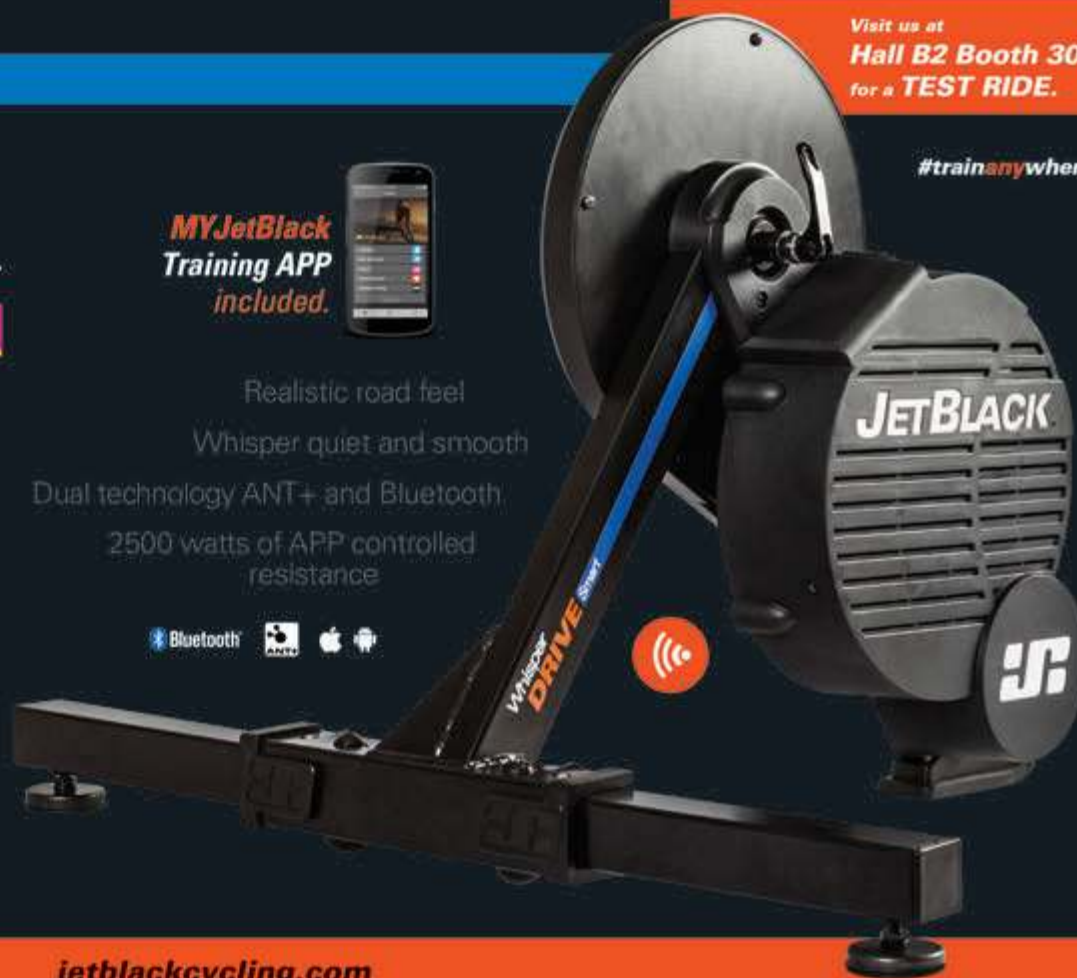
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## What's on today: Friday, Sept. 1

### All-day events

**Eurobike show hours**  
9 a.m. – 6 p.m.

Foyer West  
**13th Eurobike Award Exhibition and Innovation Area**  
 See this year's 43 award-winning products as judged by an independent panel of expert judges.

Open Air Grounds East / Behind B Halls

**Demo Area**  
 Test some 3,000 bikes, including road, mountain, pedelecs, cargo and specialty bikes, on 10km (6 miles) of test tracks.

Hall B2  
**Vision Area**  
 See non-traditional bikes, including recumbent, cargo bikes, tandems, handbikes and other specialty designs.

Foyer West  
**Service Partner Area**  
 Specialty retailers can learn more about software, inventory management systems, insurance programs and more to help their stores.

Foyer East  
**Blogger Base**  
 The Social Wall displays all Twitter and Instagram posts with the hashtag #EurobikeShow.

### Scheduled events

**10 – 11 a.m.**  
 Foyer East / Show Stage  
 Eurobike Academy  
**Recruiting people – consumer needs and trends in the bicycle industry**  
 What do customers actually want? What motivating factors form their decisions? Christian Kuhn supplies answers to these questions. In English.

**11 – 11:30 a.m.**  
 Foyer East / Show Stage  
**Eurobike Fashion Show**  
 The ultimate catwalk for bike wear.

**1 – 1.45 p.m.**  
 Foyer East / Show Stage  
 Eurobike Academy  
**Better Bike Brands – how to leverage your brand positioning to enhance all elements of your brand**  
 Brandwave's Daniel Macauley will look at how the leading brands in the wider sports industry use their brand positioning to define everything that their brand is and does. In English.

**3 – 3.45 p.m.**  
 Foyer East / Room London  
 Eurobike Academy  
**Forward thinking for the E-Class: Relevance of standards and laws for dealers in the bike and e-bike sector**



*Eurobike fashion show*

Experts are recording an enormous rise in court proceedings in connection with bicycles, Dirk Zedler outlines the fields of action for manufacturers and dealers. In German.

**3 – 3.45 p.m.**  
 Foyer East / Show Stage  
 Eurobike Academy  
**How to leverage Instagram and double your revenue**

An overview by Pro Tour Cycling's Zachary Morris on the Instagram platform and how to leverage the application to build communities and grow business. In English.

**4 – 4.30 p.m.**  
 Foyer East / Room London  
 INREACH@EUROBIKE  
**Influencer Marketing as a Trend Topic (talk)**  
 Success factors for working together with influencers featuring Brandpunkt's Andreas Bersch. In German.

**4.30 – 5 p.m.**  
 Foyer East / Room London  
 INREACH@EUROBIKE  
**Talking with influencers (panel discussion)**  
 Featuring influencers from the fields of cycling and fitness, as well as brand representatives. In German.

**5.30 – 6 p.m.**  
 Foyer East / Room London  
 INREACH@EUROBIKE  
**Brands meet Influencers: discussions and networking**  
 Success factors for working together with influencers featuring Brandpunkt's Dr. Andreas Bersch. In German.

Press events / athlete appearances  
**9 – 11 a.m.**  
 Foyer West  
**South Tyrol Media Breakfast**

**10 a.m.**  
 Hall A6 - 106  
**Press conference TQ-Systems**

**10 – 12 a.m.**  
 Hall A6 - 106  
**Olympic cross-country silver medalist Peter Schlickenrider on the TQ Systems stand**

*Hosting a party, an athlete appearance or another special event at Eurobike? Send us your information no later than 3 p.m. for the next day's Show Daily at EurobikeShowDaily@gmail.com. Please include your stand number, a contact name, phone number and email address.*

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POWER IS NOTHING WITHOUT CONTROL

## Overview: Rear shocks

# New suspension standards are a shock to the system

Whether it's coil or air spring, imperial or metric sizing, bearing or Trunnion mount, companies in the rear shock business have some decisions to make as new standards and technologies evolve.



RockShox' coil comeback

Some manufacturers have opted to wait and see. But three major forces are at the forefront when it comes to defining the future on the trail.

SRAM has been in the suspension business since it took over **RockShox A3-300** back in 2002 and it continues to push the category forward. Not long ago, RockShox introduced metric sizing, meant to replace the standard imperial sizing for shock lengths and travel options. Some bike manufacturers made the switch immediately, some others resisted and the rest opted for a step-by-step strategy – and the combination caused some confusion among other rear shock manufacturers. DT Swiss and X-Fusion, for example, have decided to play the waiting game until standards are settled ... and remain silent when asked for new 2018 models.

RockShox, in contrast, will present only metric rear shocks from now on. But it is also bringing back a technology that seemed to have faded away – even

from mass-market trail bikes. Its latest rear shock development relies on a coil spring instead of air and it's meant for the popular trail, all-mountain and enduro segments.

The Super Deluxe Coil comes in four versions. The "RCT" (for rebound, compression and threshold adjustment) is made for the set-up experts. The "RT remote" offers an easy-to-use handlebar remote for its built-in 'pedal platform' mode, which increases pedal efficiency with a click of your thumb – now no longer reserved for XC racing but enduro and trail riding as well. The "RC World Cup" model features no-compromise tuning options. And last but not least, the entry-level "R" with its easy-to-understand tuning options.

All Super Deluxe Coil models even feature laser-edged sag gradients to make finding the right set-up as easy as with air shocks. Steel springs are available in 50-pound increments — that's not too far from the infinite adjustability of an air chamber. And it comes with the typical characteristics of steel: a true linear spring rate and the finest (and most consistent) performance as soon as the rider hits the trailhead.

California-based suspension manufacturer **Fox Factory B1-500** has always been known for its high-end components. But it successfully entered the mountain bike OEM segment some time ago, and high-end technologies continue to trickle down from the pricier ranges. The DPX2 rear shock, for example, combines features, technologies and architecture from the top-level X2 and the DPS inline models.

The DPX2 shares the same dual-piston valve design with dedicated rebound and compression pistons and a separate lockout circuit as the DPS. This means that its firm lockout mode doesn't lead to compromised bump compliance, ride control or efficiency on the trail.

"This rear shock is meant for aggressive trail riding," Fox says. And the recirculating oil damper design borrowed from the X2 is claimed to deliver just that: excellent small bump sensitivity, optimum mid-stroke damping support,



and better control in transitions, plus decoupled compression and rebound settings. Together with some extra volume ("EVOL") in the negative air spring, the resulting spring curve is more linear in the first part of the stroke – imitating the characteristics of a coil spring.

Compared to its predecessor, the Float X, the DPX2's reservoir is more compact (thus delivering more water bottle clearance) and access to the adjust levers is improved. Fox offers their new rear shock in imperial and metric sizing. And it's also available with the so-called Trunnion mount option, which requires less space in the frame triangle.

that it would interfere with the multiple set-up adjusters for which Cane Creek shocks are famous for, not only on their Double Barrel top models (coil and air), but also the brand new DB Air InLine, meant for trail, all-mountain and enduro bikes with 100 to 160 mm of rear travel.

To unleash the full potential of these bikes, Cane Creek has developed its new LinEair spring, which requires a substantially lower force to activate and provides a "coil" feel in terms of consistent performance. Other than the competition's inline shocks, the DB Air InLine features two chambers for rebound and compression damping, with externally adjustable valves to control the



Fox DPX2



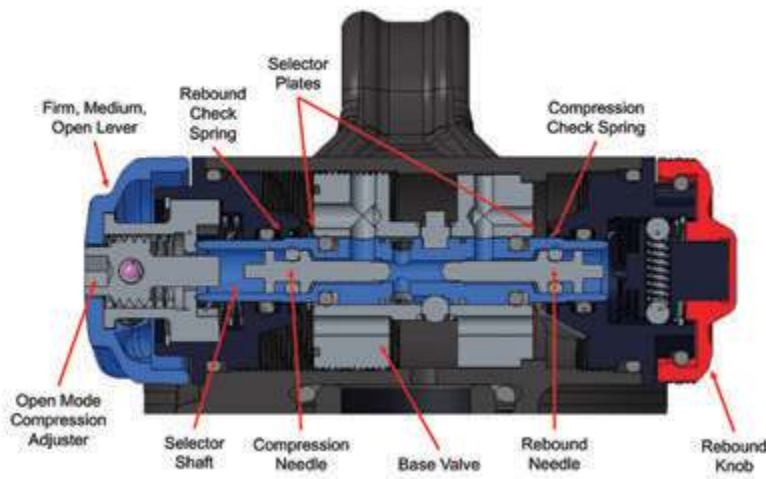
Cane Creek DB Air InLine

Another U.S. shock manufacturer, **Cane Creek B1-202**, so far has not made the switch to Trunnion. The main reason is

oil flow between those chambers. And it uses 40 to 50 percent more oil volume than standard shocks, resulting in greater consistency, less fade and more control on the trail, Cane Creek says.

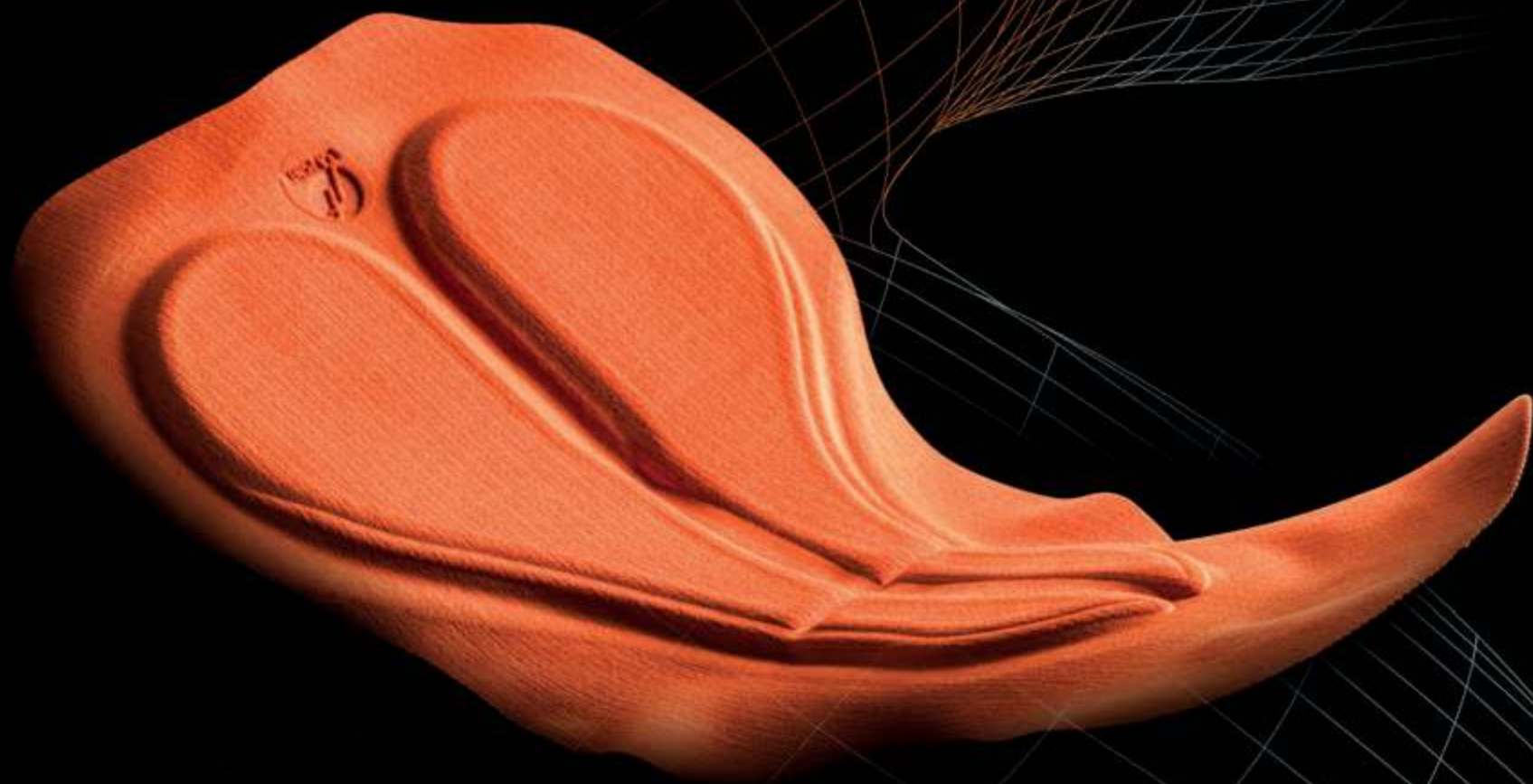
Four-way independent adjustment means you can set up the rebound and compression damping without crossover effects. This can lead to a truly personalized fine-tuning and tremendous improvement in ride quality. Conversely, it could cause a lot of confusion if you're not familiar with parameters such as midstroke support or bottom out force. That's what inspired Cane Creek to offer its DIALED mobile app, which turns your smartphone into a suspension expert that helps set up your DB Air IL quickly for an optimal riding experience.

Even more sophisticated is another idea from SRAM: The ShockWiz from Quarq combines a mobile app with high-tech hardware that records and evaluates suspension performance every time you ride your bike. ■ CD



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## Even legends need tweaking as Scott updates the Genius

Scott has given its legendary Genius line a total overhaul for 2018.



Julian Oswald with the new Scott Genius Ultimate 700 (Photo: JB)

this all-purpose bike can be equipped with either 27.5-inch wheels, with tires up to a width of 2.8 inches; or 29-inch wheels with 2.6-inch tires.

Front and rear travel is 150mm. The suspension system includes the Scott Twinloc technology on the front and rear shock.

Oswald said one way Scott went about cutting weight from the bike was by using high-end components from Syncros, a sister brand.

"The new carbon handlebar/stem unit we use, for example, is not only lighter but also stiffer."

stiffer."

Scott is also launching an electric version of the new Genius, which will be equipped with the Shimano Steps E8000 mid-drive system for mountain bikes.

The motor and battery pack are fully integrated in the frame, and Scott's top Genius model is equipped with Shimano's electronic Di2 system.

Despite all of the technology, there's still enough room on the frame triangle for a bottle holder.

Other e-bikes in the Scott line use drives from Bosch and Brose. ■ JB

The primary goal for the redesign was to bring the weight down, German marketing manager Julian Oswald said.

"The size M carbon frame of our top Genius model, the Ultimate 700 Version, weighs — with shock and hardware — 2,249 grams," he said, or about 4 pounds, 15 ounces.

The complete bike weighs in at about 11.7kg, a benchmark for full-suspension mountain bikes.

All Genius frames feature a longer reach, steeper seat angle and shorter steering angle for 2018.

Scott B1-200 adds a flipchip on the upper damper mount, which means

## Unior launches more than 20 new bike tools at Eurobike

Need a quick fix? Unior has probably got the tool you need.

Unior A3-204, the Slovenian tool manufacturer, is launching more than 20 new bicycle tools at Eurobike.

The highlight is its Pro Kit Tool Case, developed in cooperation with World Tour and MTB World Cup teams. The case is available as a stand-alone product, or stocked with Unior's Pro Kit Set. The case is made of heavy-duty plastic and is waterproof and dustproof.

Inside the lid are 35 pockets for individual tools, with the largest pockets able to accommodate Unior's T-handle hex wrenches up to a size 10.

A hangout pallet hooks to holes on the front side of the case so tools are always at hand, while nine pockets hold everything from pliers to open end wrenches.

The Pro Kit Set — the tools that optionally accompany the case — consists of 48 tools that Unior decided were most useful for home, shop or team mechanics.

Also new from Unior is its Crank Saver pedal thread repair and insert kit, which enables mechanics to fix stripped threads and save the cranks.

The Speed Nipple Bit lets

mechanics thread nipples to spokes using a cordless screwdriver, saving time and ensuring that all nipples are threaded to the same depth.

Unior's Mini Chain Tool Plus is portable enough to take on a ride but can handle any setup from 5 to 11 speeds.

And to give retailers, sponsors and teams some marketing support, Unior is also introducing custom printed banners for its A-frame Event Stand. The banners are made of durable canvas with metal grommets, so they can be secured with zip ties. Unior can customize colors and printing. ■



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# Stevens upgrades its 'cross, road bikes to fight sales drops

With electric mountain bike sales booming, sales of conventional bikes are hurting, whether they are road or mountain bikes, says Volker Dohrmann, the longtime Stevens veteran.

One category that hasn't been affected as badly is cyclocross — which happens to be a category that Stevens **A3-307** has long been committed to.

Stevens, from Hamburg, Germany, is introducing a new 'cross bike for 2018, the Super Prestige, with a carbon frame that weighs 990g (2 pounds, 3 ounces) including derailleur hanger and front housing.

"Thanks to a new carbon frame manufacturing process, an optimized frame shape and the use of higher-grade carbon fiber, we are able to reduce the bike's weight by about 20 percent," Dohrmann said.

The Super Prestige, which comes with disc brakes, accepts either single or double front chainrings. "The chain guide can be adapted to chainring size. An adjustable chain guide for double chainrings will be standard," he said. "For those preferring single front drivetrains, a special mount with a mini chainguide is optionally available."

Dohrmann acknowledged that it's a tough market for selling conventional road and mountain bikes.

"High-end, full-suspension

mountain bike sales especially have taken a deep dip," he said. "Without pedal-assist bicycles, IBDs can't survive, especially in the mountain regions."

To bolster its road bike segment, Stevens is also launching the completely redesigned Comet, its top-of-the-line road bike.

A new carbon frame for the Comet weighs 796g in a 58cm frame size, including all small parts. Stevens said the company improved its stiffness-to-weight ratio by about 10 percent.

Stevens also allows customers to buy a Comet frame alone or a complete bike. ■ **JB**



Stevens Super Prestige (Photo: JB)

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## Overview: Road bikes

# There's no getting around disc brakes in the newest generation of road bikes

Last year's Eurobike was the first show where disc brake-equipped road bikes were more or less on an equal footing with their conventional counterparts. This year, discs continue to permeate brands' road bike portfolios. Many predict that a switch to an all-disc pro peloton is only a couple of years away.



Merida Reacto III

Aerodynamic improvements, whether measured in the wind tunnel or on the computer, continue to make their way into production bikes, with some aero bikes entering their third generation. Many of these bikes offer rim and disc brake options; some are disc only.

Away from aero, the extra clearance allowed by disc brakes means that endurance road bikes are becoming more versatile. Many now offer clearance for 30mm or 32mm tires as the gravel market clamors for even wider rubber.

One-by systems for road bikes haven't hit the mainstream — yet. But with SRAM surely set to launch a 12-speed road groupset soon, and with Shimano likely to follow suit, expect to see single-ring setup on bikes designed for all-around riding.

**3T B4-308** scored an unlikely hit last year when it entered the frameset arena with its Exploro aero adventure bike. It's followed up with the Strada, an aero road bike that's designed around a 1x system and wider tires.

"The biggest factor in road bike comfort are the tires," 3T says. "They provide more compliance than any other

part of the bike. Wider tires are better at reducing shocks from cracks, curbs, cobbles and potholes, which is why they are the norm at Paris-Roubaix. Wider tires also have lower rolling resistance, because their shorter contact patch requires less bending by the casing."

The whole bike was designed around 28mm tires, with tube profiles optimized for the airflow of the wider wheel profiles. The bottom bracket is especially problematic for good aerodynamics, 3T says, and that's why it did away with the front mech entirely, turning instead to a 1x11 groupset.

"A single ring drivetrain eliminates the front derailleur and one chainring, reducing frontal area, creating space for unobstructed airflow and freeing up the design of the seat tube to shield the rear wheel even better," the company says. "And with modern cassettes (in particular the special 3T cassette coming soon), you still have all the gears you need." That cassette will feature a wide range, but with single-tooth jumps at the bottom of the cassette where the gaps are more noticeable.

