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**INSIDE:**  
What's on Today  
Show Highlights

**PRODUCT ROUNDUPS:**  
LEVs  
Gravel Bikes  
Mid-Drive Motors  
e-MTBs  
Suspension  
Off-Road Apparel  
Cargo Bikes  
...and much more!



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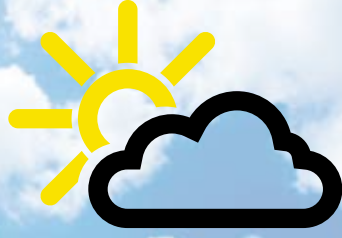
[dapumotors.com](http://dapumotors.com)

# TODAY

**JULY 8**  
**FRIEDRICHSHAFEN**

**27°C (80°F)**

Mostly sunny



**TONIGHT**

**13°C (55°F)**

Generally clear



**TOMORROW**

**27°C (80°F)**

Mostly sunny



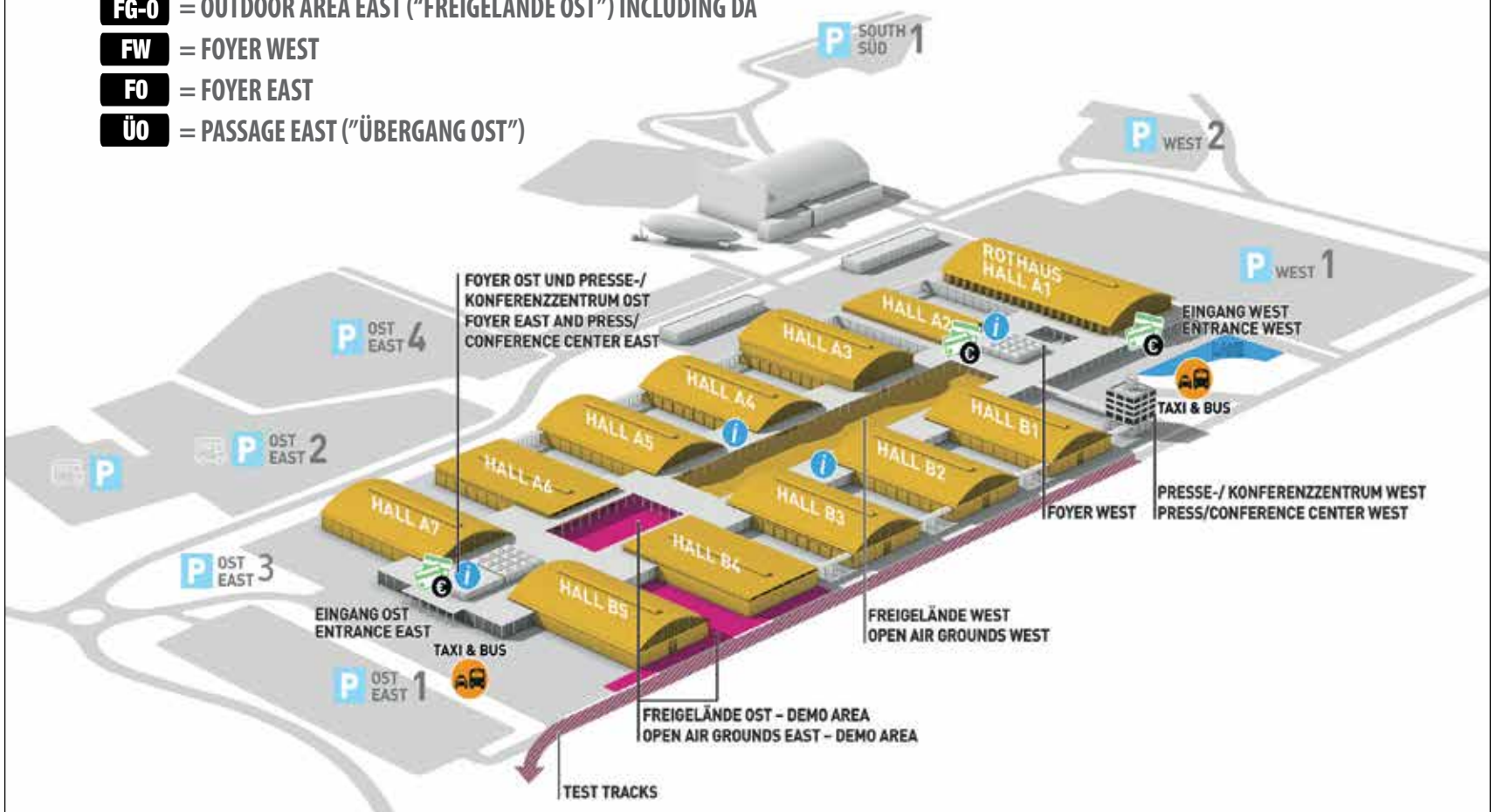
Yesterday's Eurobike Startup Awards. Full report on page 5.

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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 WEST")
- FG-O** = OUTDOOR AREA EAST ("FREIGELÄNDE OST") INCLUDING DA
- FW** = FOYER WEST
- F0** = FOYER EAST
- Ü0** = PASSAGE EAST ("ÜBERGANG OST")



# Eurobike shifts focus beyond bikes

The Industry Discussion Panel, which traditionally takes place the day before Eurobike begins, is a good indication of how the show is changing.

Panelists at yesterday's event included Wolfgang Hohmann, a German who owns a bike shop in Dubai, and Simon Schmitz, an official from Deutsche Post who oversees a division that is getting into the business of industrial electric vehicles, from small electric delivery trucks to two-wheeled pedelecs.

One constant presence on the panel is Siegfried Neuberger, director of the German bike industry association ZIV. Because it is Europe's largest bicycle market, what happens in Germany is important across the continent.

Neuberger said 2018 should be a decent year despite a slow start, with bicycle sales meeting or exceeding last year's numbers. He anticipates total bike sales should reach about 4 million units, compared with last year's 3.85 million.

E-bike sales are again driving growth in the overall market, although Neuberger said conventional bike sales are also expected to increase this year.

After an increase of 19 percent to 720,000 units, Neuberger said he expected e-bikes sales to post a similar increase this year to between 800,000 and 900,000 units.

That, he noted, would put Germany on the brink of reaching a significant milestone in 2019: the first year e-bike

sales top one million units.

Wolfgang Hohmann, founder and director of Wolffi's Bike Shop in Dubai, said cycling is beginning to take off in popularity, thanks in part to interest from Dubai's ruler, Sheikh Mohammed bin Rashid Al Maktoum, and members of the royal family.

It's an interesting market. Many expats who have a cycling background live in Dubai and have continued cycling. But Dubai natives don't have a history of riding bikes, so they are often learning to ride as adults.

Because Dubai is rather liberal among the Gulf states, "women are allowed to do most everything that men are allowed to do," Hohmann said — including cycling. There are women's racing and triathlon teams along with many female recreational riders.

One advantage of living in a place where one person controls the government is that decisions can be made quickly. For example, Hohmann said cycling enthusiasts suggested that Dubai open the course that it uses for Formula One races to cyclists.

"It was done in a matter of days," he said. Authorities opened the course on a Sunday through Tuesday, and thousands of people went to ride their bikes.

This year's Eurobike is emphasizing electric mobility, and Deutsche Post's Schmitz spoke about the potential this market holds.

Deutsche Post is working to move toward cleaner vehicles for its letter and parcel deliveries and has developed two- and three-wheeled pedelecs for letter carriers. But when its manufacturing partner Mifa went bankrupt, the company had to scramble to find a new manufacturer.

It ended up building the vehicles itself, and now the Deutsche Post **StreetScooter A1718** division is becoming an important business in its own right.

But it's also looking to become a supplier to other businesses that need specialized electric vehicles, from two-wheeled pedelecs to small electric cargo vans. At Eurobike, StreetScooter is looking not only for customers, but for distributors and suppliers it can work with as it looks to expand. ■ DM



Simon Schmitz

## Eurobike seeks a happy medium with 2019 dates: July 31 – Aug. 3

So, that's settled, then: Eurobike is moving its show dates again for 2019.

The new dates, July 31 to Aug. 3, 2019, fall in between the show's traditional dates in early September and this year's July timeframe.



Klaus Wellmann (left), CEO of Messe Friedrichshafen, and Stefan Reisinger, head of Eurobike

"We hope this will be seen as the best compromise," Eurobike head Stefan Reisinger said. "We cannot do two shows — it doesn't make sense — so we decided to step somewhere in the middle."

More important than the dates is Eurobike's decision to bring back its consumer day, which will be Saturday, Aug. 3. He said the consumer day was a bigger concern for many exhibitors instead of the specific show dates.

"Eighty percent of the people that I talked to wanted to see the consumers coming back and being part of the show," he said.

That was an important part of the decision about having later dates, so consumers wouldn't be seeing new products too early.

Once the decision was made to bring back the consumer day, "The discussion of whether the dates are two weeks earlier or two weeks later was not that important," he noted.

Show organizers typically announce the dates for the following year's event at the end of the show, not at the beginning.

But Reisinger said the early notice gives exhibitors a chance to make plans while they are already in Friedrichshafen with their staffs, so they can book their hotel rooms or vacation apartments in person rather than having to do it by phone or email.

It also means exhibitors and visitors won't be distracted by rumors about future show dates.

"There would be the risk if it's not announced until the last minute that it is then one of the main topics around the whole trade show in the aisles," he said. "I don't think it's really that important. There's more important business to do for all the people here."

Taipei Cycle has also announced that it will return to its March show dates beginning in 2019, but Reisinger said the two announcements were not coordinated.

"That was really a coincidence," he said. "It was not at all coordinated."

Taipei Cycle officials will discuss the date change in more details at its press conference today at 1 p.m. in Room Paris, Foyer East. They will also preview the next Taipei Cycle, which is Oct. 31 to Nov. 3.

Trade show dates are an endless topic of debate, but Reisinger said their importance is sometimes overstated.

"If you've been around the industry for many years, you also know that [the debate about show dates] is always 'hot,' but in the end it's maybe not that important," he said. "There are more serious things in the world than trade show dates." ■ DM

# 5 young firms win Start-Up Awards

Five companies were named best bike industry start-ups yesterday afternoon in the inaugural edition of the Start-Up Pitch, a new program that offered 20 start-up companies the chance to present their products in a 180-second pitch.

The winners are Trenux, Veer, Velco, Muli Cycles and speaRoad. One of them will be chosen for a Gold Award at tonight's Eurobike Awards ceremony.

**TriEye FC-AG/A** won a Public's Choice Start-Up Award, which combined online voting with votes from the audience at Eurobike.

Given the global popularity of cycling, and the number of cars on our crowded roads, the safety of cyclists and their bikes was a recurring theme among the 20 finalists.

Dutch company Rbell has produced an electronic bell that kicks out up to 105 decibels and is operated by a button that attaches to the brake lever. The device also doubles as a bike alarm and a Garmin mount.

"It weighs 66 grams and also features a blinking light at night, plus it means you don't have to take one hand off the handle bar to trigger the bell, and you don't have to shout to warn people," co-inventor Mark Staal said.

After an accident when a fellow cyclist hit him from behind, Norwegian Carsten Fongen of TriEye realized how important rear vision is.

"Nobody these days wants a handlebar mounted rear-view mirror, so we integrated one into a pair of high-quality

cycling glasses," Fongen said. "The mirror sits on the bottom left or right of the frame, is adjustable and offers a clear view of what's behind with minimum eye movement," he said.

SpeaRoad's PED is a pedal that features 360-degree LEDs for better visibility.

"PED also features handlebar mounted controls that make it blink on the relevant side when the cyclist is turning, and it harvests energy from the movement of the pedals, so no batteries needed," company CEO Paolo Cattarello said.

These and the other winners of the qualifying round delivered short, crisp, and informative pitches covering cargo bikes, battery technologies, new digital solutions and services, alongside innovative clothing and accessories.

"This year, we provided a prominent platform for start-ups, because they are important innovation drivers in the industry," Eurobike project manager Dirk Heidrich said.

Eurobike received more than 70 submissions for the Start-Up Pitch. A six-member jury, comprised of leaders in the fields of mobility, advocacy, sustainability, digital interfacing, and product safety, judged the entries.

"It was a long process getting the number down to 20 from 70, but then it



The five winning companies of the first Eurobike Start-Up Awards

really got tough to get that down once again to the five that we chose today, because the overall quality was so high, and the level of innovation really outstanding," said Ulrike Saade, the founder and CEO Velokonzept Saade. (She's also the organizer of Travel Talk on Monday.)

The Start-Up Pitch is part of the Eurobike Academy, which today is hosting a dedicated block aimed

exclusively at start-ups.

The block features several sessions aimed at young companies, with topics ranging from how to find financing and how to move from an initial idea to landing the first customers.

Start-up founders will have a chance to talk to other industry start-ups that have succeeded, as well as to some that failed. ■ GS

## BETO



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## Bosch launches marketing campaign, new products for 10th anniversary

Time is flying. Founded in 2009, Bosch eBike Systems is introducing several new products for its tenth anniversary year in 2019.

Among them are a compact color on-board computer named Kiox, which helps improve a rider's fitness and a mass-produced anti-lock braking system for e-bikes, developed with Magura.

**Bosch AG-201** is also rolling out a fast 6-amp charger (instead of the usual 2- to 4-amp chargers) that cuts recharging times by up to 30 percent; a new alpine Performance Line CX package, including shorter crank arms and optimized walking assistance; and an anti-tuning detection tool for IBDS incorporated in the Bosch Diagnostic Tool.

Bosch showed these highlights at a "sneak preview" on Saturday. It also announced that the Cobi smartphone system for bikes is now 100 percent compatible with Bosch systems. And the company announced a marketing campaign with German ski star Felix Neureuther as brand ambassador.

Bosch bought Cobi last year. The

Cobi system lets riders connect their smartphones to bikes and e-bike controls.

Cobi co-founder Andreas Gahlert and Bosch eBike Systems CEO Claus Fleischer said the companies would work on "a joint development of digital products and series for the mobility of the future."

They noted that the Cobi software can be customized by bicycle brands. For example, Riese & Müller has created a custom servicing tool that will be available on some 2019 models.

The new marketing campaign with Neureuther, "Feel the flow powered by Bosch," will promote riding e-bikes as a lifestyle.

"When riding on an e-bike features such as fun, the feeling of freedom, of being here and now and being in the right flow are in the center. E-biking is quality time," the company's Tamara Winograd said. ■ **JB**



The new Bosch 'feel the flow' marketing campaign

## From blimps to bicycle tires, Goodyear returns to cycling



Goodyear, whose first-ever tire was a bike tire, has returned to cycling after a 40-year gap.

After a gap of 40 years, Goodyear is back in the bicycle tire business. It's bringing a full range of tires aimed at the growing number of wheels with wider inner rims.

"Even road bikes are moving from 15 and 17mm inner widths to 19mm, so if you put on a standard tire, the sides bulge, and the tread is in the wrong place," said Luke Musselman, president of **Goodyear Rubber Kinetics AG-103**.

"Our USP is that our whole range — from road tires through to gravel and mountain bikes — takes this trend fully into account."

Goodyear, one of the world's best-known tire brands, received a warm welcome at the Sea Otter Classic earlier this year and realized it needed to exhibit at Eurobike.

"With a full slate of OEM, distributor and media appointments already scheduled, we're confident we can continue to expand the brand in the European market," Musselman added. "We're excited to meet with more fans of the Goodyear Wingfoot and to get more

riders on Goodyear premium tires."

The inaugural range of what Goodyear is calling its Premium bike tire line includes the Eagle and Transit models for road bikes, County and Connector for gravel bikes and the Peak, Escape and Newton for MTBs.

"Goodyear's first ever tire, in 1898, was for bikes, and the company carried on manufacturing them until the late 1970s," European manager Mike Johnston said. "This is a really interesting and exciting time in the bike industry, with environmental impact and personal fitness front of mind for many people, and we are delighted to be back."

"From the testing phases to the production models, I have been blown away with the responsiveness of the products and brand," said Geoff Gulevich, one of Goodyear's professional riders.

■ **GS**

## From digitizing sales to virtual manufacturing, Bike Europe conference focuses on online sales

The third annual Bike Europe Conference, "Behind the Scenes of Online Sales" drew back the curtain Saturday to help manufacturers and suppliers do a better job of selling their products online.

Jan Willem van Schaik, editor-in-chief of Bike Europe, said these firms need to focus on such issues as supply chain flexibility and distribution, optimizing product availability, and improving their strategies for direct-to-consumer sales.

"The only answer is to digitize your sales in order to be successful," van Schaik said, "which is more than simply digitizing your online web shop. Your whole organization should be connected digitally in order to be competitive, and we will discuss how to future-proof your organization for online sales."

U.S. bike industry veterans Scott Montgomery and Adrian Montgomery,

now principals with CrankTank Business Intelligence, a digital marketing and consulting company, said retailers need to embrace direct-to-consumer sales if they want to survive against giants like Amazon.

"As everybody has talked about here, change is definitely coming and it may be coming faster than you expect," Scott Montgomery said, speaking at the conference.

He cited the staggering number of U.S. retailers that went out of business in 2017, while Amazon continued to thrive.

But even smaller retailers can adopt effective direct-to-consumer sales models.

If implemented well, he said they can be the backbone of a successful multichannel marketing plan for retailers.

He recommended that companies hire a dedicated e-commerce director, or contract with a specialist firm, and treat them as equal partners with a company's traditional sales director.

Direct-to-consumer efforts have to work hand-in-hand with a company's B2C efforts.

He also said companies have to allocate a sufficient amount of marketing money to ensure it succeeds.

While most discussions of digitization refer to selling products on websites, Christian Dörner of Siemens discussed a much different use: Using digital technology to "manufacture" virtual versions of products, before they are made for real.

"Digitization is the holistic approach to integrating and digitalizing the entire value chain," said Dörner, who specializes in the subject at Siemens. "It is key to staying competitive in the future."

Manufacturers can tie their factory equipment to their IT system and use them to create a "digital product twin," which lets them design, simulate, and verify a virtual product.

This allows manufacturers to produce these products virtually, so they can troubleshoot issues before going into actual production.

"The hardest challenge about digitalization is changing the mindset of the people involved in the process, to get all of them involved," Dörner said.

The conference attracted about 100 participants, mostly manufacturers and suppliers. ■ **WB**



# Miranda

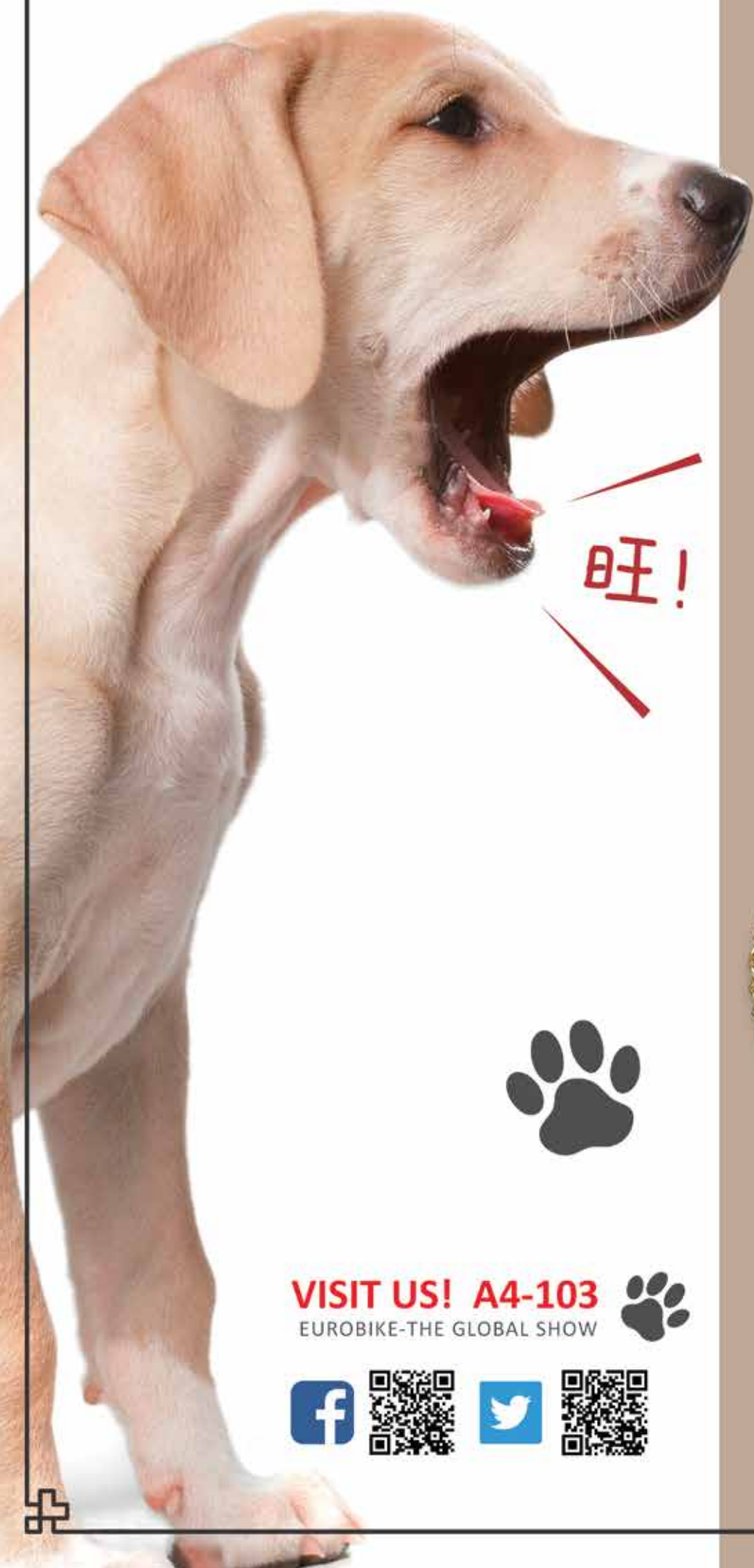
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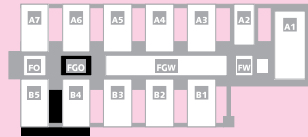


# 2018 YEAR OF THE DOG



VELOSADDLES.COM

# Guide To Eurobike Demo Areas



STAND	COMPANY/FIRMA
0/100	Add-e
0/101	Yuba bikes
0/103	TranzX
0/104	Tsinova
0/106	Bikee Bike
0/106	motosuv
0/107	myStromer
0/110	KIFFY - EASY DESIGN TECHNOLOGY
0/110	Cosmo Connected
0/111	Rayvolt Bike
0/200	Haibike
0/200	Winora Group
0/201	Urban Arrow
0/202	Pendix
0/203	TRENOLI
0/203	BIONICON
0/204	SIMPLON

STAND	COMPANY/FIRMA
0/205	TECHNIBIKE
0/206	OLleds
0/207	SR Suntour
0/208	M1 Sporttechnik
0/209	Heinzmann
0/210	Alber
0/211	Coboc
0/212	Csepel
0/300	Cycle Union
0/301	Continental Bicycle Systems
0/302	KTM Fahrrad
0/304	Metz mecatech
0/305	NCM Bikes
0/306	Merida & Centurion
0/400	SHIMANO Europe
0/403	Scott Sports
0/404	Brose Antriebstechnik

STAND	COMPANY/FIRMA
0/405	TQ-Systems
0/406	Egret
0/407	e-RUN Wheel
0/408	BH Bikes Europe
0/409	Leaos
0/410	Eurosport DHS
0/411	Prophete
0/500	AZUB BIKE
0/501	ZEHUS
0/502	DOUZE Cycles
0/503	Radkutsche
0/504	FMGH Fine Mobility
0/505	XCYC excites cycling
0/507	AEVON TRAILERS
0/508	Taiwan Hodaka
0/509	Velo de Ville



## B5

600 Paul Lange

Bosch Teststrecke

505 Zhejiang Star Union

503 Wike - Pi Manufacturing

502 Lanxi Wheeltop Cycle

501 FAZUA

TEST TRACKS

511 Fantic

510 ENVE Composites

509 GOLDEN WHEEL

508 ANANDA

507 CYCLEWASH

COMPANY FIRMA	STAND
500	Bosch
501	FAZUA
502	Lanxi Wheeltop Cycle
503	Wike - Pi Manufacturing
505	Zhejiang Star Union
507	CYCLEWASH

COMPANY FIRMA	STAND
508	ANANDA
509	GOLDEN WHEEL
510	ENVE Composites
511	Fantic
600	Paul Lange

## B4

411 VICTORIA c/o Hermann Hartje, TERN, i:SY

BASSO Bikes

409 Open Cycle

408 3T CYCLING

407 Outbraker

406 YouMo

TEST TRACKS

404 Rohloff

403 Arkus & Romet Group

402 Pivot Cycles

401 FOX Factory, Marzocchi

400 F.S.A., Bend36

COMPANY FIRMA	STAND
400	F.S.A.
400	Bend36
401	FOX Factory
401	Marzocchi
402	Pivot Cycles
403	Arkus & Romet Group
404	Rohloff
406	YouMo

COMPANY FIRMA	STAND
407	Outbraker
408	3T CYCLING
409	Open Cycle
410	BASSO Bikes
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# Gates puts belts on 1.5 million bikes — and counting

Last year, Gates Carbon Drive celebrated its 10th anniversary. This year, Gates says it will reach another milestone: putting belt drives on 1.5 million bikes.

“While the bicycle industry as a whole is experiencing soft growth, we continue to grow our product line to meet the needs of consumers and manufacturers in all of our main bicycle market segments: electric bikes, share bikes, pedal bikes and stationary fitness bikes,” said Todd Sellden, global director of **Gates Carbon Drive A2-201**.

With its belt drive finding wider acceptance in these different categories, Gates has created several new positions at its Denver, Colorado, headquarters. Its two most important market segments have become the electric mobility and bikeshare systems.

“We have strategically realigned our business development strategy to more effectively target and serve each of these industry segments,” Sellden added.

One significant new hire is e-bike veteran Zach Krapfl, who is the company’s global e-mobility market development manager. Krapfl helped Cannondale launch its e-bike initiative and has also served as a consultant for Bosch, Felt and other brands.

“Adding Zach to the Carbon Drive team helps us move into a leadership position in the eMobility category,” Sellden said. “He is well known and well respected, and has been involved in

electric motor and battery integration in the bike industry for more than a decade.”

Another recent hire is Cathy Wilson as market development manager, who will work with bikeshare manufacturers around the world. Wilson, an engineer, previously worked at the Gates belt plant in Kentucky and was instrumental in developing Gates’ 11mm-pitch bicycle belts.

More than 500 OEMs around the world currently spec Gates Carbon Drives on their bikes, spokesman Paul Tolme said.

Gates is launching several new belt drive products at Eurobike, including the first belt drive for full-suspension mountain bikes that Gates developed with its longtime European sales and service partner, Universal Transmissions (see related story on page 14).

It is also debuting a line of tools for mechanics and for assembly workers.

Its new products include:

- Integrated crank assemblies for the CDX premium and CDN urban lines in silver or black, including a matching aluminum guard;
- S550 direct-mount cranks with modular beltline adjustability. The S550 will come as a pre-assembled crankset for easy factory installation;

- New rear sprockets for Shimano internal gear hubs that create a standard “unified beltline” to simplify belt integration. They are compatible with Nexus 8, Alfine 8 and 11 and Di2 electronic shifting hubs, and with Shimano’s Inter 5E hubs; and
  - Aluminum rear sprockets in seven sizes for Pinion gearboxes.
- For mechanics and assembly factories, Gates is also debuting a belt tension

gauge and frame alignment tool.

The frame alignment tool measures relative alignment between the axis of the bottom bracket shell and the axis of the rear axles in both the vertical and horizontal planes. This helps manufacturers achieve the best alignment for proper functioning of the belt drive.

For the bikeshare market, Gates is introducing an investment cast sprocket that, the company says, delivers high strength at a modest price point. ■ **JB/DM**



Gates Carbon Drive professional alignment tools for manufacturers

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## EBIKE FRONT LIGHT SPL-01 FOR S-PEDELECS

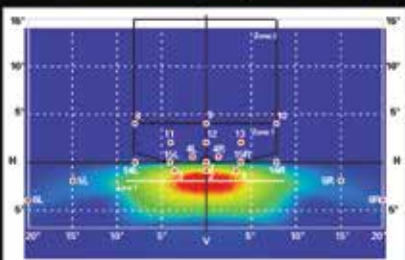


Brightness up to 1800 lm

ECE R113 requirement

8 automotive LEDs

Sate-Lite introduces the milestone front light model SPL-01 proudly. SPL-01 comply with ECE R113 requirement, with 8 automotive LEDs, brightness up to 1800 lm. It is an ideal new choice for S-pedelec OEMs, and an affordable replacement part.



Booth No. A6-217

# UT, Gates put a belt drive on a full-suspension eMTB



Close-up of the HNF Nicolai G16 Eboxx showing the belt tensioner behind the crank, enabling the full suspension bike to work with a Gates belt drive

The Gates belt drive system now appears on all types of bikes around the world. But it's been missing from one popular category — full-suspension mountain bikes.

That is changing this year, with the help of Gates' longtime European distributor and development partner Universal Transmissions (exhibiting at **Gates A2-201**). The German company, led by bike engineer Karlheinz "Kalle" Nicolai, worked with Gates to solve the technical issues involved with full-suspension bikes and is debuting their belt drive solution at Eurobike

That solution involves the use of a spring-supported belt tensioner that supports both conventional and — crucially in the European market — electric drivetrains.

"Conventional drive systems are often subject to heavy wear under high demands. Here the Gates Carbon Drive offers many years of experience in the areas of low maintenance and durability," Nicolai said. "Whether in combination with a mid-mounted motor or with a conventional bike, the belt tensioner allows the advantages of a belt drive to be exploited even in hard terrain and under high demands."

Nicolai is pioneering the new belt drive system on a bike produced by another company he runs, the high-end, niche brand HNF Nicolai.

The e-MTB, called the G16 Eboxx, demonstrates the ability of a belt drive to work with other state-of-the-art

components. The G16 is powered by a new Bosch mid-drive motor and uses the Rohloff E-14 internal gear hub.

"The belt tensioner skillfully compensates for the changing center distance and ensures constant belt tension even in rough terrain," Nicolai said.

Unfortunately, Universal Transmissions officials say, the new belt tensioner has not yet reached the "plug and play" simplicity of belt drive systems for other types of bikes.

UT officials say they will work with other European manufacturers to adapt the tensioner so they can use the belt drive system on their own full-suspension e-MTBs.

Gates and UT are optimistic that the belt tensioner will open up the e-MTB category to belt drives. The category is booming across Europe, and many European consumers are already familiar with belt drives through conventional urban, trekking, touring, and hardtail mountain bikes along with other e-bikes.

"More and more consumers rely on belt-driven bicycles. It's becoming popular," Nicolai said. "A considerable number of high-quality bikes are now leaving shops with a direct drive from Gates."

See our related story on Gates on page 12. **JB**



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## Who won a Eurobike Award? Find out tonight!

Eurobike has chosen 12 Gold Award winners out of 40 products that have been chosen for a Eurobike Award.

But if you want to know who the winners are, you'll have to wait until this evening.

The ceremony for the 14th edition of the prestigious Eurobike Awards starts at 6 p.m. tonight in Foyer East. Eurobike is also awarding two Green Awards for sustainable products.

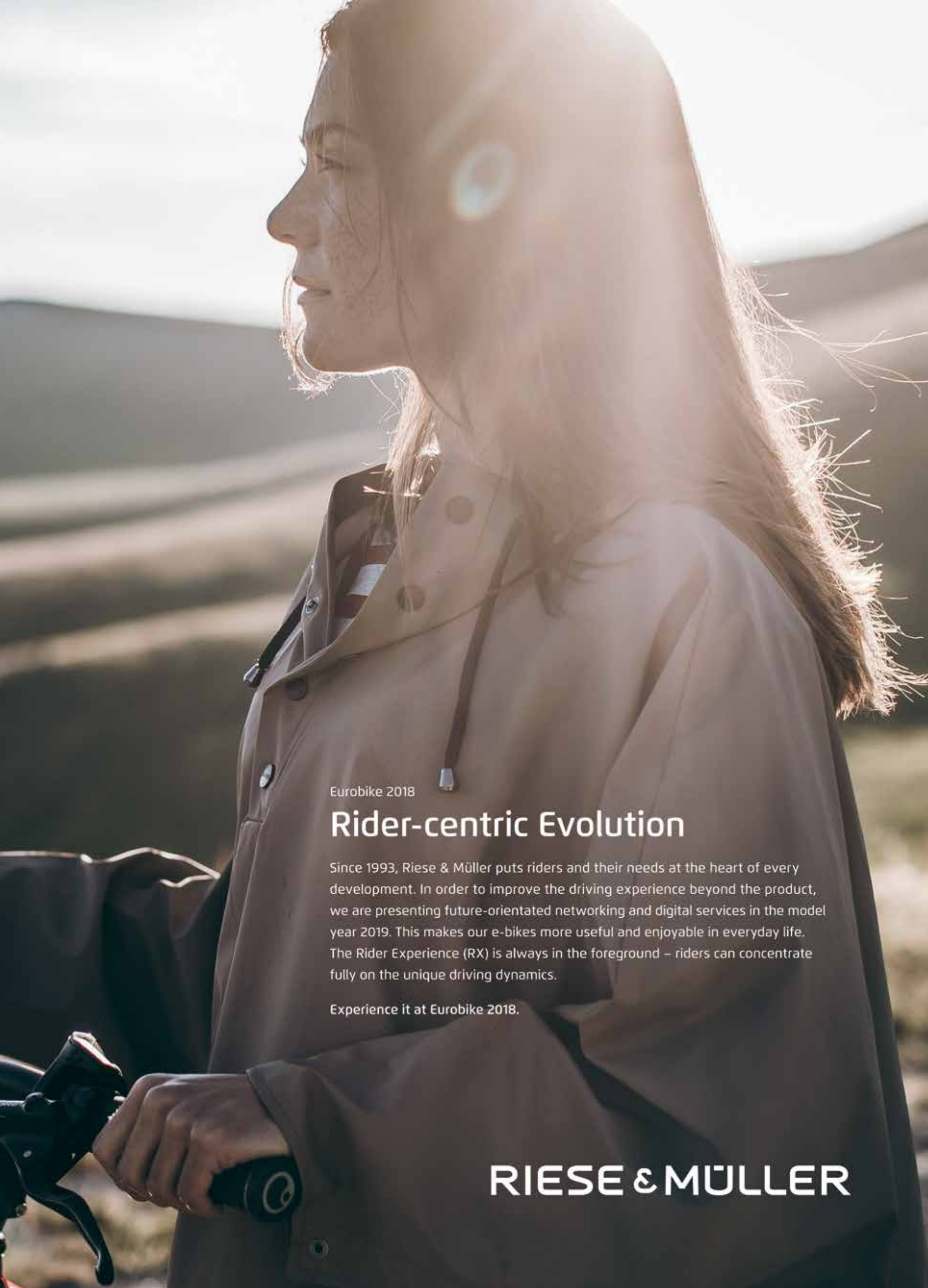
A panel of six judges went through 366 product submissions to settle on the winners. The number of submissions was smaller than last year's 458, due in part to the earlier show dates.

"The bike market is currently

influenced by a large number of new factors such as the changing demands for mobility and the increasing impact of digitalization," said Dirk Heidrich, Eurobike project manager.

He added, "The Eurobike Award is also a documentary record of the bold approach adopted by the market players within the bike industry when solving these challenges. It once again provides a concentrated look at the innovative future of the bike market."

Winning products will be on display throughout the show in Foyer East. **■**

A woman with long blonde hair, wearing a brown raincoat, is shown in profile, looking out over a hilly landscape. She is holding the handlebars of a bicycle. The background is a soft-focus view of rolling hills under a bright sky. The overall mood is serene and focused.

Eurobike 2018

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# Neco's empire is built on steel and alloy

Carbon fiber has been the sexy material for bike manufacturers for years, but Neco Wang still prefers aluminum and steel.



Neco Wang, the founder of Neco

Wang, the founder and general manager of **Neco Technology A5-403** in Taiwan, continues to crank out innovative components every year using those tried-and-true materials.

Neco's mainstays are headsets and bottom brackets, each of which account for 30 percent of the company's total sales.

Pedals make up another 20 percent,

and hubs and cranksets account for about 10 percent each. About half of Neco's sales are under the company's brand name, and the rest is for OE or OD customers.

During a short visit to the company's headquarters on the outskirts of Taichung, a group of bicycle journalists saw rows of state-of-the-art CNC lathes and hydraulic presses of various sizes.

Neco outsources some manufacturing processes that require the use of other sophisticated machinery or special chemicals, including heat treatment, anodizing and laser engraving. But Taiwan's industrial cluster nearby offers plenty of specialists for this kind of work.

Set at the foothills of the Wufeng district, the Neco headquarters provides an insight into Wang's unusual approach to business.

A park-like area next to Neco's contemporary factory and offices houses a lounge, an impressively large treehouse, a water wheel — as well as chicken and geese.

Inside, a collection of ancient furniture and other interior decorations make it clear that Wang is a collector with a sharp eye and taste.

In today's competitive global market, short lead times are just as important as flexibility and precision. So Neco has

expanded its production into China to produce more affordable products in large quantities for the Chinese bike manufacturers it supplies.

While Neco's Taiwan headquarters employs a staff of 50, who focus on its higher-end products, staffing numbers are decidedly larger in the three factories Neco owns in China. Its Jiangsu factory employs 280 workers, and plants in Tianjin and Guangdong each employ 50.

For an indication of Neco's global reach, just look at its website. Language options include traditional and simplified Chinese, English, French, Italian, Spanish, German, Japanese and even Russian.

Apart from its stringent quality controls, Neco is known for its innovative new products. The company has focused recently on what it calls "intelligent" products that have won several awards.

One of its newest products is the Rove, a system that combines a hub dynamo, rectifier and power bank and integrates them into the headset. With the Rove installed on their bikes, commuters can produce energy from the dynamo, store it in the battery, and use it to charge a

smartphone, GPS device or lights.

Another interesting innovation are the Manual pedals. The cage installs and is removed without tools, leaving only the axle stub on the crankarms.

It's a simple, unique form of theft-protection, and it is just another example of how Neco continues to forge its own success after more than 30 years in business. ■ LVR



A treehouse on the grounds of Neco's headquarters in Taichung

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# An offer IBDs can't refuse? Sell a used e-bike; get a new one for the next season

A new exhibitor is offering IBDs a deal that seems too good to be true: Sell one of the company's used, premium e-bikes, and receive a new premium e-bike to use for the next season as a rental or demo bike.

The Austrian startup, **Greenstorm Mobility A1-109** believes its business model can shake up the e-bike world by bringing the tourism and bicycle industries together.

Here's how the concept works: Hoteliers offer vacant rooms to Greenstorm, which resells them online to consumers by offering vouchers that include attractive discounts.

In exchange for their room inventory, Greenstorm provides e-bikes from well-known brands to the hotels for no extra cost. It then sells the e-bikes after one season.

The strategy already has turned Greenstorm into Europe's biggest seller of used, premium e-bikes, even though the company only came into existence in 2016.

Greenstorm general manager Philipp Zimmermann founded the

company in 2016 and soon brought on Richard Hirschhuber, who owns hotels and restaurants and is a marketing consultant. The two invested 500,000 euros (\$685,000) and in June 2016 ordered 3,500 premium e-bikes. Hirschhuber is the majority shareholder in the company and its general manager.

In 2017, they rolled out the e-bikes to 600 participating hotels in Austria, South Tyrol, Bavaria, Switzerland and Mallorca. Now, Greenstorm is selling that initial batch of bikes — mostly electric mountain bikes, but also electric trekking and city bikes — at attractive prices through its website and in person at the company's headquarters.

The bikes "have been used by our hotel partners for no more than 300 to 1,000 km [185-620 miles]," Hirschhuber said. "And — after being used for only one season — they still have 24 months left on their 30-month manufacturer's warranty.

This season, Greenstorm bought an eye-popping 10,000 premium e-bikes, which means it now has to brainstorm new ways of selling them on the used bike market after they have been used for a season at participating hotels.

The e-bikes come from such well-known brands as Bergamont, Corratec, Fantic, Ghost, Haibike, KTM, Raleigh, and Univega. But Greenstorm can't just dump the used bikes through a mass-market retailer or it would destroy its relationship with the bike brands.

Although mass merchants have approached the company, Hirschhuber says he has turned them down. "When dealing with premium products you have some responsibilities. That's why I said no," he said. "We brainstormed ideas to get IBDs on board. We believe that our concept is a win-win-win



Richard Hirschhuber, the co-founder of Greenstorm, has a background in the hotel and restaurant business.



Greenstorm currently sells its used e-bikes through its company store and online. (Photos: JB)

business: For the hotels, for us, and for the participating IBDs."

The Greenstorm founder says IBDs can reach more customers by selling the used e-bikes. "IBDs have great premium e-bike in their stores. But not all customers are able to pay between 3,500 and 8,000 euros for the e-bike of their desire," he said.

Instead of losing that customer to a mass merchant, who may sell them a 1,200-euro, no-name, Chinese-made e-bike, the IBD can sell them a used e-bike from a top brand with a two-year guarantee.

"If he sells it in our name, we will deliver him next year a brand-new e-bike model for one season that he can give out for testing or rentals," Hirschhuber said.

An IBD doesn't even have to stock the used bikes, but can order one through the Greenstorm website, which send it to the IBD for sale to the customer. Greenstorm has not put a limit on the number of used e-bikes an IBD can sell in exchange for a new one.

In addition to e-bikes, Greenstorm also uses the same strategy with Tesla and Smart electric cars and other electric vehicles.

Hirschhuber said Greenstorm has had no trouble signing up hotels and IBDs that want to work with the company. But the bottleneck has been financing — no bank was willing to lend to the startup firm.

To supplement the original investment from Hirschhuber and his friends, the company turned to crowdfunding. It raised nearly 1.2 million euros through April on the Conda platform. Although Greenstorm fell short of its 1.488-million-euro goal (Hirschhuber's lucky number is "8," hence the unusual goal), it raised enough to buy another slug of e-bikes for the current tourist season.

The company employs a staff of 50 in a new headquarters and warehouse in Söll, Austria, near Kufstein. Greenstorm says that by 2020 it expects to work with more than 15,000 partner hotels, which can draw from a pool of 100,000 e-bikes, 400 Teslas, 1,000 other e-vehicles, and 1,888 charging stations.

Greenstorm has established subsidiaries in Spain, Switzerland and Germany, and this year expects to create subsidiaries in Italy and in Croatia/Slovenia. For more information, visit [www.greenstorm.eu](http://www.greenstorm.eu). ■ JB

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# Neodrives debuts drive system for s-pedelects

**Neodrives, the e-bike drive system brand of Alber GmbH, goes its own way in the e-bike market.**

At Eurobike, **Alber A1-403** is launching its first Neodrives system for speed pedelecs, which are e-bikes that can travel up to 45 kph with electric assist. But instead of another mid-drive motor like most in this category from other brands, the new Neodrives system is a rear hub drive. Hub drives are all they make.

That may seem like a throwback in a market gone crazy for mid-drives, but Alber officials say they aren't interested in chasing current trends.

"It's definitely away from mountain bikes and road bikes," said Andreas Binz, director of the Neodrives business unit. "It's the commuter and touring categories we are focusing on instead."

The new Z20 RS drive joins two existing Neodrives systems for conventional 25 kph pedelecs, the Z15 and Z20.

Binz said Multicycle, Cubyke and Simplon will spec the Z20 RS on some of their 2019 year s-pedelects. "To fulfill demand we just started a second e-motor winding machine at our factory in Albstadt," he said.

He argued that a rear hub motor retains many advantages over its mid-drive rivals.

"It's light," Binz said. "It provides an enormous acceleration from zero. The motor runs smoothly and — thanks to its gearless and brushless construction — is also noiseless and has minimal vibration."

Because the motor delivers power at the rear wheel, it doesn't interfere with the derailleurs or chain. With regenerative braking, a Neodrives unit can add as much as 10 percent to an e-bike's range, he said.

Bike brands also appreciate the ability to incorporate a hub drive without having to redesign the bicycle frame, as they must with a mid-drive system.

Hub drives have gotten a bad reputation over the years, but Binz said Alber solved one of their worst problems.

"Due to further developments in the field of thermal management, we have been able to solve the issue of the hub motor overheating," he said. He promises that Neodrives systems will keep their cool even on long, challenging uphill climbs.