To celebrate the launch of the Strada, 2004 Paris-Roubaix winner Magnus Backstedt (all 105kg of him) and daughter Elynor rode Stradas from the cobbles of Roubaix, through the iconic sections of Flanders and Flèche Wallonne, and up the historical climbs in the Alps and Dolomites, to arrive at Kronplatz for Eurobike Media Days this June.

**Merida A3-200** debuted the Reacto in 2011 and has released updated versions

over the years. The latest version, the Reacto III, had its shakedown cruise at the Tour de France with the Bahrain-Merida Pro Cycling team.

The new bike builds on some of the innovations of previous models. Since its inception, the Reacto has featured integrated cable routing and aero tube profiles. In 2012, Merida added a rubber insert in the S-Flex seatpost for better comfort, and in 2013 the bike borrowed many design innovations from the Warp TT bike to cement its credentials as a pro-level break/sprint bike.

"It was time to go back to the drawing board to create the Reacto III — the lightest, fastest and most aerodynamic road bike in Merida's history," says Merida. The bike is available in disc and rim brake versions.

Merida says the new Reacto is more aerodynamically efficient than the previous version by about eight watts at 45 kph (28 mph). It's a lot lighter, too, with frameset and seatpost weight reduced to 1695g (3 pounds, 12 ounces), down from 2046g.



NeilPryde Nazaré

The bike is designed to work with the aero profiles and spacers of the FSA Metron 5D Cockpit, although it also accommodates standard bars and spacers.

**NeilPryde FG-B9/4** has updated its Nazaré aero road bike and offers this third-generation version in standard and SL versions. The SL frame uses higher-modulus carbon to shave weight; at 940g, a Nazaré SL frame is 160g lighter than the 1110g standard version.

Tube profiles have been slimmed down without losing stiffness, thanks to improved



Colnago V2-R

manufacturing processes. Because 15 percent of the bike's drag is generated by the handlebar and stem, NeilPryde developed its own integrated aero bar and stem for the Nazaré. A reversible seatpost lets riders swap between road and TT/triathlon positions.

**Colnago B3-201** is also showing the next generation of its aero road bike.

"The new V2-R brings with it the very innovative spirit that at the core of all Colnago bicycles, coupled with the unrivaled taste of those who've successfully built bicycles for over 63 years," the company says. Colnago moved the rear brake back to the seat stays, while an integrated seat collar improves aerodynamics along the top of the bike. The V2-R also boasts a stiffer bottom bracket and headtube.

Many manufacturers offer disc and rim brake versions of their road bikes, but the **Wilier Triestina B5-200** Cento10 NDR is one of only a few that allows either build on one frame. The frame and fork have discreet flat mount disc mounts and direct mount brake mounts, either of which can be blanked out when not in use.

The bike also features Wilier's new Actiflex rear suspension system. A small linkage by the seat tube junction uses an elastomer to control damping by allowing a few millimeters of travel without a pivot in the chainstays.



Wilier Triestina Cento10 NDR



Paris-Roubaix winner Magnus Backstedt and daughter Elynor road 3T Stradas from Roubaix to Eurobike Media Days in Kronplatz



DeRosa Titanio Solo

innovation is the integrated bar and stem, which has a central channel over the top of the steerer to improve airflow. It's available in three widths and different stem lengths, and can be further adjusted with aero spacers.

All tube profiles have been aero-optimized, and the bike uses disc brakes and through axles.

Simplon have developed its own captive through-axle system based on current road bike standards. When released from the wheel, the axle stays in the frame so it's easier to relocate after a wheel swap. It tightens with a quick release lever.

The iconic **Ritchey B1-301** Road Logic frameset has been updated for 2018 with wider tire clearance and a new Ritchey Carbon Fork. Still built with Ritchey's proprietary Logic steel tubing, the 2018 Road Logic frameset, which includes the new Road Logic frame, new Ritchey WCS Full Carbon Fork and Logic Zero WCS drop-in 1-1/8-inch headset, is priced at €1,299.90 (\$1,535).

Ritchey also offers the frame as part of a complete bike in the Comp Road Logic, featuring a Shimano 105 drivetrain and several Ritchey Comp components: the 4-Axis stem, Curve bar, 2-Bolt seat post and Zeta wheels. The complete bike will retail for €2,399.90.

"We've seen the road bike market moving towards frames and forks that feature wider tire clearance for a more comfortable ride experience on varying surfaces," said Jeff Lockwood, international marketing manager for Ritchey.

The Flite range has been a big seller for **KHS A1-417** over the years, and the newest KHS Flite 700 looks to carry on the tradition. The bike combines performance and comfort with good value, matching its Modulus Specific Design (MSD) carbon frame and fork with a 10-speed Shimano Tiagra groupset.

Stretching the definition of "road," **Lauf B1-409** says its True Grit is "a versatile gravel and endurance race horse, with nerves of carbon. Blast through gravel, sweep the singletracks, float on asphalt or open a beer."

Lauf is best known for its unusual and innovative carbon leaf spring fork, the Grit version of which has

acquired a cult following among gravel racers.

The True Grit frame is made to complement the Grit fork, with a Lauf-designed Long 4 Speed geometry that pairs a long toptube with a short stem and a slack headtube angle. Lauf says the combination provides decent aerodynamics and stability on rough surfaces.

The frameset is primarily designed to run a 1x11 transmission, with no cable routing for a front mech. There is a mount for one, though, so



Integrated bar and stem on Simplon Pride

The new bike has an inlaid chain catcher, and the bike's 27.2mm seatpost has been refined for greater comfort in the saddle. The Gallium Pro 2018 frame accommodates 28mm tires.

"Our new Gallium Pro 2018 is lighter, stiffer and more precise downhill," said Gervais Rioux, founder and CEO of Argon 18. "Our R&D team succeeded to push the limits and fine-tune the balance of this bike. We are proud to have had the Astana Pro Team take to the Tour de France on this new model."

Also from Argon 18 are two new endurance bikes, the Krypton CS and Krypton GF. Designed for long-ride comfort and performance, Argon 18 says that both bikes are ideal for Gran Fondos, challenging roads and gravel events.

The geometry of the Krypton bikes has been tuned to be more stable and comfortable. The riding position is less aggressive, and Argon 18 has tweaked the tube shaping and carbon layup so the frame absorbs vibrations without sacrificing aerodynamics or imposing a weight penalty.

The Grail road bike concept by **Skopre B4-104** does away with conventional seatstays, instead using "upper chainstays" that pass either side of the seat tube and connect to the downtube halfway up its length.

Skopre says that the design is better at transferring power to the rear wheel, yet is more comfortable because impacts at the rear wheel aren't directly transferred to the saddle by the seat tube. The frame is custom-made in Italy to a rider's personal requirements. ■ DA

With Nicholas DeRosa becoming the third generation of family framebuilders, **DeRosa B3-206** is carrying on the family legacy. The company describes its new Titanio Solo as "the utmost in DeRosa frames." Crafted from cold-draw Grade 9 titanium, each Titanio Solo is made to measure for each rider at the company's workshop in Cusano Milanino, Italy. "It is the promise of all the feelings and components that are the foundation of the cycling lifestyle," DeRosa says: "love, joy, passion, technology, unique materials, philosophy and culture."

Titanium frames are not an



Nevi Stelvio

uncommon sight at Eurobike, but titanium forks are another matter. Italian boutique fabricator **Nevi B3-301** has paired its Stelvio frame — a classic race machine with modern touches — with its own titanium fork. Both are crafted from seamless, aerospace-grade 3Al-2.5V titanium tubing with 6Al-4V dropouts.

The Stelvio features a standard BSA threaded bottom bracket and an asymmetric head tube with a 1.5-inch crown race. It's designed for mechanical groupsets (Nevi recommends Campagnolo, of course!) but can also be built to accommodate electronic systems.

**Simplon B1-401** has had a bike called the Pride in its range for years, but the new Pride is a ground-up redesign emphasizing aerodynamics. One obvious



Simplon Pride



KHS Flite

it's possible to fit a SRAM eTap 2x11 groupset. Where the front mech isn't required, Lauf fit a beer bottle opener in its place, earning the love and respect of cyclists everywhere.



Lauf True Grit



Argon 18 Gallium Pro

The True Grit is designed to accept tires up to a size 700x45c. Retail prices go as high as \$6,390 depending on spec level and delivery options.

The Gallium Pro 2018 from **Argon 18 B3-405** is an evolution of the bike that the Astana Pro Team rode to a Tour de France stage victory. At 794g in a size medium, it's the lightest frame Argon 18 has ever produced, and it's paired with a lighter fork as well.



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## Ridley expands its MTB range, launches first electric model

Ridley is expanding its range of mountain bike models for 2018, including its first-ever electric MTB.

For race-oriented cross-country and marathon riders, **Ridley A3-101** offers the carbon, full-suspension Sablo model. "We put all of our cyclocross DNA and gravel competence into this mountain bike," Ridley product manager Martin Schuttert said.

The carbon frame weighs 2,050g (4 pounds, 8 ounces) in a size M. It uses Boost 15mm front and 12mm rear through-axles. The Sablo will be offered in three color versions: black/gold gloss mix, green/orange matte and black/red gloss.

"The black/gold gloss mix version will come out as a limited edition and is equipped with SRAM's new XX1 Eagle shifting group," Schuttert said. Spec'd on the other two models are the SRAM X01 Eagle and Shimano XT (2x11) drivetrains.

Although it's best known for its background in cyclocross racing, Ridley doesn't want to be left out of the e-mountain bike boom, so it is also debuting its first-ever e-MTB, the Elykx C.

The carbon hardtail has 120mm of travel in the front fork and is equipped with a Shimano Steps E8000 mid-drive system,



Martin Schuttert with the Ridley Sablo (Photo: JB)

paired with its electronic XT group.

"With the Elykx C we are presenting our first model within our new hybrid range as part of Ridley's overall portfolio," Schuttert said.

One unusual feature is that Ridley can paint the carbon frames individually to order.

"Within our 'pure color collection,' we can offer individual paint orders through authorized Ridley dealers," he said. Ridley offers more than 50 color options. All frames are painted at Ridley's factory in Beringen, Belgium. ■ JB



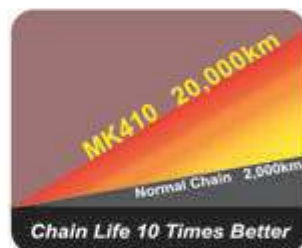
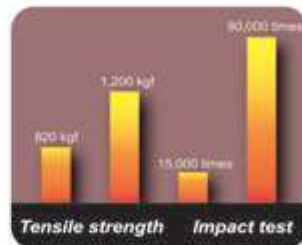
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Overview: New Tire Compounds

# It's all in the mix – big tire names present their latest compounds

Schwalbe and Michelin have earned their reputation on and off the road in recent years, whether it's among pro athletes or leisure customers.



Pirelli PZero line-up

But Pirelli **B3-205** has been absent from bicycling for decades. The news of Pirelli's comeback was a surprise, but given their involvement in most forms of motorsport, expectations are high.

The Italian brand is presenting three road tires meant for top performance within the professional peloton, from one-day classics to grand tours, time-trials to riding under cold circumstances.

Underlining their top-level claim, all three models carry the famous PZero logo – known from the Formula 1 world. There's a 'standard' PZero Velo for all kinds of racing, the fast PZero Velo TT and, with a softer compound for your winter training, the PZero Velo 4S. All three of them are based on an innovative compound technology Pirelli calls SmartNet Silica™. After more than two years of research, development, lab and road testing, their engineers and rubber technicians came up with a new generation, patented silicate-based

molecule whose configuration differs from traditional silicates: It has no spherical shape but is an elongated stick. The molecule demonstrates a natural self-sorting tendency instead of being randomly positioned within the matrix.

This configuration claims to offer numerous benefits in terms of performance: Its longitudinal position positively affects the tire smoothness allowing highly directional performance, thanks also to its high elasticity leading to decreased heat generation and rolling resistance. A further advantage of



Pirelli's all-weather tread

SmartNet Silica™, Pirelli says, is its anti-cluster ability. It spreads evenly and fully within the matrix. This property, added to the natural chemical affinity with water, results in outstanding performance on wet surfaces.

Pirelli also states that the word 'Net' does not appear by chance: "A further characteristic of SmartNet Silica™ is its ability to create a genuine particular matrix that binds other compound elements to it. The stability of the molecular weaving is vital for providing reliable performance and contributes to natural puncture protection without adding weight to the tire structure and prolonging its longevity over time."

Composed of more than 17 elements, the SmartNet Silica™ compound was initially synthesized at the company's

Milan Bicocca Technology & Innovation Centre – and the researchers who worked on this project are the same ones who worked on the F1 P Zero compound, currently the only tire used in F1 racing. That said, and after some 100,000 kilometers of serious testing at Pirelli's facility in Sicily – including many runs down Mt Etna – the comeback kids from Italy are convinced that their new tires can satisfy the most ambitious road cyclists in the world.

Final note: There's a "Made in France" label on each PZero Velo as the tires will be produced there for the time being. But Pirelli delivers 100% of the new compound from its own plant in Romania.

Continued on page 53...

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# FSA's Metropolis brand is ready for the spotlight

With a name like Full Speed Ahead, FSA is best known for its sophisticated components aimed at the skinny tire faction of high-end road and triathlon bikes.

But FSA **ES-303** has also been investing in the all-important urban bike category, including electric bikes. And while this segment has been out of the spotlight, it's poised to become a lot more important.

In recent years, the Taiwan supplier has made a splash with such upscale products as its K-Force WE wireless electronic shifting group and its new PowerBox power meter system, developed in cooperation with the German company Power2Max.

But Europe's booming e-bike market is also putting an emphasis on FSA's line of urban components. In addition to its better-known FSA, Vision and Gravity brands, the company offers urban components under the Metropolis brand.

FSA launched the line in 2011 with a two-speed crankset developed by inventor Sam Patterson. But the Metropolis line has languished in most markets outside of North America.

"In the Asia-Pacific region and in Europe, Metropolis doesn't have the sales that it has in North America," said Mark Vandermolten, product director for FSA Asia. "There, several bicycle brands have remounted our Metropolis transmission on recreational bikes, because any non-technical rider understands how easily it shifts in seconds."

One drawback, Vandermolten said, is that everyday city bikes just don't get much attention.

"Urban e-bikes are not as sexy as speedy sports bikes. They don't have the same visibility as, for example, a high-tech aero wheel or handlebar that's used at the Tour de France," he said.

But with e-bike sales soaring across Europe, this less exciting category may be poised for growth.

For 2018, FSA offers an entire range of e-bike components that are designed for the specific requirements of e-bike systems from Bosch, Brose, Yamaha and Fazua.

The new range, sold under the FSA and the Metropolis brand names, includes such important products as e-bike cranks, chain guards, sprockets, spiders, chainrings, and lockrings. FSA aims to supply all categories of e-bikes, from e-city and trekking models to e-MTBs and e-road bikes.

To serve the market with high-end components that cover just about every part of a bike, except for saddles, tires, frames and forks, FSA parent TH Industries relies on its five factories, all in the Taichung region.

It employs a workforce of 480 between its five factories and its headquarters. Unlike many suppliers who make their carbon products in mainland China, FSA makes its carbon components in Taiwan.

Marketing executive Felicia Lin noted that all FSA products are made in Taiwan, and almost everything it makes is for one of its in-house brands. FSA does almost no OEM production for other brands.

"The brand recognition is very important for our service," Lin said. All

products under the FSA, Metropolis, Vision and Gravity brands are made of high-quality alloy or carbon fiber.

"Even if — with the exception of North America — Metropolis sales are flat, sooner or later this will become a growth segment," Lin said. **JB**



FSA's Mark Vandermolten displays an aluminum plate (right) that is about to be transformed into a chainring like the one in his other hand. (Photo:JB)

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## Overview: Weather protection

# Cycling wear that works in the Qatari heat or on a rain-drenched commute



Rainlegs Reflective

One way a cyclist could fight the oppressive heat that engulfed much of Europe this summer was to take an old sock, fill it with ice cubes, and stuff it into a jersey pocket.

Fortunately, apparel makers have developed more sophisticated techniques to protect riders from less-than-perfect weather, whether it's a heat wave, a sudden downpour, or a chilly wind.

**Bioracer A7-307** began developing its newest weapon against heat, the Intercooler undershirt, before last year's Road World Championships in Qatar. Everyone knows that Qatar is a hot place, but the Belgian company noted that it is a different kind of heat than cyclists experienced at the Summer Olympics in Rio. Qatar is extremely dry, while Brazil was hot and humid.

"Most of the technical garments on the market are constructed in such a way that they dry quickly, but we decided to tackle the heat the other way around," said Stijn Bamps, marketing manager at Bioracer. "You have to drench your top in very cold water, wring it a



Bioracer Intercooler

little and then put it on. The water will then evaporate slowly and actively cool your body while you're riding."

Tony Martin wore the Intercooler on his way to a gold medal in the men's time trial at the World Championships in Doha, and Bioracer is now launching it commercially at Eurobike.

It uses inserts from Inuteq, a Dutch company that specializes in personal cooling technology. Riders drench the inserts with water, which evaporates slowly enough to keep them cool for hours. Riders can recharge the inserts as needed from a water bottle.

European riders are more likely to encounter rain, not desert heat, in the months ahead, and rainwear remains a focus for many apparel brands. They are increasingly combining waterproof performance with other technical benefits.



Craft Aerotec Jacket

**Craft A7-304** brings an entire range of rain garments to Friedrichshafen. The range starts with the Aerotec GT jacket, which incorporates the newest version of Gore-Tex Active.

Craft says the Gore membrane is lighter and smoother than previous versions, and is more breathable and waterproof.

The Aerotec has other features to make wet rides more comfortable, including taped seams, waterproof zippers and a longer back for extra ventilation. Pre-shaped sleeves and shoulders permit a streamlined silhouette in riding position.

"We focused on fitting to make sure that the jacket protects you when you're riding," said Matthias Carlsson, bike product manager at Craft. "We have added features such as a reflective gripper at the back of the jacket, and an extra high collar to protect you from the rain when you're deep in the riding position." Other details include a Velcro closure around the wrists.

Gore-Tex Active also appears in a new rain jacket from **Castelli A7-320**. The Italian supplier's Idro Pro integrates the Shakedry technology to make a strikingly light, packable, breathable and waterproof rain jacket.

With the new Topo inserts from Gore-Tex and integrated zippers, the jacket also provides a close, aerodynamic fit. Castelli added two external pockets so riders can reach their jersey pockets without unzipping. A longer tail shields



Castelli Idro Pro

riders from spray coming off the back wheel.

Castelli launched an ultra-light version of the Idro last year that folds down to fit in half of a jersey pocket. The new version is more of a workhorse item. "It's made for the rider who leaves his house for an all-day ride in the rain, for the rider whose jacket is a necessity and not a piece that stays in a pocket until it's needed," Castelli said.

The Biking Sphere Wind Pro by **X-Bionic A7-402** is intended to be a versatile jacket for all types of bad

weather, including wind, cold and rain. The company says it is made of a "six-dimensional fabric" and is light enough to carry on most rides.

The jacket uses the company's 3D Bionic Sphere concept, which uses sweat as a natural coolant. Three back pockets and reflective strips aid visibility. XBionic applies the same features to the Biking Sphere Win Pro vest.



X-Bionic Biking Sphere Wind Pro

With its Garizon rain jacket for men, **Zimtstern B1-309** promises similar functions for different types of riders. The technical piece is made for trail riding. A two-and-a-half-layer laminate protects against wind and water.

Other features make trail rides more enjoyable in wet weather, including water-repellent YKK zippers, fully taped seams and a mesh-lined ventilation system. It also has a long tail cut, a comfortable chin guard and a reflective allover print.



Zimtstern Garizon

**Evoc B4-301** started designing waterproof jackets for team riders who weren't satisfied with products from other brands. The outcome is the Evoc Shield Jacket, made with a slightly flexible nylon that is abrasion-resistant and waterproof, as well as breathable.



"To complete the weather protection, we added ventilation slits and taped seams," said Anna Postweiler, Evoc product designer. "The jacket is designed



Evoc Shield Jacket

for real bike action and has longer arms, a longer back, an adjustable hood and you can easily fit protection underneath."

Evoc reckons the Shield Jacket is so small that it fits into almost any fully loaded backpack.

Trail riders don't mind getting wet or muddy, but someone riding a

bike to work doesn't want to show up at the office looking like a drowned rat.

**Dirtlej F6-AK/5** offers nearly full protection with its Commute Suit, which may be pulled over a riders' office outfit to keep it, and the rider, dry.

Weighing half a kilo, the Commute Suit packs compactly so cyclists don't need to think twice about taking one along just in case.

Dirtlej, a German company that specializes in rainwear for cyclists, says the Commute Suit "cuts quite a dash in the city." When it's raining cats and dogs, riders will probably be less interested in how they look and more

interested to know that all seams are sealed, and all zippers are waterproof.

Among its other practical touches, the Commute Suit has two long two-way zippers on the side to regulate heat and access inside pockets. One zipper reaches from the inside of the arm down past the hip, and the other goes from the ankle up to the knee.

The crotch is reinforced with a seamless, heavy-duty material. The Commute Suit fits loosely enough so it is comfortable to pedal in, and the reflective prints on arms, legs and wrists enhance visibility.

Rain protection is the whole point of **Rainlegs. A4-309** The Dutch company won a Eurobike award for its pants when they hit the market a decade ago. This



Dirtlej Commute Suit

year, Rainlegs is showing an upgraded version that is highly reflective.

Ronald Warmerdam, owner and general manager of Rainlegs, said he came up with the idea when he saw a car hit a cyclist in dark, rainy conditions. "With reflective Rainlegs this accident could have been prevented," Warmerdam said. "That was the



Wowow Kwaremont

motivation to develop a Rainlegs which adds safety for the biker."

The rain pants shine brightly even when illuminated by dim light. And like the original version, the reflective Rainlegs keep a cyclist's legs dry and warm.

From Belgium, **Wowow B3-108** makes lights and high-viz apparel for runners and cyclists. Its earlier vests are worn over a jacket or jersey, but Wowow this year is introducing a standalone soft shell jacket, with built-in wind and weather protection.

The Kwaremont is a fluorescent yellow jacket with reflective print on the chest and back, as well as waterproof, windproof and breathable features. Jan de Groote, general manager at Wowow, says some apparel companies use "reflective transfers" on their garments, which may weaken their weather protection features and increases the price.

"With our reflective printing technology the features remain," he said. "We can make a big reflective surface and the price is kept affordable."

Making its Eurobike debut, **Q36.5 A7-112** is an Italian brand that takes its research on weather protection very seriously.

Founder Luigi Bergamo named the brand after the normal human body temperature (in Celsius) because his aim was to keep a rider's body temperature stable.