Alber comes to the bike industry from an unusual direction. It's a subsidiary of the U.S. company Invacare, which specializes in making medical equipment, from hospital beds and respirators to powered wheelchairs and other mobility products.

Alber is a leading manufacturer of electric drivetrains for wheelchairs, which it makes at its headquarters in Albstadt alongside Neodrives hub motors.

Alber makes the electric coils at the heart of the motor in-house. This allows it to make coils that are lighter, more efficient and of more consistent quality. Alber also glues the motor's magnets in place at its factory. By doing most production in-house Alber can respond rapidly to market demand from its European customers.

Neodrives product manager Eva-Marie Schenk said the European s-pedelect market has a lot of potential, even though overly restrictive EU regulations have limited s-pedelects to only a tiny share of the bicycle market.

She pointed to Switzerland as an

example of the s-pedelect's potential when there are fewer restrictions on their use. Switzerland, which is not an EU member, allows s-pedelects on bike paths and lanes, unlike most EU countries. (See tomorrow's Eurobike Show Daily for a look at the s-pedelect market and new products.)

If the bike industry can persuade EU member countries to loosen up on their s-pedelect restrictions, the category could enjoy much faster growth. ■ **JB**



Hansjörg Reiner, general manager of Alber, with Neodrives product manager Eva-Marie Schenk

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## Overview: Hall A1

# The future of the bicycle industry may not be bicycles, but electric vehicles

**As the market for electric bicycles and Light Electric Vehicles (LEVs) grows across the world, it causes disruption and sudden, unforeseen changes that are not always easy on the players involved.**

No one has been spared, from the sales channels to the manufacturers that make the vehicles and the components.

But disruption also creates opportunity. This year, Eurobike is finally recognizing this changing market by shifting its focus to vehicles that are not necessarily bicycles. Founded years ago as a mountain bike show, Eurobike is now attempting to establish itself as the place to discover trends in the world of LEVs.

Show organizers are putting this new category front and center. Eurobike has turned its largest exhibition hall, Rothaus Hall A1, into the focal point for LEVs.

In A1, visitors will find most of the companies that make LEV components, as well as some e-bike brands. Eurobike is also using A1 to spotlight cargo bikes, a category that is growing quickly as electric drive systems make them more versatile and consumer-friendly.

Many of these exhibitors will seem completely foreign, and even bizarre, to show visitors who have spent a career in the traditional bicycle industry.

But Hall A1 is worth a visit, because it offers a glimpse of how Eurobike may look in a few years, as electric bike technology continues to permeate every aspect of cycling.

**Who's there.** Hall A1 is home to 137 exhibitors. Of those, 48 focus on electric components including drive units, batteries, chargers, software, connectivity solutions, displays and other human-machine interfaces like sensors and switches. The other 89 manufacture some sort of vehicles, mostly focusing on all types of pedelecs. Of course, visitors will find pedelec brands in several other halls.

**Who isn't.** Some established e-bike players, including **Shimano B5-300** and

**Bosch, AG-202** are exhibiting in other halls as are some smaller companies that have been in the e-bike space for some time.

A1 is home base for those exhibitors that are completely focused on LEV technology and vehicles.

One drawback of Hall A1 is the lack of a demo area nearby. It's often important for a product manager to be able to do a head-to-head comparison of different drive systems, for example.

Eurobike does have bike demos, but they far from A1 at the other end of the fairground (see page 10 for a guide to this year's Eurobike demo). Perhaps in future years Eurobike will consider establishing a designated LEV test area close to A1.

**Overheated.** The LEV market is hot — perhaps too hot. A key salesperson for Bosch eBike Systems recently told me the company has stopped accepting new customers until 2020. Its existing customers are swallowing up all of the units that Bosch can produce, even as it boosts its manufacturing output.

My organization, ExtraEnergy.org, has also seen first-hand evidence of this overheated market. ExtraEnergy does extensive tests of pedelecs every year, and each spring presents awards to the top performers in several categories.

These awards are usually valuable marketing tools for the winning brands. But this year, some of the winners declined to promote their awards because they are unable to meet existing demand. Already facing with lengthy order backlogs, and unhappy retailers and consumers, they did not want to attract any more customers into what is already a long line.

In a market where demand outstrips the capabilities of many suppliers to deliver, the growth potential is

tremendous. It favors players that can deliver products super-fast, even if the quality is only OK.

It also favors unknown brands. Because the pedelec market is so new, with many customers new to bicycles, brands that are well-known to cyclists may mean little to these consumers.

**IB Dying.** This new market is disrupting sales and manufacturing channels. One of the fastest-growing segments are companies that sell consumer-direct and have no need of IBs.

For one impressive example, consider the Netherlands — a market that for decades has been predictably divided between the established players such as Sparta, Batavus and Gazelle.

Yet two new companies, Stella and Amslod, are growing impressively quickly. They sell mostly through vans that visit potential customers in their homes but also have their own outlets.

This model becomes more and more attractive as the technology matures and as better reliability reduces the need for service. It could be a harbinger of a dramatic change in the current structure of the bicycle business.

Several new players are stepping up and hoping to get a piece of the pie. These include the Mobivia Group of France and its subsidiaries, Norauto in France and ATU in Germany.

Michelin is a shareholder in Mobivia, and has been developing a new drive system at its Swiss R&D center for the past six years. Now, the Mobivia subsidiaries are planning to market the system under Michelin's famous brand name. The system, called the Michelin Wayscral, is efficient and inexpensive.

Just as customers can bring a car of

any make to an ATU dealer for servicing, the chain is also planning to offer service for any brand of pedelecs.

This could encourage the entry of more direct-to-consumer pedelec brands, if they can make agreements with chains like ATU to handle after-sale service.

**Key Market Risks.** The sun is shining on the pedelec market, but several clouds are lurking. One is the prospect of increased import duties, such as the anti-dumping duties on Chinese-made pedelecs as proposed by the European Union. The threat has unsettled the market and led many manufacturers to shift production to other countries.

In the United States, the Trump administration is threatening to impose a 25 percent tariff on Chinese-made e-bikes, which would affect several leading brands.

**A death knell?** The biggest cloud on the horizon is very dark indeed: A change in the legal status of pedelecs could essentially destroy the huge and profitable European market as early as next spring.

Standard pedelecs, which allow electric assist up to a speed of 25 kph, are currently considered to be identical to conventional bicycles. That means they are allowed in bike lanes, and owners do not have to buy special licenses or helmets.

But a legal challenge, known as the Vnuk case, could upend all of that.

In 2014, the European Court ruled in Vnuk that all motor vehicles must carry insurance at all times. This year, the EU decided that the ruling also applies to pedelecs.

The implications are enormous. Not



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

Hannes Neupert founded **ExtraEnergy A1-Foyer 1&2** 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.

After more than 25 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.

In 2013, Hannes Neupert and Jean Chen created ExtraEnergy Services GmbH & Co. KG.

At Eurobike, check out ExtraEnergy's special exhibition of LEV components, where you can see available drivetrains in one place.

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

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The electronic Rohloff E-14 shifting system raises the bar for shifting E-bike transmissions. Never before has shifting been so fast (180ms) or intelligent. The E-14 shifter offers single or multi-gear shifts and automatically returns to a pre-selected start gear once the bike is stationary.

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The Bosch eBike-System synchronizes automatically with the Rohloff E-14. One light button press will create an effortlessly smooth shift. The secret is dropping the Bosch motor output torque, instantaneously reducing the force upon the transmission during each shift.

[www.rohloff.de](http://www.rohloff.de)



only would pedelec owners need to buy insurance, but they would need special drivers licenses and license plates for their pedelecs.

The major cycling advocacy groups, including the ECF, EBMA and Conebi, are lobbying the EU to change the decision and exclude pedelecs from the ruling. A resolution could be six months to two years away.

This uncertainty is a Damocles sword hanging over the entire industry. If the EU does not modify its position, industry officials say pedelecs sales would collapse to less than 10,000 units a year. This would devastate most of the bicycle industry, for which pedelecs have become the major profit driver.

**Not for home use.** China bans citizens from charging bicycle and scooter batteries in their homes, due to casualties and property caused by battery fires in recent years. The ban makes it difficult for Chinese pedelec owners to legally recharge their batteries.

**Safety, at a price.** The new ISO 4210-10 standard, currently being drafted, could require that all pedelecs undergo functional safety certification. While that's generally a good thing, the standard as written could make the certification process slow and expensive.

The idea is that all components should be tested together on the complete bike. But the problem is that pedelecs are made of many components. If a manufacturer merely tweaked the software for a particular drive system — a common modification — every affected pedelec model would have to be completely retested and recertified.

This would create a huge delay in getting components and products to market, and would sharply increase costs for bike brands.

**A truly global market.** Meanwhile, other factors at work could be potentially great news for the global pedelec market.

Despite the concerns listed above, the proposed ISO 4210-10 standard is generally considered to be a universally

good global standard. The standard, which defines the properties of a safe pedelec, could be adopted by local governments around the world.

The final standard could be released as early as 2019. It would help create a truly global pedelec market with regulations that would be harmonized or at least compatible across nations.

That would be great news for manufacturers, because it would allow them to develop products for the global market instead of different versions for different countries.

**Battery costs drop.** Electric cars, not pedelecs, are driving advances in battery technology. And the electric car segment is moving so rapidly that battery prices are expected to fall quickly. We estimate that the cost per watt-hour should drop by half in three to four years. However, a surge in market demand could delay these price decreases.

**Sharing economy.** It seems obvious that bikeshare operators will eventually

electrify their fleets. Because bikeshare makers produce bikes in unprecedented numbers, any electric components or drive systems would have a huge market to target.

If a company were able to deliver a robust, maintenance-free electric drivetrain for e-bikeshare bikes, that would inevitably have a big ripple effect in the market for consumer pedelecs.

**No more theft?** The International Electrotechnical Commission, which sets standards for electrical and electronic devices, is developing standards for charging and locking cables for pedelecs and other LEVs.

The standards could lead to new types of charging cables and locks for pedelecs. They have the potential of almost eliminating the threat of theft. That would make consumers more willing to take their nicest high-end pedelecs out for a daily ride, and even park them at the train station for the day without worrying that the bike will be gone when they return. ■ **Hannes Neupert**

### Ananda



**Ananda A1-105** has its own booth at Eurobike for the first time. Based in China, Ananda is well established among manufacturers, but unknown to consumers because most of its products are sold under different names. Ananda offers front, mid and rear drives. The M108 VD motor is a front hub drive for the Dutch market.

### Bafang



**Bafang A1-302** is the leading supplier in units of pedelec drives in Europe, offering a wide portfolio both for OEMs and under its own name. A new Bafang-branded system is the compact M800 mid-drive motor, intended for the growing e-road bike market. Bafang has also partnered with Michelin on the efficient Wayscral drive, which works with a unique tire and offers huge potential for inexpensive pedelecs.

### Heinzmann



**Heinzmann A1-102** has served the LEV market since 1993. The pioneering German supplier focuses on geared hub motors for cargo bikes. Heinzmann offers a range of customizable options including single-sided versions.

### Oechsler



The 3VE drive from **Oechsler A1-507** is an automatic transmission for bikes, with a gearbox incorporated into the mid-drive motor unit. It's a one-box solution for OEMs that has garnered praise for its superb, hassle-free riding characteristics.

### Polini



A family-owned company from northern Italy, **Polini A1-217** is showing the compact mid-drive system that it developed in-house for road, gravel, urban and recreational mountain bikes. Polini is best known for its motorcycle tuning kits and its minibikes.

### Shengyi



**Shengyi A1-513-A** is debuting the CMT03 mid-drive motor which it developed for the European market. It includes a combination of a torque and a pedal speed sensor and should provide a good user experience.

### Star Union



The Chinese supplier **Star Union A1-408** has a long history in pedelec interface components such as brake levers, throttles and displays. Star Union is debuting hydraulic brake systems for conventional and speed pedelecs which have been certified by the German testing house velotech.de. It is also debuting a clean-looking mid-drive system.

### Truck Run



A new player in the market, Truck Run **A1-Foyer-1** debuts a range of mid-drive motors at Eurobike.

### Sachs Micro Mobility



**Sachs Micro Mobility A1-401A** The famous Sachs name is back, but the component maker is now focusing on pedelecs. Now under the ownership of ZF Friedrichshafen AG, Sachs is showing a very compact and light mid-drive motor that offers dynamic assistance. Expect to see many more electric components from the company.

# From Electra to electric, Benno is back

The company is brand new to Eurobike. But its founder and namesake had been a mainstay at this show for years.



Benno Baenziger

The clue is the company's name: **Benno Bikes A2-316**. As in Benno Baenziger, who founded Electra in 1993 with business partner Jeano Erforth.

**Electra A2-600** made cruiser bikes fun, colorful, comfortable —and profitable. In 2007, Baenziger and Erforth sold Electra to a private equity firm, which later sold it to its current owner, Trek Bicycle. (This is a big year for Electra as well because it is celebrating its 25th anniversary.)

Today, Baenziger has mostly left cruiser bikes behind and has become a convert to the potential of electric drive systems. But while other brands are

racing to put electric motors on mountain bikes, road bikes and everything in between, Baenziger believes they can transform transportation bikes.

In fact, he says, the adoption of electric motors could lead to the biggest advancement in the history of the bicycle. "The introduction of 'e' for me is as big an opportunity, or as significant a change, as the invention of the bicycle itself," he said.

That's a strong statement, especially from someone who did not much care for them earlier in his career. "I hated e-bikes, especially because of Electra's company name," Baenziger said. "We were always mistaken for an e-bike company. I never liked it all those years."

Only after he left Electra and started riding a bike around his southern California beach community of Del Mar did he begin thinking about the potential of cargo bikes.

Americans typically ride bikes for recreation, not transportation. When Baenziger tried running errands on his bike he found it limiting. "I realized how much more I could do with a bike that could carry more," he said. "Later on, when I started carrying more, I realized how much more I needed a motor on it."

With his Benno Bikes line, Baenziger's goal is to create useful cargo bikes that are compact enough to look and ride like a more conventional bike.

His line has two variations of cargo bikes, the conventional Carry On and



Benno Bikes eJoy

electrified Boost E, in a conventional or step-through frame, and the eJoy, his low-step women's line (which he describes as a "beast of a bike" with "cute lines and cute colors.") He believes the women's utility e-bike market is "extremely underserved." It has bright colors and a swoopy, low-step frame, but hauls as much as the other bikes.

At Eurobike, Baenziger will introduce the men's counterpart to the eJoy, the eScout. It's got a regular step-over frame — "it's a guy's bike" — with big 27.5-inch tires.

All of these bikes come with rear racks that can haul 40kg (88 pounds) and optional front racks that'll carry another

25kg.

Baenziger is already selling his bikes in some international markets, including Norway, Sweden, Austria, Switzerland and Italy. But he's trying to fill some big holes, like Germany, the Benelux countries, France, Spain, and others, for which he is seeking distributors.

The Benno Bike line includes a couple of cruiser styles, but for Eurobike he is focusing almost exclusively on his e-cargo bikes, although he will have some conventional cargo bikes on display as well.

He relishes the challenge of creating a bike that is much more complicated than the cruisers he used to make at Electra,

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but that also has more potential.

"At Electra I could make it comfortable and I could make it beautiful, but they weren't very practical and they were so hard to ride," he said.

Focusing on electric utilitarian bikes also could help overcome the resistance that many American cyclists have for e-bikes.

"The key part is to get the bike community not to pooh pooh e-bikes.

"When you talk about e-bikes as a bike replacement, you get a lot of resistance," he continued. "But when you talk about e-bikes as car replacements, everybody understands. My go-to line is always, 'I don't care how much or how little exercise you get on an e-bike, you sure get more than in your car.'"

To help draw traffic, Baenziger is planning to give away 25 original Electra catalogs from his and Erforth's personal collections, including a 10th anniversary edition. Both men will autograph the catalogs.

He'll hand out raffle tickets at his booth, and give the catalogs away at 5 p.m. on Monday. It will let him celebrate both Electra's 25th anniversary and Benno Bike's first appearance at the show.

Baenziger isn't sure what kind of reception his bike line will receive at Eurobike, but

he's eager to find out.

"Maybe I'm dreaming all of this up, or maybe I've got something," he said. "I'll find out." ■ **DM**

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## Overview: E-MTBs

# Leisure suits e-MTB brands as they cater to a wider variety of riders

Electric mountain bikes continue to be one of, if not the, fastest-growing sectors in the bike industry.

As drive systems have gotten better and lighter, e-MTB brands have trended toward more aggressive geometries and bikes that are fully trail-capable. So it's

updated Life Line, with 17 e-MTBs models designed for women.

"We intend to motivate more women to ride e-bikes," product manager Katrin Nehring said. "The female anatomy often leads to problems when purchasing a bike, because only few products are designed to meet women's needs. Our specially adjusted geometry, therefore, ensures more comfort, safety and — of course — a lot of riding pleasure."

Contact points have been designed for female riders. Haibike has extensively tweaked the bikes' geometries, lengthening headtubes and shortening standover heights. Crank lengths, bar widths and brake levers also have been modified, and the Life Line includes bikes in extra-small frame sizes.

Also new from Haibike is the FullSeven LT 6.0, one of the first bikes to use the new Yamaha 500Wh battery as an in-tube battery solution.



Haibike Sduro FullSeven Life LT

interesting that some of the bigger brands this year are focusing more on leisure riders than hardcore enthusiasts.

Haibike **B2-300** is extending an invitation to female riders with its



KTM Macina Ride 291

KTM **A6-200**, an e-MTB pioneer, is also highlighting more leisure-oriented models at Eurobike.

The KTM Macina Ride 291 uses a direct-g geared Bosch Active Line Plus motor and a semi-integrated battery. Combined with a low stepover frame, the bike boasts clean lines.



Mubea U-1 concept e-bike

KTM has developed a system it calls LFC, which is a standard mounting platform for equipping off-road bikes with lights, fenders and carriers for extra versatility.

Also new is the Macina Scout 271 hardtail. Powered by a Bosch system, the Scout features a full low-step frame and an upright riding position,



HNF-Nicolai XF2 Trail

for off-road adventures that are gentler, but dependable, with a capable motor and good build quality.

Scott **B1-100**, which has been making e-MTBs since 2013, is also courting the leisure side of the market.

Its new Strike eRide is a trail bike with 140mm of travel that's designed to



Scott Strike eRide

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### Spitzing Evolution

A1-503

The Spitzing Evolution combines a 160mm FOX fork with 650b+ tires. With a 25% lighter frame featuring optimized geometry and a lighter battery with same capacity (up to 1050Wh), the Spitzing Evolution makes light work of the steepest trails, helped new low gear-ratios and PLUS tires. Full suspension technology with weight-saving split tube design provides the best comfort and traction. The bike offers the highest quality carbon fibre construction with the strongest frame rigidity, up to 920W power and extraordinary 120Nm torque. It's equipped with carefully chosen high-end components like DT Swiss wheels, Magura MT5e brakes and

high-speed-sensor-technic. The torque sensor measures pedaling power and calculates the assistance required for the chosen assist level - up to 550% of your own pedal power. The Spitzing Evolution marks a new milestone in e-bike technology.

[www.m1-sporttechnik.de](http://www.m1-sporttechnik.de)







Marin Nail Trail E

cope with serious off-road use but with a more relaxed geometry for more relaxed riders.

“The riding position is one of the key points of the bike. The bike adopts a less aggressive geometry in order to maximize comfort and confidence in the trickiest situations,” the company says.

The toptube and chainstays are slightly longer for stability. Scott has increased the clearance by raising the bottom bracket and shortening the cranks.

The Strike is equipped with a Bosch Performance Line CX motor system and internal PowerTube battery. Scott has developed its own integrated speed sensor as well as a magnetic charging plug that sits on the top of the downtube. The chainstay includes an integrated kickstand mount.

E-MTB owners typically use their bikes only on trails, not for getting around town (see the Preview Issue of the Eurobike Show Daily for more.) But the new XF2 Trail from **HNF-Nicolai A2-201** encourages them to do both.

It’s a trail-capable e-MTB, with a 170mm travel in front and 160mm of suspension in the rear. Combined with a German-built frame, the XF2 can tame the most technical trails.

But city riders also want a bike that’s easy to maintain, and the XF2 Trail offers that as well. It’s equipped with a Gates Carbon belt drive paired with a Rohloff Speedhub. Integrated Supernova lights keep riders safe after dark. Powering the XF2 is a Bosch Performance Line CX motor with an integrated battery.



M1 Sporttechnik Spitzing Evolution

Speaking of batteries, the Spitzing Evolution from **M1 Sporttechnik A1-503** offers options that go up to 1,050Wh, enabling full-day epic rides in the mountains.

With a TQ mid-drive motor that supplies 120Nm of torque with a maximum assistance limit of 550 percent, it’s capable of getting riders up the steepest off-road climbs, and is just as fun on the way down.

M1 Sporttechnik has reduced frame weight by 25 percent. The rear shock sits neatly in a recess in the top tube, and the integrated battery gives the bike a very clean look.

The build spares no expense, and the bike is spec’d with carefully chosen high-end components including DT

Swiss wheels, Magura MT5e brakes and Shimano XT gearing. With 160mm of front and rear travel, including a Fox Elite fork, and bump-soaking 27.5-inch-plus tires, the Spitzing Evolution is ready for the trails.

**Marin B4-100** received plenty of interest at last year’s Eurobike for its prototype Nail Trail E. It’s back with production versions of a line of Nail Trail E hardtails.

The bikes use Shimano E8000 mid-drive MTB motor system. A cast motor mount in the alloy frame is paired



Kona Remote Ctrl

with a semi-integrated battery mount in the forged downtube. Marin said the bikes should appeal to everyone from hardened pros to less fit riders.

Geometry follows the trend towards longer and slacker bikes, with the Nail Trail sporting a 67-degree headtube angle. The back end is kept as short as possible, with 435mm chainstays designed to be nimble on the trails. The bike uses Boost axle spacing front and rear, and will be available in EU (25 kph) or U.S. (20 mph) versions.

After an absence, **Kona B4-301** is returning to Eurobike and is bringing the brand’s first electric full-suspension mountain bike to the party. Called the Remote Ctrl, it’s a 27.5-inch-plus model that’s built around a 6061 alloy frame.



Apache Hawk MX

Its Monarch Plus R shock provides 132mm of rear travel, and is mated with a 150mm RockShox Yari RC fork. A top-of-the-line Bosch Performance Line motor and an integrated PowerTube battery add to the bike’s clean, aggressive lines.

Kona debuted a prototype of the bike and other new models at the at

the Sea Otter Classic, the big California consumer bike fest. “Call it adventure assist, distance assist, or access assist,” the company says of its e-MTB line.

Czech manufacturer **Apache B4-404** has redesigned its popular 29-inch Hawk and 27.5-inch Manitou and Yamka models in its e-MTB range.

Apache has given them a new aluminum frame design with a partially integrated battery. Apache specs a Bafang MaxDrive 80Nm mid-drive motor system on the bikes, and completes the build with a 10-speed Shimano Deore drivetrain, SR Suntour XCR air-damped fork and high-quality trail tires.

**Corratec B1-400** is claiming “King of the Mountain” status for its E-Power RS 150 Performance 45, which can double as a speed pedelec. The bike mates a 150mm travel rear suspension with a 150mm fork, using a Rock Shox Pike Boost Solo Air fork and a Rock Shox Super Deluxe RC3 shock.

The bike can be set up with either 29-inch or 27.5-inch-plus wheelsets with the Boost axle standard. Corratec’s Shadow Edge Tube technology conceals the 500Wh PowerTube battery neatly in the downtube. With a Bosch Performance Speed motor, the Corratec is capable of a top assisted speed 45 kph (28 mph). Shimano XT gearing and Magura MT4 brakes complete the build.

The Slamr X is “music to the ears of trail disciples and downhill junkies.” So says **Ghost B2-400**, which is launching the HybRide Slamr X S7.7+, an e-MTB that’s based on the popular freeride bike but adds a Shimano Steps E8000 mid-drive motor.

The bike is fully set up for heavy-duty riding with a 160mm fork and a steel-sprung rear shock. The Slamr uses the Ghost MXer concept of combining a 29-inch front wheel with a 27.5-inch-plus rear wheel for maximum traction and steering response, whether the bike is pointing uphill or down.

**NCM A1-115** has updated its affordable Moscow+ for 2018. NCM keeps the retail price down by using a rear hub motor, while the bike’s 48V battery is



Vivax Libero 120FS

semi-integrated into the downtube. NCM has increased battery capacity from the previous model and tweaked the riding position for comfort with a new handlebar and stem combination.

The striking U-1 concept e-bike from **Mubea E-Mobility A1-404** isn’t quite an e-MTB. Nor is it completely an urban bike. In fact, it doesn’t look like anything else, which alone makes it worth seeing.



NCM Moscow Plus

Mubea is a German company with a history of developing complex automotive components. The bike lets Mubea demonstrate how it can apply its manufacturing know-how to e-mobility. “The components are manufactured using the state-of-the-art Tailor Fiber Placement (TFP) technology which combines lightweight construction, safety and longevity in a unique design,” the company says.

Designers realized the U-1 in just six months. The bike features an integrated 1,100Wh battery and an innovative mid-drive motor setup. Adding to its unique look is a full-suspension setup, no mudguards, a rear hub gear and Super Moto tires.

With a maximum torque of 120Nm from a Bikee Bike mid-drive motor, the **Pedroni B1-415** Ray 160 relies on a high-capacity 840Wh battery for extended range. The 160mm travel frame uses a quick-release linkage system than can

Continued on page 26 ...



Corratec E-Power RS 150 Performance 45



A-Forge hydroformed downtube



Ghost HybRide Slamr X 57.7+

alter the compression ratio of the rear shock for a more downhill-oriented attitude.

The bike can be supplied with different motor configurations, and battery units with capacities of up to a 999Wh. Unusually for an e-MTB, the Ray 160 features integrated LED lights on either side of the headtube for night riding. For all-mountain riding, Pedroni offers a shorter travel 140mm version.

Vivax is best known for its light and tiny e-bike drive system, the Assist, that sits in the seat tube. But Vivax also offers full bikes, including an updated version of its Libero 120FS. (Vivax announced days before the show that it was withdrawing as an exhibitor.)

The Assist motor directly drives the axles of the chainset, powered by a

battery contained in a seat pack.

The motor offers between 30W and 120W of assistance depending on the cadence. Vivax says the bike has enough juice to assist riders up 1,200 meters (3,900 feet) of vertical ascent.

Not all e-MTB advances are complete bikes.

Cold-weather electric bike riders probably know that low

temperatures affect the efficiency of e-bike batteries, reducing their range. So

**Fahrer Berlin**

**FC-AK/3** makes what is essentially a blanket for an e-bike battery.

Called the Akku-Cover, it's made of 3mm-thick neoprene and attaches with Velcro. The Akku-Cover fits most e-bikes with integrated batteries such as the Bosch PowerTube. As a bonus, the cover protects against damage from dirt and rocks. The Akku-Cover is designed in Berlin and manufactured in the EU.

**A-Forge AG-407** is known for its forged bicycle parts, including dropouts, bottom brackets and derailleur hangers. With the explosion in the e-MTB market, the company is emphasizing its OEM capabilities of making hydroformed



Fahrer Akku-Cover



Pedroni Ray 160

downtubes for integrated battery systems, including the Bosch PowerTube and the Shimano E8035 internal battery.

With its extensive experience in machining and laser cutting, A-Forge is able to customize battery housings by cutting covers, lock holes, and ports for charging and cable routing.

A-Forge recently debuted two new hydroforming machines. Headquartered in Taiwan, it operates five factories in China and is opening a new one in Vietnam in 2019. ■ DA



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## Overview: Mid-drive motors

# The growth of e-road bikes inspires mid-drive motor systems to match

There have never been more options for mid-drive motors to power a new e-bike.

As e-bikes and components continue to develop at a furious pace, there is always new technology to see at Eurobike. This year, the major players are launching new and updated drive systems — but also keep an eye on some completely new systems from emerging companies.

The mid-drive system from **Brose A1-502** has built a loyal following for its near-silent operation, high-quality build and strong performance. Now Brose has focused on making its system lighter and smaller with a new version, the Drive S Mag.

The “mag” in the name refers to the unit’s magnesium housing. By using magnesium instead of aluminum, Brose says it has shaved a whole half a kilo — more than a pound — off of the original unit’s weight. It’s also made the motor

15 percent smaller without affecting the unit’s total maximum torque of 90Nm.

Lighter weight means a better power-to-weight ratio and, potentially, better range with the same battery size.

The original system, renamed the Drive S Alu, remains in the Brose line-up.

Brose has been working on the software as well as the hardware. It is introducing a new power mode that is called Flex Power.

“The instant power output of the new Brose Drive S Mag guarantees a more controlled start on steep inclines and an even more agile e-MTB riding experience,” the company says. That’s achieved by the combination of two software features. Cadence Power Control provides as much as 30 percent more support at higher cadences, while Progressive Pedal Response is designed to give a fast drive response



Final assembly of a Brose mid-drive motor

as soon as torque is applied to the pedals.

One of the last frontiers for electric bikes, e-road bikes, is now starting to take off. But there haven’t been many mid-drive systems dedicated to this category until now. One contender comes from **Bafang A1-302** and its new M800 motor.

“Functionality is key, paired with quiet and smooth operation controlled by dual torque and speed sensors,” Bafang says. Weighing under 2.3kg (5 pounds), it’s a relatively lightweight unit but still generates 55Nm of torque, which should be more than enough in a lightweight e-road setup. The direct

drive axle allows for either single or double chainring setups. The motor can be configured as either a 25 kph EU-legal pedelec, or a 45 kph speed pedelec.

To accompany the M800, Bafang has developed a new 200Wh internal battery. Total system weight including battery and electronics is 4.4kg.

The system offers five assist levels, and riders can choose either one or two satellite shifter pods that can be individually placed on the drop handlebars. A 2.2-inch TFT color display completes the system.

“Fitting an assist motor to a road bike makes perfect sense if you want to keep up higher speed on climbs, to enjoy quick acceleration or to keep your heart rate outside its ‘red’ zone,” the company says. “And just like all electric bikes, it’s a great way to allow both fit and less fit riders to enjoy cycling together at the same pace.”

The unit shows the approach that



Bafang M800 e-road bike drive system

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Hall A1/502

Demo Area: FG-0/404

### New Brose Drive S Mag

The Drive S Mag is 15 percent smaller than the current Drive S, now renamed Drive S Alu. Thanks to its magnesium housing it is 500 grammes lighter. The result, a significantly improved power to weight ratio. The Drive S Mag allows manufacturers to reduce the weight of their lightest e-bikes even further.

With the new drive, e-bikers can now enjoy the maximum power of 90 Newton meters over an even wider cadence range. In addition, this drive also features the new “Flex Power Mode”. This new riding mode is a combination of two software features - Cadence Power Control (CPC) enabling up to 30 percent more support at higher cadences and Progressive Pedal Response (PPR) providing a fast drive response when pressure is applied to the pedals.

The instant power output of the new Brose Drive S Mag guarantees a more controlled start on steep inclines and an even more agile E-MTB riding experience.

[brose-ebike.com](http://brose-ebike.com)



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**YAMAHA**

### Yamaha launches new PWseries TE drive system with Automatic Support Mode

A3-700

Following the motto of “Being one with the machine”, Yamaha’s 3rd generation drive unit focuses on comfort and performance for all types of city and trekking riders. The new Quad Sensor System™ with an angle sensor enables a smooth and very comfortable “Automatic Support Mode” feature.

The PWseries TE drive unit can be combined with two new displays and a new battery. Display “A” (for “Accessible”) sports a simple and stylish design concept, which merges display and remote controls into one elegant and compact unit. Display “C” stands for both “Connectivity” and “Catalyst”. A key feature is the inclusion of many connectivity functions.

The new high-capacity 600Wh multi location battery allows for more stylish integrated designs and enables easy installation inside the frame.

[www.global.yamaha-motor.com](http://www.global.yamaha-motor.com)





Shimano E6100 city bike version, including new Nexus 5-speed hub

Bafang and others are using with the electrification of road bikes: The motor is intended to be used primarily for long or steep climbs, but not so continuously under "normal" riding conditions.

Meanwhile, Bafang has given its established M400 drive (formerly called the Max Drive) a facelift. It's now called the M420, and uses the same mount interface and offers the same 80Nm performance and EU-legal assisted speed limit of 25 kph as its predecessor.

Bafang also offers the M500, with maximum torque of 95Nm, and the speed-pedelec-capable M600 motor, in 350W and 500W variants. A 495Wh InTube battery offers clean integration for brands.

All three motors come with ISIS drive bottom brackets, customizable motor covers and alloy bash guards.

Given that the Steps E6000 city bike system from **Shimano B5-300** is now a few years old, an update was inevitable.

Instead of tweaking the E6000, Shimano designed a new system,

the E6100, that echoes the design of Shimano's E8000 e-MTB system and uses the same bolt mounting positions.

The improved mount is more rigid and offers better power transfer. A smaller Q-factor, compared with the older motor, permits a better pedaling experience.

Shimano has designed the internal structure of the E6100 to reduce drag. At 2.8kg, it's also 210g lighter than its predecessor.

Coupled with new, more responsive assist modes, Shimano says the E6100 should achieve 20 percent more range than the E6000.

To accompany the E6100, Shimano also launches a new 418Wh battery unit, which should provide plenty of range for typical urban riding. But OEMs can also choose to use the E8000's 504Wh battery for even better range.

Shimano offers two versions of the E6100, a trekking build and a city build, the latter with a fully enclosed chainguard.

Both builds are compatible with

a range of crank options, including 170mm crankarms for extra ground clearance and a choice of either 38t or 44t chainrings.

The E6100 is designed to get along with several drivetrain options, including Gates belt drives, derailleur gears and hub gears. Of course, the system is compatible with Shimano's Di2 hub gear controls. Auto shifting is also an option.

And — playing on its extensive catalog of bike components that no other drivemaker can match — Shimano has developed a new five-speed internal gear hub, the Nexus Inter-SE, specifically for the E6100. It offers a 263 percent gear range and can be controlled via a Di2 system.

Don't care for the Shimano display? No problem. A new junction, the EW-EN100, lets cyclists pair a

smartphone or a favorite cycling computer via Bluetooth to control the system instead.

Shimano offers the E-Tube Ride app for smartphones, and riders can use the app to customize the display of all important riding metrics like speed, cadence, remaining battery capacity, support mode, gear choice and more.

These alternate devices will still display Shimano system messages. And if an error code or other warning pops up on the smartphone, they come with a web link so riders can get immediate information about the problem.

The big kahuna of mid-drive motor systems, **Bosch eBike Systems, A6-102** has updated its Performance Line CX motor system for model year 2019 bikes. Performance Line CX is probably the

*Continued on page 30 ...*



Shimano E6100 city bike version, including new Nexus 5-speed hub



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...continued from page 29

*Bikee Bike Evolution Drive,  
mounted on a Pedroni Ray 160 bike*

most widely-used mountain bike motor system around, and the changes make the CX unit even more MTB-friendly.

One change is support for shorter cranks, which has been a trend in the e-MTB category. Because riders don't need the same degree of leverage with an electric mountain bike as they do on a conventional one, shorter cranks means there is less chance of grounding the pedals on technical terrain.

Many bikes use cranks as short as 155mm, giving an extra 20mm of pedal clearance.

Shorter cranks change the way riders apply power. In a software update, Bosch has modified the progression curve for its e-MTB mode, and increased support in Tour mode, so the motor provides optimal assistance on uphill sections.

Bosch has also tweaked its walk assist function in the Performance Line CX system. On an e-MTB, walk assist generally means pushing a heavy bike up a steep or slippery slope, so it's much different than easing a city bike up a ramp.

The Performance Line CX system will now use sensors to detect the gradient and apply more motor power when required, so riders will have an easier time walking out of a difficult section of trail.

Both updates will begin appearing on model year 2018 bikes later this year.

The company is expected to announce more new products at Eurobike, which we will cover elsewhere in the Eurobike Show Daily.

**Bikee Bike FG-0/106** is showing its Evolution Drive, which uses a unique pancake concentric layout and a patented power transmission.

The result is a motor which Bikee Bike claims is the narrowest in the category, with a width of only 81mm. The motor is already in use in some production bikes such as the Ray 160 from **Pedroni**.

**B1-415** Its nominal torque is an impressive 120Nm. It can withstand peak loads of up to 2,000W and 200Nm.

Pedroni offers the Evolution Drive in five configurations ranging from an EU-legal 250W to 1,500W for other countries.

Combining an e-bike's motor and gearing has definite advantages: weight distribution is better, control is easier and bike architecture is simplified. **TBA France A1-512** is the latest company to offer an integrated drive and

shifting solution, with the Kervelo Quartz.

"At the core of our Quartz drive unit resides our planetary Kernel gearbox. Its optimized architecture means less moving parts for better mechanical reliability," the company says. "It was engineered from the drawing board to work with electrical assistance to deliver a highly reliable drive unit."

The Quartz drive, which offers 70Nm of torque, is available in 7- and 12-gear configurations. The latter covers an impressive gear range of 545 percent.

Even including gears, the Quartz drive is a competitively svelte 3.9kg.

Service intervals are long too, with the IP65-rated drive needing only a yearly or 10,000km service. It uses standard gearbox oil.

"The Quartz-12 drive delivers as much torque, power, and gear development as almost every other system currently available, for a fraction of the weight and in a reduced visible volume," the company says.

Customizable housings let OEMs integrated the drive into their designs. The Quartz drive offers four assistance levels. Powering the system is a 360W internally mounted battery.

The 3ve Drivematic from **Oeschler A1-507** isn't new, but Oeschler continually updates the system. It's unusual because the three-speed drivetrain operates as an automatic transmission. It's sealed and there are no gear cables for better reliability and implementation.

The system has Bluetooth compatibility, so cyclists can link a smartphone, smartwatch or cycling computer to control the electronics. ■ **DA**



*Quartz drive unit, including a planetary gearbox, from TBA France*

# Look, SRM collaborate on pedal-based power meter

Two industry pioneers have teamed up on a new pedal-based power meter.

Called Exakt, it's a joint project of **Look B3-300a**, which invented the clipless pedal in 1984, and **SRM A2-305**, which developed the power meter in 1986. The Exakt system went on the market earlier this month.

By combining a SRM power meter with a Look Kéo pedal, cyclists can easily move it from one bike to the next and no longer have to buy expensive additional power meters for their other bikes.

SRM and Look claim the pedals are accurate to within plus or minus 1.5 percent.

SRM managed to shrink the power meter's components, including strain gauges, electronics, transmitters, batteries and charging system, into a pedal that is about the same size as a typical Look Kéo.

The electronics are built around the pedal axle, which has four flattened midsections.

The Exakt pedals have a stack height of 11.9mm, barely larger than the typical 10mm. The carbon fiber body keep the pedals light and stiff, while the contact surface between the shoes and the pedal is made of stainless steel.

The companies say each pedal weighs 155g, which is about 35g more than a normal high-end pedal.

Oversized ball bearings and needle bearings ensure better load distribution across the pedals. The Q-factor is more-or-less standard 54.6mm, and the float is a very variable 0-, 4.5-, and 9-degrees.

And the companies have worked to ensure bad weather won't affect the components. Look and SRM say the Exakt pedals comply with the IPX7 standard for water resistance, which means they can be submerged in up to 1m (3 feet) of water for 30 minutes without being affected.

To keep their sensitive electronics well-protected, the pedals use double labyrinth seals on the inside, and an end cap on the outside of the pedal axle.

SRM and Look say the power meter runs for about 100 hours on a charge. To recharge the internal lithium-ion batteries, cyclists don't need to remove the pedals, but simply attach a standard micro-USB cable to a magnetic connector on the inside of each pedal axle.

The Exakt communicates through either Bluetooth-LE and ANT+ protocols, so it is compatible with just about any head unit on the market.

The companies developed a

smartphone app which the cyclist uses to calibrate the pedals after installing them. Once it's done, no further calibration is needed.

Exakt pedals are available in several configurations. Cyclists can buy a single, right-side pedal power meter (the left pedal is a standard pedal) for 799 euros; a dual system with power meters on both pedals for 1,399 euros; or, for 2,179 euros, a complete package that includes both

pedals and SRM's PC8 cycle computer.

With the dual system, the Exakt has a balance function so cyclists can track the power output separately for each leg. Pedals measure left and right torque through each stroke, so cyclists can see their maximum and minimum values and



A cutaway rendering of the Exakt power meter pedal

analyze the smoothness of their pedal strokes. ■ GE

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The Exakt power meter pedal from Look and SRM

## Overview: Forks and shocks

# ‘Think that’s rideable?’ New suspension products make it easier to answer ‘yes’

New suspension offerings suggest that riders are either seeking out steeper, burlier terrain, or that they have developed a finely tuned sensitivity for a perfectly dialed bike ... or both.

These new suspension forks and shocks highlight a growing number of adjustable features to back up such familiar marketing buzzwords as “supple,” “plush,” and “small bump sensitivity” (or “compliance”). These adjustments allow for a precise suspension setup based on terrain, desired performance characteristics, and personal preferences.

The old “set it and forget it” method seems like a throwback, now that riders have the power to customize their suspension setup to fit the day’s terrain. Some manufacturers still insist

that a particular product is intended for a particular style of riding, but many brands are taking a more holistic approach, designing forks and shocks that they say are adaptable enough to meet all of the requirements of cross-country, trail riding, enduro, and downhill.

This evolution is a response to the perennial question, “think that’s rideable?” Suspension manufacturers are working to meet riders’ demands for products that are as daring as the bigger, steeper and more technical terrain they seek to conquer. With each iteration, the answer to the question is more likely to be “sure!”



DT Swiss F535 One

**DT Swiss A3-400** claims that its F 535 One is the only all-mountain fork that satisfies demands for efficiency, small bump sensitivity, mid-stroke support and end progression. In keeping with its goal of widespread compatibility, the F 535 One is available for 27.5-, 27.5-plus and 29-inch wheels. Each version is available in four travels: 130, 140, 150, and 160mm.

DT Swiss says the F 535 One is the first mountain bike fork on the market with position-sensitive damping. It also combines a coil spring with positive and negative air chambers. DT Swiss calls the damping system Plushport, and the spring system Coilpair.

Plushport refers to an opening in the low-speed compression circuit that allows for nearly zero compression damping in the first couple of centimeters. A floating



RockShox Boxxer

piston slowly closes the Plushport and ramps up compression the further the fork goes into the travel. This lets it generate useful mid-stroke support.

By combining a coil spring with an air spring system, Coilpair attempts to leverage the best of both worlds. The zero-friction coil spring compresses before the air spring piston starts to move, for genuine coil sensitivity.

The F 535 One fork weighs from 2,020g (4 pounds, 7 ounces) and will be standard equipment on a few brands, including **Bold Cycles FG-AK/5**.

For riders who want to entrust all of their suspension needs to DT Swiss, the R 535 all-mountain shock ensures small bump compliance at low weight. It starts from 266g for both standard and trunnion mounts.

In a similar vein, **Cane Creek B1-202** is launching the Helm 29, optimized for 130 to 160mm of travel. The company

says it is “designed to conquer aggressive trail, enduro racing, and anything in between.”

While the list doesn’t specifically mention gravity riding, the Helm’s ability to be tuned for all types of terrain and riding styles grants the rider ultimate control over the bike’s suspension setup.

Available adjustments include high- and low-speed compression, low-speed rebound, 8-position internally indexed air volume, independent positive and negative air springs, and internally indexed travel.

Cane Creek emphasizes the ease of adjusting the Helm 29. Internal travel settings can be changed with common tools, while the air volume can be adjusted without accessories simply by removing the fork top. Cane Creek has chosen a D-loc 15mm thru axle, which reduces torsional friction on the fork’s lowers.

The 2080g Helm 29 is sold in the EU

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### 34 Step-Cast: The dedicated 120 mm lightweight race fork from FOX

B1-500

Creating a new generation of race forks, the 34 Step-Cast shines in the BC Bike Race, Epic Rides, and marathon trail conditions. It’s also perfect for riders who want an all-round fork that performs in a vast range of applications: lightweight for climbs and highly capable for demanding terrain with enough travel to instill confidence when the trail gets rough. Weight savings are attributed to external lower casting steps, hollow lower section, and shortened shaft lengths. The 34 Step-Cast (starting from 1590 g) is 230 g lighter than a 34 140 mm fork with standard chassis without losing any steering precision as the stiffness is on par between these two forks. The 27.5 chassis fits up to 2.8” tire, the 29 chassis fits up to 2.6” tire and available color options are Gloss Orange or Matte Black.