Q36.5 developed the Teddy Berry base layer in partnership with UVU Racing, a specialist in apparel for ultra-runners. They tested the garment during an ultra-marathon that took place in Arctic conditions.

According to Q36.5, the Teddy Berry uses a three-dimensional structure that boosts its ability to regulate temperature. A double front layer improves thermal protection in intense weather. Q36.5 designed the Teddy Berry using Regional Sweat Rating, a kind of body mapping that is calibrated for athletes. ■ BS



Q36.5 Teddy Berry

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AIRACE-CYCLING.COM



BOOTH NO.:A5-107

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Bluetooth pump!



**AP-468T  
IWINDPRO V.1 RD**

- Equipped with Bluetooth 4.0 technology: Pump pressure can be read on smart mobile devices via Bluetooth using "iGauge" App
- Super-micro size 5.5" for easy carry
- Reversible for Schrader, Presta
- Suggested max. pressure: 120psi (8 bar)
- For road bike
- Battery: CR2032 x 1pc (Included)



**AP-488T  
IWINDPRO V.1 MTB**

- Equipped with Bluetooth 4.0 technology: Pump pressure can be read on smart mobile devices via Bluetooth using "iGauge" App
- Super-micro size 5.5" for easy carry
- Reversible for Schrader, Presta
- Suggested max. pressure: 80psi (5.5 bar)
- For mountain bike
- Battery: CR2032 x 1pc (Included)



## Overview: E-bike drive trends

# The best is yet to come: The emerging technologies that will transform pedelecs

There are hundreds of pedelecs on display here at Eurobike. Compared to just last year, it's easy to see several significant improvements in the state of the art. New and more powerful e-bike drive systems have emerged, and drive makers are doing a much better job of concealing batteries in the frames.

*But these are just the tip of the iceberg. The young pedelec market is changing rapidly, and inventions that could transform the industry are still in development. Many of those emerging products are also at Eurobike — but if you don't know what to look for or where, you might miss them.*

*The Eurobike Show Daily asked Hannes Neupert, founder of ExtraEnergy.org, to give our readers an overview of some of the most exciting e-bike technologies that are taking shape outside of the spotlight.*

*Neupert founded ExtraEnergy.org in 1992 to promote electric bikes, even though few existed at the time. Today, Neupert and ExtraEnergy.org are acknowledged around the world as experts in all things related to pedelecs and electric vehicles. The organization sponsors a special e-bike exhibit on the first floor overlooking the East Entrance and manages e-bike test rides at Eurobike.*

*Here are some of Neupert's views on some of the technology that could soon change pedelecs as we know them:*

The market for drive systems is rapidly developing, but many key innovations have still not taken center stage.

Pedelec makers have done a good job of integrating batteries in the bike frame.

But another kind of integration is also needed: combining the electric motor with the bike's mechanical gears. The solution may be in a system known as a serial hybrid drivetrain.

Meanwhile, if there is a universal complaint about e-bikes, it's that they're heavy. Batteries and motors add a lot of weight to a bike, and that's a problem for urban riders who have to carry a bike up and down the stairs from their apartments.

Manufacturers are working diligently to downsize their drive systems, especially for these kind of urban pedelecs, so they handle and feel more like conventional bicycles.

**Better together.** Speaking at the Connected World Event Berlin earlier this year, Bosch CEO Volkmar Denner praised "openness" and connectivity.

"... Connectivity has always been an open-source event — not the creation of a single company or inventor, but instead, of a global community. Its guiding principle is that we are stronger together than alone," Denner said.

Unfortunately, Bosch eBike Systems has followed more of a closed path than

an open one. But connectivity is a powerful concept that is becoming more important in pedelecs, especially in the development of safety systems.

**Bosch AG-201** and **Magura A2-205** for example, teamed up to develop an anti-lock brake system similar to ones used on motorcycles and cars. **Brake Force One A2-206** has been working on an ABS system which originated at Porsche and Volkswagen, and expects to put it into production soon.

Interestingly, Magura and Brake Force One are also participating on an ABS project with several other partners.

To function properly, an ABS system needs to communicate instantly with other drive system components. I expect to see many more ABS products emerge in the future, probably with the cooperation of other automobile suppliers.

**Serial hybrid drivetrains.** Despite the current fascination with mid-drive motor systems, I believe serial hybrid systems could become the dominant technology for pedelecs when fully developed. But you won't see them here on bikes; one of the few companies showing the technology is the Danish firm **Bike2 A4-605**.

These systems require strong hub motors. Even though current marketing would have us believe that mid-drive motors are the holy grail of pedelec

drive systems, hub motors are still the dominant drive system on the market. They account for an estimated 60 percent of all pedelecs sold in Europe, according to ExtraEnergy.org estimates.

The problem with most hub motors is that they are difficult to work with and, because they attach with old-fashioned screws at the axles, don't look very good on a contemporary bike.

But it's entirely possible to make a good hub motor with a through-axle; just see **SR Suntour AG-401** which has offered such a system for some time.

Most drive makers have ignored this feature, although **Bafang AG-406** this year is showing through-axle motors. Hopefully other hub drive manufacturers will follow suit.

For the most comprehensive view of the current technology in the e-bike market, visit the ExtraEnergy special exhibit on the first floor overlooking the East Entrance.

There you'll see drive system mounted side by side for easy comparison, along with a broad representation of pedelec models from many different brands.

Please see the associated stories on these pages for a closer look at developing technologies. On page 28 is a comprehensive list of pedelec drive system exhibitors. ■ **HN**

## Serial killers — will serial drives replace mid-drives?



Bike2 serial drive system

**Bike2 A4-605** says its serial drive system is ready for the market. The drivetrain works without the need for a mechanical transmission of power between the pedal and the wheel. It has enough unique qualities to become the drive system for the next generation of pedelecs. We expect to see similar systems



Alber gearless rear hub drive

soon from some of the automotive suppliers.

**Alber AG-311** is showing an improved version of its gearless rear hub drive. In addition to mechanical improvements to the drive, Alber has upgraded the display, remote control and software. Because the drive is silent, it is a popular choice for touring bikes.



Shengyi DGW22

The VeloUp from **Tsinova B4-104** is a good example of products from a new generation of Chinese suppliers

that have invested in distinctive design, good branding and, of course, solid engineering. Tsinova is showing a compact hub drive and mid-drive system.

The **Shengyi A1-108** geared rear hub motor, on display at the show, comes in 350-watt and 500-watt versions and weighs just 3.9kg.



Tsinova VeloUp system



MAC Motortech hub drive

**MAC Motortech DA-510** of Shanghai is a longtime supplier of electric motors for scooters. At Eurobike, it's introducing a powerful, 1000-watt hub motor for bikes that offers up to 60Nm of torque. ■ **HN**

# Magic happens when a motor meets a gearbox



Continental 48er Revolution

can be locked mechanically, and the bottom bracket can be disconnected. One useful feature is a disc brake that stays on the frame when the rear wheel is removed. Neox is looking to offer the system to other manufacturers.



Neox drive

A new mid-drive system from **Continental A6-304** is integrated with a CVT (continuously variable transmission) gearbox from NuVinci A6-305. One useful feature is the ability to shift even while pedaling up a steep hill. At 6.4kg (14 pounds, 1 ounce) this system seems heavy, but it weighs no more than a bike with the motor and CVT installed independently. Look for this system to make its first appearance on bikes from **Cycle Union B3-200** in early 2018.



Bafang integrated drive system

**Nexxtdrive FO-06100** has two products in the prototyping stage that are available for test rides at Eurobike. The Cyber Drive goes in the bottom bracket while the Cyber Hub is intended for the rear hub. Both integrate the gearbox and drive. ■ **HN**

have to be rugged and maintenance-free, it would be suitable for other types of pedelecs as well.

The **Neox FO-109** drive system, which for now is available only on Neox pedelecs, has several innovative features including an integrated 8-speed gear system. To prevent theft, the chain



Nexxtdrive CyberDrive

**Bafang A6-406** is also showing a “one-box” solution with integrated internal gears, even though the gears are in their traditional location at the rear hub and the motor is at the bottom bracket. They are connected by a shaft drive. Originally developed for share bikes, where such systems

# ExtraEnergy

ExtraEnergy.org has been moving the LEV market since 1992.

Test Track: **FO-06100**  
LEV Component special Exhibition: **DA-510**

Hannes Neupert founded ExtraEnergy in 1992 to test electric bicycles and help consumers find the best pedelecs for their needs.

There wasn't much to test at the time. Only three e-bikes models were available on the global market, and probably less than 5,000 e-bikes existed anywhere in the world.

Twenty-five years, e-bikes are thriving. Today, there are some 60,000 different models around the world, and an estimated 250 million e-bikes on roads.

ExtraEnergy's mission has always been to accelerate market development by producing and disseminating unbiased, comprehensive information through product tests, conferences, consulting, and by working to promulgate global standards.

Most ExtraEnergy members have been involved in some aspect of electric mobility since the early 1980s. Many met at races of solar-powered vehicles in the late 80s and early 90s.

## Some milestones in ExtraEnergy's history include:

- Convincing Panasonic Cycle Tech to offer its electric drive system in Europe in 1996;
- Convincing BionX to enter the European market, and later serving as matchmaker between BionX and Magna, which eventually bought the company;
- Working with Deutsche Post on the development of the world's first large e-bike fleet.
- Helping create BATSO.org, an organization dedicated to improving battery safety and interoperability. The work helped lead to the EN 50604 and ISO 18243 battery safety standards.
- Working to bring battery maker BMZ into the electric bicycle business in its early days.
- Supporting the EnergyBus.org communications protocol, which is now part of international standards in the IEC 61851-3 Series.
- Encouraging Bosch to introduce its drive system for the pedelec industry
- Consulting with Sanyo, Alber, Brose and Marquardt in support of their decisions to enter the e-bike market;
- Creating ExtraEnergy Services GmbH & Co. KG, jointly owned by Hannes Neupert and Jean Chen, which now runs key activities on behalf of the ExtraEnergy NGO.
- Creating the LEV Component special exhibition at Eurobike DA-510 where show visitors and touch and feel the latest developments in the field, including drivetrains, in one location — without having to visit booths in every hall.

For more information, visit [www.ExtraEnergy.org](http://www.ExtraEnergy.org)

# These drive systems shrink before your eyes



Bafang ultra-compact hub motor

**Bafang A6-406** shows an ultra-compact hub motor family that weighs only 1.4kg and has a diameter of 99mm, making it ideal for “easy pedelecs” that don't need a lot of power. With this system, manufacturers can build a pedelec that weighs less than 15kg.

Made in downtown Munich, the **Fazua A6-310** drive system hits the sweet spot of compactness and power. Several bikemakers are launching pedelecs featuring the Fazua system, including **Bianchi, B3-403 Focus, FG-0/202** and Cube. ExtraEnergy riders were pleasantly surprised by the performance of the Fazua drive when they tested it recently.

The Fazua drive appeals to bike brands because it opens up new categories for pedelecs that appeal more to athletically minded cyclists who won't buy a heavy conventional pedelec.

A compact drive system from **Marquardt AG-211** is poised to enter the market later this year.



The Fazua motor sits just above the bottom bracket.

Eurobike visitors can test it at the ExtraEnergy test ride area. The drive will appear



The Marquardt drive will appear on a scooter-style pedelec this year.

initially on the x2city scooter-style pedelec, which is legal even though it has just one pedal.

**FreeFlow Technologies DA-406** from the U.K. is a new player with a compact and light bottom bracket drive system and in-frame battery. The first bikes using the FreeFlow system should be on the market in 2018. ■ **HN**



FreeFlow motor

# Guide to Pedelec Drive System Exhibitors — Eurobike 2017

Hall and Booth number	Company	Friction drive	Hub Motor	Center Motor	Motor and Speed in one box design	Serial Hybrid	Add-on kit option	Product summary
<b>HALL A1</b>								
A1-108 & FO-OG100 & DA-510	Suzhou Shengyi Motor Co., Ltd							
A1-212	Suzhou Wanjia Electric Co., Ltd (VINKA)							
A1-703	Suzhou Xiongfeng Motor Co., Ltd.							
A1-421	Yamaha Motor Co.,Ltd.							Pedelec drive systems, mid motors
A1-703	Zhejiang Star Union E-bike Components Co.,LTD							Pedelec drive system
<b>HALL A2</b>								
A2-206	BFO mobility GmbH			X	X			New innovative pedelec drive system
A2-403	MPF Drive Sporttech Handels GmbH			X				Very silent pedelec system with oil-filled gearbox
<b>FO-OG</b>								
FO-OG100 & DA-510	ExtraEnergy.org		X	X				LEV Component special Exhibition showcasing all kinds of LEV components
FO-OG100 & DA-510	MAC MOTOR		X					Several pedelec and LEV hub motors
<b>HALL A4</b>								
A4-709 + FG-O/212	ANANDA B.V.		X	X				Wide variety of pedelec drive systems
A4-605	Bike2		X	X		X		Only serial hybrid pedelec drivetrain at Eurobike
A4-711	COMP drive systems			X				Pedelec center drive system with gear sensor integration
A4-702	Cycleman E-Vehicle Co. Ltd.		X	X			X	Add-on kits mainly for B2C market
A4-800	dmg movement		X					Wide variety of hub motors for pedelec and other LEV applications
A4-800	Ningbo Ruiipu Angyang Electro Mechanical Technology Co., Ltd.		X					Wide variety of hub motors for pedelecs and small LEVs
A4-704	Oechsler AG			X	X			German automotive Industry supply chain company presents one box design center motor
A4-618 + FG-O/503	Tongsheng Bicycle Co., Ltd.							
<b>HALL A6</b>								
A6-311 & DA-416	Alber GmbH		X					Gear-less pedelec drive systems
A6-105	Amprio GmbH			X				New product by Rheinmetall Group, a leading German defense technology company
A6-104	Ansmann AG		X					Pedelec drive systems and components, connected batteries and light weight hub motors
A6-406 & FG-O/501 & DA-510	BAFANG / Suzhou Bafang Electric Motor Science Technology Co., Ltd.		X	X	X		X	Pedelec drive systems, hub motors, mid motors
A6-214	BMZ GmbH		X	X				Pedelec drive systems, main product battery and charger
A6-404 & DA-500	BionX GmbH		X					Gear-less pedelec drive systems
A6-202/201 & A6-201	Bosch eBike Systems, Robert Bosch GmbH			X				Pedelec drive systems and ABS brake system
A6-301 & FG-O/505	Brose Antriebstechnik GmbH & Co. Kommanditgesellschaft, Berlin			X				Pedelec drive systems — frame inclusion not adoption
A6-304 & DA-401	Continental Bicycle Systems GmbH & Co. KG			X	X			Pedelec drive systems with integrated CVT
A6-409	DAPU Motors Europe PBVertriebs GmbH		X	X				Pedelec drive systems, large variety of hub motors + mid motor
A6-310 & DA-411	Fazua GmbH			X				Pedelec drive systems — lightweight removable drive system
A6-203	Flykly Srl		X				X	Pedelec drive systems, hub motors - all in one hub drive
A6-212 & DA-505	GO SwissDrive AG		X					Pedelec drive systems, hub motors
A6-209 & DA-502	Heinzmann GmbH & Co. KG		X				X	Pedelec drive systems, hub motors (Special single-sided hub motors)
A6-408	Hiddenpower Inc.	X					X	Pedelec drive systems, light weight add-on kit with friction drive
A6-211 & FG-O/504	Marquardt GmbH		X					Pedelec drive systems, hub motors featuring all-wheel drive and modular approach
A6-213	Nidec Copal Corporation			X				Pedelec drive systems, mid motors
A6-402 & FG-O/207	Panasonic Cycle Technology Co., Ltd.		X	X				Pedelec drive systems, hub motors, mid motors as well mid motors with 2 speed
A6-405 & FG-O/213	Pendix GmbH			X			X	Pedelec drive systems, add-on kit mid motors
A6-108	Rubbee	X					X	Pedelec drive system, lightweight add-on kit with friction direct drive
A6-401 & DA-503	SR Sountour Inc.		X					Pedelec drive systems, hub motors with through axles
A6-206 & FG-O/204	Superpedestrian, Inc.		X				X	Pedelec drive systems, add-on kit all in hub motors
A6-106 & DA-415	TQ-Systems GmbH Geschäftsbereich TQ-Drives			X				Pedelec drive systems, extremely strong mid motors
A6-307 & DA-405	TranzX JD Europe Components GmbH		X	X				Pedelec drive systems, mid drive motors and hub motors
A6-203 & FG-O/500	ZEHUS S.r.l.		X				X	Pedelec drive systems, add-on kit all in hub motors
<b>FG-O / FG-OG</b>								
FG-O/104	AddBike	X					X	Pedelec drive system, lightweight add-on kit with friction direct drive
FG-O/100	Add-e by GP Motion GmbH	X					X	Pedelec drive system, lightweight add-on kit with friction direct drive
FG-O/103	Bikee Bike			X			X	add-on pedelec center drive
FG-O/511	Keyde Zhejiang Chaoji Electric Tech. Co., Ltd.		X				X	Very compact pedelec hub motor Systems
FO-OG100 & DA-510	NexxtDrive Ltd		X	X	X			Powersplit pedelec drive units one box CVT and motor design
FG-O/109	SIRAL TECHNOLOGY SRL / NEOX			X	X			Innovative 8-speed gear in one box design with mid motor drive
FG-O/503	Tongsheng Bicycle Co., Ltd.		X					Light weight and silent pedelec hub motor systems
FG-O/101	VeloUP Tsinova GmbH		X	X				Design-oriented pedelec drive systems
DA-304	DA-304			X			X	Lightweight, invisible mid-motor add-on kit
<b>HALL B5</b>								
B5-400 + B5-300	Paul Lange & Co. OHG Shimano Deutschland / SHIMANO Europe BV							Pedelec drive systems, mid drive motors
<b>HALL B4</b>								
B4-316	Maxon Advanced Robotics and Systems		X					Geared pedelec hub motor system

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## Overview: City and trekking bikes

# These bikes don't shout about it, but retro looks hide sophisticated features

City and trekking bike makers are increasingly taking the lead in bike design. Features once considered retro, like steel frames and internal gear hubs, are enjoying a renaissance.



*Basso Devil*

For IBDs and brands, these bikes are their bread and butter. But as the industry and its advocates refocusing on cycling for transportation, not just sport, they are becoming fashionable again.

City bikes won't win any Grand Tours or star in sick videos, but advocates recognize their potential to transform cities, improve public health, and preserve the environment.

The whole point of an urban bike is comfortable practicality. But by borrowing from more technically focused cycling segments, designers are coming up with urban bikes whose performance is a world removed from the clunky versions that riders of a certain age may have grown up on.

And while brands may shout about their race bikes, some are quietly making urban bikes that are as clever and innovative as anything they sell to the Lycra crowd.

The Devil is an elegant and simple-looking aluminium bike from Italian maker **Basso B3-401**. Because it uses a Shimano Metrea groupset with a single front chainring, the look is streamlined without a front derailleur and attendant cabling.

Hydraulic disc brakes further simplify its appearance but not its capabilities, and they can extend the life of the wheels because the rims are freed from braking-induced wear.



*KHS Urban One11*

Topped off with a match-painted carbon fork, San Marco Regale saddle, and Microtech aluminum components, Basso has given the Devil its due — it's an attractive bike and, at 9.9 kg (21 lbs, 13 ounces), surprisingly light.

**KHS A1-417** has also opted to ditch the front derailleur in pursuit of clean lines, lighter weight, and lower maintenance. KHS named its bike the Urban One11 after its gearing. With a wide range of 11 sequential gears, choosing the correct one is dead simple.



*Favorit Bigboss*

Without multiple front chainrings to mess with, riders just have to shift up or down.

Built around butted chromoly frame and fork, the Urban One11 features a unique low-maintenance, pivot-free soft tail design. Efficient 26c Kenda tires provide minimal resistance for quick riding, while a 11-42 teeth cassette ensures the rider can always push on either up or downhill.

**Favorit A3-605** is a Czech brand that produces beautiful and practical bikes that are made-to-measure. Its four-model Lifestyle Collection covers different riding styles. Handmade in the Czech Republic, each bike is fitted with such features as carbon belt drives, low-maintenance disc brakes, planetary hub transmissions and integrated lights.

The Bigboss is the brand's drop bar bike. Available in carbon fiber or steel, it's made to fit its owner's exact physical proportions and comes with a choice of 8 or 11 internal gears,



*Marin Nicasio RC*

driven with a clean-running Gates Carbon belt drive.

The belt drive does away with the need for lubrication, while disc brakes remove another maintenance worry.

Lights are built into the stem and seat mast and cables are all routed internally, creating a beautiful and self-contained package. Leather saddle and grips are the whipped cream on top of the sundae.

Before 650b wheels became big news in mountain biking, they were an archaic niche size beloved of in-the-know touring cyclists who prized their smooth rolling characteristics and enhanced strength and versatility. The Nicasio RC from **Marin B4-100** benefits from all these qualities.

Along with its future-retro wheel size, Marin employs its "Beyond Road" frame of double butted chromoly. Marin borrowed the smooth-riding chassis from its drop bar gravel bikes, which means the Nicasio is also up for occasional off-road action.

Sliding dropouts accommodate a Nexus 8-speed hub and matching Shimano hydraulic disc brakes. As a crowing touch that is both practical



*Breezer Doppler Café*

and aesthetically pleasing, the Nicasio is finished with custom aluminum mudguards to match the frame.

**Breezer B2-100** is also deploying 650b wheels into the trekking market.

Founded by mountain bike pioneer Joe Breeze, the brand produces a premium line of transportation bikes, along with mountain and drop bar adventure models. These bikes come fully equipped with racks, fenders and lights to handle the rigors of everyday commuting.

The Doppler Café spans both categories with its backswept bar. Borrowing from the Breezer Inversion and Radar gravel bikes, the Doppler is built around a chromoly frame with a tapered fork and has 12mm through-axles and disc brakes.

It's equipped with Nirosta retro mudguards and 47mm wide skinwall tires along with a minimalist looking yet wide-ratio SRAM Apex 1x11 groupset.

With similar styling, but with tires that are conventionally sized, the stripped-down Ando commuter from **Pure Cycles B2-204** matches classic beach cruiser aesthetics with modern 8-speed gearing.

Its 32c WTB slick tires strike a balance



*Pure Cycles Ando*

between versatility and low rolling resistance, and the bike is fun and practical without requiring its owner to empty out the bank account.

The bike is capable of getting quickly up to speed, while disc brakes provide all-weather stopping power. A dual chainguard keeps the chain in place even on taxing terrain. Wide bars allow for plenty of steering control and will be welcomed by riders choosing to fit the bike with panniers.

**Linus A1-207** also looks to the past for inspiration. The American brand, celebrating its 10th anniversary, is making its Eurobike debut as it seeks to expand into Europe.