[www.ridefox.com](http://www.ridefox.com)







Cane Creek Helm 29

tuned by way of threaded spacers that attach to the Ramp Control cartridge.

The Bartlett takes its name from the natural sandstone freeride playground of Bartlett Wash in the U.S. mountain biking mecca of Moab, Utah. It's available for 27.5- or 29-inch wheels and comes with Boost spacing (15x110mm) and a standard QR axle or optional "tooled" bolt-on axle.

The Bartlett's 180mm rotor brake mount is another nod toward its practical application as a long-travel, all-mountain fork. If that doesn't give it away, its weight of up to 2.6kg may be a clear indicator that this fork is more for going down than up. The Bartlett will be available later in July.

If the extreme tuneability of the Bartlett isn't enough to make a mountain biker swoon, MRP has introduced the Hazzard coil shock as well. MRP designed the Hazzard for riders who want both performance and control. It combines the benefits of coil-sprung suspension (supple action, lower friction, longer service life, and more consistency) and control over both high and low-speed compression damping, rebound, and spring preload.

MRP has made the Hazzard



MRP Bartlett

by Cosmic Sports in Benelux and Germany, Mohawk's Cycles in France, and Beastie Bikes in Poland.

**Mountain Racing Products B1-412** has a more specific use in mind for its new Bartlett fork. The Colorado company says the Bartlett is intended for a new breed of ultra-long-travel bikes that blur the distinction between all-mountain and downhill.

Apart from the Bartlett's seductive specs, the fork also stands out for its whimsically named, trademarked technologies. PSST pressure-relief valves bleed off pressure for consistent performance at altitude. MRP calls its air spring the FulFill, and the fork's arch design Outcast.

Cute names don't guarantee good performance, but MRP says the Bartlett's highly tuneable air spring offers both positive and negative pressure adjustments, which can be performed externally on the trail.

Same with its 8-position, low-speed compression, and 16-position Ramp Control and rebound, both of which can be adjusted externally.

The fork's travel can be internally adjusted to 170, 180, or 190mm. The air spring volume can also be internally

# G.2 seatpost offers more cush beneath the tush

Experienced mountain bike riders can become obsessed with the suspension systems that let them conquer sketchy terrain. But for many casual riders, "suspension" simply means a little more cush beneath the tush.

Known for its G.1 urban suspension seatpost, **by.schulz A3-109** is introducing an updated version, the G.2, which is a parallelogram suspension seatpost for e-bikes and other bike types that can accommodate riders weighing up to 150kg (330 pounds).

Riders select the best fit for their weight by choosing between color-coded springs. Springs are available in five sizes. The smallest is appropriate for riders who weigh as little as 45kg (99 pounds).

The G.2 comes in a standard version and a longer-travel LT version. Both are available in diameters between 26.4 to 34.9mm and lengths of 350 to 480mm, so they fit a wide range of frames. Igus polymer bearings are standard. To adjust the suspension, a rider can simply swap out the G.2's flat wire steel spring and internal elastomer.

The G.2 has a spring length

of 72mm, and the G.2 LT offers a 102mm spring.

Optional accessories include a neoprene protective cover to prevent contaminants from entering the parallelogram spring area, and protect children's fingers from getting caught in the spring.

A 120mm anodized aluminum shim lets riders adapt the G.2 to unusual seat tube diameters. ■ **WB**



by.schulz G2 seatpost

available in standard and metric sizing (with traditional eyelet, bearing, and trunnion mounts). Riders can opt for a standard steel spring, a lightweight steel spring, or MRP's Progressive spring, which makes the Hazzard compatible with bikes that previously required air shocks.

One fork needs no introduction — it's been making headlines for 22 years. Since its 1996 debut, the Boxxer from **Rockshox A3-300** has become synonymous with "downhill fork."

Rockshox has steadily improved the world-title-winning fork over the years

to maintain its trend-setting reputation. The latest iteration of the Boxxer sports new lower legs, new upper tubes, and a new MX-inspired crown for optimized handlebar height.

In addition, the new DH-specific DebonAir air spring leverages the best attributes of both coil and air: low breakaway force, mid-stroke support, linear feel, and tunable progression. The Boxxer's new Charger 2 RC2 damper gives riders a little extra control with independent high and low speed compression adjustments.

The Boxxer has been available worldwide since June. ■ **WB**

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## G.2 & G.2 LT Parallel Suspension Seatpost

A3-109

The G.2 parallel suspension seat post is a further development of the proven by.schulz G.1 Urban seat post. Among other changes IGUS polymer high-performance plain bearings are used and the seat clamping is improved. The seat post is available in many different diameters

(26,2-34,9 mm) and lengths ranging from 350-480 mm. The model G.2 LT has a longer suspension travel of 50 mm. The easily exchangeable spring element is available in 5 different stiffnesses, so the G.2 can be individually adjusted to rider weight (from 60 - 150 kg) and way of riding. Saddle installation is easy and fast. The seat

post has been tested and approved up to 150 kg according to DIN EN ISO 4210 MTB / Cross Country and is suited for bicycles, Pedelecs and E-bikes.

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## NEW Marzocchi Bomber Z1: An icon returns

B1-500

In 1997, the Marzocchi Bomber Z1 burst onto the scene and bucked all contemporary trends. The flavors of that decade included rubber springs and feathery weights. The Z1 brought oil, coils and massive stanchions - it unapologetically prioritized grip and ride quality over just about everything else. The return of Z1 brings back these same priorities in a robust 6000-series alloy 36mm chassis with a super plush air spring and proven GRIP Sweep damper. The Bomber Z1 lower legs pay homage to the heritage of Marzocchi with their distinctive shape and feature the 15QRx110 mm Boost standard. Travel and wheel size options are 29/27.5+: 130-170mm in 10mm increments, and 27.5: 150-180mm in 10mm increments. Paint options are Gloss Red or Matte Black.

[www.marzocchi.com](http://www.marzocchi.com)



# It's not rocket science — it's a svelte drive system for electric road bikes, and more

**Bolstered by a recent 6.5-million-euro (\$8 million) infusion of investment capital, e-bike drivetrain maker Fazua has doubled its booth space at Eurobike this year.**

It's been a period of hectic growth for the Munich startup company, which produces a svelte battery and motor system that fits almost imperceptibly in a bike's downtube.

Founded in 2013, **Fazua A1-205** had been housed in a small room in Munich, but in April relocated to a three-story building in Ottobrunn, in the city's suburbs. In a little more than a year, its workforce has swelled to 50 from 12. Employees hail from 11 countries.

A lot of companies have jumped into the business of making drivetrains for electric bikes. But Fazua is booming because its system is particularly well suited to a niche that many, even in the electric bike industry, had discounted — electric road bikes.

No one is discounting e-road bikes any more. And Fazua says the Evation now powers some 80 percent of electric road bikes that are now on the market — a market that admittedly is still small, but starting to gain traction.

The Evation system has been spec'd on at least 11 new models from premium brands, including Bianchi, Cube, Fantic B5-210, Focus, Pinarello and Maserati (from Diavelo Protanium A1-500). Pinarello's e-road bike especially brought a lot of attention to Fazua. The legendary Italian brand is even spec'ing the Evation on a gravel bike.

The Evation "is the lightest and most compact drive system in its field. It's almost invisible," marketing manager Felix Kuffner said. The motor, battery and electronics — which comprise what Fazua calls the Drivepack — fit into the downtube and weigh 3.3kg (7 pounds, 4 ounces). Another component, a geared bottom bracket, brings the total system weight to 4.6kg.

Also appealing to road brands is the fact that the motor disengages from the gearing unit when the rider reaches the standard 25 kph (15.5 mph) speed limit, when the electric assist is required to shut off under EU regulations. "You can ride the bike above this speed limit without any of the resistance you have when using other drivetrains," Kuffner added.

Because of its lightness and compact size, the Evation system does not pack the punch of other, beefier drive systems found on e-mountain, trekking and urban bikes.

"Our system is especially something for athletic riders who would like to have that little bit of extra push when starting, when facing heavy headwinds or for a longer uphill climb," Kuffner said.

Another advantage is that cyclists can remove the Drivepack when they want to ride unassisted, saving 3.3kg. This year, Fazua is introducing a "cover-up" that can be mounted when the Drivepack is removed, so the look of the downtube is not affected.

Fazua buys its motors from a Swiss company, but apart from those and some aluminum and plastic parts it

sources from Asia, some 80 percent of the Evation system is manufactured in Germany. Final assembly takes place at the Ottobrunn headquarters.

Although they have established themselves with e-road bikes, Fazua co-founders Johannes Biechele and Fabian Reuter are looking to expand into e-mountain bikes as well as high-end urban commuting bikes. A new brand, **2R E-bikes, A2-402** is showing a new e-commuting bike powered by the Fazua system.

At Eurobike, Fazua is also interested in establishing relationships with IBDs.

"Cooperation with IBDs is particularly important for us in view of a nationwide service network. At the beginning of the year, our service team had already conducted pan-European dealer training. Our service dealers are listed on our website in the online dealer network. We also offer e-learning to IBDs," Reuter said.

Retailers and product managers can

learn more at the Fazua booth, which this year will cover 80 square meters (860 square feet), double its size at last year's Eurobike.

In March, Fazua announced that it had received a new round of funding. The 6.5 million euro investment came from several German venture capital firms and other "business angels."

Executives said they plan to use the funds to invest in product development and hire more employees.

"We are convinced that Fazua will deliver significant added value in the coming years," said Benjamin Erhart, a partner at Unternehmertum Venture Capital Partners, which participated in the financing round.

Fazua's new headquarters once housed the rocket science division of the European Aeronautic Defence and Space Company, or EADS.

"Instead of rocket science we now produce bicycle drivetrains over here," Reuter said with a laugh. **JB**



Marketing director Felix Kuffner with the Fazua Evation e-bike drive system (Photo: JB)

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## Overview: Gravel bikes

# Monster road bikes? No, just the latest crop of gravel bikes

Early-adopter brands that bet on gravel before it was a trend have earned their reward for taking a risk by getting out in front of the race for brand recognition.

Bike manufacturers that have primarily been known as road or mountain bike brands have seized the opportunity granted by gravel's relative neutrality to grab a piece of the market and make it their own. Now even major bicycle brands are cautiously testing consumer interest by modifying frames to accommodate wider tires.

While "monster road bike" might be an exaggeration for this category, road bikes are undergoing a transformation of tire widths and brake options as they morph into gravel bikes.

Drivetrain manufacturers got ahead of the trend by introducing gravel-specific gearing. Now, performance demands have led to modifications of other components. New wheelsets and handlebars are designed specifically for gravel, not just recycled from other uses. These are signposts to a gravel biking future that promises an irresistible mixture of fun, adventure, and challenge.

**Enve B1-404** recently introduced its G Series, comprised of two purpose-built gravel wheel models (one 700c and the other 650b). Enve says the "G Series models are not repurposed road or mountain models" (for which the brand has earned international fame). What's more (or, we should say, less), Enve's claimed weight for the G Series is on average 100 to 200g lighter per rim than rims from its closest competitor.

"We've been riding gravel for more or less seven years and we've always used one of our road or mountain bike model rims to get the job done," said Jake Pantone, Enve's vice president of product and consumer experience. "Most road wheels are too stiff, not strong enough, not tubeless; mountain wheels tend to be too stiff, too heavy, and cause pinch flats. So through our ride experiences we were



Gravel bike with Stan's NoTubes Grail MK3 rims

able to identify some clear objectives for a specific gravel wheel development."

Each model has been developed for a specific tire volume. The G23 is for 700c x 35 to 45mm tires, and the G27 for 650b x 2.0- to 2.2-inch tires. Both use Enve's patent-pending Wide Hookless Bead technology, a proprietary design which the company says dissipates impact energy and prevents pinch flats. Because gravel bikes typically roll on relatively low tire volumes and are unsuspended or use minimal travel, Enve says the technology has been a "game-changer" for test riders.

The G Series began shipping to North American dealers in June, and to distributors worldwide in July.

**Stan's NoTubes B1-503** introduced one of the first tubeless gravel rims four years ago. Last month the North American brand introduced its new carbon fiber

Grail CB7 and aluminum Grail MK3 rims and wheelsets at the world's premier gravel grinder (and ultimate product testing environment), the Dirty Kanza.

"Tubeless has quickly become as critical for gravel bikes as it is for mountain bikes because it allows tires to roll faster, ride more comfortably, and resist punctures," said Chris Currie, the company's creative director. "Gravel can be sharp and unforgiving, and over 200 miles those conditions are relentless, so the performance demands for sealant, wheels, and tires increase as well."

The Grail CB7 rim was developed for tubeless tires and disc brakes. Its internal rim width of 21.6mm improves cornering. Designed for 25-40mm tires and a maximum pressure of 85 psi (5.9 bar) for 25mm tires, the Grail CB7's wider shape keeps larger tires from folding over on the rim, even under the lower pressures and hard cornering characteristic of gravel racing.

The real eye-opener however, may be the CB7's gasp-worthy weight of 300g apiece. Stan's NoTubes claims that is 140g lighter than most carbon fiber gravel rims, and at least 30g lighter than the closest competitor's gravel rims. The Grail CB7 comes in two wheelset versions, Pro and Team.

The MK3 is based on the original Grail rim shape, but uses a lighter, stronger 6069 aluminum construction to shave weight. Like the CB7, the MK3 was designed for 25-40mm tires, but the MK3's slightly narrower internal rim width (20.3mm) and reinforced, low-profile sidewalls can handle higher pressure tubeless road tires, low-pressure tubeless converted tires and conventional tires with tubes. 25mm tires pumped up to 110 psi (7.6 bar) pose no problem.



Ritchey ErgoMax WCS

Handlebars have been tweaked to be wider, more ergonomically comfortable, and more stable. To achieve this, 3T has given us the SuperGhiaia (ghiaia is Italian for "gravel"), while Ritchey offers up the ErgoMax riser drop bar.

The SuperGhiaia from **3T B4-309** at first grabs attention for its pronounced flare, which widens the rider's grip in the drops up to 27 percent more than in the hoods. The bar is available in a 40cm or 44cm width; the distinct flare is size-specific, optimized for smaller hands in the smaller width, and larger hands in the larger size. 3T asserts that this makes them not only more comfortable but also better aligns the rider's fingers with brake levers.

Ergonomics took precedence in the SuperGhiaia's design. The flares start below the brake hoods so those remain more vertical — as intended by SRAM and Shimano — and therefore more comfortable.

3T also observed that gravel riders



3T Exploro Flatmount



WTB Resolute

crown, fully internal cable routing, and integrated disc brake bracket for 140 and 160mm disc rotors.

The new Exploro Flatmount follows the standard for flatmount disc brakes, plus mounts the completely redesigned Fango (Italian for "mud") fork. There are two versions of the Exploro Flatmount frameset, the LTD and Team.

Tom Ritchey, founder of **Ritchey Bicycle Components** **BT-304**, personally designed the ErgoMax with ergonomics in mind. The company draws attention to the bar tops, which are raised 10mm above the clamping section, like riser bars, for better control and comfort.

"People are riding their drop bar bikes over more varied surfaces, and they're looking for more comfort and discipline-specific performance," said Jeff Lockwood, Ritchey's international marketing manager. "The EvoMax brought a higher level of comfort to road riding and cyclocross racing a few years ago. The EvoMax was then followed by the gravel and adventure-specific VentureMax. Now we're excited to present the ErgoMax bar, which puts the rider's hands in a much more comfortable position and offers increased control for

gravel riding, multi-day adventures and everyday road riding."

The bars are slightly ovalized where they rise up from the stem through the tops to provide greater surface area for load distribution. A 4-degree rearward sweep shifts weight off of the rider's hands and wrists.

The drops are compact and have an outward flare and sweep to keep the rider's hands off the tops when turning or sprinting. The Ritchey ErgoMax is

available in WCS and Comp versions.

Makers of the earliest gravel bikes had to make some educated guesses about how they would be ridden, and tried to accommodate as wide a range of uses as possible. Now, with more real-world experiences to draw on, bikemakers are learning how to make them more versatile.

*Continued on page 38...*



Enve G23

spend extended periods with their hands in the corners, a part of the handlebar that had been largely uninvestigated. The SuperGhiaia's corners are more comfortable and have a more secure grip.

3T's "super gravel" handlebars are fully compatible, including with Shimano's Di2 bar plug Junction A.

Aerodynamics may seem like an odd obsession when designing a gravel bike, but 3T argues that wind can be a major factor in gravel riding and racing. So the newest iteration of the 3T Exploro frameset, originally built with aerodynamics in mind, features more aerodynamic fork legs with elongated "Squaero" shapes, a slimmer, more aero

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... continued from page 37



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Marin Gestalt X11

Road gearing was self-defeating for a gravel bike used on a dirt road in Spain with grades of up to 24 percent, just as smooth tires were no match for the damp slip 'n slide paths of Wales.

One of the first OEM upgrades for stock gravel bikes were Resolute tires from **WTB A3-305**, which filled the need for sub-2-inch knobby tires for 27.5-inch wheels. Since WTB introduced the Resolutes last year, they've hardly been able to keep them in stock. They are available in 27.5-inch and 700c versions.

As more complete gravel bikes come to market, they are evolving to serve different niches within the category.

"We have expanded our range due to dealer and consumer demand," said Chris Holmes, brand director for **Marin Bikes B4-100**. "Gravel multi-surface riding is hot in the U.S., with a lot of riders finding the joy in exploring areas that were a bit difficult with traditional road bikes, or with those riders who don't want to ride on busy roads with traffic."

The 2019 version of the Marin Gestalt X11 has a dropped toptube for more clearance, new full carbon fork, and a dropper post with internal routing that's operated via a modified SRAM shifter.

"A few of us have been running dropper posts on our gravel bikes for a bit more control on descents when taking our skinnier-tired bikes on singletrack," Holmes said. "Both the dropper post and the dropped toptube

bring the benefits that mountain bikers see with the same tech (more clearance) into the gravel world."

The Gestalt X11 frame has additional clearance due to the shaping of the seat tube. The frame is available in six sizes.

Last year Polish manufacturer **Rondo B4-200** took home a Eurobike Gold Award for its Ruut CF1 gravel bike, which earned the jurors' praise for its finish and adjustable fork.

Rondo aims to follow up that success this year with the new Ruut Ti and CF0 titanium and carbon fiber gravel models. It also offers a new line of "road plus" bikes under the category name HVRT, which stands for "High Velocity (on) Rough Terrain" — and, not coincidentally, can also be read as "hurt."

The HVRT collection consists of five models that all share the same tire clearance (700 x 32c and 650b x 47c), 12mm fork and frame thru axles, and Rondo stem. The CF Zero, CF1, and CF2 carbon fiber models are all mounted with Shimano drivetrain components, from Dura-Ace and Ultegra to 105 (or combinations thereof), and are available in sizes 51, 54, 56, and 59.

The AL aluminum and the ST steel models come spec'd with Shimano, Easton, and Michelin parts and are offered in sizes 51, 54, 56, 58, and 60.

**Moots A2-101** embraced gravel early on — no surprise given its decades-long



Rondo HVRT CF0

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Moots Rouutt 45 with a Skyline finish

road and mountain — so the Rouutt 45 gives both groups something they can be comfortable with.

“For people migrating from the mountain bike side of things this gives them a nice high volume, low pressure ride that they are used to,” he said. “For those migrating to a gravel bike from the road side of things, we see them sticking with a nice 34-38mm 700c set up. It really depends on the terrain they ride most.”

reputation of inventive, calculated risk-taking in titanium frame manufacturing.

While Moots hardly ever does a total turnover of its frame offerings from year to year, the brand is addressing evolving gravel trends. It has tweaked existing models to include fender eyelets as standard, and added third water bottle locations for extended rides. John Cariveau, Moots marketing manager, said bike industry “standards” seem to have settled on 142x12mm rear thru-axles and 100x12mm front thru-axles.

“We have seen good growth in this category as tire choices, great components and thoughtful builds are addressing this area of the ‘road less traveled,’” Cariveau said. “Moots is addressing the 650b trend with our Rouutt 45 model, which can handle up to a 48-50mm 650b tire size, which has been very popular with this segment of gravel.”

Cariveau said gravel bike riders tend to migrate from both sides —

For more evidence of gravel’s developing dominance, see the new line from Parlee **B3-104**. Its gravel-busting Chebacco has not only taken the best-seller spot from the Altum, but has grown from one to three versions: the base Chebacco, the customizable Chebacco LE, and the fender-equipped Chebacco 4S (4 Seasons), which has been pimped out for Parlee’s New England origins.

“It isn’t just

gravel that’s driving this category, rather it’s because riders are finding that bikes like the Chebacco are so much more versatile for endurance riding, exploring or commuting than traditional ‘road’ bikes,” said Tom Rodi, Parlee’s sales and marketing director. “Now technology like tubeless wheels and tires and electronic shifting make gravel riding so much more reliable and accessible.”

The horizon for gravel riding still seems vast and unexplored, yet as more people set out on this metaphorical, and sometimes literal, road less traveled, they increasingly have more sophisticated options for experiencing — and enjoying — the journey. ■ WB



Parlee Chebacco 4S

## A-Pro’s new frame is gravelectric!

After introducing the first dual-suspension gravel bike at Eurobike last year, A-Pro is looking to turn more heads with a new electric gravel bike frame.



A-Pro EG-40

The EG-40 frame from A-Pro is compatible with the Fazua Evation drive, which is concealed in the downtube. The frame has 40mm of rear travel, and a relaxed geometry, compared with traditional road bikes, for more stability with comprising speed or handling.

A-Pro optimized the bike’s light air shock for road use and conceals shock absorbers in the seat tube for clean aesthetics. Other features include internal cable routing, tapered headtube, and flex pivot on the rear stays. The EG-40 is an open model available to B2B brands. ■ WB

Bosch eBike ABS

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Overview: Off-road apparel

# Apparel makers attempt to please a bigger mix of MTB enthusiasts

The rise of e-mountain biking has left apparel brands scratching their heads about how best to cater to a wider variety of riders. They've responded with garments that improve comfort and looks without sacrificing performance.

The trail apparel range from **Scott Sports B1-200** is getting wider in its fit as well as its target group. In a departure from its customary performance-oriented design, the Swiss company's Trail Flow shorts and jerseys are made for riders who enjoy being outdoors as much as riding mountain bikes.



Scott Trail Flow jersey

"The Trail Flow garments are meant for people who ride in the mountains as an adventure, perhaps spending several days out there," said Gabriel Grünenwald, head of bike and running wear at Scott Sports.