With European distribution, Linus will come full circle; its founders were inspired by French bicycle designs of the 1950s and 60s. Linus sets out to make utilitarian city bikes that are simple and reliable but maintain personality and style. Linus



Linus Roadster

and technologies from the mountain biking world, such as sloping toptubes for standover confidence, tapered headtubes for direct steering, and powerful all-condition hydraulic disc brakes.

Merida also designed the bikes with an eye toward simplified servicing. The Crossway TFS uses easily accessible, semi-integrated cable routing, Post Mount brake fittings and a BSA-73 threaded bottom bracket. With plenty of

clearance to fit wider tires should the rider decide to spend more time in the woods, there's also space for such practical additions as fenders, racks and kickstands.

offers 10 models, including some for children.

The Roadster is Linus' go-to everyday bike. Available with one, three, or eight speeds, like most of the brand's bikes it features mudguards, a rack and a bell as standard equipment.

With Shimano providing the gearing, despite classic looks its hubs enclose sealed cartridge bearing for smooth rolling and low maintenance. Stainless steel hardware and reflective detailing on the tires add durability and visibility. For users who prefer a step-through, the Dutchi has similar features and is available at the same price points.



Cicli MBM Boulevard

**Cicli MBM B5-303A** is an Italian brand that makes all of its bikes on its own assembly line. The Boulevard is the latest model to roll out of its factory.

With its vintage Italian looks, the Boulevard harkens back to the golden age of cycling style. But its light aluminum alloy frame is definitely contemporary.

A pivoting quill stem provides wide latitude for the rider to adjust the position of the bars, and the bike is equipped with a matching rack and an optional front basket

For something quite different, visit **TBK Bike. A3-502** The Spanish brand offers handbuilt bikes made of ... wood.

Wood, of course, is a sustainable, renewable and recyclable resource with a much lower carbon footprint than aluminum, steel or carbon. Which is all very nice, but none of that matters if the bike is unpleasant to ride.

TBK, however, says a wooden bike is more comfortable to ride than one made of something more conventional, because wood fibers provide natural shock absorption.

TBK gives the wood an assist in this regard with a light SR Suntour Swing Shock-S front fork.

To complete the look, handlebars, fenders and pedals are also made of wood. ■ JD



Merida Crossway TFS

— both of which, like the chainguard, are all color-matched to the frame. And what colors — not just black and cream, but nude pink, mint and lavender. Equipped with integrated battery lights, it's available with 6- or 18-speed Shimano gearing.

Instead of nostalgia, **Merida A3-200** went for a modern look with its Crossway TFS range of bikes designed for hybrid and trekking use and recreational riding.

Whether they're used as a commuting tool or for relaxing holiday rides, the Crossway TFS bikes are both practical and versatile.

Bigger tires and lockable suspension forks make them capable off-road machines that are not limited to pavement.

Merida has borrowed useful design features



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## Overview: Bike tech

# From computers to anti-theft devices, bike tech is getting better and cheaper

**Cheaper, better and more convenient — bike computers, GPS units, power meters and other tech products follow the same price trajectory as other high-tech products, making consumers the ultimate winners.**



Garmin Vector 3

Consumers can now buy an entry-level device such as the Teasi One3 X or Garmin eTrex Touch and get full coverage of Europe that's precise enough for navigating to specific addresses, along with free and unlimited updates — all for a price of between €150 and €250 (\$175 to \$300).



Garmin Edge 1030

Thanks to standard Bluetooth connections, cycle computers link with most smartphones, so data nerds can check the weather on their cycle computer along with the trip data without leaving the saddle.

At home, a device's Wi-Fi connection automatically syncs a cyclist's ride data to their Internet portal. And cyclists never have to ride alone anymore; they can invite others to track them live from home or from another smartphone screen.

While these features are nice, they challenge retailers and consumers who have to install, manage and service these devices. Manufacturers that keep things simple will have a better chance of success in the market.

The Edge 1030 is the next generation of cycle computers from **Garmin, A5-201**. Intended for competitors and other high achievers, the Edge 1030 has a high-resolution, 3.5-inch capacitive touchscreen. In addition to the usual cycling functions, the Edge 1030 offers other navigation aids such as ActiveRouting, RoundTrip Routing and the new Popularity Routing.

With advanced performance monitoring including VO2max, a stress test function and Garmin's Cycling Dynamics suite of metrics, riders can analyze their data on Garmin Connect to improve their performance.

Boasting an alphabet soup of integrated sensors — Ant, BLE, BT, and Wi-Fi — the Edge 1030 offers rider-to-rider messaging, LiveTrack and accident detection.

Garmin is also debuting the newest version of its Vector pedal-based power meter. The Vector 3 has a sleeker design. No more pods are needed; all components have been integrated into the pedals themselves, which install like regular pedals.

Garmin claims an accuracy of plus or minus 1 percent. Data can be transmitted to compatible devices by Bluetooth or Ant+ protocols, and works with third-party programs like TrainingPeaks. The system can be upgraded through a smartwatch, phone or device.

The Newton+ 6, at **Skopre, B4-104** is a cycle computer with a fully integrated power meter that doesn't require any additional sensors on the cranks, hubs or pedals. Instead, the Newton+ 6



Newton+ 6

calculates a riders' power output by analyzing data from sensors built into the head unit, including an accelerometer, barometric pressure gauge, inclinometer and, using a pitot tube, a wind gauge.



Lezyne Special Edition Super GPS

Using the corresponding Isaac software, riders can improve training strategies to boost performance. The Newton+ 6 can be used on up to four bikes, and can identify them automatically.

**Lezyne A1-312** is launching a special edition GPS computer at Eurobike. The limited edition, available in a range of colors, is to show off Lezyne's latest GPS devices.

Lezyne has put a lot of work into making the displays more legible and useful. On its Super and Macro GPS models, the display can show up to eight data fields on one screen across five "pages." New fonts make numbers more legible, and Lezyne has cut back on text in favor of internationally recognized icons.

When turned on and paired with a smartphone, the Lezyne computers automatically upload saved ride data to the Internet. Users can sync their saved rides with the TrainingPeaks software.

A new zoom feature on the breadcrumb page allows users to zoom in or out on the trail representing their current ride. A new field shows GPS signal strength and remaining battery runtime. Lezyne is also preparing to launch its SOS Track feature, which will recognize accidents and transmit a special notification.



Cobi eAir

**Cobi A2-208** launches the eAir, a display and infotainment system for OEMs building connected "smartbikes." It's a compact hub that offers a variety of functions built around a user's

smartphone.

The Cobi system can replace the display for some e-bike drive systems such as Brose and TranzX. It also offers an optional GPS/GSM for theft-protection capabilities.

Cobi is encouraging others to develop programs that will work with its system and provides an SDK (Software Development Kit) for third-party developers. Cobi is also launching a new service for bike delivery companies that will allow them to track, in real time, the locations of their fleet vehicles so they can optimize logistics.



Comodule smartphone app

**Comodule A6-207** has a new fleet management platform for bike share services. Bike share operator can manage and optimize their fleets, while users can reserve a bike, unlock and lock it and even pay through an associated smartphone app.

Comodule also offers bike insurance program based on the system's ability to track a stolen bike, thus reducing potential insurance claims.

Comodule has announced partnerships with companies including Ansmann AG, BMZ e-Bike Drive Systems and Fazua Evation.



Bosch Nyon display

**Bosch A6-202** is a lot more than e-bike motors. It also makes increasingly sophisticated displays to go with its drive systems. Bosch has updated its Nyon display with new mapping functions that now feature additional routes and updated information on construction projects and one-way streets to help cyclists navigate. The map update also affects its eBike Connect smartphone app and related online portal, ebike-connect.com.

A new feature enables the map to be transferred directly to Nyon by means of





Sherlock anti-theft system

a joystick. Riders can zoom in on a map by clicking on the center of the joystick, while a new digital keyboard makes it easier to riders to enter a destination addresses. The updated software also displays energy consumption during the ride.

The Nyon update includes several other improvements in graphics, display and menu navigation and optimized route planning through the online portal.

Teasi AG-204 is the device, and Tahuna is the software and components. Highlights at Eurobike include the new Teasi Core, an "intelligent" bike computer that connects by Bluetooth to a smartphone or other fitness devices. It works with the Tahuna smartphone app and software.

Tahuna also makes accessories, and new this year is the Tahuna Fix,

an angled handlebar mount that is a space-saving solution for mounting Teasi devices or smartphones. It can swivel through 360 degrees so riders can adjust the display for the best vantage point.

The WakaWaka waterproof bag protects a Teasi or smartphone from humidity and dirt while giving riders full access to its operation. The Tahuna app will be available for iOS.

Teasi and Tahuna are also working with Hungarian manufacturer **GPS Tuner, AG-407** which helps e-bike manufacturers and brands not just collect data from their users, but analyze and act on it.

GPS Tuner has developed dedicated navigation applications for manufacturers including TranzX and Continental. Behind the scenes is the cloud-based Total Data Sense service, which takes data from the e-bike and can deliver it to riders and manufacturers depending on their needs.

At its booth, GPS Tuner is showing smartwatch integration for Tahuna software.



Velocate VC 1



O-synce heads-up display

For cyclists concerned about theft, **Sherlock FG-B5/2a** is a GPS anti-theft device that fits inside the handlebars so it is completely invisible. It connects to a mobile app that tracks the bike in real time. Thieves won't know it's there, until the cyclist — or the police — show up to reclaim the bike. The battery lasts about two weeks and is recharged through a micro USB cable. Sherlock uses an embedded SIM card, like a smartphone, and includes two years of coverage with the purchase price.

Another anti-theft solution comes from **Velocate, AG-204**. Its original product conceals a GPS tracking device in a bike's taillight, and the company plans to present new options at the show. Velocate is also launching a "connected bike solution," VC Connect, that lets riders, brands and component suppliers directly access the data generated by the e-bike system. Used with the Velocate Cloud, suppliers have new ways of servicing and sharing their bikes.

From the O-synce brand of **Momes AG-215** comes a heads-up display that works with selected helmets. The display weighs only 19g (0.7 ounce) and provides navigation information, ride data and other information without

requiring the rider to look down at a display. Riders can control the display with a wireless MultiRemote, which can also control any device with Ant+ or Bluetooth smart. The heads-up display is currently compatible with some Abus helmets, including the GameChanger.

NC-17 is in the running for a Eurobike award with a new dynamo that powers USB-compatible devices. The AppCon GT2 delivers a current of 2000 mA, twice as much as its first-generation device. With an 3000 mAh on-board Li-ion battery, the device serves as a power bank to keep mobile devices charged. It also seamlessly integrates with a bike's steerer tube.

Other exhibitors worth checking out include **Wahoo, B3-105** showing some new GPS computers including the Elemnt Bolt and Elemnt Mini; **Bion A5-220** with a new 500 series, GPS-equipped bike computer; and **Pinhead Components, B2-212** showing an anti-theft system for the complete bike. ■ TF



NC-17

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## Overview: Pedals

# Suppliers meddle with their pedals to come up with a style for every bike

**You can see a zillion different bikes at Eurobike, but one thing they all have in common is a set of pedals.**

And while nobody gets too excited about them, you'll find pedals for every style of bike and at every price point. Here are some of the new pedals on display, including an innovative new floating road pedal; flat pedals made for specific foot sizes; and even a brand-new version of a touring classic that's in its fourth decade.

Feet and shoes come in different widths, so why not pedals? After asking a similar question, **Spank B4-201** developed its size-specific Spoon pedal, which is offered in three widths to accommodate riders of any age or foot size.

The three pedals have the same 105mm platform depth.

The Spoon 90 was designed for riders who wear a European shoe size of 39 (U.S. size 6½) or smaller. This, says Spank, makes them suitable for younger riders and for many women, who give up grip and support when they use standard-size flat pedals.

The Spoon 100 is designed for riders with shoe sizes between 39 and 44, while the Spoon 110 caters to the Big Foot crowd with shoe sizes of 44 and up.

The largest pedal has an extra wide pin pattern so the load is spread around the perimeter of the larger shoe, offering a more predictable grip and enhanced support over traditional size flat pedals.

Each Spoon pedal sports a 16mm-12mm concave profile lined with 20 steel pins, as well as a forged chromoly axle for hardness. All three pedals retail for \$95 (€94.90) and weigh 360g, 400g and 420g from smaller to larger. They're available in black, red, blue and green finishes.

Meanwhile, Spank's Oozy Trail pedals, which retail for \$129, have a low-profile 100mm square platform that's just 12mm deep and is CNC-optimized to save weight. Chamfered leading edges are designed to deflect impact forces, while 18 steel pins offer plenty of traction and stability for flat-soled shoes. The cold-forged axle rotates on a sealed bearing and bushing assembly.

The Sylvan Touring pedal is so old it's new again. **MKS A1-421** has been making the Sylvan for nearly 40 years, since 1979. This year the company is introducing a new higher-end model, the Sylvan Touring Next.

The new pedals have been upgraded to triple-sealed bearings for smoother running and lower maintenance, and they're also available with the MKS Ezy-Superior system. That lets riders remove them without tools; handy when you need to pack a bike down for transit.

**Skopre B4-104** says its new Zen Slip system improves pedaling efficiency. It isn't a pedal, but a wedge-shaped insert that fits between the sole of the cycling shoe and the pedal cleat.

The system alters the direction of the force applied during pedaling by changing the inclination of the pedal plane. Skopre claims that this results in a faster transition through the dead spot. Skopre says its system lets riders naturally maintain a higher cadence with less fatigue when pedaling uphill, which also means they recover faster.

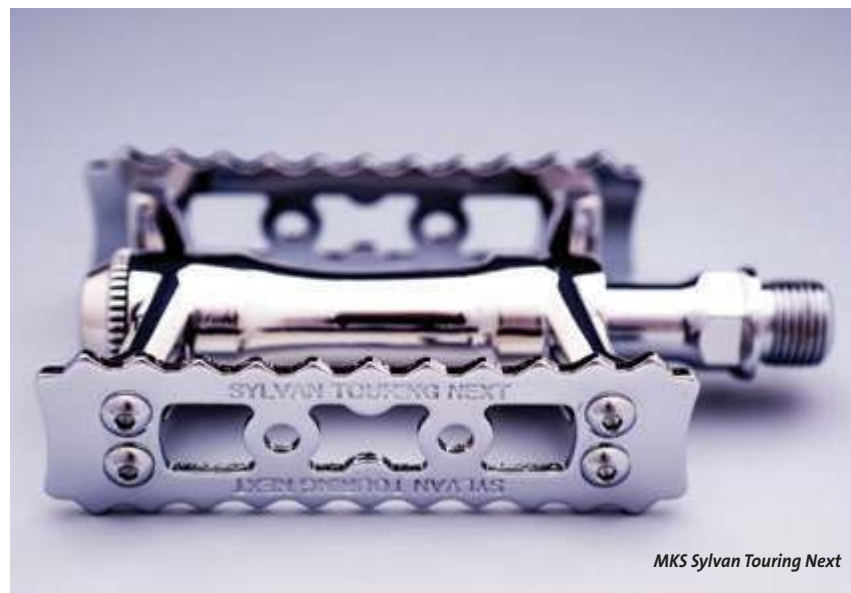


Skopre Zen Slip

"In a two-hour training session averaging 90 rpm you total about 10,800 pedal strokes," the company says. "A few degrees additional inclination of the pedals enables you to add up to 7 rpm, and over time this results in 4 to 5 percent increased performance uphill. It translates to 800 additional rpm every 10 minutes and therefore more speed at the same effort."



Oozy Trail pedals



MKS Sylvan Touring Next



Exustar E-PS10FSA

**Shimano B5-400** has revamped its gravity range of pedals with the help of the Athertons. Rachel, Gee and Dan have impressive resumes, with Rachel a multiple world champion and Gee a two-time downhill world champion.

The new gravity range features one Saint-level SPD option, three flat-pedal options at the Saint and Deore XT levels, and a non-series option, all designed to fit perfectly and provide the best pedaling connection with Shimano's gravity and all-mountain shoes.

The Saint-level PD-M820 combines control, contact, grip and durability with SPD efficiency and stability. The M820's wide alloy body is system engineered to match Shimano's new AM901 gravity shoe for a solid pedal/shoe interface. The double-sided durable alloy pedal body protects the SPD mechanism. The M828 is the Saint-level flat pedal, with Deore XT



Shimano PD-M820

(M8040) and non-series (GR500) pedals also available.

"For more than 25 years Shimano has been examining feet to learn exactly what mountain bikers need, to create footwear and pedal systems designed to excel in different riding conditions," the company said.

**Exustar A5-409** has focused on pedals for indoor bikes and produces a broad range for individuals and fitness clubs.

Its latest model, the E-PS10FSA, is Exustar's top-of-the-line pedal. "It's the strongest, most versatile indoor pedal we've ever made," Exustar general manager

Calvin Hsieh said.

Made to withstand the rigors of gym use, it features a forged, nickel-plated aluminum body and a supersized axle that floats on four sets of oversized sealed and needle bearings. The axle also features a unique anti-loosening device.

With anti-corrosion treatment and a range of optional axle widths, this clip-in pedal is well suited for fitness club use, and abuse. Riders can use a gauge to adjust the tension on the fiberglass-reinforced thermoplastic binding. The

pedal works with Look Delta-style cleats. Exustar also supply its own E-ARC1 cleats for use with the pedals.

“Your pedals should adapt to your body, and not the other way round,” says **Edco**. **A1-308** Its 3Ax (pronounced “Tri-Axe”) pedal is the company’s solution to that problem. Along with the traditional cleat float, the 3Ax pedal body can tilt about the pedal axle, allowing 4 degrees of “sway” from side to side.

“In combination with 9 degrees of traditional cleat float, the pedals produced impressive results in third party laboratory testing: 17 percent less lateral knee movement, up to a 5.4 percent



Marwi SP-828

increase in rider efficiency, and more even foot pressure distribution,” Edco said.

The company tested the pedals on a pool of 30 riders, consisting of professional cyclists and enthusiasts. The test group “consistently reported more comfort, less fatigue, and better performance while cycling,” the company said.

Edco is releasing two optional axle kits for the 3Ax pedal system, one longer and one shorter than the standard axle. The standard axle is 54mm; the shorter version is 3.5mm shorter at 50.5mm and the longer version is 4mm longer at 58mm.

and-cone ball bearing system at both ends. They also boast extra-large tread surfaces made with a non-slip thermoplastic elastomer in a grey finish.

The two pedals differ in construction. The cheaper and lighter (364g) SP-827 pedal uses a polypropylene body, whereas the higher-end and heavier (516g) SP-828 has a body of die-cast aluminium, available in shiny ball polished or electro dyed black finishes. Both models use polypropylene

“This gives bikefitters or users more options to really make the pedals fit,” Edco said. “Not everyone is the same.”

**Marwi Europe**

**A5-303** is introducing two new flat pedals that were developed for e-bikes but can be fitted to standard city and trekking bikes. Both use a hardened Boron steel axle with an adjustable and light cup-

pedal cages, and reflectors are recessed into the cage on both sides.

Removable pedals are commonly seen on city and folding bikes, but **Neco** **A1-409** has developed a pair for mountain bikes, the Neco5 Manual. Pedals can be removed or mounted without tools by using a latch. Neco says removing the pedals makes it easier to put a bike in a car trunk or store it in a tight place. A pedal-less bike is less likely to damage other bikes.

Removal is easy enough that riders can take them off during a stop to reduce the chance of theft. The Neco5 Manual pedal has an alloy body, chromoly spindle and sealed bearings, as well as 10 replaceable pins on each side. ■ **DA**



Illustration demonstrating the internal construction of the Shimano M828 pedal



Neco5 Manual

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# After playing the field, KTM settles down with Bosch

After using mid-drive motors from three of the big suppliers — Bosch, Panasonic and Shimano — KTM has decided to stick with Bosch for 2018.



KTM Macina Kapoho (Photo: JB)

One reason for the decision by KTM, AG-200 a pioneer in e-mountain bikes, is the launch of Bosch's new PowerTube 500 integrated battery pack. It plays a leading role in KTM's high-end e-bike range for 2018.

All of its top-end e-bikes, in fact, incorporate PowerTube 500 battery packs, which are integrated in the downtubes.

"For our entry level e-bikes we are keeping the semi-integrated battery pack solution alive," KTM marketing manager Laurenz Popp said.

The highlight of KTM's e-MTB range is its full-suspension Macina Kapoho, featuring 160mm of front and rear

travel.

It is unusual because KTM put a 29-inch wheel in front and a 27.5-inch wheel in back. "That's how we combine the stability and smooth riding of a 29er in the front with the traction and maneuverability of a 27.5 Plus tire in the rear," Popp said.

The combination is popping up on bikes from a few brands this year. KTM calls it Dimensions Mix technology, or DimmiX for short.

The Macina Kapoho also comes with a 148mm Boost standard.

As an e-bike pioneer, KTM offers a lot more than e-MTBs. Another new model is its elegant urban drop bar model, the Macina Lite, which has a 40mm front shock, aerodynamic rims, disc brakes, and Wingee fenders and carrier.

The Macina Flite uses a Bosch CX mid-drive system with a PowerTube 500 battery.

A new e-city cruiser, the Macina Gran, comes equipped with a Bosch Performance drive and the PowerTube 500 integrated battery.

Bright LED lights meet the StVO standard, and the Macina Gran is also equipped with disc brakes. ■ JB

# German brand Conway targets 'less hardcore' riders with eMT

Conway is going after 'less hardcore' mountain bike riders with a new electric hardtail.

Conway, B2-301 the private label brand of German distributor Hermann Hartje KG, is launching the new line of electric hardtail mountain bikes known as eMT.

The brand is known for its e-MTB range, including a full-suspension high-end line for enduro riders that it calls eWME (which stands for "We Make Enduros").

"With the eMT we want to reach less hardcore riders, so we are offering some hardtail trail bikes," said Jens Steinhäuser, Conway division manager.

All eMT bikes come with the Shimano Steps E8000 mid-drive motor that has been adapted for e-mountain bike use. A semi-integrated battery sits on the downtube, and the model line includes traditional diamond and trapeze frames, the latter for women and smaller riders.

Steinhäuser said Conway worked to keep the weight down without pricing the bike out of reach of its intended target group.

"All models weigh less than 20 kilograms," he said. "Taking the 140mm-travel fork into account, this is a real accomplishment."

Prices for the eMT line start at €1,999.

The eMT 327 model uses 27.5-inch fat tires, while the eMT

627 MX uses 29-inch tires up front and 27.5-inch plus tires in the back.

It's a combination that is becoming increasingly popular, although few took it seriously a few years ago when a niche German brand, Liteville, introduced the concept. Several brands are using the 27.5/29 combination for 2018 models.

Although Conway's current market is mostly based in Germany, along with Austria and the Netherlands, Steinhäuser said the brand is eager to grow.

"We are ready to expand into further European countries," he said. "Depending on market conditions and circumstances, we may sell direct or work with partners." ■ JB



Jens Steinhäuser with an eMT electric hardtail at Eurobike Media Days. (Photo: JB)



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# After selling directly, Bionicon says it will refocus on IBDs

Bionicon is knocking on retailers' doors again after trying to sell its bikes by direct distribution for several years.

**Bionicon A3-305**, a niche mountain bike brand from Germany, said it is refocusing on the IBD market again.

The decision comes after Bionicon announced a partnership with Motor Sports Accessories (MSA), a German company from the motorbike industry that also sells e-bikes under its own brand, Trenoli. MSA also imports Strida folding bikes from Taiwan.

By teaming up with Bionicon, MSA was able to round out its bicycle portfolio.

Sebastian Schubart, Bionicon's purchasing and product manager, said MSA is distributing the brand to IBDs in Germany, Austria, south Tyrol and the Czech Republic.

Bionicon plans to maintain a company store at its headquarters in Rottach-Eggern at Lake Tegernsee.

"We will offer our customers customized direct sales over there. That's the best way to fulfill special requests," Schubart said.

Bionicon has updated all of its models for 2018 and is launching an electric mountain bike as well.

"Our collection for next year relies on longer frames,

shorter seat tubes and the ability to mount tires up to a width of 2.6 inches," Schubart said.

A new MTB model, the rEVO, replaced the brand's legendary Edison EVO.

The rEVO has a longer reach and offers travel of 160mm and 180mm. It comes with Bionicon's well-known travel adjust system.

According to Schubart, "every single Bionicon system and fork is still hand-built from over 150 parts here at our headquarters."

The new e-MTB will help Bionicon keep up with a fast-growing market, but Schubart said the new bike does not have the travel adjust system. ■ JB



Sebastian Schubart with the Bionicon rEVO

# Fantic builds on its storied name to grow e-MTB line

Not many Italian brands offer e-bikes, but one of the few that does is familiar to motorsports fans across the continent.



Fantic XF1 Integra (Photo: JB)

**Fantic B5-212** is well known in the motorsports world, and not just in Italy. But it had struggled in recent years, and in 2014 was purchased by five former Aprilia managers. Backed by VeNetWork, an Italian investment group, they bought the company and rebuilt its portfolio.

Today, Fantic offers off-road motorbikes and electric mountain bikes. The company is based near Treviso in Dosson di Casier.

"We rely on Italian design, German technology, and high-end components," Fantic sales director Vittorino Filippas said.

The Brose motor and BMZ battery packs come from German companies, while the Fantic e-MTB line uses premium components from such familiar brands as Avid, FSA, Gipiemme, RockShox and SRAM.

The Fantic team has also borrowed from the company's long experience with motorbikes.

Fantic's top model, the XF1 Integra, is built with a rigid aluminum frame that includes a CNC-milled protective housing around the Brose motor.

It follows the current trend of putting a 29-inch tire up front and a 27.5-inch Plus tire on back. The Integra's full-suspension system offers 180mm of front and rear travel.

Fantic launched its e-bike line in 2015, and e-bikes already account for a third of its total sales, said Francesco Scomparin, in charge of business development.

Fantic's debut last year at Eurobike gave the brand a significant boost in sales and helped it gain entry to several important European markets.

Fantic also has a U.S. subsidiary in San Francisco ■ JB

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## Overview: Protective gear

# Mountain bikers look less like mutants in slimmer, easier-wearing protective gear

Old-school protective gear once made mountain bikers look like Teenage Mutant Ninja Turtles on wheels. But with big leaps in comfort, flexibility, packability and breathability, today's gear helps hard-charging riders look more like humans and less like mutants.



Dainese Rhyolite 2 Safety Jacket Lite & Trail Skins 2 knee guard

Protective gear has also evolved with mountain biking. Better suspension systems, more powerful brakes and electric motors have opened up terrain that would not have been considered rideable before. A growing enduro race scene has attracted a new group of customers who need protective gear.

But because these new groups don't need the level of protection of competitive downhill racers, apparel makers are developing protective wear that emphasizes comfort and breathability, and is small enough to fit in a backpack for the way up.

Still, as downhill racers and bikepark warriors know, there remains a place for jackets that provide full upper body protection.

Italian brand **Dainese A7-303** has been a longtime specialist in this category. For 2018 it offers a more affordable version of its Rhyolite 2 Safety Jacket Lite.

The jacket is highly breathable for comfort and has removable sleeves. For shoulder and elbow protection, Dainese uses Pro Armor pads, and on the back and chest are protective panels made of Flexagon Lite, a honeycomb-shaped material that is light and flexible.

Other notable new products from Dainese include the sturdy Armoform Lite and the distinctively low profile, packable Trail Skins knee and elbow protectors that are portable but effective. Both use an open design so they are relatively easy to put on and take off.

Coming from a wintersports background, **Komperdell B1-207** is no stranger to making innovative protective gear. For 2018 the Austrian company offers the Thermo Vest Bike, a breathable vest with a tight, defined profile that almost looks tailor-made.

The Thermo Vest Bike combines a breathable vest with an integrated kidney belt and Komperdell's award-winning back protector. The vest is made of material that offers good heat insulation, yet packs easily.

With its new Armour B&S D30, **Bluegrass B4-307** demonstrates what a safety jacket for all-day adventure should look like. It combines a full back protector and shoulder shells made of D30 with a soft and flexible body shell made of breathable Vaportech and a stretch-mesh fabric. It can also be outfitted with a hydration system.

Bluegrass also adds top-tier knee and elbow protectors for enduro and all-mountain riders to its line. The Skinny D30 protectors are low profile and flexible, and incorporate D30 pads and Kevlar fabric for crash protection. They are made of a breathable laminated



Komperdell Thermo Vest

fabric, and include extended sleeves and silicon grippers.

**Endura A7-201** also launches packable and comfortable knee and elbow protectors for 2018. Its SingleTrack Lite pieces are constructed around a Lycra sleeve made with flat stitches, a perforated backside, elastic jacquard cuffs and silicone grippers.

Although they weigh little and fit well, these low-profile protectors still offer plenty of protection thanks to pads made of PU memory foam.

Endura has also improved its heavier MT500 knee guards, by adding terry cloth linings.

The company has added abrasion-resistant patches on both lines for longevity.

If you're looking for light, packable kneepads, **Ion A7-204** has you covered with its new K-Sleeve series. Thanks to Power Aramid covers in impact areas, these sleek, minimalistic and breathable knee protectors for enduro and all-mountain riders should last a long time.



Bluegrass Skinny D30 knee protectors



Endura SingleTrack Lite elbow pad

Pads are made of flexible, perforated high-density memory foam, and sleeves of a 3D mesh material. The K-Sleeve pads pack small enough to fit in small backpacks.

Ion has also improved its K-Pact kneepads, made with SAS TEC padding, by making them more breathable and comfortable with a perforated neoprene and mesh lining.

With its Flow line, developed in cooperation with legendary mountain bike racer Hans Rey, **iXS B4-201** was early on the market with light, packable knee and elbow protectors.

iXS now offers Xmatter pads for Flow pieces that are flexible but tough and remove for washing. A 3D mesh liner and silicon



iXS Flow Zip

sponsored by



## Leatt 3.5 Neck Brace

B4-204

The lightest neck brace in the Leatt range, the 3.5 is 30% lighter than existing models.

It is also the first neck brace that is manufactured from an in-moulded EPS construction with a Nylon core similar to many bicycle helmets. The DBX 3.5 neck brace was lab tested and proven to reduce neck forces, thereby reducing your chances of a serious neck injury by up to 43%.

The semi-rigid chassis is adjustable to fit most riders' body shape while the structure remains very rigid to help transmit energy during an impact, which is key for reducing

neck forces. All Leatt neck braces are CE tested and certified as Personal Protective Equipment. The 3.5 is Leatt's new entry-level price point neck brace: RRP279,-€ (adult sizes) / 229,-€ (Junior).





lon K-Sleeve kneepad

grippers add functionality.

The Flow pads fit in a backpack, and iXS has equipped them with FlexZip zippers so riders don't have to take their shoes off to put the pads on or off.

For downhill and enduro racers, iXS introduces the Trigger Upper Body Protective Jersey. Xmatter pads protect the back, shoulders and elbows and KnockOut pads take care of the chest and ribs.

The jersey is made of a breathable, fast-wicking fabric and has a tight, ergonomic fit.

Leatt B4-204 made a statement in gravity riding with the launch of its original neck brace, which the

South African company adapted from motocross.

For 2018, Leatt brings down the entry-level price for neck braces with its new DBX 3.5 model. Thanks to its in-molded EPS construction with a nylon core, this neck brace weighs less than 600g (1 pound, 5 ounces) — 30 percent less than Leatt's flagship DBX 5.5 model.

Available in adult and junior sizes, the DBX 3.5 neck brace makes only small compromises in adjustability but not in the protection it offers.

Another new product for uncompromising riders is Leatt's Knee Guard 3DF 6.0. These kneepads combine a soft pad construction with two hard shells. One covers the kneecap and upper shin, and the other covers the area above the knee. Leatt says this design offers better protection in a crash.



Leatt Knee Guard 3DF 6.0

Ortema A4-511 improves the fit, breathability and shock absorption of its OrthoMax collection, while cutting its weight by about 20 percent.

Ortema is also debuting elbow protectors that it says offer a particularly precise fit and abundant comfort thanks to its use of breathable materials, without

compromising their ability to absorb impacts.

As a manufacturer with a broad product portfolio, Scott B1-200 has been refining its line of protective gear for 2018.

Its new Mission knee and elbow pads are light and breathable. Mesh fabric, flat seams and a seamless construction on the inside of the joints improve comfort and reduce chafing and skin irritation.

Soft EVA padding is light and improves the fit, while abrasion-resistant fabric increases the longevity of the Mission pads.

Another intriguing new product is Scott's tight-fitting Vanguard jacket.

D3O pads on the back and shoulders of this light, breathable jersey offer pinpoint protection. Back pockets hold tools, pumps and other small items, and there's a pocket and water tube guides for a hydration bladder.



Amplifi E-Track 17

Last year, Amplifi Sports A4-200e presented its E-Track 23, a protective backpack designed for electric mountain bike riders. The E-Track 23 has a



Ortema elbow protector

built-in SAS TEC spine protector and a neoprene sleeve that holds a spare Bosch Powerpack battery.

This year, the German company debuts a smaller version of the original in the new E-Track 17. Like its bigger sibling, the E-Track 17 has a well-vented back, contoured shoulder straps and oversized hip belt to keep the pack safely in place.

Also new from Amplifi Sports is the Delta for enduro riders. This minimalistic, light backpack with a built-in SAS TEC spine protector folds open for access to tools and spare parts.

Evoc Sports, B4-301 the pioneer of backpacks with integrated spine protectors, has a new pack for e-mountain bikers with a built-in battery pocket.

At press time, the product was so fresh off of the production line that Evoc could not offer images or detailed product information, so interested readers will have to go by the Evoc booth and check it out for themselves. ■ LVR

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# How to ensure the boom in e-MTB tourism doesn't explode in the tourism industry's face



*E-mountain bikes are transforming bike tourism. (Photo: BikeHotels Südtirol)*

Electric bikes aren't just driving bike sales, but are behind a rapid transformation in the tourism industry. Destinations that specialize in bike tourism are challenged to come up with new models to accommodate e-bikes.

When two big trends collide, you can expect a boom. Such is the case with cycle tourism and e-mountain biking. While e-MTB tourism is growing quickly

and offers great promise for bike tourism, it also raises a host of issues.

There is, for example, the fear among traditional mountain bikers of renewed conflicts between hikers and cyclists on trails. With e-bikes, riders can reach speeds that may be incompatible with multi-use trails. Mountain bikers argue that all of the work they've done to gain access to trails could be undone by e-mountain bikers who ride carelessly or dangerously.

"It is up to us — the entire cycling industry — to create a professional platform which addresses these issues and helps prevent conflicts of any kind," said Darco Cazin, head of Allegra Tourism, a leading developer of mountain bike destinations. Cazin will discuss e-MTB tourism at today's Travel Talk.

"We are no longer kids having a great time on our bikes," he said. "We have grown up, we want to be taken seriously, and respectively we have to take responsibility and develop concepts that have been thoroughly thought through."

Cazin believes most e-bike tourists can be channeled toward designated trails and other routes designed for e-bikes.

"Destinations will strongly profit if they welcome all riders with great infrastructure: beautiful scenery, charging stations at huts, and well-built, fun trails," he said. "The potential for

## Keep up on global bike tourism trends at today's Travel Talk

Today's Eurobike Travel Talk features international experts who will discuss many aspects of bike tourism, including infrastructure, e-mountain bikes, "smart cycling," and global trends.



*Bike tourism is perfect for families.*

Today's program includes presentations from Bosch, Shimano, and Abus, and a session about the tourism potential of the "Grand Départ" of this year's Tour de France from Düsseldorf. A representative of the city of Mannheim will discuss plans to celebrate the 200th anniversary of the bicycle. A German inventor created the precursor to the bicycle in Mannheim in 1817.

Travel Talk opens at 10:30 a.m. in the large conference room in the Conference Center in Room Berlin, on the first floor of Foyer East. Travel Talk is free to Eurobike attendees, and presentations will be simultaneously translated in German and English.

A discussion on infrastructure opens this year's Travel Talk. Harald Spiering will talk about the success story of the RS1, the cycling highway in the Ruhr metropolitan region, and Graeme McLean will talk about the secrets behind the success of Scottish mountain biking.

Another session will explore electric mountain bikes and their implications for bike tourism.

After the a lunch break, Thomas Fritzscheim of Naviso (and the *Show Daily's* contributor on GPS systems and cycling computers

— see his report on page 32) will moderate the Smart Cycling "Business Duels," where representatives from competing firms go head to head.

At 2:25 p.m., Travel Talk splits into simultaneous presentations, so participants will need to make a decision to attend either the "Road Bike — Successful offerings for road bike tourists" discussion in Room Berlin, or



*Travel Talk, in its 16th year, offers simultaneous translation in English and German of presentations.*

"Trends around the world" in Room Paris.

The latter discusses a project in the Greek Aegean, the potential of cycling for transportation in the Alps, and the current trend toward "micro adventure."

Several large bike publications will discuss recent reader surveys, and the cycle tourism trend during the Facts & Figures session at 3:30 p.m. The session will include speakers from BVA, Delius Klasing, Motorpresse, and WOM Medien.

Rounding off Travel Talk, participants are invited to join one of two tours of show exhibitors. Fritzscheim will lead a tour of "Smart Cycling" exhibitors, and Robert Burkhardt will visit e-MTB brands.

For more information including a complete program, visit

[www.eurobike-traveltalk.com](http://www.eurobike-traveltalk.com)

### Eurobike Travel Talk

Friday, Sept. 1

10:30 a.m. — 5 p.m.

Foyer East

Room Berlin / Room Paris

Free admission

In English and German

[www.eurobike-traveltalk.com](http://www.eurobike-traveltalk.com)





Encouraging e-MTB tourism requires installing charging station along popular routes. (Photo: Gaudenz Danuser)

the industry is tremendous. But we have to be willing to invest and work out individual solutions."

**Go with the flow trails.** Solutions may include designated flow trails that run uphill, not just downhill, so riders with the benefit of power assist can experience trail fun without clashing with conventional riders going downhill.

Some pioneering destinations are integrating uphill trails specifically for e-mountain bikers. **Bosch AG-202** is eager to promote this development.

The company, which makes the leading mid-drive motor system for electric bikes, initiated the eBike Uphill Flow Trail at the Geisskopf Bike Park in Bavaria where e-bikers of different levels can have fun and work on their skills.

"We see it as part of our responsibility to encourage and drive movements that promote the sports in all its variety," said Tamara Winograd, head of marketing and communication at Bosch eBike Systems.

Bosch also invests in e-MTB clinics for resort officials spearheaded by Stefan Schlie, a former trials champion who's now a Bosch e-MTB ambassador. He hosts training programs for guides and hotel staff at cycling tourism destinations.

"There is a strong demand for technical training, but there are many questions arising beyond e-MTB riding or technology, too," Winograd said. "Stefan Schlie's courses are holistic, integrating trail etiquette as well as respect for nature. It is important for us to help establish a sustainable, responsible form of e-mountain biking."

**Notes for newbies.** Because e-MTBs open up the sport to a whole new group of riders — often cyclists with little experience — other issues arise. The German and Austrian

Alpine Associations and the German Mountainbike Initiative DIMB have introduced new internal training programs for e-mountain biking. Their programs incorporate e-bike skills clinics, and prepare instructors and guides for a new clientele that may have to learn how to master these powerful bikes.

BikeHotels Südtirol, an association of hotels that specializes in cycling tourism, has developed a teaching tool for guests who may be new to mountain biking, let alone e-mountain biking. The association developed a flyer that outlines the basics of e-biking and explains "ride fair" rules.

"In the past years we witnessed a rapid increase of e-bike rentals. Some shops ordered whole fleets," said Michaela Zingerle, general manager of BikeHotels Südtirol. "Many of their users are just curious about e-biking and are not accustomed to bikes at all. Although most stay on cycling routes, some also ride up to huts and some even try out trails." The flyer gives a brief introduction to braking, terrain, and general mountain bike handling.

Bike brands that are poised to benefit from this growing rental business also want to ensure that the use is managed responsibly to ensure the solid, long-term growth of e-MTB tourism.

**Succeed slowly.** Maxi Dickerhoff, brand awareness manager of **Ghost Bikes, B1-400** said e-mountain biking offers potential pitfalls along with huge potential.

"If you embrace it as an easy moneymaker it will definitely backfire. And it will backfire on the entire industry," Dickerhoff said. "We need a reflective approach ensuring high-quality products and thought-through offers." He said Ghost would not make "cheap" e-bike models to cash in on the rental market but would continue to focus on safety and quality.

Dickerhoff sees parallels to the lucrative winter ski and snowboard rental business. "Some people believe they can transfer that to their summer bike business. Yet you cannot compare the two," he said. "You prepare skis by

running them through a tuning machine. But electric bikes are extremely complex and demanding. We do not want riders to head out with badly serviced bike. It would be a serious risk, not a joyride."

Steffen Krill, the German market manager for **BH Bikes, A3-301** has similar concerns.

"Our main effort is to establish good relations with professional partners who are passionate about biking and have technical know-how," Krill said. "E-mountain biking is not a quick business. You have to invest time, thoroughly consult the clients, and service the rental e-bikes on return. We have a range of carefully selected hotels and shops that we cooperate with, and we will also launch an exclusive partnership with Ischgl-Paznauntal in 2018 focusing on e-mountain biking."

Krill added, "BH Bikes has to invest time as well, of course. We train our partners and their staff and support them in the service segment. We also regularly meet to discuss all issues and further developments."

**Bergamont B1-300** is also creating international partnerships.

"Tourist destinations, shops, hotels, guiding schools, brands — we all have to work jointly on building and strengthening the e-business professionally," Bergamont event manager Armin Schuhbeck said. "Our goal should be to provide an ideal infrastructure, from the product to the mountain top, from the durability of the parts to the range of the charging stations."

Schuhbeck goes a step further, calling for formats beyond traditional rentals that incorporate "innovative incentives and attractive packages that do not solely focus on the riding experience, but integrate culinary and cultural attractions as well."

"E-mountain biking brings so many new opportunities, it is up to us to see it as a great chance, be creative and see things anew," he added. ■ **SP**



Bosch is investing in uphill flow trails and other infrastructure for e-mountain bikers.

Dirk Zedler

# Innovation comes first, but why should spare parts come last?

**Eurobike is the industry's biggest party of the year, where we celebrate all of the latest innovations that make our industry dynamic. But like a lot of epic parties, this one will leave a lot of people with hangovers — especially retailers and consumers.**

While bike brands make a lot of noise over their newest and coolest products, they neglect the issue of spare parts and service. These are unexciting topics, but they are vitally important.

Imagine you own a Porsche 911 sports car or a Rolex Daytona watch, and five years after you buy it a part breaks or sustains minor damage.

You wouldn't be happy, of course. But what if you took your car or watch to the dealer for repairs, and the dealer just shrugged his shoulders and said there was nothing to be done. Be honest: You'd be more than just annoyed!

Yet this happens every day in the bike industry.

Just try to find an original carbon fork for that expensive carbon frame you bought only two or three years ago.

Or maybe you need a spare part for a first-generation Shimano Dura-Ace Di2 system; a carbon crank; a rim for a carbon wheelset; or an OE stem for your specific bike model in a different length.

These are not hypothetical questions. At the Zedler Institute, we know how real these are because we are aware of urgent requests all the time from consumers or dealers who are trying to find replacement parts for bikes that are not all that old.

And we also know, from making repeated requests to nearly all manufacturers, that the chance of successfully obtaining the right replacement part happens only in absolutely exceptional cases.

**Paying the price.** When there is a satisfactory solution, it is usually because a retailer stepped up to take care of the customer. Yet so many times, the retailer receives no benefit and may well take a financial hit.

Say a retailer replaces a stem, painted to match the color of the customer's frame, with one that better fits that particular customer to the particular bike.

It's unfair to bill the customer for the new stem, because it's the retailer's responsibility to make sure the bike fits the customer properly in the first place. Yet the retailer may have paid for the new stem, and is now stuck with the original stem that will probably never be sold.

Yes, the industry is doing well right now, as more consumers buy bikes for transportation and invest in high-value products like pedelecs. Because bike makers and retailers are boosting sales and earning higher profits, they can invest some of that revenue into creating innovative new products.

Such innovations often include unique, proprietary components, as brands look to set themselves apart on the market. But as more of these unique components come on the market, the

harder it becomes for consumers to repair them or find replacements when something goes wrong.

**No stock answers.** It's time for bike brands to rethink their approach to new bike and pedelec models. Brands don't just have to satisfy consumers, but — especially with e-bikes — also have to satisfy market surveillance authorities.

Brands shouldn't just think about how to integrate a battery on a frame, or how to make a bike more comfortable to ride.

They also need to tackle less favorite issues such as instructing consumers how to use the bike properly; maintaining a database of complaints; conducting safety tests; creating systems to handle quality assurance as well as recalls; and creating an adequate supply of spare parts.

The boom in pedelecs means that "spare parts" don't just refer to the usual bike hardware, like frame, fork, components and wheels, but to software as well.

This raises one important question: How long should a manufacturer keep spare parts in stock?

We are not aware of any case law on this question involving bicycles, although court rulings involving products in other industries may provide some guidelines.

The Product Liability Act refers to "the intended or reasonably expected use" of a product, although admittedly that language was not written in the context of spare parts or service requirements.

The law also requires that a manufacturer ensure the operational safety of a product for 10 years after sale.

If we use the language of the Product Liability Act as a springboard, it is reasonable to think that a court could conclude that the "reasonably expected use" of a city or trekking bike is at least 10 years. It is also reasonable to assume that the expected lifetime of a downhill mountain bike, in contrast, is much shorter.

Another issue that bike manufacturers shy away from is whether a new bicycle should carry an "expiration date." Some countries require that motor vehicles be inspected on specific schedules, which can lead them to being withdrawn from service in due course.