Nature-inspired prints on the jersey fronts add to the lifestyle appeal, while

the Trail Flow shorts check all of the functional boxes for a comfortable ride, including four-way stretch fabric and laser-cut ventilation holes.

For more experienced enduro riders, Scott offers its Trail Progressive pants. The reinforced pants are made of more durable fabrics and tie into the growing trend of resort cycling.

**Endura A7-201** used durable stretch fabrics for its new MT500 Burner Pant II. Its flap-free slim fit provides the necessary freedom of movement for technical riding. The design borrows some of the innovations that Endura developed in its kit for the gravity-racing siblings Dan, Gee and Rachel Atherton.



Endura Burner



Leatt DBX 5.0 jacket and rain shorts

The Traze Select hybrid jacket from **Ion A7-204** is for riders who don't want to sacrifice comfort for weather protection. "They go out when it's wet and muddy, but want to stay fresh," said Andy Lipp, international marketing manager for Ion Bike.

The front panel, arms and shoulders are made of an elastic, waterproof three-layer laminate, and the back uses a breathable soft shell fabric. The Traze Select lets body heat escape through laser-cut ventilation holes, while keeping out wind and wet. Articulated sleeves shave weight by making straps redundant.

same construction on a new line of road apparel. Vaude worked with its partner, **SQ Lab A4-201**, to develop the shorts' pads. In keeping with Vaude's commitment to green manufacturing, the shorts are constructed of recycled polyamide that is made of a minimum of 70 percent pre-consumer waste (waste generated during the production of new yarn).

The latest bib shorts from **Maloja FG-B6/1** use compression fabric and upgraded padding so they can go on or off road. Maloja uses Bike Stretch HC fabric — light, fast-drying and breathable — for its DaintM bib shorts. The HC stands for "high compression," which the company claims improves performance and reduces recovery time.

Maloja has hidden the main technical advance in the short's Freedom pad. A special perforation technique creates a foam that is more fine-pored, compact and breathable, so Maloja can apply the right amount of padding to the right places. Slanted, laser-cut sides smooth transitional areas. The Freedom also incorporates a larger bulge at the front of the crotch for better fit. Flat padding reduces friction underneath,



Ion Traze Select jacket



Vaude LesSeam shorts

**Vaude A7-300** is going for a stripped-down approach: Its off-road cycling and bib shorts may be worn with or without oversHORTS. "We're using seamless knitting technology for the first time in the bikewear range, which makes the shorts very comfortable to be worn as underwear," said Andrea Gusios, bike wear manager for the German supplier whose headquarters is a short bike ride from Eurobike. "But at the same time we focused on a nice design, so you can wear it without shorts when you're going up and it's warm."

The shorts are part of Vaude's LesSeam range for athletic mountain bikers, and Vaude plans to use the



Maloja DaintM bib shorts

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## Apparel

B4-203

Jackets, jerseys, shorts, pants and gloves: Leatt covers all MTB riding disciplines with different fits and fabric mixes. Overall 71 styles including most important price points and great price-performance ratio. Highlights

include: Tail shorts/liner-combo or only 79,99€RRP or a fully taped 3-Layer-Hardshell waterproof jacket for 199€ and rain shorts for 129€.

[www.leatt.com](http://www.leatt.com)







Nalini Cross jersey

and the surface is finished with an extra-soft material.

When it comes to jerseys, **Nalini B5-209** says its latest mountain biking top ties in with a trend that is especially popular in Italy — mountain biking wear that looks more like tight-fitting road apparel.

“They’re shorts and jerseys suitable for mountain biking but with a road fit — not so baggy,” said Alessandra Agostini, sales manager at Nalini.

Anti-abrasion material on the AIS Cross 2.0 ensures the jersey won’t tear easily when scratched by bushes and tree branches. Other features include an elastic band with silicone grip at the bottom, a silicone elastic band at the waist, and three rear pockets.

The GT jersey from **Pella Sportswear A7-311** has a style and fit made for touring, but the Italian supplier reckons it is just as suitable for gravel riding. A knitted fabric contributes to the GT’s striking appearance.

The outer face is made with super washed wool, and the inner side with polyamide and polypropylene, to keep skin dry and fresh. Other touches are an ergonomic cut, a high collar for neck protection and reflective trim.

A patented “magnetic hood” on the DBX 5.0 jacket is the most original feature on an updated outerwear range from **Leatt B4-203**.

A magnet near the visor helps keep the hood in place whether it is off or on. When off, the magnet attaches to a second magnet between the shoulders, so the hood won’t flap around in the wind.

When the hood is pulled over a helmet, the visor magnet attaches to a third magnet that affixes to the helmet with an adhesive sticker.

Leatt has rejiggered its outerwear range in other ways. The range uses a four-way stretch fabric combined with a



Pella GT jersey



O'Neal Soul jersey and shorts

three-layer HydraDri Hardshell.

Leatt has revised the cut, while maintaining the tape-seamed construction from previous versions, along with the two large, waterproof two-way zippers that let riders adjust the level of ventilation.

Until now, women who wanted to wear cycling gear from **O'Neal B4-305** have had to seek out least worst male garments. At Eurobike, O'Neal is rolling out its first jersey and shorts for women, called Soul.

“This represents a step change for us in the very important women’s market,” said John Firth, head of marketing at O'Neal Europe. “We have taken some of our most popular products and entirely redesigned them for women. We then took them through two more iterations based on feedback from our female riders.”

For the jersey, O'Neal used light, fast-wicking and breathable fabric, with a shorter front and drop tail for an optimal fit on the bike, and laser-cut ventilation holes. The shorts feature an extended over-the-knee cut, an adjustable waist construction with a high back, pre-bent leg tailoring and a high waistband. The two items come in matching colors of blue and green.

Swagger, not style, is the focus of the SFD from **Dirtlej FG-AK/4**. The initials stand for “straight f\*\*\*ing down” which gives an indication of Dirtlej’s target audience.

The newest version of the Dirtlej dirt suit has removable sleeves and legs, so riders are prepared when the weather changes.

The suit is made of a robust, three-layer membrane, with welded seams and waterproof zip fasteners. If riders need more air than they get from the breathable materials, eight vents on the legs provide plenty of adjustability.

■ BS



SFD dirt suit

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# Urban cycling pieces protect from the outside in

From highly visible safety features to very invisible comfort upgrades, these new urban apparel pieces have commuters covered from the outside in.



POC Montreal vest

On the outside, the Montreal smart vest from POC B3-203 lets riders attach lights and even signal turns.

Along with integrated reflectors, the Montreal incorporates magnets that accept three small LED lights. The lights can be attached to the bike when they aren't on the vest.

"The integrated technology is a smart way to increase your safety in urban traffic with a garment that you could easily wear as a standalone piece," apparel designer Annsofie Jakobsson said.

POC designed the Montreal with light materials so it would be easy to pack. The upper part sports a customized reflective print. The magnets are attached to the inside of the vest.

The Montreal also incorporates the See Me system that POC introduced last

year. A waterproof, see-through pocket holds a smartphone with the screen facing out. Using the POC See Me app and cables integrated in the jacket, cyclists can use voice commands so the phone indicates turns or pulses steadily.

Light is equally central to pieces from Sigr Nordic FC-AK/10, a young brand from the northern Swedish city of Umeå, where daylight is sometimes scarce.

Its Norrskan gilet looks like a normal top in daylight but becomes wholly illuminated in the dark when lit by a car's headlights. The company says it is a refined alternative to ugly safety vests.

"City people want to bike and look classy, not like an orange road cone," said Jenny Ferry, chief executive at Sigr Nordic. Instead of unsightly reflective patches, the Swedish company uses fabric



Sigr Nordic Norrskan gilet



For.Bicy Urban Life Boxer

with integrated reflectors, based on a technology from the auto industry.

For.Bicy, a brand of Italian company Trerè Innovation AT-402 is more concerned with making cyclists comfortable on the inside. For.Bicy is introducing men's and women's boxers with removable pads so commuters don't have to change when they get to the office.

"We saw the need for functional apparel to wear when you're riding to work," brand manager Giuseppe Bovo said. "It seemed logical to start with underwear, because it's a key part of the outfit for function and protection, but we'll have a full range of garments to support this concept, from pants to jackets and even an urban bike."

The Urban Life Boxer for men and Downtown Boxer for women use an anti-

bacterial gel padding that reduces friction and smooths out road bumps. Pads can be removed and reinserted easily.

The Backpack is another original idea from For.Bicy. It's a rain jacket integrated into a backpack. For.Bicy says it is so simple to use that a cyclist can pull out the jacket and put it on without stopping.

The jacket is weatherproof and breathable. The pack holds 10 or 15 liters and includes ergonomic straps, reflective material and an attachment for lights.

This is the first For.Bicy line developed under Trerè, an Italian company known for functional apparel. It had been a licensing and manufacturing partner for X-Technology, but their 20-year agreement is ending.

Trerè is also debuting a line from its new Uyn brand. Trerè is a manufacturing and licensing partner for several other brands. ■ BS



For.Bicy Backpack

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The heart of the frame is the power drive, a **SHIMANO E-8000** motor with its new in-tube battery.

There is also an option for DARFON battery which is also the official provider from SHIMANO, this option will be available early year of 2019.

#### FEATURES :



\* For more details, please contact our representatives.

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(DARFON E4C0C compatible)



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Overview: Cargo bikes

# Haul-anything, go-anywhere cargo bikes experience a boom of their own

An impressive number of cargo bikes were on display at last year's Eurobike — so much so that show organizers are giving the category its own spotlight at this show.

Visit Rothaus Hall A1 for a special area dedicated to these utility bicycles and their remarkably diverse range. The latest cargo bikes offer solutions for nearly any short-distance transport needs, from hauling a case of beer to a fully loaded Euro-pallet. Or three.

Cargo bikes are commonly seen on the streets of Amsterdam and Copenhagen, which have long been hotbeds of sustainable transportation. But they

are expanding their natural habitat to many cities across Europe, as authorities restrict car access to city centers to reduce pollution and traffic congestion.

Cities are also making more space for bicycles on urban roads, and more young families are shunning cars in favor of bicycles and other, greener forms of transportation. The rise of electric assist systems makes hauling heavy loads a breeze.

Many federal and local governments are juicing the cargo bike market with substantial financial incentives. In Germany, someone who buys a heavy-duty cargo bike can be reimbursed for up to one-third of the retail price. In cities such as Munich and Berlin, buyers are eligible for a reimbursement of up to 2,000 euros (\$2,750).

The state of Baden-Württemberg, home of Eurobike, offers a subsidy of up to 4,000 euros for the purchase of an e-cargo bike for commercial use. According to Eurobike, some 15,000 electric cargo bikes were sold in Germany



Douze G4 Messenger (left) and Traveler versions



Add Bike

in 2016. Official numbers were not yet available for 2017, but sources told Eurobike that their sales roughly doubled.

Some cities have launched cargo bike bikeshare systems so residents can experience them first-hand. The Carvelo2go system, which is in several Swiss cities and growing, relies exclusively on Bosch-powered Packster cargo bikes from **Riese & Müller AG-300**.

Major cities such as Paris assign cargo



Chike with a child carrier

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The Kiffy, with a Pendix e-drive

bikes to municipal employees to clean up litter from streets and empty garbage containers in parks.

Logistics companies, service providers and other companies are also embracing these vehicles for "last mile" deliveries. They are not driven by idealism, but by efficiency and by the ability of cargo bikes to navigate congested urban streets and narrow alleyways of historic city centers more easily than delivery vans.

Companies that have adopted cargo bikes include DHL, UPS and DPD and the Spanish mail service Correos.

Propelled by such strong tailwinds, it is little wonder that cargo bike sales are healthy. Several cargo bike manufacturers reported double digit sales growth of 10 to 20 percent, and more, in the past 12 months.

"Since we launched in 2013, we have seen our business growing by 20 to 25 percent every year, with the German-speaking markets taking the lead," said Jakob Munk, brand director of Danish cargo bike specialist **Butchers & Bicycles A1-719**.

For 2019, B&B has made only small modifications to its flagship model, the MK1-E, with its tilting three-wheel chassis. The company instead is focusing on expanding its accessory line.

Another strong Danish cargo bike brand, **Larry vs Harry FG-AK/3**, will showcase its Bullitt front loader. Available with or without a mid-drive motor system, the Bullitt is a favorite of many bike messengers because the saddle position is more responsive than on many cargo bikes.

The Bullitt is so popular that German company **Fahrer Berlin FG-AK/3** focuses on accessories that make it more versatile. Fahrer's Bowl bag is a sturdy, weatherproof

tarpaulin that mounts to the flatbed without tools. For weather protection, the Hood bag is the way to go, while Fahrer's Panel Bags offer zippered compartments for smaller items.

Cargo bikes are far from inexpensive, but French company **AddBike A1-712** may well have the most affordable product. AddBike replaces a bike's front wheel and can haul a load of up to 35kg (77 pounds). The AddBike, which resembles a hand truck, has dual wheels that tilt. The company showed a prototype last year and is now going into production.

The Kiffy tricycle from another French



Tern GSD with new Enviolo cargo hub

company, **Easy Design Technology FG-0 110**, uses a similar design with a hand truck-like front module that is built around the front axle. Unlike the Add Bike, the Kiffy is a complete (and compact) cargo bike. It's made in France of an aluminum frame. Easy Design offers several builds for different tasks, including versions that incorporate an electric assist system from Pendix.

The German brand **Chike A1-710** specializes in compact cargo bikes that are a little bigger than the Kiffy, but remain highly maneuverable with a short



Yuba Supermarché

Continued on page 46 ...



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A1-706

FG-0/201

Don't want to waste any more time stuck in traffic, or looking for a parking spot? Then this is definitely your ride for inner-city deliveries. **The Cargo removes noise and air pollution from the equation and boosts the flexibility of your delivery fleet.**

The Cargo L front frame has been upgraded to match the design of its larger counterparts, the XL and XXL. This upgrade means the Cargo L has shed a few pounds and now comes with a suspended front fork. The various available boxes are spacious enough to transport large to extra-large volumes. Whether you are carrying

a fragile load or heavy cargo, or whether you need to keep it cool or piping hot: we have just the Cargo to meet your needs.

[www.urbanarrow.com](http://www.urbanarrow.com)



... continued from page 45

wheelbase and small wheels. Chike makes different versions depending on whether you're hauling cargo or kids. By adding an optional Shimano Steps E-6000 mid-drive motor, these small cargo bikes can carry surprisingly large loads. Wide tires and a tilting, spring-mounted chassis on the front axle add to the bikes' intuitive handling.

Another bite-sized beast of burden is the GSD from folding bike specialist **Tern B4-405**. Tern debuted the GSD last year, and adds an Enviolo cargo hub as an upgrade for 2019. (Enviolo is the new name for the former NuVinci Cycling.) Equipped with a Bosch Performance Line CX mid-drive motor, the GSD hauls a maximum gross weight of 200kg. The sturdy oversized rack offers plenty of real estate for mounting child seats, pannier bags or a padded passenger seat.

For transporting children, pets or groceries through urban streets, two-wheeled front loaders remain the most agile and flexible solution despite their sometimes unwieldy dimensions. For 2019, the French company **Douze A1-707** launches the G4, which sets a new benchmark for integrating a mid-drive motor system on a cargo bike. The G4 is equipped with a Brose system and caters to riders who don't mind having only one option for frame or box size. Douze offers two box options; the Messenger, with a completely enclosed cargo box; and the Traveller, which has a canopy and child seats. Douze has also had considerable success with its modular V2 model, and

now offers it with an optional mid-drive motor system. Another nicely designed front-loader is the two-wheel Velosled Anna from **Coh & Co Copenhagen A2-506**. The Velosled Anna is built with a carbon frame and cable-actuated steering with built-in redundancy for extra safety. A wishbone suspension in front helps keep the bike stable, while an optional hub motor provides a boost for hauling. Velosled's extra-long cargo rack can carry up to 100kg. One unusual feature is a seat tube that can be adjusted forward and backward as well as up and down, so riders of all sizes can find the right fit. Handlebars can also move up or down.

The American cargo bike brand **Yuba Bikes FG-0/101** is known for its longtail cargo bikes. Because they are handy for hauling surfboards, among other items, Yuba has had a strong following on the U.S. West Coast.

This year, though, Yuba is launching its first front loader, the Supermarché. It rolls on smaller wheels with wide tires and is just over 2.5 meters (8 feet, 2 inches) long. Yuba gives customers a lot of options. The Supermarché can be a conventional bike or equipped with a Bosch Performance Line CX mid-drive motor. Customers can also choose between a flat base board for a wooden box. Yuba also offers a bench with child seats that fits in the box. Yuba hasn't forgotten its longtail fans. With its new Electric Boda Boda, it is offering a longtail that is equipped with a Shimano Steps E-6000



Coh and Co Velosled Anna

mid-drive motor system. Electric Boda Boda customers can also choose from a range of accessories for the oversized rear rack.

Fans of Electra bikes may want to check out a young American brand created by Electra co-founder Benno Bänziger. **Benno Bikes A2-316** offers a longtail cargo bike that combines a German Bosch mid-drive motor system with American design and lifestyle touches. (See related story on page 22.)



Pure Cycles Capacita

Another indication that cargo bikes are becoming mainstream is the BCG-269-BK model from Taiwan trading company **Bev Int'l Corp A5-409**. Customers can choose either a steel or aluminum frame and can customize the size and shape of the wooden box. The bike uses two 20-inch wheels with disc brakes up front, and a 24-inch wheel with V-brakes in the back. Other options are a six-speed Shimano hub, or a rear hub motor from Dapu.



Benno Bikes Boost E 10D

**Nihola A1-723** is showing the Flex 2.0, a larger cargo trike that is optimized for transporting people. While most

Called the Boost E 10D, the bike has an oversized rear rack and an optional front rack that mounts on two threaded studs on the headtube. The rear rack is spacious enough for a child seat and a pair of pannier bags. And since Benno Bikes is based in California, the company offers rack options that can accommodate a surfboard. The 10D has 2.6-inch tires on 24-inch rims for a stable, agile platform. A Bosch Performance Line mid-drive motor system lets riders handle the load.



BEV Int'l BCG 269 BK

Another California bike brand, **Pure Fix Cycles B2-203**, uses a similar philosophy in its Capacita model. Its distinctive frame is made of continuous aluminum tubing with integrated lights. Voluminous tires and a rear hub motor help get the Capacita moving even when fully loaded.

cargo bikes passengers are children, Nihola envisions the Flex 2.0 as a kind of taxi for transporting elderly and disabled people in wheelchairs. The front platform has a wheelchair ramp that lowers all the way to the ground.

With its E-Cargo Delivery Cruiser, Dutch company **Johnny Loco A1-700** has come up with a cargo trike that blends retro design features with contemporary technology. It's a special edition of the company's well-known Cargo Cruiser. A customizable flightcase, which is ordered separately, offers plenty of space and protection from the elements. A Shimano Steps E-6000 mid-drive motor system adds power.



Johnny Loco Delivery E-Cargo Cruiser



Nihola Flex

wide at 114cm (45 inches) to be legal on roads outside of the Netherlands. This year, Urban Arrow is showing the smaller Tender 1000 model.



Bikelecing BKL Correos

The German manufacturer **Speedliner A1-309**, which makes cargo trikes for UPS, is showing its Rytle MovR cargo trike at the show. It's got not one, but two hub motors on the two back wheels, a canopy to protect the driver from the elements, and a modular loading system based on the size of euro pallets. The Rytle MovR accepts transport boxes with a volume of 1.8 cubic meters (63.5 cubic feet) and a weight of up to 180kg.



Speedliner Rytle MovR



Radkutsche Elefant

While Urban Arrow went smaller, German manufacturer **Radkutsche A1-703** went big with an XL trailer it calls the Elefant — no translation needed. The Elefant, which is made to be coupled to the company's Musketier cargo trike, can haul loads of up to 500kg (!) and accommodate three standard euro pallets.

We told you cargo bikes are big! ■ LVR

The Spanish manufacturer **Bikelecing A1-720** is also targeting logistics companies with its BKL cargo trikes. Powered by a Continental 250W mid-drive motor system, the BKL is small enough to thread through narrow alleys and pedestrian zones while hauling 550 liters (0.55 cubic meters) of cargo capacity. The Spanish mail delivery service Correos is currently testing these models in several cities.

Last year, **Urban Arrow A1-706** of Amsterdam set a standard for size and carrying capacity with its Tender cargo bike, which borrowed features from e-bikes, motorcycles and even small cars.

The original Tender versions are too



Fahrer Berlin Bowl bag for the Bullitt cargo bike

sponsored by



**BOOST E. YES, IT CAN.**

A2-316

The Benno Boost E is a new creation by Benno Baenziger, one of the original founders of Electra. Designed for smart urban e-mobility, the Boost E is many bikes in one, combining brilliant capability with surprising maneuverability. It's compatible with a wide range of accessories and can handle almost twice the load of a typical bike. It has a compact sturdy aluminum frame and runs on wide 24"x 2.6" tires (25.5" outer diameter), which ensure a low center of gravity and allow for a more stable, longer wheelbase. Additional features include the Bosch Performance motor, Shimano Deore 10-speed, hydraulic disc brakes and Supernova E3 lights.

Weight: 26.5kg/58.5lbs

[www.bennobikes.com](http://www.bennobikes.com)



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## Velo saddles up with a new product line for its 40th

As it gears up to celebrate its 40th anniversary this year, Velo Enterprise can rightfully be counted among the heavyweights of the Taiwan bicycle industry. Now it seeks to tap a new market by producing custom covers for e-bike motors and batteries, frame protectors and cable guides.

To do so, **Velo M-103** is expanding its production of injection molded plastic parts.

"Many of our customers know about our ability to produce injection products and about our flexibility," said Ann Chen, executive assistant to the president. "This comes in handy when companies need to design their own covers for batteries and motors and cable guiding inserts."

Velo seeks to work with e-bike manufacturers that are looking for motor and battery covers to match the designs of their frames. As these components become more seamlessly integrated with the bike, bike brands need custom covers that can accommodate the range of available components.

Because these are typically non-standard and complicated parts, and because they may change from one frame design to another, they can't be easily sourced from injection molding manufacturers that produce products in mass.

"So far there are no real standards concerning the shape and designs of batteries and mid motors, and the same goes for the way bicycle manufacturers design the entry ports for internally routed cables and brake lines," Chen said.