*Need an original replacement part? Good luck!*

I would argue that the industry should set an expiration date on bicycles, or at least on those types of bikes that can reasonably be expected to have useful lifetimes of less than 10 years.

**Spare a thought for spares.** Meanwhile, the bike industry is not even talking about setting standards for maintaining a stockpile of original spare parts. I believe this is unacceptable.

The bike industry, which is strongly in the ascendant right now, must decide

whether we want to promote modern bicycles as throw-away products. Or should retailers treat aftersale customer orientation as seriously as some hype the newest test winners in a popular bike magazine?

Luxury brands like Porsche and Rolex know one thing that our industry would do well to remember: It takes a fraction of the time and expense to keep an existing customer happy and "on board" than it does to gain a new customer.

Just do it! ■ **DIRK ZEDLER**

## Dirk Zedler

Since 1993, Dirk Zedler has been an analyst and expert witness on bicycle accidents and product failures for courts, bike and insurance companies, and private individuals. He got his start in the industry by working for a large bike shop in 1986, and now holds the respected advanced engineering degree known as a "Diplom-Ingenieur."

Courts have recognized Zedler as an officially appointed and sworn expert on bicycles since 1994, and on electric bicycles since 2014. His staff prepares some 800 expert's reports every year.

Zedler – Institut für Fahrradtechnik und -Sicherheit GmbH (the Zedler Institute for Bicycle Technology and Safety) has used this wealth of knowledge, derived from its work in thousands of court proceedings and expert's reports, to enhance research and development in the bicycle industry.

The Institute sets the standards for the bicycle industry. It develops and builds testing equipment that is used by manufacturers to improve the riding quality and safety of their bikes, and by



leading European bicycle magazines to test them. The Institute's work provides a basis for European and American manufacturers to communicate with their Asian suppliers. Manufacturers can buy test equipment from the Institute or use its state-of-the-art testing lab.

The Zedler Institute also prepares user manuals for bicycles and pedelecs. These manuals, now available in more than 35 languages, help consumers use their bikes properly — and in many cases have protected manufacturers from liability.

**For more information, visit [www.zedler.de](http://www.zedler.de).**

# Snake Pack

Co-Development by ASTRO & Simplo.

## Battery



Battery tech info: 500Wh / 36V / 14Ah

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# New Products 2017

## Elastic Interface Road Performance Space 2 Chamois



Designed to address the needs of riders facing marathons and ultra-cycling races. The Space 2 Chamois features a multi-directional curvature for an anatomical fit and greater stability when pedaling. It also offers a reinforced pelvic tract characterized by three different foam densities and a wider central channel to improve blood flow and reduce numbness during long distance rides. **A7-216**

## Kind Shock LEV-Si

LEV-Si brings the performance and features of the LEV Integra to a more affordable price point. An all aluminum construction and a KS factory-made hydraulically locked, air sprung cartridge is topped by a two-bolt micro adjust head. Available with 100, 125, or 150mm of infinitely adjustable travel LEV-Si is designed for internally routed cable frames and includes the KGP polycarbonate remote. **B1-503**



## CamelBak Chase Vest

The first hydration bike vest. Compared to a bulky backpack it adapts like a glove to the rider's body and offers four litres of cargo capacity, including two and a half litres of liquids via the recently introduced Crux reservoir. Using CamelBak's exclusive 3D Vent Poly Mesh, its straps offer multi-directional airflow and cushioning for maximum comfort and breathability. **B4-310**



## Bafang F-Series InTube Batteries

Bafang's F-Series InTube batteries (370Wh and 600Wh), for under or top downtube insert positions, as well as a semi integrated battery with 1000Wh maximum. All batteries currently use 18650 cells from Panasonic/Samsung, with the new 21700 cell standard to be offered in the future. CanBus and UART communication protocol and two different charger options with 2 and 3 A charging capacity will complement the battery offering. Available Q3 2018. **AG-406, FG-0/501**



## Rudy Project Sintryx

The new Sintryx sunglasses from Rudy Project offer high-wrap protection and a wide field of vision. Featuring a new lens release system, pushing on the central logo splits the frame, releasing the lower part of the chassis and allowing the removal of the lens with a single click. **A4-304**



## Dirtlej Dirtsuit light

Insurance against times when you find yourself caught in the pouring rain, the Dirtsuit light is equipped with sealed seams and waterproof zippers to keep out the weather. Weighing 390 grams it stashes easily into its own hood for storage. The hood, which is designed to fit over a helmet, can be quickly furled or stowed as needed. **FG/AK-5**



## KTM Macina Flite Street 11

Fitted with a standard drop bar to ensure its look and feel is closely matched to a conventional road bike, the Macina Flite also features aerodynamic rims, hydraulic discs, and Bosch's Purion display. Coming as standard with aluminum mudguards and a premium LED lighting system, a suspension fork is fitted to improve comfort. A powerful Bosch CX engine and PowerTube battery provide the pep. **AG-200**



## V'Lec Cycles PocketR

The PocketR is the highest specification model in V'Lec's Pocket range of foldable electric assist bikes. It's designed to provide full size handling and performance, but with an easily portable weight of 12.7kg and a compact folded size. It features a front engine transmission and Shimano Nexus 3-speed internal hub gearing. **FG-B5/4**



## Outwet Italia Olympic

The Olympic base layer protects the body and provides for freedom of movement without any compressive effect. Along with its fashionable asymmetric styling this makes it great for use both on and off the bike. Composed of polypropylene to ensure breathability and keep the body dry, in hotter weather it's wearable by itself, while in cooler conditions it's versatile enough to serve as an under layer. **A7-113**



## Ritchey Apex 38 and 50 Tubeless Wheels

Ritchey's most versatile wheelset, designed to be fast in the wind yet light enough for big mountain days. The tubeless design should suit both low tire pressure cyclocross racing or everyday road riding. Hand-built using 24 spokes front and rear, with 2x lacing for stiffness, they feature a wide internal rim profile for increased sidewall support when using larger tires. **B1-301**



# New Products 2017

## Innova Rubber Stampede gravel tire 700x40c

A voluminous 40c tire catering to the evolving gravel segment. Fast in a straight line thanks to a quick rolling arrangement of small and closely packed lugs, leaning over the Stampede will reveal a dual character. Its shoulder tread features more aggressive rectangle knobs. Coming into play as you turn they're designed to provide additional confidence when cornering. **A3-710**



## MBM Boulevard Bicycle

Vintage Italian style, but with a light alloy frame. Coming in a range of classic colors; including black, cream, nude pink, mint, and lavender, the Boulevard Bicycle is available with 6 or 18-speed Shimano equipment. Its color matched front and rear carriers include integrated battery lights, while there's the option to spec a basket. **B5-303A**



## Neco Rove-Dynamo Hub Power Generator System

Even with a low riding speed of 12km/h Neco's Dynamo Hub Power Generator can supply a stable output of 0.5-2.5 amps. With the head unit fitting neatly into the bike's steerer tube, its uninterrupted power supply allows riders to store the electricity generated while cycling to charge their cellphone or other electronic device. **A1-409**



## RideAir RideAir



Shaped to fit the water bottle holder on your bike, RideAir is a refillable and portable air capsule that lets you inflate bicycle tires at the push of a button. Designed for daily use and emergencies, it's also able to seat tubeless tires and can be used for many additional applications such as on strollers or wheelchairs. **A1-210**

## Tucano Urbano Opossum



A multi-functional thermal cover that protects your child from the elements while riding in winter. First it protects against the cold. Second, in heavier conditions, it protects from rain via an additional cape which is stowable in the front pocket. Finally it turns into a rain cover for the seat when it's unoccupied. With one model fitting every child seat, Opossum stays ready for use on the bike. **B5-111**

## Storck Bicycle Rebel Seven Pro

Taking the best properties of 26 and 29-inch bikes the smooth-running 650b Rebel Seven Pro has been designed using Storck's 'Directional Depending Stiffness' approach to create both optimum power transmission and absolutely reliable handling. With a frame weight of less than 1,100 grams, it provides an ideal base for a super-light all-rounder for racing, cross-country and tour style riding. **A3-100**



## Ion K-Pact knee pads

An update of the test-winning K-Pact knee protectors. The proven Sas-tec main padding and additional asymmetric high-density EVA foam side cushioning remain. As does the ergonomic sleeve construction. However the choice of materials has been improved with countless embossed holes in the neoprene sleeve now offering enhanced breathability for cooler and comfier riding. **A7-204**



## Novatec Diablo XL

A plus-size wheelset based around Novatec's established Diablo rims. With a 35mm internal width, the asymmetric profile hoops are 21mm deep and spin on boost spec hubs. With 4.25 degrees of engagement these aim to provide rapid acceleration. A standard 15x100mm and 12x142mm 4n1 conversion system also makes them retrofittable to most current, and past frame standards. **B1-201**



## Linus Bike Dutchi

An upright riding position makes the Dutchi very comfortable for everyday use while the step-through frame allows for easy mounting. Available in colors influenced by mid-century modernist design, each bike is thoughtfully considered with durable spokes for carrying extra cargo, double layer clear coat for stronger paint, stainless hardware for weather resistance, hand stitched leather grips for comfort, and Shimano internal gearing for reliability. **A1-207**



## ITM Bike Components X-One Black UV

ITM's X-One is a complete finishing kit, comprising handlebars, stem, and seatpost rendered in carbon fibre with a uni-directional matt finish. Curvy in shape, the newly designed bars allow the palm of the hand to lie naturally on the grip so as to relieve strain while riding. These are secured by a carbon monocoque stem featuring a unique wedge-type clamp. **B5-100**



# New Products 2017

## Suomy Vision Helmet

The Vision is a new multifunctional cycling helmet by Suomy. Its aerodynamic shape is complemented by a weight of only 220 grams and 22 holes worth of ventilation. Included with the helmet is a visor featuring a chromed mirror treatment. This can be stored in a non-use position without compromising the helmet's aerodynamics. **A4-109**



## Moustache Samedi 28.3

Hidden in the Samedi 28.3's hydroformed aluminium frame is a standard Bosch Power Pack battery. The frame stiffness and low center of gravity aim to provide a predictable ride. The specific Moustache handlebar creates a relaxed hand position, with comfort further enhanced by the 63mm travel Suntour NEX fork, a Selle Royal ergonomic saddle, suspended seatpost, and high volume tires. **B2-201**



## Nutcase Helmets Street with MIPS

Nutcase's classic Street helmet gets updated. In addition to the Fidlock magnetic buckle, 360-degree reflectivity, and a removable visor it now comes complete with the Multi-Directional Impact Protection System (MIPS) to mitigate rotational impact. Available in small, medium, and large sizes, there are two subtle color options along with the louder alternatives of spots or stripes. **B1-402**



## Superpedestrian Copenhagen Wheel



The self-contained Copenhagen Wheel can transform almost any bike into a smart powered bike. Sensing the user's movements and dynamically amplifying their pedal power, it's loaded with features and can connect to a mobile app allowing for real-time activity tracking and digital authentication. It also provides for a self-diagnostic system that monitors temperature, speed, battery and motor performance, and sensor calibration. **A6-206 & FG-0/204**

## SRAM S-900 Aero HRD

An hydraulic disc brake system designed specifically for aero road bikes. Hydraulic road disc brakes (HRD) allow for more aerodynamic frame designs, lower hand effort, shorter braking distances, and easier changes between wheelsets. SRAM are the first major groupset maker to offer a system dedicated to this style of bike. **A3-300**



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# New Products 2017

## Suzico Richmond E-MTN C Pro

A hardtail carbon e-bike utilizing Shimano's E-8000 Steps system. Its downtube neatly integrates a 500W capacity lithium-ion battery. This sits above a mid mounted 250W/70Nm drive unit. With three modes covering Eco, Trail, and Boost riders can tailor the level of assistance to their needs. **A5-207**



## XPEDO GFX Neo

The younger sibling of the popular GFX, the GFX Neo features a slightly more compact platform design with the same proven Posi-Lock retention system. The NEP injection mold cage is durable and glides over any unexpected contact with roots and rocks. Co-molded pins provide extra grip to keep in control with confidence. Tapered cromoly spindles roll on three precision sealed bearings for easy maintenance. 440g/pair. **A4-100**



## Bikee Bike Electric Motor

Retrofittable on most standard bicycle frames, Bikee Bike's electric motor can be installed in just a few minutes. The motor is mid-drive, and is placed at the center of the bike frame replacing the original bottom bracket and chainrings. Its small size means it won't unduly affect handling despite providing increased torque. **FG-07103**



## Jiashan Shengguang Electronics JY-7070 Dynamo Front Light

Adaptable to work with either 6 volt / 2.4 watt or 6 volt / 3 watt systems, Jiashan Shengguang Electronics' dynamo front light produces 70 lux. Created to meet and exceed the requirements for German, French, and Dutch ECE approval, it comes with an adjustable fork mount. A built in reflector beneath the light adds visibility even when it's turned off. **A3-503**



## A-Pro Tech G-80 Road Gravel frame and Ranger Fork

A completely new gravel bike concept. With a full suspension system and clearance for wide tires the G-80 reduces vibration to provide riding comfort when traveling on gravel roads. However its road bike gear ratios preserve speed and pedaling efficiency even through intermediate cross-country paths and jumps. The twinned Ranger fork provides for confidence on longer rides over a variety of conditions. **B2-406**



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# New Products 2017

## Ryders Eyewear Aero



With styling that's equally at home on and off the bike, the heart of the Aero is an impact-resistant NXT lens with military-grade fog resistance and fast acting photochromic adjustment. The Aero glasses also include a kit with three different sets of nose pads, allowing for a custom fit. Cleverly, these pads and the temple tips are hydrophilic, meaning they get stickier when wet. **A4-203**

## DeRosa Titanio Solo

Made of triple-butted grade nine titanium the De Rosa's Titanio Solo, meaning 'one-and-only' in Italian, is a classic looking bike. However with oversized profile tubing its ride promises to be bang up to date. Made to measure for the owner its cold drawn pipes are put together by artisan builders in Cusano Milanino. **B3-206**



## rh+ Bike Fashion Lab Clothing

The Bike Fashion Lab collection is a collaboration between rh+ and ISA, a leader in fashion and handcraft printing. The collection's themes vary from bold optical drawings to delicate floral patterns in the primary colors. The dedicated men's and women's collections pair with a unisex accessories line. This includes helmets, socks, gloves, caps, and an emergency pocket shell in matching colors, patterns and motifs. **A7-321**



## Pella Sportswear Platinum Pro Gilet

Pella's new Platinum Pro gilet is constructed with a ceramic membrane that supposedly provides a low overall weight and a compact pack size while still ensuring resistance to wind and rain. Ultralightweight at 80/m2, its breathable fabric is held together by flat locked seams and is fully printable. **A7-310**



## Urban Proof Electric bike bell

A new way to alert other road users of your presence. Simply push on top of the bell to make it ring. With a choice of three different electric sounds, switching between them is easy: just push and hold for a few seconds to go to a new sound. The bell is available in six different colors and has an intensity of around 75 decibels. **FG-810**



## Maxx Custom E-bikes

E-bikes are becoming ever more common, but custom made ones less so. Germany's Maxx have been making custom bikes since 1993. Configurable online it's possible to change both the component specification and the ergonomics. Drive options including the E-Drive system with a powerful and quiet Brose motor along with fully integrated batteries from BMZ. **A2-313**



## Roxim Z4E e-bike front light

The Z4E series is made for fast e-bike riders travelling at speeds up to 45Km/h. Its compact design achieves a panoramic light spread to maintain constant near side and forward vision. The Z4E models push out up to 400 lumens and are compliant with ECE R113 class B regulation for passing beam applications. Power input ranges from DC 12V to DC 24V. **A5-211**



## Knog PWR Trail

A light with a 1,000 lumen output and two hour runtime, the Trail's modular power bank is capable of powering each product in the PWR range. these include different lightheades, including a camping lantern that'll appeal to bikepackers. When riding, interchangeable mounts cover standard, under-stem, helmet, and bar extension fixings, while the ModeMaker app allows customization of the flash settings. **B1-303**



## Mas Italia N4 mesh tape

Mas Italia is a specialist zipper producer focusing on the bikewear industry. Its latest product is N4 mesh tape, a zipper designed especially to match the ultra light fabrics and garments increasingly employed for summer use. N4 mesh tape can be produced on demand in a range of colors range while black and white are on stock for quick production lead times. **A7-115**



## Ortlieb Downtown2

A smart looking briefcase that's equally at home on the bike or at the office. With a waterproof 20 litre volume main compartment, it also includes a padded laptop sleeve for notebooks up to size 15.6", an organizer with two zippered pockets, a pen holder, and a key snap hook to help keep things tidy. **A4-301**





# New Products 2017

## Nicolai Eboxx

Making e-bikes since 2009 Nicolai have recently devolved Pacecast technology, allowing for the creation of high quality complex castings that are welded, glued, hydroformed or bolted. This process allows for uncompromising designs to be made even in small batches. The Ion Geometron Eboxx marries the latest BOSCH CX to the race-proven Geometron chassis, installed in an aesthetically pleasing design using Pacecast production. **A2-204**



## Saby Sport Pro Line

Saby Sport's Pro line jersey is rendered in light, elasticated, and fast-drying fabrics. Designed to be aerodynamically efficient at the front, it employs a light and breathable honeycomb-structured fabric on the sides and shoulders. Finished with three back pockets and reflective inserts, its bottom is printed with silicone elastic to keep it held securely in place. **B5-113**



## Nastrotex N42 Rifrangente

Add reflectivity to your clothing. N42 Rifrangente is a technical elastic band for sportswear. Made with refractive yarns it can reflect light back to its source and so provides increased visibility to the wearer, even in dark conditions. Nastrotex is able to develop the band with or without a logo, allowing clothing makers further customization. **B5-600**



## Deuter Sports Race Air



Deuter's companion for sweat-provoking day tours features plentiful ventilation twinned with low weight and a comfortable, compact fit. A mesh back system adds improved airflow and freedom of movement thanks to the high elasticity of its frame construction. Weighing just 800 grams the pack should remain comfortable and secure even during fast-paced rides in challenging terrain. **A7-200**

## Ruff Cycles Ruffian e-bike

Handcrafted in Germany the Ruffian is a vintage-style e-bike featuring an aluminum frame and the latest Bosch eDrive technology. The Performance CX motor and 500Wh battery drive an ultra low maintenance Gates belt to provide the additional propulsion. The bike's vintage style is enhanced by a sizable front headlamp and sprung leather saddle. **A2-509**



## Moto Parilla Carbon SUV e-bike

Successfully funded via Kickstarter Moto Parilla's e-bike takes the idea of the sports utility vehicle, or SUV, as its starting point. Featuring huge tires, disc brakes, and air suspension it's capable off-road. However, with a 250 or 500 watt motor driving it forward it's equally at home on city roads or highways. **FG-0/103**



## Taya Chain E-Onze 11-speed chain

Mid-drive motor systems generate high-torque loads and increase the potential risk of a broken chain. Joining via a reusable quick-link Taya's E-Onze chain is a perfect match for sporty 11-speed pedelecs. Its Diamond Hard Tech self-lubricated treatment increases durability, while the nano black-cold coating is applied with an eco-friendly dry procedure which doesn't produce heavy-metal wastewater output. **A5-412**



## Tacx Magnum



A smart trainer that you can both ride and run on. The fully automatic treadmill allows you to simply place your bike on and pedal. Regardless of pace the belt will adjust instantaneously to even minor changes in speed to provide a realistic experience. With speeds up to 30km/h and variable incline it's as close to being outside as currently possible. **B3-303**

## Deeper Deeper Lock

An intelligent bike lock that communicates with your smartphone. Secured using a paired phone once in place it has a range of tricks to stop thieves including a 110 decibel alarm, anti-theft alerts, and a GPS location monitor. Twin solar panels mean the lock is constantly recharging itself, while GSM technology provides unlimited range for its GPS tracking and notifications features. **A3-512**



## La Fonte Pads Predator Sat Man

The Predator Sat Man's design is specifically tailored to saddles featuring large central cutouts. Featuring SAT (shock absorption technology) to provide additional protection and dampening at key pressure points, it aims to neutralize any negative vibration and dissipate the energy generated from impacts with the ground. All the materials used feature 4-way stretch for extra comfort. **A7-106**



# New Products 2017

## Seatylock Pentagon U-lock



The Pentagon u-lock features the widest bar clearance currently on the market, enabling users to lock their bikes to a larger variety of objects. The pentagonal profile of its shackle enables it to achieve a good strength-to-weight ratio. Due to its multi-angular mounting adaptor the lock can attach to the bike frame at any angle. **A1-210**

## Sigma Sport Buster 700 light

Following on from the Buster 600, the new Buster 700 offers even higher illumination and beam range for the same price. Its new design is slim and functional, while its Cree LED provides 700 lumens and 100 meters of light range. This should make the Buster 700 ideally suited to lighting up rides in uneven terrain and on narrow trails. **A5-200**



## Neil Pryde Nazaré SL

All the component parts that make up the Nazaré are neatly integrated. From the slippery looking bar-stem combo, to the near seamless junction between frame and fork, to the aero profiled seatpost. Designed to save watts, but still be rideable enough to ensure you want to take it somewhere epic, it's a fast aero bike created for the long haul. **FG-B9/A**



## Schoeller Textil E1 Fabrics

Lubrizol X4zol-J is a new elastomer monofilament. It offers unique qualities that promise enhanced clothing comfort, compression and shape retention. It's now employed in Schoeller's e1 knitted fabrics for running, cycling, and performance lifestyle categories. These fabrics are designed for use as base layers and offer 360° stretch along with a high level of breathability. **A7-313**



## Super Help Tyre Repair

Adding to its existing range of tyre repair solutions Super Help's new LTX 777 is a preventive tyre sealant which, once introduced to the tyre, provides full time protection against flats. Forming a stable and durable film inside the tyre or tube, it comes equipped with a connector suitable for schrader, presta and woods valves. **B5-516**



## Vaude Bracket Xalps 28

Developed for enduro and touring bikers. An ergonomically constructed back panel is designed for enhanced pack stability and freedom of movement. A wide hipbelt adds security and has a secondary function as a compression strap. Available in different sizes, the largest Bracket Xalps 28 is designed for enduro riders and mountain bikers who plan on longer routes and multi-day tours. **A7-300**



## Simplon Silkcarbon Neodrives

Thanks to a redesigned Neodrives motor and a 500Wh battery, which is fully integrated into the frame, the Silkcarbon boasts plenty of power while also being suitable for longer tours thanks to the increased range. Its carbon construction means that despite this it's almost as light as a conventional hybrid at a claimed weight starting from 20.2kg. **B1-401**



## Sena X1 Smart Cycling Helmet

The X1 is equipped with an integrated communication system. Bluetooth 4.1 allows users to easily pair the helmet to a smartphone to listen to data and cues from fitness apps, GPS directions, music, and take and make phone calls. All functions are controlled by the three-button interface on the side of the helmet. **A4-202**



## Source Hipster Hydration Belt

A hydration pack that sits above the hips, rather than over the shoulders, the Hipster provides stability while allowing the rider's back to breath. With a bite valve topped tube it's ideal for rough terrain. Providing extra security the upper harness can be easily removed, additional secure pockets offer space for gels and bars. **A7-317**



## Tsinova Pedelec Ion

Featuring a distinctive trapezoid shape the Ion is instantly recognisable. Its lightweight, human-centered design ensures ease of use. Featuring a motor designed by the brand, the additional electric power is neatly integrated. Enhanced stamina is provided by the lithium battery, while analysis of the ride information is easy with the Tsinova app. **B4-104 & FG-0/101**



# New Products 2017

## Uvex Finale visor

Finale visor is the world's first inmould helmet with a built-in visor. Its design language comes from mountain biking: extended sides and more coverage over the back of the head provide an extra level of safety. The large visor protects against sun and wind, and is also suitable for prescription spectacle wearers. In changeable weather conditions, it's easy to use one handed, and removes the need to put on / take off sunglasses. The standard version comes with a litemirror smoke (S1) lens. If higher sun protection is needed, a darker (S3) visor is available separately. The fit of this sporty helmet is width and height adjustable via the uvex 3D IAS system. To keep a cool head it has ingenious ventilation – 20 vents combined with inner air channels ensure optimal air circulation. Price €179.95 **A4-400**



## Chosen 150T Straight Pull Hub

Chosen's new ultra quick pick-up 150 teeth high-ratio driving system married to a straight pull hub shell. The fast engagement of the freehub mechanism means power transfer is quick while the straight pull spokes ensure none of the rider's effort is wasted between the hub and the rim. **A5-202**



## Bevato HBC-5015 Carbon gravel bar

A full carbon gravel racing bar. The top section is designed to provide extra space to support the hands. With a drop of 125mm twinned with an 80mm reach, covering the brakes over tricky terrain won't be much of a stretch. A textured finish helps secure the controls along with the stem clamping zone and should mean everything stays resolutely in place. **A5-410**



## Alexrims Boondocks and RXD3



Alexrims's new RXD3 and Boondocks gravel and adventure road wheelsets are both happy tackling rough terrain. Both are built using a tubeless-ready alloy rim. The RXD3 utilizes a 19mm inner width rim to balance speed and strength, while the Boondocks uses a wider 21mm inner width rim for a tougher build and compatibility with larger tires. **A5-205**

## Tacx B.V. Tacx Cloud



Be Smart with your training and save time and effort by performing and saving all your training sessions in the Tacx Cloud. Plan in advance and decide at a later time whether you wish to train using your smartphone or tablet. You have your training schedule, the results and your progress available at all times and on any device, no matter where you are. **B3-303**

## BESV TRB1 e-mountain bike

The TRB1 is BESV's first e-mountain bike. Featuring an industry leading 756Wh battery it allows mountain bikers to enjoy long and challenging routes with abundant electrical assistance. An unconventional dual-tube frame design provides sufficient space for the large battery pack and makes the TRB1's frame stiff enough to tackle tough off-road terrain. **A6-216/DA 507**



## Elastic Interface Combi Men

The COMBI chamois is the off-road Product of Excellence for extra-long distance rides, representing the latest in terms of chamois technology. In addition to the off-road characteristics, like the special ultra-high density ischiatic inserts for instance, the COMBI has an innovative structure featuring a multidirectional curvature that delivers perfect fit and greater stability in saddle. The central channel improves blood flow and reduces numbness during long distance rides. **A7-216**



## Astro ASE7H Frame

An all-mountain frame employing a Horst-link suspension platform to provide 140mm of wheel travel. Intended to be run with a fork providing a similar amount of movement it's designed around the 27.5-plus wheel standard. Made of 6061 aluminium, providing the additional drive is a fitting for a Bosch Power Tube battery and motor system. **A4-307**



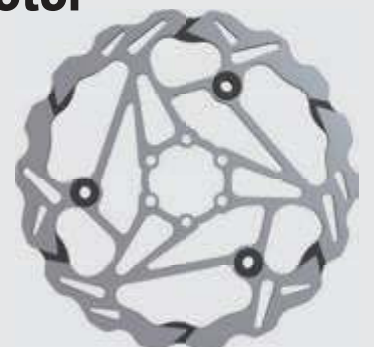
## Jiashan Shengguang Electronics JY-7070 Dynamo Front Light

Adaptable to work with either 6 volt / 2.4 watt or 6 volt / 3 watt systems, Jiashan Shengguang Electronics' dynamo front light produces 70 lux. Created to meet and exceed the requirements for German, French, and Dutch ECE approval, it comes with an adjustable fork mount. A built in reflector beneath the light adds visibility even when it's turned off. **A3-503**



## Sunstar S3 Batfly Rotor

A uniquely shaped semi-floating disc rotor. Unlike a standard floating rotor the Batfly is split at three separate locations. This aims to provide the best balance between resistance to heat induced warping and lateral resistance to side impacts. Overall weight is also kept low, while alternative grooves are imprinted on both surface of the rotor creating a self-ventilating effect. **B5-117**



# New Products 2017

## Corratec Revolution 29 SL



A cross-country World Cup tested 29-inch hardtail. Recently redesigned from scratch the Revolution 29 SL has lost some weight compared to its predecessor. Now employing the Boost hub standard to keep the everything stiff, more of each pedal stroke can be transferred into forward propulsion. The reliable 1x12 SRAM Eagle shifting system has a super wide range of gears and eliminates the front derailleur. **B2-200**

## Overade Plixi Fit Folding Helmet

An evolution of the Plixi folding helmet. The new Plixi Fit features an additional adjustable fitting system that gives you the best possible security and comfort while still complying with the European EN1078 standard. Based on the same folding design as the original Plixi it's possible to reduce the helmet to just one third of its normal size for carrying or storage. **A5-100**



## Sun Chang Wisdom Rotor



With improved heat dispersion performance and greater resistance to warping at high temperatures, two-piece rotors have many benefits. They can be expensive though. When the outer of the Wisdom rotor is worn down it can be unbolted from the spider and replaced, cutting down replacement costs by around half compared to standard alternatives. **A1-320**

## Bafang H800 Hubmotor

Bafang's H800 gear-drive rear hub motor, with 350 or 500 W output and a max torque of 55 Nm, features a modern MTB thru-axle design with Boost standard. Perfect for sporty e-MTBs and speed pedelecs. With a 180mm diameter, it's virtually invisible from the disc brake side. Fits 7 to 10 speed cassettes and compatible with 650B and 29" wheels. The waterproof Smart Plug™ quick release cable connector makes removing the wheel from the frame super-easy. Available from Q1-2018 on. **AG-406, FG-0/501**



## Selle Monte Grappa BMG Zeta Saddle

A new brand from established Italian maker Selle Monte Grappa, BMG is launching with a line of saddles and accessories catering to the high-end sporting segment. Completely hand-made in Italy, the Zeta saddle includes a central cutout and unique profile featuring a blunt back section. **B5-206**



## Pirelli P Zero Velo

Famously the sole supplier to the Formula 1 World Championship, the technicians at Pirelli have spent the last two years developing the brand's three model bicycle tire launch range. At the core of the P Zero is the SmartNET Silica compound which aims to provide superior grip in both wet and dry conditions, as well as boosting puncture resistance and mileage. **B3-205**



## X Power

**B2-206 / DA-200**

Urban e-bike specialist Klever is launching a new model of its award-winning X series with an extra high-torque power-motor. The X Power is made for riders requiring extra torque at low and medium speeds, living in hilly regions or using the bike as a towing vehicle. The BIACTRON rear hub motor, produced in-house and developed with parent KYMCO's e-scooter expertise, provides 56 Nm - significantly more than the standard version (43 Nm) or any competitor. Klever points out that only a fraction of the torque from mid-motors ends up on the rear wheel, because of the gear unit ratio. The X Power features an LCD-Display with Bluetooth smartphone connection, integrated acoustic alarm with motor lock, large 570 Wh battery, Schwalbe Super Moto X tires, Tektro Gemini disk brakes and Shimano Deore XT 10-speed cassette.

Available from 2018 (option or upgrade): 850 Wh battery and a new Connect+module with integrated GSM transmitter which allows the user to locate the bike or activate the alarm by phone.

[www.klever-mobility.com](http://www.klever-mobility.com)

Contact: Fritz G. Baumgarten, General Manager Klever Mobility Europe; [fritz.baumgarten@klever-mobility.com](mailto:fritz.baumgarten@klever-mobility.com)



## Ryders Eyewear Roam

The Roam's frame includes a removable lower section that protects the face from the lens in the event of a crash, ideal for mountain bikers cyclocross racers. When this is removed the Roam becomes a lightweight, rimless shield style design, perfect for road cycling and triathlon. In either guise its lens combines fog resistance with fast acting photochromic adjustment. **A4-203**



... Continued from page 22



Michelin range

Clermont-Ferrand based **Michelin B5-507** is offering four new off-road tires here at Eurobike. That quartet consists of the cross-country oriented Jet XCR and Force XC, plus the beefier Force AM and Wild AM models, meant for trail and all-mountain bikes and riders.

Coming from a country with a true heritage in XC racing at the highest level (and maximum success as well), Michelin knows what the fastest women and men in the world cup circuit require: excellent grip and efficiency. The Jet XCR comes with a new dual compound, GUM-X2D, with a firmer rubber under the tread that brings all of your pedal power to the ground. The softer, grippier outer layer results in enough all the traction and braking performance that's required when the finish line's getting nearer.

On softer or on mixed terrain it might be a good idea to switch to a Force XC on the front, with longer knobs for even more grip and durability. To deliver

a maximum of trail fun and control, the Force XC shares its triple-compound with the 'AM brothers', Force and Wild. The Force AM excels on dry gravel, ruts and rocky terrain whereas the Wild AM dominates any kind of soft or mixed trail conditions. Again, both tires can be combined, with the bigger one on the front. Their GUM-X3D compound features a third rubber type on the side knobs to increase the tires' traction even further when the rider enters high-speed turns, off-camber or not.

To underline the strength of its Force AM and Wild AM tires, Michelin had them tested for e-bike use ... and they're both ready to control the raw power of electrically supported e-MTBs up to 75 newton meters and/or 25 km/h.

A good mountain bike tire is supposed to have four key characteristics: tremendous grip, minimum rolling resistance, reasonable



Michelin range

damping and high durability, claims **Schwalbe A5-300**, Germany's market leading tire manufacturer. The problem: These claims are opposed in reality. A softer tire wears rapidly. A grippy tire feels (and is, in fact) slow. This is what makes developing the best compound a serious challenge. And this is why Schwalbe installed a crew of 30 specialists to create its new ADDIX compound range, meant for their high-end tire line-up for off-road use – the Evolution series. They had to find new recipes, develop advanced manufacturing processes and even a new method of precisely mixing a vast variety of ingredients. And they're convinced they have achieved their goals, presenting a line-up of four different rubber compounds: Speed, Speed Grip, Soft and Ultra Soft. Each of them easily recognizable by the label on the sidewall and a colored stripe in the tread. Red. Blue. Orange. Violet.

"We've never taken a more ambitious step forward in terms of rubber compound development," says chief technician Markus Hachmeyer from Schwalbe. "But after all our tests in the lab and in the field, we're sure we've found better performing compounds (and tires!) than all our and our competitors' previous offerings – from the direct parameters to the most complex characteristics required for ambitious off-road riders of all kinds



Schwalbe Addix

and riding styles."

On the other end of Schwalbe's tire range, there's another compound innovation that could set a trend: GREEN. The tread is completely made from sustainable (natural rubber) and recycled raw materials (from worn-out rubber gloves or door seals). 70 to 80 percent of the rubber used in a bicycle tire can be found in the tread. Additionally, Schwalbe is dropping carbon black in their new Road Cruiser tire, a bestseller for almost two decades. And this is just a first step, says René Marks, Schwalbe product manager for the touring segment. ■ CD



Schwalbe Green

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Smart Pro 2  
Smart turbo trainer

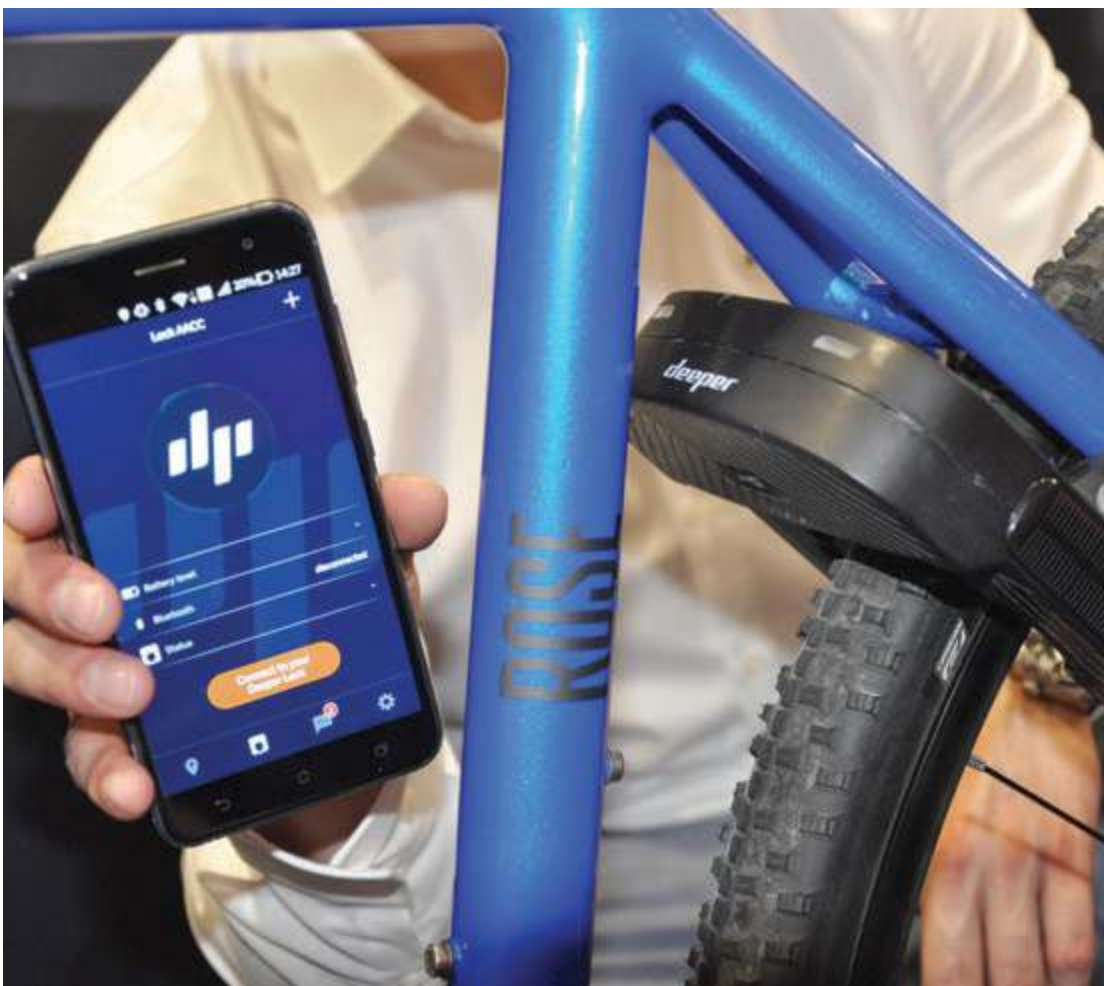
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# Photos from Day 2





## Spank says its foam-filled rims are better than carbon

Spank president Gavin Vos was a co-founder of the Earthball Riders Foundation, which seeks to reduce the use of non-recyclable carbon fiber in bikes.

Now, **Spank B4-201** is challenging the carbon rim market by injecting alloy rims with its vibration-damping foam.

Spank first introduced the concept in a line of aluminum handlebars that it launched three years ago. The bars, which seek to eliminate high-frequency vibrations that cause rider fatigue, now account for 37 percent of Spank's global handlebar sales, a company employee said Thursday. Demand has been ramping up this year.

Spank is launching the gravity-oriented Spike 350 rims next year, featuring its proprietary Vibrocore technology as an interesting alternative to the emergence of super-stiff carbon rims.

Spank has opted for a radially compliant design for both its Oozy 350 and Spike 350 rims. Because expected speeds are higher with the wider Spike 350, it gets a Vibrocore injection to dampen trail chatter.

"Combining radially compliant rim designs with our Vibrocore technology gets you more traction despite running more pressure in the tires," Vos said. "The handling gets more precise and predictable as well, especially when cornering."

With these advantages, Spank hopes to buck the trend toward carbon rims



Spike 350 cutaway showing injected Vibrocore foam

in the gravity segment of mountain biking. Because carbon fiber cannot be recycled and is therefore not a sustainable resource, Spank and the Earthball Riders Foundation are trying to challenge the increasing use of carbon throughout the industry.

Vos launched the foundation with Pascal Haf, brand manager of the iXS sport division, which makes helmets and other protective gear.

"It's not that we are anti-carbon fiber," Vos said about the foundation. "It's just that we are anti the way it is being used in the bicycle industry. Consumers are bombarded with the marketing message that carbon fiber is best, and we feel that this has created an excessive proliferation of carbon fiber into the mass market, the majority of which we believe is overqualified for the consumer's needs."

■ LvR

## Mifa's bankruptcy forced BESV to redo its plans

After the German bike manufacturer Mifa declared bankruptcy last year, one casualty was the BESV e-bike brand.

**BESV, A6-216** backed by the Taiwanese electronics giant Darfon, had planned to use Mifa as its manufacturing and distribution partner for Europe, but the partnership ended before it had really gotten started.

After reshaping its plans for Europe, BESV hired Mifa's former sales director, Tobias Schweter, and is relaunching the brand across Europe along with its entry-level sister brand, Voltani.

During an interview at the BESV booth, Darfon chairman Andy Su said his company is investing significantly in both e-bike brands.

"At the present time we plan to open a German office in Munich," Su said. "The office will be responsible for sales as well as product development for Europe."

Su said Mifa never went into production on any BESV bikes. Schweter said the top-end BESV models

will be manufactured in Taiwan, while Voltani's urban bikes will be made by two European manufacturers, whom he declined to name.

Voltani has been on the market in the Netherlands, where Darfon's European headquarters is based.

"Voltani will be introduced first on the German-speaking market, and later expanded throughout Europe," Schweter said. ■ JB



Darfon chairman Andy Su with BESV TRB1 bike (Photo: JB)



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## These ABS brake systems make speedy e-bikes safer

As speedy electric bikes become popular, suppliers are vying with one another to ensure that riders can also stop them safely in all conditions.

Several suppliers are launching Anti-Lock Brake Systems (ABS) and Electronic Braking Systems (EBS), similar to those used on cars. These are designed to replace conventional mechanical brakes with computerized systems that give cyclists a more intelligent way of coping with dangerous conditions.

Last year, **Magura A2-205** partnered with **Brake Force One (BFO) A2-206** on a system that has also been adopted by **Continental AG-304** as part of the complete e-bike drive system that it now offers to OEMs. This system operates on both front and rear wheels.

The BFO/Magura system operates like an EBS system in that sensors constantly monitor and adjust the braking force that is applied to each wheel.

Continental, meanwhile, is also showing a prototype of a second ABS system that operates only on the front wheel, similar to one presented earlier this year by **Bosch AG-202**.

The Bosch system, which it is now testing on rental bike fleets in German-speaking markets, currently works with certain Magura brakes. Bosch plans to offer the system for 2019 e-bikes if it performs

well in testing.

"The market situation is very tight and the competition is very strong, but at the same time it opens new market possibilities for us," said Frank Stollenmaier, CEO of BFO. "It is the right time for strong cooperation."

BFO and Magura are based close to one another in southern Germany, in the heart of the country's auto industry.

Both are specialists in the different components that make up an ABS system for hydraulic disc brakes. Magura is the brake expert, while BFO specializes in the sensors, actuators, software and other components that are required to turn a conventional brake system into an ABS system. ■ **GE**



Frank Stollenmaier of Brake Force One

## An apparel line inspired by the panache of Louison Bobet

Louison Bobet cut a dashing figure as he raced to three Tour de France wins in the post-war years.

The French rider's panache inspired a high-end cycling apparel range, which is making its Eurobike debut.

Olivier Mauny, a nephew of Bobet, and cycling partner Vincent Rebours launched the **Louison Bobet FG-AG/2** brand two years ago.

"We are fortunate to have a name that resonates, that speaks to people, and to have a rich history that we can use in terms of style," Mauny said Thursday.

A performance range features jerseys made of functional materials, such as a combination of polyester and merino wool, while a lifestyle range includes shirts and sweaters. "They are elegant items, but always with functional touches that make them suitable for urban cycling," Mauny said.

Mauny said the line appeals to selective retailers who seek a fashionable, high-end apparel line. Some 20 stores currently carry the Louison Bobet line, including Kilomètre Zéro in Paris and

Bespoke Cycling in London.

Mauny said Bobet's two children granted him a license to use the family name for apparel, footwear, bicycles and some accessories.