The toolings for these plastic parts are made at Velo's headquarters in Taiwan, while production takes place in Taiwan or at one of Velo's factories in the mainland China cities of Shenzhen or Kunshan — close to the frame manufacturers.

Velo is flexible enough to offer different injection molding processes to fit the OE customers' needs.

"For reasons of cost and efficiency, thermo injection is the method of choice

for large volumes and more complicated products that need multiple density materials," Chen said. "If the volumes are smaller or a customer knows that he's going to change the design of his frames in the foreseeable future, resorting to the pouring mold method [resin casting] might make more sense. At Velo, we can use both methods according to customers' needs."

Velo has developed expertise with injection molding because it already manufactures components such as saddle shells and grips from various types of plastic. So it already had the machinery in place to make these new products.

It's yet another chapter in Velo's storied history. Founded by Stella Yu in 1979, Velo has become the dominant force in saddles, grips and handlebar tape. The company is headquartered in the Dajia District of Taichung, Taiwan, at the heart of the Taiwan bicycle industry. The company is celebrating its anniversary this year because the products it will be showing at Eurobike are for the 2019 model year and will be available from September on.

Velo has come to dominate mid- to high-end saddle production. Its success with OE customers is due in no small part to Velo's flexibility, its close cooperation through specifically assigned product managers, and its intriguing proprietary technologies.

Combined with its sheer industrial manufacturing power, it's more than likely that Velo will be able to repeat what it has accomplished in its other product categories — becoming the industry's first choice for complicated plastic parts that cannot easily be sourced elsewhere. ■ LVR

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Examples of injection-molded plastic parts that Velo produces for e-bike components.



# A kick scooter on steroids: the compact Metz Moover



The Metz Moover

## Bicycles aren't the only mobility products that are getting electrified.

With the electric bike hype at full volume in Europe, a number of other "micro-mobility" products are turning electric. See them in Rothaus Hall A1, which Eurobike this year is calling the "E-Mobility Solutions Hall" for e-bikes, components, and other electric vehicles.

One intriguing example is an electric scooter from the German company **Metz Mecatech**. **A1-304** It's called the Metz Moover, and it looks like a souped up kick scooter. One company official says it is a complement to — not a replacement

for — an electric bicycle. The official, Lauri Jouhki, instead likens the Metz Moover to an iPad.

"It is like a tablet that is in between a smartphone and a laptop," Jouhki said. He said Metz expects to sell about 10,000 Moovers this year. Jouhki said Metz is targeting city residents and commuters, along with recreational vehicle (or caravan) owners and campers.

Metz also markets the Moover to large corporate campuses, warehouses, airports and to the tourism industry.

Riders get the Moover going with a couple of kicks, like riding a kick scooter. The 250-watt motor then revs up, and is controlled by a thumb lever on the handlebars.

The Moover weighs about 16kg (35 pounds) and has a range of about 20 km (12 miles) and a top speed of 20 kph (12 mph). It can be recharged in up to four hours from a standard electrical socket. It folds up so it is convenient to carry.

It runs on 12-inch wheels with disc brakes and in Germany retails for under 2,000 euros (\$2,750).

The Moover was designed and built in Germany and since March has been sold through German IBDs affiliated with the Bico buying group. At Eurobike, Metz is seeking international distributors outside of the German-speaking market.

Among other products, the Metz Moover competes with the X2City, which is made by the German auto manufacturer BMW. BMW distributes the X2City through members of the big ZEG buying group.

Legally — at least in Austria and Switzerland so far — the Metz Moover is considered to be in the same class as a pedelec, so it can go wherever bicycles are allowed

in those countries. The company is awaiting similar approval from German authorities.

Metz Mecatech was founded in 2015 out of the ashes of Metz-Werke, which sold consumer electronics and camera flashes but wound up in insolvency.

It is a division of the Daum Group, which led by Wilhelm Daum, a veteran of the German electronics industry, and sources many of its components from sister companies.

Metz Mecatech assembles the circuit boards and other components. Another Daum Group subsidiary manufactures the displays, while a third cuts and bends the steel tubes used in the Moover's frame. Final assembly and testing are done at the Metz Mecatech headquarters in Zirndorf, Germany. **JB**



The Metz Moover folds for carrying

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MADE IN GERMANY

## Overview: Protection Gear

# Lighter, slimmer body armor that's got your back, your front and your limbs

As trail riders get gnarlier, and downhillers more prepared to pedal, both are on the hunt for increasingly flexible and versatile protection.

From obvious options like knee and elbow pads to extra shielding hidden in base layers or backpacks, every type of protection is slimming down and shaping up. Better material technology means manufacturers can produce shock-absorbing elements that are less bulky than before, so modern protection gear looks and feels better,

protection offer a mix of dexterity and low weight. With a cutout ventilation hole behind the knee, they're low in bulk and easy to fold away in a backpack when not in use.

Similarly aimed at enduro and trail riders, the MKX Knee from **Amplifi B3-300K** also aims to stay in place without the usual Velcro straps. Instead, the MKX uses a grip-printed tech liner. A silicone hexgrid 3D knee protector is directly injected into the liner. It exceeds the EU's EN1621-1 standard for motorcycle armor while remaining breathable.

Because they are so flexible, the whole pad can be peeled off for pedally sections. They're light and can be readily stored in a bag, so carrying them on backcountry missions is less of a drag. The entire one-piece assemblage is machine



O'Neal FLOWKnee guard



Amplifi MKX Knee

and can increasingly be worn seamlessly underneath an everyday riding kit.

The Flow Knee guards from **O'Neal B4-305** demonstrate this progression. The new iteration is the lightest O'Neal has ever made. It uses a Lycra sock sleeve with IPX gel for maximum freedom of movement while riding. There's no need for additional straps, while their flexible and breathable honeycomb-like



POC VPD system

washable, so there's no excuse for stinky pads, either.

The team at **Leatt B4-203** have been busy reworking almost every one of its

From **Racer B1-210**, the new Motion Knee pads promise to be a cinch to pull on and off. That's thanks in part to a side zipper that locks in place to ensure they stay put. Further security is provided by silicon strips that prevent sliding, and adjustable Velcro straps that lash them in place.

The material part of the pad is made of Airprene, for excellent support and wicking to prevent the pads from getting clammy. The material houses Racer's latest D30 pads, which are removable to allow for easy washing. Cordura patella reinforcements also improve protection.



SeveniDP Project Knee pad

Spanning the gap between the pedal-up and chairlift-only market, the Project Knee pads from **Seven iDP B1-405** cater to the increasing number of trail riders who are tackling terrain that was previously the domain of dedicated downhillers.

A bonded kneecap is mated with a housing that's light and easy to pedal in. The main body is made of ProKnit, and variable elastic zones increase support. A hardshell area to the front is backed by additional padding and a removable insert. With just a single thigh strap the Project Knee should provide DH-ready protection in a package that can be worn all day.

knee and elbow guards for the coming season. That adds up to seven knee options and four for the elbows.

Leatt has retained its proven 3DF damping material, but has changed the sleeve fabrics to a perforated neoprene and breathable mesh construction. Leatt also redesigned the hard-cap protectors, while the softer options have received a design makeover and fit the trend toward more discrete graphics.

For a different type of protection, Leatt launches its first goggle, the Velocity 6.5. It's available in 17 colorways and three lens options, including a mirrored, standard, and a roll-off version for racing in wet conditions. Each lens has a permanent anti-fog treatment. They can be swapped out via a click system that uses the outriggers of the rigid frame as tension levers.

Moving from the extremities to the center of the body, the Protection Vest Scrub Amp from **Ion A7-204** is a base layer with a removable, multi-impact compliant back protector. Intended to counteract lighter impacts, the protector extends downward to guard against the additional threat of being jabbed by items in a rider's back pockets.

Made of high-density memory foam, the protective element can be removed for washing. The business part of the vest is made of layered plates that flex for more freedom of movement. The vest is so low



Racer Motion Knee pad

sponsored by



### Protection Gear Line

B4-203

Leatt re-worked almost their whole limb protection line (knee and elbow pads): 19 new models in overall 33 Colorways for adults, Juniors and kids (so from an age of about 4-5years).

Price ranges: Knee protectors from 59.99€ to 124.99€ and elbow Pads from 59.99€ to 79.99€ RRP.

[www.leatt.com](http://www.leatt.com)

This includes soft and hardcap pads, as well as hybrid versions.

The main, proven 3DF dampening material remains the same, but the sleeve fabric mix was modified for better breathability as well as the fitting was fine-tuned based on athlete feedback. All Leatt limb protectors are CE-certified as motorcycle impact protection: EN1621-1.





Leatt knee pads

profile that it can be worn under regular riding gear. Its Safe-Lock zipper is located to the side so there is no collar irritation.

The Vanguard Jacket is another piece of protection gear that's made to take care of the top half. From **Scott B1-200**, the Vanguard is like a bionic enhancement for the rider's torso and upper body. Featuring a flexible, shock-absorbing D30 back and shoulder protector, it also finds room to incorporate space for a hydration system along with storage for nutrition, tools, and valuables. Scott houses all of this in a lightweight stretch mesh construction for excellent breathability and improved comfort. It is very low profile, and with an outer layer thrown over the top, the system is barely noticeable.



Ion Protection Vest Scrub Amp

Similarly, the Flank Core protector from **Race Face B4-303** also uses D30 performance shock absorbing foam to look after the rider's shoulders and spine.

These are removable, so the rider can customize the amount of protection. A fixed piece in front guards the sternum.



Scott Vanguard Jacket

The top is heat moldable for a customized fit. It's constructed of a durable dense mesh, with strategic Lycra stretch panels for enhanced movement. The Flank Core protection can work with a neck brace if desired and can also be paired with Race Face's short liner, which use similar features to shield hips and thighs.



Evoc NEO 16l backpack

Also taking a holistic approach, **POC B3-203** has introduced a new protection concept. Its VPD system uses front and back panels made of Xellon to take care of a rider's torso. Xellon softens with body heat to form to the riders' body, but hardens instantly on impact to absorb energy.

The modular vest has a foremost panel with large smooth areas at the top and sides so the rider can skid across the ground. The back panel uses a honeycomb construction for maximum ventilation. The vest is made to work with POC's new knee and elbow pads, and the entire system can be tailored depending on the levels of protection required.

If you don't realize it's there you're more likely to wear it. That's how **Evoc B4-302** explains the thinking behind its new range of daypacks with integrated back protection. Evoc continues to use its Airshield System, which has been around for a decade, but has moved the



Race Face Flank Core protector

protective element to the outside of the pack. That puts it closer to the spine for better efficiency. The protector is made of an elastic nanotech elastomer which can deform under tensile and compressive load and then return to its original shape. Its hexagonal structure distributes impact energy, while the elastomer material functions across a huge range of temperatures. The system is available on Evoc's new NEO 16l backpack. ■ JD

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Dirk Zedler

# Like green bananas, cargo bikes need ripening as sales take off

In some big European cities, cargo bikes are everywhere. Whether it's a big logistics company delivering packages or a mom taking her kids to kindergarten, cargo bikes have become an integral part of city traffic.



This compact cargo bike from Chike is an example of the wide range of cargo bikes on the market. Most are made by small companies. (Photo courtesy of Chike).

Yet despite their popularity, cargo bikes are not subject to any special safety or performance standards, even though they are very different from conventional bicycles. This article outlines some of the unique issues that affect cargo bikes, and offers suggestions for making them safer and better suited to the many jobs they are called upon to do.

**The real sprinters.** Like it or not, the electric motor is causing a radical shift in the way we use bicycles. Electric drives have made cargo bikes exponentially more useful.

A cargo bike may be used as “mom’s taxi,” as a shopping cart, or as a corporate vehicle to transport tools and supplies. (See our overview of cargo bikes at Eurobike on page 44.)

Big logistics companies are experimenting with cargo bikes for “last-kilometer” deliveries. Some park a container full of parcels in a busy city quarter at night, and rely on a fleet of cargo bikes to deliver the parcels to their final destinations during the day.

We are talking about huge volumes of packages, most of which are neither big nor heavy, generated by the popularity of online shopping. Consumers expect home delivery — and they expect it quickly.

But speed is something that conventional delivery vans, like the ever-present Fiat Ducatos, Mercedes Sprinters or VW Crafters, struggle with. Cities are congested, and bumper-to-bumper traffic combined with a lack of parking spaces make it hard for delivery vans to do their work. They often double-park, obstructing traffic and infuriating others.

In contrast, cargo bikes with electric assist of up to 25 kph are classified as bicycles. They can operate in bicycle lanes and can be legally parked on sidewalks, giving them unbeatable advantages over delivery vans for the last kilometers of a supply chain.

**Big bikes, small market.** Cargo bike manufacturers tend to be small or even tiny companies. Because they are founded by committed and creative people, the variety of cargo bike models is huge, but most are produced in relatively small numbers.

Few components are engineered specifically for cargo bikes. Brands instead must rely on standard bike parts, which aren’t intended for the loads and mileage typical of cargo bikes.

Consider that a cargo bike used to deliver parcels, or pizzas, may rack up mileage of 20,000 kilometers or more in one year. That’s more use than a typical city bike will see in 10 or even 15 years.

Such heavy use stresses components. Replacing brake pads and disc rotors every few hundred or thousand kilometers is annoying and expensive. Overloaded forks can collapse suddenly while in use, putting the rider in danger. Imagine if the rider’s “cargo” is a child.

There are no minimum safety standard for cargo bikes. But that may soon change.

The Standards Committee of the German Institute for Standardization e.V. (DIN) is about to publish draft safety standards that have been in development for two years. In addition, the German Association for Materials Research and Testing (Deutscher Verband für Materialprüfung und -Forschung e.V. / www.dvm-berlin.de) has scheduled a workshop on the fatigue strength and safety of cargo bikes. This workshop will take place at the end of November at the Zedler-Institut in Ludwigsburg.

**Not yet mature.** As a bicycle expert, I view many of the cargo bikes on the market as more like prototypes than mature products. In Germany, we have a saying: “Die Banane reift beim Kunden,” or “the banana ripens at the customer.” Cargo bikes are like unripe bananas:

They sometimes aren’t fully developed and tested before they are delivered to the customer, who has the responsibility to “ripen” them by fixing their problems.

Delivering a hot pizza to a hungry customer is very different from transporting a load of children to kindergarten, which is why there should be different classifications of cargo bikes.

In fact, I believe the industry needs to take a completely new approach to the design, manufacturing, and testing of cargo bikes. Standards are needed to define the allowable service life and maximum mileage for a cargo bike, including a schedule for maintenance and for the replacement of components.

The rise of electric cargo bikes makes such standards even more imperative.

Cargo bikes once were limited almost exclusively to flat terrain. But with electric drive systems, they can now haul cargo up and down hills. While that makes cargo bikes more versatile, it also imposes significant new challenges for riding stability, construction strength, braking performance and other aspects.

While cargo bike manufacturers have a lot of experience with a bike’s fatigue strength on level terrain, more research is needed for these new types of uses.

I do not support the concept of a “universal” cargo bike that can be used for weekend shopping as well as for child transport. In fact, there are good reasons why critics have called for a ban on transporting children in cargo bikes.

It’s common to see unbelted children horsing around in a cargo bike. They

can unbalance the bike and force it to drift out of a bike lane. Such careless use is also a thorn in the side of insurance companies.

So I recommend that cargo bike brands make specific models for specific uses.

Another alternative is modular chassis that can be adapted for specific uses with add-on components. We are seeing some examples on the market, such as a box or cage equipped with seats and four-point safety belts. They can be child carriers, or reconfigured to haul loads that can be tightened in place with adjustable strapping systems.

**Something is missing.** Where are the big global bike companies? Will they enter the cargo bike market, where they can apply their expertise in engineering and product development?

Or will their absence create an opportunity for companies outside the industry, as we’ve seen with the boom in dockless bikeshare systems?

Perhaps the big logistics corporations will begin making cargo bikes. In Germany, Deutsche Post has proven that it can be successful with its four-wheeled Streetscooter, even though Deutsche Post is from “outside the field.”

Automobile manufacturers seem to have missed out on the cargo bike boom. Now, we wonder whether the big bicycle brands will also miss out — or whether they will recognize cargo bikes as the next big growth opportunity for our industry. ■ 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 labs.

The Zedler Institute also prepares user manuals for bicycles and pedelecs. These manuals, now available in more than 40 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).



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# New Products 2018

## O-Synce USEE



A head-up display, the USEE enables its wearer to monitor performance metrics or receive navigation prompts while keeping their eyes on the road. Its LCD display allows legibility in any weather, while a UV sensor helps it automatically adapt to changing light conditions. Waterproof, weighing 20 grams, and with a battery life of up to 400 hours, it's initially available for owners of selected ABUS helmets. **A1-600**

## KS LEV Integra 272

An advanced dropper for bikes using 27.2mm seat tubes. The LEV Integra 272 has been redesigned to optimize performance while maintaining compatibility with this seat tube diameter. It includes a large volume user-tunable air spring, one-piece forged stanchion and head, and low force spool valve for easy actuation even while seated. Available in 65mm, 100mm, and 120mm travel variants. **B1-504**



## NECO Rove Dynamo Hub/UPS System

Once built into the front wheel the Rove Dynamo Hub Power Generator converts alternating current to direct current via a rectifier and can store electricity using the brand's steerer tube-mounted 3-in-1 Intelligent Portable Charger. Helping riders keep their electronics running, even in the remotest areas, this output can then be used to charge any USB electronic device. **A5-403**



## A-Pro Tech EG-40 Electric Full Suspension Gravel Frame

An electric gravel frame offering 40mm of travel to provide traction, speed, and comfort on rough and unpaved roads. Relaxed geometry gives stability in off-road conditions without compromising speed and handling on the tarmac. The bike uses a lightweight air shock hidden in the seat tube forging and is FAZUA Evation drive system compatible.



## Riese & Müller Homage

Completely redesigned, the Homage is an athletic step-through bike combining the functionality of an everyday city bike with the driving dynamics of a sporty mountain bike. With a fully integrated battery and optimized Riese & Müller Control Technology, this version sees handling improved thanks to a new battery position. With the addition of optional DualBattery Technology, the bike's range can also be doubled for longer trips. **A6-300**



## MRP Hazzard

A fully featured coil shock that also allows for control over both high and low-speed compression damping, rebound, and spring preload. For climbing or less radical trails, the Hazzard features a low-speed compression switch that firms up the shock for sustained accents and stage transfers. With new progressive springs, it can also be fitted to bikes that previously required air shocks. **B1-412**



## Gates Carbon Drive S550 Direct Mount Crankset

The new S550 Direct Mount cranksets offer modular beltline adjustability and a clean, modern aesthetic. They will be delivered to OEMs as a pre-assembled crankset for easy factory installation. Available with or without a belt guard, the S550 comes equipped with a 46, 50 or 55-tooth sprocket. It includes a 4mm Chromoly spindle and 68/73mm bottom bracket. **A2-201**



## ControlTech CLS Gravel Riser

Designed for riders who enjoy a more upright and comfortable position, these tough and lightweight gravel bars are made from 6061 aluminum to increase strength and maximize every ounce of energy. Their 16° flared-drop design creates a wider, more stable platform for assured handling on tricky descents, while the drops themselves also feature a unique triangular grip section. **B4-204**



## Reynolds Cycling TR307E Trail Rated E-Bike Wheels

Part of Reynolds' Trail Rated E-Bike series consists of three different models. Shown here is the TR307E, a 27.5" option with strong carbon rims. Using an oversized hub, a steel axle and freehub body provide durability, while a 6-pawl engagement and five separate bearings ensure smooth and direct drive. Cooling fins at the brake mounts prevent overheating and guarantee safe stopping at all times. **B1-410**



## Luma Shackle Alarm 40 HU

Immobilize your bike with a keyless shackle lock. If it detects suspicious activity you'll receive a notification via your phone. Using an Android app, customers can monitor their lock and connect with other users, while also recording trips and sharing routes. The app allows the user to choose the lock's sensitivity to attacks and personalize its alarm tones. **A4-508**



# New Products 2018

## M2O Active Cycling and Sports Compression Socks

Designed for cyclists, these socks use technology to improve circulation, reduce fatigue, and boost performance. As well as providing support throughout the arch of the foot, they have in-built ventilation to reduce slipping and rubbing during exercise. A firm hold across the foot, ankle, and lower leg means cyclists should be able to leverage more power for increased endurance and speed. **B2-403**



## Pirelli Velo Cinturato Velo

A tubeless-ready tire designed for everything from on-road competitions to training sessions, light gravel, or fast commuting. Boosting reliability in poor conditions, its SmartNET Silica compound aims to impart confidence-inspiring handling along with superior durability, resistance, and comfort. Usable with or without an inner tube, an Armour Tech construction combines multiple layers with aramid fibers dispersed into the tread itself. **B3-300c**



## Roxim Technologies Z4E Pro

Claimed as the world's smallest speed pedelec front light with a high/low beam, Roxim has integrated this twin capability into a miniaturized enclosure, creating a package that still complies to ECE R113 class B regulation. Usable across e-MTBs, e-road bikes, e-folding bikes, and even electric skateboards, its ultrawide beam features an output of up to 900 lumens. **A5-212**



## Overade Loxi



Loxi is an anti-theft waterproof bike bag. Designed to make cyclists' lives easier by allowing them to store accessories such as helmets, lights, and clothing on their bike. Comprising a nine-liter waterproof bag its roll-top closure system features a 12mm diameter cable with a four-digit lock. This can also be used to secure the front wheel. **A4-218**

## Stromer ST3 Launch Edition

Launching at Eurobike is the ST3, the latest model from Swiss brand Stromer. This special edition will be available for a month before the standard bike hits the roads. With a deep green color and copper highlights, it's a real head-turner. Sporting big tires, a neat frame integrated battery, and wired-in lighting system it's designed for fast urban exploration. **A1-501**



## Seatylock Foldylock Clipster

The Foldylock Clipster claims to be the first wearable folding lock in the world. It features an integrated clip for attaching the lock to the rider's belt, trousers, or bag. Weighing only a kilogram and rated Sold Secure silver, it's light for a product in this category, which along with its compact configuration make it an ideal lock for carrying on your person. **B2-109**



## Otrajet Inc. NEXO 20" Airless Tire

This air-free tire eliminates the problem of flats. Using injection technology and a new material called Nexell, the NEXO tire is burst-proof and never needs pumping up. Extremely low maintenance, it will reduce servicing costs on kids' bikes or small wheeled commuters. With an expected lifespan of at least three years, it should prove a fit-and-forget product. **A4-408**