Mauny and Rebours launched the brand in 2015 in Saint-Méen-Le-Grand. Bobet grew up in the Breton village, delivering his father's baguettes to surrounding farms on his bicycle. ■ **BS**



Olivier Mauny (left) and Vincent Rebours, founders of the Louison Bobet apparel brand

# CONTROL

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# New Products 2017

## GW Switch Lever

The SwitchLever is a patent-pending axle system that uses a simple, stand-alone axle and an optional snap-on lever. Forged in 7075 aluminum with a clean, low profile design, the lever/axle system uses a 6mm allen socket interface and snap-ring so the lever snaps in securely, with no rattling. Bikes using a SwitchLever compatible axle can be sold with or without the lever. Levers can then be added as an upgrade or add-on at the point of sale. The system also works well as an anti-theft device - just lock your bike and take your levers with you to prevent wheel removal. **A1-518**



## DT Swiss

### HXC 1200 Spline

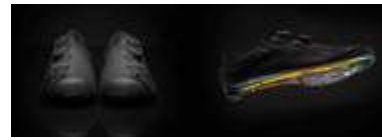
An e-MTB specific 29-inch wheel from DT Swiss featuring a full carbon, hookless rim. At its center is a reliable straight pull interface housing lightweight spokes that are e-MTB strong. Rim and spokes are coupled with a freehub designed specifically to deal with the high torque loads produced by modern electric motors. **A3-400**



## Pearl Izumi

### P.R.O. Leader v4

Pearl Izumi debuts its lightest, stiffest and most breathable road shoe to date, with groundbreaking technology top to bottom. The P.R.O. Leader v4 uses an advanced asymmetric seamless upper to minimize pressure points and a sole joined using a unique unibody construction to deliver a super low 5 mm stack height for an unmatched connection to the pedals. **B5-302**



## Grózer

### Naturcomposit Bicycle

The Naturcomposit has a unique frame material that is Grozer describes as "practically a biocarbon". It is stronger than glassfiber composite, and lighter than carbon. It can absorb vibrations very well, and has an attractive structure. The material is one kind of carbon, which combines the beauty of exotic wood and the rigidity of carbon. **A4-802**



## Matra

### I-Speed Race

#### F1 Di2 S

Matra's i-Speed road range gets 4 additional models, including the I-Speed Race F1 Di2 S, which is the lightest EAPC in the world weighing in at just 16.7kg. This top of the range bicycle is equipped with a full carbon frame, ultra-light components and Bosch motorisation providing assistance up to 45 km/hr. The Shimano Ultegra Di2 provides speed and fluidity. See it at the Easybike Group stand at Eurobike. **A6-302**



## Hiplock

### Z LOK COMBO

Hiplok's Z LOK COMBO is a secured zip style tie with a combination code locking system. For 2018, it features extended length and 8mm wide reinforced steel core, providing another level of security within the Z LOK security tie line up. With a high-quality metal resettable 3 digit combination lock integrated into to the ultra-lightweight design and adjustable locking circumference, it's the ideal café lock as well as providing added protection for accessories, outdoor equipment, and luggage. **B2-201**



## Bafang H800 Hubmotor

Bafang's H800 gear-drive rear hub motor, with 350 or 500 W output and max torque of 55 Nm, features a modern MTB thru-axle design with Boost standard. With a 180mm diameter, it's virtually invisible from the disc brake side. Fits 7 to 10 speed cassettes and compatible with 650B and 29" wheels. The waterproof Smart Plug™ quick release cable connector makes removing the wheel from the frame super-easy. The H800 will be available from Q1-2018 on. **A6-406, FG-0/501**



## WhiteStone

### WS582 ZERO

#### Hardtail MTB



The WhiteStone WS582, a race-ready 8.97kg full-suspension model with maximum performance for mountain trails. German Answer XCite Fork with 100 mm suspension and 110 mm on the rear frame. Made in Germany, the bike also features Trickstuff brakes, B.O.R. Germany crankset, and Sram / Shimano shifting. **A2-102**

## Pearl Izumi

### Pursuit Aero Collection

Ninety percent of the power a rider produces is used to overcome aerodynamic drag on flat terrain. The Pursuit Aero collection uses advances in pattern engineering, texture, and shape to optimize airflow around the rider. A combination of Pearl Izumi's Patented Speed Sleeve and special textured aero fabric helps airflow follow the shape of a rider's body to significantly reduce drag. New for this year is the ELITE Pursuit Speed Jersey for men and women, which brings this technology to a price point accessible to any rider. **B5-302**



## M-Wave Chain Lock

M-Wave's new locks feature extra strong steel cores, high quality lock heads, and computer designed key sets. The chain lock is partnered by two different spiral cable locks which are also built specifically to protect high value bikes and serve in areas with an increased risk of theft. **A5-100**



# Chinese bike share giant Ofo comes to Eurobike

Ofo, one of China's biggest players in dockless bike share systems, is exhibiting at Eurobike as it prepares to expand across Europe.



Sascha Helmecke, technical operations manager at Nextbike, with a few of the 500 bikes available in Friedrichshafen for free during Eurobike

Its presence underscores the sudden onrush of wide-scale dockless systems across the continent. While bike share advocates welcome the new systems, they also raise fears that China's anything-goes systems will lead to cluttered European cities.

Ofo B5-508 means business; the company, which counts China online

giant Alibaba as an investor, raised more than \$700 million (€588 million) in its latest round of financing this summer. It says it has 8 million bikes in circulation in more than 170 cities, most of them in China.

Ofo made its European debut in April in the U.K. cities of Cambridge and Oxford. Just days ago, Ofo installed 200

of its signature bright yellow bikes in Vienna, which can be rented for 50 euro cents per half hour. They should start popping up in Milan in October.

Ofo joins an increasingly crowded market for dockless bike share systems. Other big operators that have recently debuted in Europe include Mobike, which is vying with Ofo to be the No. 1 system in China, and oBike from Singapore.

Paul Stratta, a bike share specialist, estimated that out of approximately 550 European bike share systems, fewer than 10 are dockless.

Stratta, a project director at the European Cyclists' Federation, spurred the creation of the ECF's Platform for European Bicycle Sharing and Systems.

In a position paper, the organization raised alarms about the "dramatic increase" of unanchored, free-floating and app-controlled private bike share operators. The group encourages local European authorities to regulate such systems so the bikes are properly maintained and don't clog streets.

"We embrace all forms of bike share, but only when licensed and coordinated by public authorities responsible for the streets and the safety of European cities," Stratta said Thursday.

"Otherwise, our streets could turn into parking lots for dumped bicycles, which would actually increase congestion, nuisance and frustration for commuters," he added.

At Eurobike, an Ofo employee said the company is engaging with authorities and intends to follow the rules.

"We are talking with city governments to make sure that they give us permission, that we have all the certifications and that we can build a long-term service," the employee said. The company asked that his name not be used.

Nextbike [outside of the West Entrance], a big German bike share company familiar to Eurobike visitors for offering free share bikes for use during the show, is unfazed by the competition.

"When we got started 13 years ago, many people thought that we were crazy, but the take-off of the market in China has raised interest in European cities, and we are well prepared to take advantage of that," Ralf Kalupner, co-founder and CEO of Nextbike, said Thursday. Kalupner said he expects the company will have 200,000 bikes in use within three years, up from about 50,000 today.

Nextbike started with a dockless system and now offers both dockless and docked options, including a new 700-station docked system that it is installing in Berlin. The Berlin system will have docking stations every 100 meters (328 feet), placed for easy integration with the city's public transportation network.

■ BS

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## Eurobites

# Several Friedrichshafen restaurants speak your language, not just German

Ordering food in a foreign country, from a menu you can't understand, can lead to bewildering results — as many a Eurobike visitor has discovered.



*The Seehotel offers menus in English, French and Italian as well as German*

But it doesn't have to be that way, even if you don't know your Schweinefilet (pork tenderloin) from your Spargel (asparagus), or your Lachsforellenfilet (salmon) from your Forellenfilet (trout).

We asked the helpful staff at the Friedrichshafen Tourist Information office (<http://en.friedrichshafen.info>) to find restaurants, hotels and beer gardens near Eurobike that offer menus in languages other than German.

All restaurants on this list offer at least English menus, and many that have menus in other languages as noted.

As always, we recommend you call and make a reservation in advance during the busy Eurobike show days. Phone numbers as listed are for international callers.

Please note: credit and debit cards are not commonly accepted, especially outside of the city. Take cash!

## Deggenhausertal

### Landhotel Adler

Roggenbeurerstr. 2  
88693 Deggenhausertal - Wittenhofen  
+49 7555 202 or +49 7555 927700  
[www.landhotel-adler.de](http://www.landhotel-adler.de)  
En, Fr, It

### Friedrichshafen

#### Ringhotel Krone Schnetzenhausen

Untere Mübachstr. 1  
88045 Friedrichshafen  
+49 7541 4080  
[www.ringhotel-krone.de](http://www.ringhotel-krone.de)  
En, Fr, It, Ch, Ru, Ja, Tu, Sp, Hun

#### Föhr Gastronomie GmbH

Olgastr. 20  
88045 Friedrichshafen

+49 7541 32033  
[www.foehr-gastronomie.de](http://www.foehr-gastronomie.de)

### Buchhorner Hof

Friedrichstr. 33  
88045 Friedrichshafen  
+49 7541 2050; [www.buchhorn.de](http://www.buchhorn.de)

### Lukullum Lounge

Friedrichstr. 21  
88045 Friedrichshafen  
+49 7541 6818; [www.lukullum.de](http://www.lukullum.de)

### Lammgarten

Uferstr. 27  
88045 Friedrichshafen  
+49 7541 9558027  
[www.lammgarten.de](http://www.lammgarten.de)

### Hotel Maier

Poststr. 1-3  
88048 Friedrichshafen  
+49 7541 4040  
[www.hotel-maier.de](http://www.hotel-maier.de)

### Hotel-Restaurant Knoblauch

Jettenhauser Str. 32  
88045 Friedrichshafen  
+49 7541 6070  
[www.hotel-knoblauch.de](http://www.hotel-knoblauch.de)

### Seehotel

Bahnhofplatz 2  
88045 Friedrichshafen  
+49 7541 3030  
[www.seehotel.fn.de](http://www.seehotel.fn.de)  
En, Fr, It

### El Bocado

Paulinenstr. 8  
88045 Friedrichshafen  
+49 7541 35423; [www.elbocado.de](http://www.elbocado.de)

### Hotel Waldhorn

Dornierstr. 2/1  
88048 Friedrichshafen

+49 7541 9570  
[www.waldhorn-hotel.de](http://www.waldhorn-hotel.de)

### Gasthof-Restaurant Krone

Fichtenburgstr. 10  
88048 Friedrichshafen-Raderach  
+49 7544 3992  
[www.krone-friedrichshafen.de](http://www.krone-friedrichshafen.de)  
En, It

### Hotel Wirtshaus Krone

Ettenkircher Str. 28  
88048 Friedrichshafen  
+49 7546 92320  
[www.wirtshaus-krone-ettenkirch.de](http://www.wirtshaus-krone-ettenkirch.de)

### Hotel Gerbe

Hirschlatter Str. 14  
88048 Friedrichshafen  
+49 7541 5090  
[www.hotel-gerbe.de](http://www.hotel-gerbe.de)

### Buffalo Steakhouse

Allmannsweiler Str. 134 | Neue Messe FN  
D - 88046 Friedrichshafen  
[www.buffalo-steakhouse-fn.de](http://www.buffalo-steakhouse-fn.de)

### Hagnau

Gasthaus Seeblick  
Seestr. 11  
88709 Hagnau  
+49 7532 6282  
[www.seeblick-hagnau.de](http://www.seeblick-hagnau.de)  
En, Fr (one waitress speaks Italian)  
Closed Wednesdays

### Langenargen

Akzent Hotel Löwen  
Obere Seestr. 4  
88085 Langenargen  
+49 7543 3010  
[www.loewen-langenargen.de](http://www.loewen-langenargen.de)  
Closed Tuesdays

### Hotel Engel

Marktplatz 3  
88085 Langenargen  
+49 7543 93440  
[www.bodensee-engel.de](http://www.bodensee-engel.de)  
En, Fr, It, Sp  
Closed Wednesdays

### Markdorf

#### Mindness Hotel Bischofschloss

Schlossweg 2  
88677 Markdorf  
+49 7544 50910  
<http://www.bischofschloss.de>  
Closed Sundays and Mondays

### Meersburg

Restaurant Gutsschänke  
Seminarstr. 4  
88709 Meersburg  
+49 7532 807630  
[www.gutsschaenke-meersburg.de](http://www.gutsschaenke-meersburg.de)  
En (one waitress speaks French)

### Hotel Gasthof zum Bären

Maktplatz 11  
88709 Meersburg  
+49 7532 43220  
[www.baeren-meersburg.de](http://www.baeren-meersburg.de)  
Closed Mondays

### Romantik Hotel Residenz am See

Uferpromenade 11  
88709 Meersburg  
+49 7532 80040  
[www.hotel-residenz-meersburg.com](http://www.hotel-residenz-meersburg.com)

### Hotel Weinstube Löwen

Marktplatz 2  
88709 Meersburg  
+49 7532 43040  
[www.hotel-loewen-meersburg.de](http://www.hotel-loewen-meersburg.de)

### Oberteuringen

#### Hotel Am Obstgarten

Gehrenbergstr. 16/1  
88094 Oberteuringen-Bitzenhofen  
+49 7546 9220  
[www.am-obstgarten.de](http://www.am-obstgarten.de)

### Salem

#### Landgasthof Apfelblüte

Markdorferstr. 45  
88682 Salem  
+49 7553 92130  
[www.landgasthof-apfelblueth.de](http://www.landgasthof-apfelblueth.de)

### Tettngang

#### Brauerei und Gasthof Krone

Bärenplatz 7  
88069 Tettngang  
+49 7542 7452  
[www.krone-tettngang.de](http://www.krone-tettngang.de)  
Closed Mondays

#### Hotel Rad GmbH

Lindauer Str. 2  
88069 Tettngang  
+49 7542 5400  
[www.hotel-rad-tettngang.de](http://www.hotel-rad-tettngang.de)

### Uhdlingen-Mühlhofen

#### Hotel-Restaurant Pilgerhof

Birnau-Maurach 2  
88690 Uhdlingen-Mühlhofen  
+49 7556 9390  
[www.hotel-pilgerhof.de](http://www.hotel-pilgerhof.de)

### Überlingen

#### Romantik Hotel Johanniter Kreuz

Johanniterweg 11  
88662 Überlingen  
+49 7551 937060  
[www.johanniter-kreuz.de](http://www.johanniter-kreuz.de)  
Closed Mondays

## Abbreviations

En = English

Fr = French

It = Italian

Ch = Chinese

Sp = Spanish

Ru = Russian

Ja = Japanese

Tu = Turkish

Hun = Hungarian

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# Transport Guide

## Eurobike Commuter Services

Whether you're arriving in Friedrichshafen by plane, ship or train, Eurobike offers many shuttles that bring you to the international hub of the bicycle world at Messe Friedrichshafen, and back again.

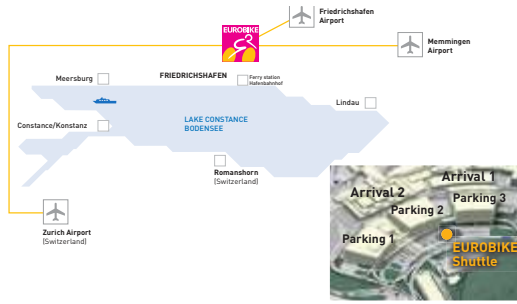
## Hotel Shuttle

No stress and no cost

Take your time at breakfast. The Eurobike hotel shuttle will pick you up at your hotel, or close by. Ten shuttle lines connect the region between Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!

## Airport Shuttle

Zurich, Friedrichshafen, Memmingen



## Friday:

### After-Party Shuttle

Why worry about how to get back to the hotel when you'd rather be partying?

Relax. On Friday, Sept. 1, Eurobike organizes a free After Party Shuttle Service. There will be four bus routes: Überlingen, Oberteuringen, Weingarten and Bregenz, Austria. Shuttles start at 00:30 from Entry West.

## Airport & Train / Ferry Shuttle

At left is a table for bus shuttled running from Zurich Airport, Friedrichshafen Airport and Memmingen Airport to Eurobike and back. For Zurich & Memmingen booking during the show at the information desk foyer East

## Ferry Services

You can also reach Eurobike by ferry across beautiful Lake Constance.

The Lake Constance ferry ("Bodenseefähre") connects Konstanz, southwest of Lake Constance, with Meersburg, east of Friedrichshafen. Or you take the catamaran from Konstanz directly to Friedrichshafen. Finally there is also a connection between Romanshorn, Switzerland, south of Lake Constance, to Friedrichshafen. Below are the schedules.



FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE						
ARRIVAL ENTRANCE WEST / ANKUNFT EINGANG WEST						
Departure Zurich / Abfahrt Zürich	8:00*	9:00	10:00	11:00	12:00	
29.8.	7:30	8:00*	8:30	9:00	10:00	11:00
31.8.	7:30	8:00*	8:30	9:30		
1.9.	7:30	8:00*	8:30	9:30	11:00	
2.9.	8:00*		9:00			

MEMMINGEN Airport/Flughafen - EUROBIKE						
ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST						
Departure / Abfahrt Memmingen	8:00	9:00	10:00	11:00	14:30	15:30
30.8. - 2.9.	8:00				11:00	14:30
					16:30	18:30*

FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE						
ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST						
Departure / Abfahrt	8:00	9:00	10:00	11:00	14:30	15:30
30.8. - 2.9.	7:00				10:00	13:30
					16:30	17:30

FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE						
DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST						
Bus Stop / Haltestelle	From / Von	Till / Bis				
Airport / Flughafen	8:00	every/alle 30 min	18:30			
EUROBIKE Entrance East/Eingang Ost	8:10		18:40			

FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE						
DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST						
Departure / Abfahrt	From / Von	Till / Bis				
EUROBIKE Entrance East/Eingang Ost	8:15	every/alle 30 min	18:45			
Airport / Flughafen	8:25		18:55			

## Free Rental Bikes

During Eurobike a total of 500 rental bikes will be available at various locations — and they're free!

Visitors and exhibitors can make their way to the exhibition center easily and quickly. And what could be a more fitting way of arriving at the world's biggest bicycle show? In the evening, it's easy to get back to their starting point. Get in the Eurobike mode before you even reach the center. And the best thing about the bike rental service: it's free. For more details, see [www.eurobike-show.com/eb-en/travel/bike.php](http://www.eurobike-show.com/eb-en/travel/bike.php)

## Borrow a bike from nextbike per App:

Using the App you can either scan the QR code on the bike or simply enter the bike number. The code sent to you only has to be entered into the BikeComputer and then you can unlock the bike.

nextbike in **GooglePlay Store**  
nextbike in **App Store**

The bikes can be used free of charge until midnight on Saturday, September 2, and then returned to any of the given stations.

## Rental Stations

- Exhibition Grounds Entrance West (staffed, open all day);
- ERIBA City
- Camping Site at the Exhibition Grounds
- Main City Station
- Harbor Station
- Airport/DB stop



\*bus stop / Bushaltestelle  
\*bus stops directly in front of the hotel / Bus fahrt direkt ab Hotel

### 1 Hotel Shuttle Überlingen - Uldingen - Immenstaad - Fischach

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Überlingen / Andeshofen Hotel Johanner Kreuz*	6:54	8:39	
Überlingen ZOB*	6:59	8:44	
Mühlhofen Hotel Kreuz*	7:12	8:57	
Oberuhlingen Marktplatz*	7:18	9:03	
Unteruhlingen Meersburgerstraße*	7:21	9:06	
Immenstaad Rathaus*	7:37	9:22	
Immenstaad Dornier*	7:40	9:25	
Fischach Hotel Maier*	7:43	9:28	
Friedrichshafen Hotel Föhr / Albrechtstraße*	7:49	9:34	
EUROBIKE Entrance East / Ankunft Eingang Ost	8:00	9:45	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

### 2 Hotel Shuttle Meersburg - Hagnau

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Meersburg ferry station / Fähranleger*	7:30	9:00	
Meersburg Kirche*	7:33	9:03	
Meersburg Sababheim*	7:35	9:05	
Hagnau Mitte*	7:39	9:09	
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:30	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

### 3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Salem Hotel Schwänen*	7:11	8:41	
Salem Hotel Recks*	7:16	8:46	
Salem Hotel Apfelblüte*	7:18	8:48	
Bermatingen Markdorferstraße*	7:23	8:53	
Markdorf Bahnhofstraße (Reisebüro Lippmann)*	7:28	8:58	
Markdorf Hotel Wirtshof*	7:33	9:03	
Oberteuringen Hotel Adler*	7:41	9:11	
Ailingen Hauptstraße*	7:49	9:19	
Ailingen Rathaus*	7:51	9:21	
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:30	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

### 6 Hotel Shuttle Nonnenhorn - Kressbronn

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Nonnenhorn Hotel Zum Torke*	7:25	8:55	
Nonnenhorn Hotel Haus am See*	7:30	9:00	
Kressbronn Seehotel Nonnenhorner Straße*	7:32	9:02	
Kressbronn Hauptstraße*	7:35	9:05	
Göhren Langenargenerstraße*	7:40	9:10	
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:30	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

### 7 Hotel Shuttle Lindau - Island/Insel

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Lindau Bahnhof (Island/Insel)*	7:12	8:47	
Lindau Casino/Spielbank*	7:15	8:50	
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:35	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

### 8 Hotel Shuttle Neuravensburg - Weilersberg - Lindau - Weersburg

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Neuravensburg Schwarzenbach*	6:59	8:34	
Neuravensburg Gasthof Hirschen*	7:02	8:37	
Weilersberg/Rehings B12*	7:09	8:44	
Lindau-Reutin Rathaus*	7:12	8:47	
Lindau Berlinerplatz/Lindaupark*	7:14	8:49	
Lindau Aeschacher Hof*	7:17	8:52	
Bad Schachen Kreuzung Schachenstr./Badstr.*	7:25	9:00	
Wassersburg Bahnhof*	7:28	9:03	
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:35	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

### 9 Hotel Shuttle Lindau - Dornbirn - Langenargen - Enkirch

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST			
Bus Stop / Haltestelle	Tour 1	Tour 2	
Lindau Casino/Spielbank*	7:15	8:50	
Langenargen Oberdorf*	7:30	9:05	
Langenargen Marktplatz*	7:40	9:15	
Enkirch Most Hotel St. Theresia*	7:50	9:25	
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:35	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Departure Entrance East / Abfahrt Eingang Ost	Wed - Sat/Mi - Sa 30.8. - 2.9.	18:30	

All timetables are also available on our website [www.eurobike-show.com](http://www.eurobike-show.com) (Info Center) or in our **EUROBIKE app**

**naviki App:** Use the free navigation app for Android and iPhone. naviki will always show you the best cycling route to the EUROBIKE. More information: [www.eurobike-show.com](http://www.eurobike-show.com)

# SWITCH LEVER

MODULAR OR THRU-AXLE SYSTEM

## FEATURES

- Clean, hollow, cost-effective stand-alone axle
- Simple removable/replaceable lever
- Super low adjustable stack-height
- Snaps solidly into place, won't rattle or loosen
- Adjustable ride position
- Assorted colors and finish options
- Patent Pending system

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Axles are available in any/every spec    Weight: Lever=24g, Avg. Axle=47g



TO INSTALL, LINE UP THE LEVER WITH THE ALLEN HOLE AND "SNAP" ON



ONCE THE LEVER IS LOCKED ON, IT WILL NOT RATTLE OR COME LOOSE



TURN THE LEVER CLOCKWISE TO TIGHTEN THE AXLE (COUNTER-CLOCKWISE TO REMOVE)



PULL THE LEVER OUT & RE-INSTALL TO SET TO THE PREFERRED RIDING POSITION

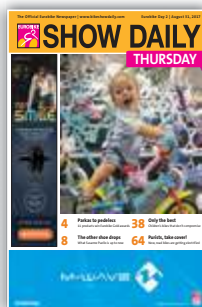
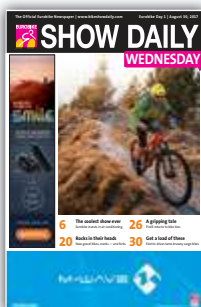
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# NECO

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2017, BOOTH NO.A1-409



Rove (Neco3+Neco4)  
Dynamo Hub Power  
Generator-UPS System



**NECO 3**  
Intelligent Portable Charger

Patent No.Taiwan: M509473  
Germany: 202015104197



Global Maximum Bicycle  
**NECO 4** Dynamo Generator  
Dynamo Hub Power Generator

Patent No.China : 5257748  
6Vx2.5A=15W

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