## The Urban Bike Titanium CT-1.2

This belt driven titanium bicycle features a unique turnabout handlebar. Adding flexibility, it requires no tools and means the bike's width to be instantly slimmed for clutter-free parking. Similarly, the pedals are detachable for both storage and theft deterrence. At the back is an 11-speed hub gear system, while to the front a dynamo drives its integrated LED lights. **B4-214**



## Velco Wink Bar

Installing on any bike the Wink Bar is the first smart handlebar. Programmable from your phone, it integrates three main features. First, it'll track your bike in case of theft, while also providing a powerful alarm to deter it going missing in the first place. Second, it gives light-based navigational prompts. Finally, it contains powerful integrated headlights which turn on automatically when it gets dark. **A1-601**



## Sigma Sport Rox 12.0 Sport

The ROX 12.0 has a completely new map-based navigation system, with the ability to create routing for every sport profile, on road and off-road. Its high-resolution, transreflective 3-inch color display aims to be easy to read and features a graphical user interface. With six buttons and touch functionality, the convenient Home button always returns the user to the main menu. **A5-200**



# New Products 2018

## SKS Germany Airstep



The Airstep combines the virtues of a classic foot pump with user-friendly features including a large pressure gauge and multi-valve head. A robust aluminum foot pedal enables the maximum possible pumping performance of 7 bar/102 psi without difficulty. Once finished the stirrup folds down and locks with the push of a button, while the elastic hose automatically coils back to its start position. **A5-400**

## BETO Air OnDemand

This two-stage floor pump has a digital gauge. An ergonomic side-kick lever selects either high-pressure or high-volume modes. For strength, the external barrel and welded-on base are steel, while alloy is used for the inner barrel. Up top, a large 2.5" gauge with built-in bleeder valve makes for easy reading and accurate pressure control. **A3-406**



## Roxim Technologies R3E, Compact Speed-Pedelec rear light

Integrating three rear lighting technologies into a compact package, the R3E provides conventional positional illumination, braking alerts for traffic behind, and license plate lighting. Compliant with ECE R50 and designed for speed-pedelec bikes it's flexible enough to be mounted in different positions, such as on the rear rack, rear fender, or under the saddle. **A5-211**



## Humpert

### Ergotec EP-F folding pedal

Instantly folded for transport without tools, this ergonomically shaped pedal nestles against the sole of the foot to ensure optimum power transmission and an excellent ride. Ideal when space is at a premium, it'll suit folding bike users looking to avoid problems such as numbness or foot pain. Its structured surface also ensures that the shoe always has a secure hold, even when wet. **A6-100**



## TBK Bike Quimera

The Quimera is a wooden road bike designed for competition. Its unique frame absorbs vibration and impacts, giving comfort and stability. Made of wood from sustainably managed forests, no gases are emitted during the process of production. Fitted with 3D+ Rotor cranks, Cosmic Mavic carbon wheels, and SRAM sTap system the complete bike weighs just 7.95 kg. **A3-409**



## HL Corp E-Tron cockpit system

Both neat and secure, this clever cockpit combo is designed to work with Shimano Steps E6000 Series products and allows for completely internal cable routing. Using grooves running along the underside of the handlebar, unsightly cables can be first hidden before traveling through the steer tube and connecting to the drive unit in the frame. **B4-103**



## Deuter Trans Alpine Pro Backpack

The Trans Alpine Pro has optimized ventilation and fit thanks to the new Airstripes Pro system. This features innovative foam padding and air channels. Covered in breathable mesh, it keeps air flowing and ensures the pack stays secure, even on challenging terrain. Similarly, Active Fit shoulder straps mold to the individual rider and are non-slip. **A7-200**



## Velo Prevail Glide+

A special canine edition of Velo's top-spec Prevail Glide+ celebrates the Year of the Dog. With a Golden Retriever stitched into its top and a chain collar running around the sides, only 1,000 limited edition saddles will be produced. Underneath all the features of the Prevail Glide+ are present, including a Y-shaped cutout and ArcTech rail mounting system. **A4-103**



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**ANACONDA**  
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**H4-310**

### Rim and Tire Protection

Anaconda is the first protection foam set with two Carbonaria carbon tubeless valves, protecting tires and rims from punctures and snake bite damage. The set consists of two foam inserts and two valves. Easy to mount on your tubeless wheel in one minute, and can be run at lower pressures. Can be used with all tubeless-compatible wheels and MTB tires, regardless of brand.

Suggested retail price for a two-wheel set is € 40. It is available in 15 sizes.

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# New Products 2018

## Benno Bikes Boost E10D Compact eUtility Bike



Designed to fill the gap between regular bikes that can't carry enough and cumbersome cargo bikes, this practical e-bike can be accessorized with racks, rails, and bags to fit your lifestyle and daily needs. It features a compact aluminum frame and 24" wheels with wide tires. Paired with a longer wheelbase, yet moderate overall length, both ensure stable handling and easy parking. **A2-316**

## Token Ninja BB Lite

The Ninja is Token's problem-solving ceramic bottom-bracket. Its composite material allows for precise machining to fit snugly in the frame. This means it won't move and creak, yet its alloy core offers proper bearing support. Updated with lighter weight threaded cups constructed with reinforced engineering plastic, sixteen special grooves on the outer bore, and a slightly smaller-than-spec BB shell. **B2-403**



## Stan's NoTubes Grail CB7 Rims and Wheelsets

Made to be as fast on paved HC climbs as it is on 200 miles of gravel, the Grail CB7 was designed from the ground up to accommodate lower pressure tubeless tires and disc brakes. Aiming to combine the best characteristics of a road wheelset with new levels of stability, control, comfort, and durability, it features a purpose-built and incredibly light 300g carbon rim. **B1-503**



## A-Forge Integrated Power Hydroformed Tubes

Integrated hydroformed tubes accommodate both Shimano E8035 and Bosch PT 500/600 systems. With a new process controlling their thickness, hardness, and shape the tubes promise a smooth surface inside and outside. No wrinkles or orange peel effect means greater strength and better aesthetics. A-Forge also has the ability to cut covers or holes into the tube with one clamping. **A6-407**



## Zipp 404 Firecrest Carbon Clincher rim-brake

These 58mm deep wheels are Zipp's all-time best seller. Benefiting from the company's noted approach to aerodynamic optimization they now feature technologies previously only available in brand's halo-level NSW lineup. Claiming to offer best-in-category aero efficiency and stability, a reworked brake track also means they now provide greater stopping power too. **A3-300**



## Squire Inigma BL1

The world's first Bluetooth D-lock to achieve a Sold Secure Gold rating. Squire's slick-looking smart keyless D-lock lets cyclists lock and unlock their bike via a smartphone. It employs Bluetooth technology to communicate with the cyclist's phone via the Inigma app and uses ultra-secure AES-256 bit encryption for the highest level of safety. **A2-319**



## Taya 11-speed Onze Galaxy chain

An 11-speed version of the Galaxy chain. TAYA's patented 360 degree riveting, DHT super hardening, and deep-plate chamfer designs aim to boost lifespan. Applied via an eco-friendly dry procedure without heavy-metal wastewater output, a unique Nano-Galaxy coating sees nanomaterial bonded to the plates for enhance wear resistance and easy maintenance. **A5-411**



## CEEPO Shadow-R

The bike the wind can't see! Each new frame from Ceepo is another step toward this goal. Starting with a beam main frame with all sections shaped as truncated airfoils, Ceepo designed the Shadow-R to be assembled with normal parts and serviced by traveling athletes with regular tools. The idea evolved into a totally new patent-pending concept of an aero-fork that blends seamlessly into the main frame. This is not a concept frame, says Ceepo, "this is a real aero superbike designed to be ridden in any triathlon distance." **B3-302**



## Pinhead Components City Lock

At 660 grams, this is the world's lightest silver-rated bicycle frame lock. Yet despite being half the weight of similar products it also offers several advantages. Chief among them an integrated seat tube mounting bracket that provides convenient weight-balanced stowage while riding, and on the lock itself a hidden key entry and pick-resistant mechanism that resists even sophisticated attacks. **B2-103**



## Rolf Prima Ares6



The Ares6 features a new 60mm deep carbon clincher rim. Tubeless compatible, it's also available in a disc brake specific build. At just 1585g a set it's both aero and lightweight. Like all of the brand's wheels they're hand built in Oregon, USA and can be customized with the Rolf Prima Built on Demand Program that allows for custom color hubs, rims, and decals. **B1-309**

# New Products 2018

## BESV TRB1 Urban

Made for commuting or touring. The TRB1 Urban's powerful Brose S drive engine is fully integrated into the structure of the frame, as is its Darfon battery. Featuring a specially developed carrier and mudguards, the spec is rounded out by a Shimano Deore derailleur, hydraulic disc brakes, and SR Suntour fork. **A1-200**



## UYN Alpha Biking Bib Tight

The right material in the right place — that's the idea behind this radical looking product. Aiming to reduce friction and minimize restriction, UYN has developed the Alpha Biking bib tight short with a seamless construction on the legs and straps. This is combined with a Lycra insert in the seat area and inside thighs. **A2-319**



## Thun X-Cell RT 2.0

This torque sensor features a Macromelt sleeve with a reduced diameter for easier assembly and a nano-coated PCB that ideally shields it from humidity. The new bottom-bracket set is suitable for city, trekking, or mountain bikes and is equipped with a zinc-coated spindle and 2RS ball bearings. The X-Cell RT 2.0 senses rotation, rotational direction, and torque. **A2-109**



## Knog Frankie

A jazzy looking cable lock, the Frankie is the new sausage on the block. It takes its form from Knog's popular Party Frank but is improved in several crucial ways. Most importantly a reinforced key and lock housing make the Frankie stronger, sturdier, more reliable, and sometimes tastier. Retailers will also appreciate its unique countertop point-of-sale stand. **B1-305**



## Mubea E-Mobility U-1 Concept E-Bike

A concept bike showcasing all of Mubea's expertise. Built inside of six months at Mubea Carbo Tech, the CFRP components are manufactured using the state-of-the-art Tailor Fiber Placement (TFP) technology which combines lightweight construction, safety, and longevity. In addition, the high-performance accumulator with almost 1100Wh and new mid-engine concept are among the developments in evidence. **A1-404**



## Phyllion Battery Co DT-09



Phyllion's downtube battery comes in two different pack constructions. One contains 52 model 18650 cells and provides a nominal voltage of 48V and max capacity of 670Wh. The other contains 50 of the same cells for a nominal voltage of 36V and capacity of 630Wh. Both options weigh below 3.3 kg. **A1-412**

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NEW FOR 2019



MACINA

# CHACANA 291



# New Products 2018

## Bafang M420 Motor



This redesign of the M400 system offers new options for modern-styled city and trekking bikes. Using the same frame mounting interface, it provides 250 Watts, the same powerful 80 Nm performance, and an EU-legal speed limit of 25 km/h. Compatible with the 450 Wh InTube or rack type batteries, plus a number of new displays, it comes with Bluetooth and USB-out functionality.

**A1-302**

## Miranda Carbon Fiber E-MTB Cranks

E-MTBs demand cranks that are durable without adding extra weight, yet are compatible with the bike's power source. With a weight of 288 g for 170 mm crank arms, the design and materials composition make these carbon fiber e-mtb-ready cranks — with their superior strength-to-weight ratio — the lightest dedicated e-MTB cranks available. The cranks have been designed and engineered to produce a carbon fiber structure featuring an internal, proprietary crash-resistant composite. Choose between either 165 mm or 170 mm crank arms for optimal e-mobility. **A3-310**



## Winora Sinus iN8

Winora expands its Sinus iSeries with eleven new models. Besides men's and women's options, for the first time, the eBike series includes monotube versions for easy mounting. With a 500Wh Bosch powertube battery integrated into the frame, anti-memory effect technology and a battery-management system mean they should offer a long service life. **B2-402**



## FSA K-Force Light Wider 25

Robust carbon rim for improved durability. New inner widths provide better rim-to-tire ratios which translates to better control at lower tire pressures. With a tubeless-ready, artisan-built rim, the Wider 25 is available in 700c/29" & 650b/27.5". Featuring an asymmetric, 30mm deep x 30 mm wide carbon rim with 25mm ID, Alloy P. R. A. hubs for DP spokes and Cartridge bearings (2F+4R). Compatible with 148 - 15 x 110mm TA front hub and 12 x 148mm TA rear hub, this wheel includes 2-cross double butted spokes with brass nipples, as well as FSA Tubeless Valves and Tape. **B3-200**



## La Fonte Zenith 3x Eco Man

A pad made with an emphasis on social responsibility and using recycled raw materials matched to a reduction at source of waste and pollution. Endorsed by high certification standards, it's constructed of Eco ProTech fabric, a recycled polyester filament yarn made from postconsumer bottles processed and spun in Italy from materials otherwise destined for landfill. **A7-106**



## Barbieri Anaconda

Anaconda is the first protection foam set with 2 Carbonaria carbon tubeless valves, protecting tires and rims from punctures and snake bite damage. The set consists of 2 foam inserts and 2 valves. Easy to mount on your tubeless wheel in one minute, and can be run at lower pressures. Can be used with all tubeless-compatible wheels and MTB tires, regardless of brand. Suggested retail price for a two-wheel set is €40. It is available in 15 sizes. [www.barbieripnk.it](http://www.barbieripnk.it) **A4-310**



## TranzX Mavis M16

Having previously received the iF Design Award in 2018 for its F15 model, the new Mavis M16 is built to meet the increasing demand for mid-drive motor bikes. Powered by a TranzX M16 engine, it promises superior reliability. With a minimalist look, yet sporting a fully-equipped spec list, the unique battery installation found on Mavis F15 will continue over onto this new model. **A6-315**



## XLC Azura Easy 2.0

A foldable bike carrier for tow-bar installation. Fast and simple to mount, the rack takes up minimum space. Weighing just 12 kg, it boasts a high load capacity of 30 kg meaning it can be used for e-bikes or heavy mountain bikes. For security both carrier and bikes can be locked while the carrier itself comes completely pre-assembled for immediate use. **B2-502**



sponsored by

**KENDA**

## Kenda Tube Snake

**A5-501**

Kenda introduces the Tube Snake, an all-new split tube concept that makes it easy to change a flat without taking off the wheel. The Tube Snake is a conventionally extruded inner tube with two sealed ends. The tube is placed inside the tire with the ends overlapping to assure it completely fills the tire. Offered in the main sizes for 26", 27.5", 29" and 700c wheels Kenda ensures that

all kind of riders can take advantage of the new, easy and fast way to fix a flat. E-bikers or novice riders who are not experienced in changing a conventional tube will benefit of it as well as commuters who don't want to get dirty or greasy when removing the wheel. Racers will also appreciate the fastest way of changing a flat tube.

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# New Products 2018

## Bosch eBike Systems Kiox



An onboard computer, the Kiox's compact and robust color display is controlled by a separate unit on the handlebar and provides the user with data on speed, personal performance, and battery charge status. The high-resolution display is readable even in direct sunlight, while robust gorilla glass protects against scratching and other damage. **A6-201/202**

## Ortlieb Commuter-Bag Two Urban

The Commuter-Bag combines urban design with waterproof function. Its polyurethane coated Cordura blend is a perfect match to a business or casual look. A buckled flap allows quick access to the main compartment and is adjustable in height while being fixed with two metallic buckles. The internal organizer stows tablets while laptops can be stored in the separate sleeve. **A4-301**



## by.schulz G.2 Suspension Seatpost

Building on the popular G.1 Urban post, among other changes the G.2 uses IGUS polymer bearings and features an improved seat clamp. Available in many different sizes, the LT model has a longer suspension travel of 50 mm. The easily exchangeable spring element is available in five different stiffnesses, allowing it to be tailored to user weight or style of riding. **A3-109**



## Xpedo Arrow

It's a road pedal with adjustable Q-Factor. Allowing you to vary the distance to the pedal center from 53 to 58 mm, this far outstrips what would be possible with conventional spacers. An innovative design separates pedal body and axle sleeve into two individual components. A scale on pedal body allows riders to find their own distance easily. **A4-100**



## Elastic Interface MTB Trail

The first MTB pad with a multidirectional curvature. Developed for male anatomy with a central channel improving blood flow and reducing pressure and numbness, in the ischiatic area it's reinforced with a Hybrid Cell System protection insert. Sporting smooth edges to all its foams, the pad provides great saddle stability, while the Air Mapping concept enhances breathability. **A7-218**



## KTM Macina Ride 291

Integration is king for this casual eMTB. Its completely new frame design employs hydroforming, drop forging, CNC processing, and gravity casting along with a high-level plastic injection molding cover to create a svelte and appealing look. All while neatly accommodating the bike's powerful Active Line Plus Engine and Bosch Power Pack. **A6-200**



## Sate-Lite LF-08 light

A compact and USB rechargeable front light. The Sate-Lite LF-08 provides 300 lumens of illumination activated by a user-friendly on-off button design. Its anti-glare optical lens stops it dazzling oncoming traffic while an IPX5 waterproof rating means it's ready for all weather conditions. A low power indicator and side windows with yellow light round out the design. **A6-217**



## Haibike FullSeven LT 6.0

Thanks to 150mm of suspension travel, the new Haibike FullSeven LT 6.0 enables safe and comfortable riding in more types of terrain than ever before. With a Yamaha 500Wh battery integrated into the down tube, this is protected by an impact-proof plastic skid plate and can be removed within seconds for easy charging on or off the bike. **B2-300**



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**uebler**

## Pure Innovation – Uebler i21 / I 31

**A2-106**

The smallest and lightest bike racks Uebler has ever developed. Only 12.8 kg (i21) and foldable to a storage size of only 61 x 20 x 60 cm. The new, patented "IQ"-Fixing makes the whole rack a lever which allows extreme ease of use. The bike holder can be removed from the frame with only one hand. Nevertheless, the racks can transport e-bikes (up to 60 kg max.). With "Made in Germany" development and production, these racks show the future of bike transport with exceptional functionality and truly premium quality. Get in touch with us and become part of the Uebler success story...

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# New Products 2018

## Chosen TC Structure hubs

Chosen's new TC Structure hubs promise higher conduction efficiency. Every watt from the pedal is directly transmitted via the hub and onto the road thanks to the engagement surface of the hub's tooth-coupling mechanism. This allows for both direct drive and excellent reliability, traits furthered by an energy efficient straight-pull spoke design. **A5-202**



## Kryptonite Keeper U-Lock

The redesigned Keeper U-locks include a new double deadbolt design and anti-rotation feature to provide higher security. Elsewhere a 12mm hardened performance steel shackle and disc style cylinder with new center keyway also boost protection. Rated a 5/10 on Kryptonite's security scale, the lock holds Sold Secure Silver certification and offers optional Anti-Theft Protection of up to €400. **B3-400C**



## Hebie Fix 40 T Kickstand

Designed for the KSA40 direct-mount standard, Hebie's new FIX40 T stand features an extended head which offers a greater distance to the axle center of the wheel. Thanks to a low-lying mechanism it's ideal for use with trailer couplings, while the construction of its head offers additional foot space. Made for wheels from 26" to 28", it can support loads of up to 25kg. **A2-111**



## Bafang M800 Motor

A mini center-drive motor developed for e-road, e-gravel and e-cyclocross bikes. The compact new drive unit weighs less than 2.3 kg. With a 200 Watt rated output power and a max torque of 55 Nm, the almost resistance free motor is optimized for ascents and when starting or accelerating. Natural in its feel, pedaling efforts above the limit speed are not affected. **A1-302**



## Johnny Loco Delivery E-Cargo Cruiser

Made of laminated plywood, the Delivery E-Cargo Cruiser's chest is low maintenance and promises to last for a very long time. Driving it forward is a Shimano STEPS system. This lightweight motor and smart Li-ion battery should give an optimal balance between distance, performance, usability, and low noise. **A1-700**



## A&C Solutions Higo Mini F Connector Range



The Mini F Connector range aims to help system and bike builders in need of smaller connectors with increased data transmission that can then be hidden away within the bike. The range consists of seven designs going from two up to nine poles. Each connector design is coded with a different shape and color to prevent interchangeability and installation errors in the field. **A1-614**

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# New Products 2018

## Simplon Kagu Bosch Uni



The Kagu Bosch Uni's battery is not only neatly integrated into the frame, but with a 500 Wh capacity, it also offers a performance that's up to the rigors of city riding. For those who prefer longer or multi-day rides, a second battery that mounts on the carrier is available as an option. Rolling on balloon tires these aim to provide superior comfort and traction. **A3-100**

## CRAFT Essence Jersey

Recycled fabrics, solution dye, and a clean, timeless design combine to make the Essence Jersey a stylish and eco-friendly product. Soft, stretchy, and functional with a full front zipper and four back pockets this top is neutrally styled to mix and match with your existing cycling gear, while being made using a minimum of water, chemicals, and energy its impact on the environment is reduced. **A7-304**



## Leaos Pressed Bike

Pressed from two aluminum halves using techniques from the automotive industry, this bike manages to be both modern and retro. The integration of all its components adds to the sleek look, while innovative technology such as Sital tracking and GPS theft protection, diagnostics, and a standalone companion app mean it's likely to be future-proof too. **A1-100**



## Jovial Hybrid Frame E for E-Bikes

Combining the reliability and performance of aluminum and carbon through hybrid technology, Jovial's e-bike frame applies carbon fiber technology to the driving unit module, downtube, and motor interface. The most complicated production aspects of e-bike frame construction, using aluminum for the remaining areas grants higher design freedom, minimizing welded joints and markedly increasing frame strength. **FG-A7/7**



## Crops Cromo

A bicycle born in Japan and made for urban sports. Using a lightweight aluminum frame and 21-speed drivetrain the Cromo promises quick and easy climbing and ready acceleration. Additionally, all Cromo's bicycles are designed with integrated head and tail lamps equipped with automatic light sensors and 2.4G radio turn signals for safe city riding. **A5-104**



## Castelli Free Aero Race 4 Bibshort

The Free Aero Race short is the all-around option Castelli supply to Team Sky. Minimalist and fast but without sacrificing all-day comfort, this year the seat pad has been updated with a softer, stretchier, and seamless top layer. The leg grippers have been reformed too, while the straps are now lighter and more comfortable while giving better support. **A7-318**



## Hutchinson 11 Storm

Hutchinson's latest compound takes its name from meteorology, with 11 being the strongest level of storm on the Beaufort Scale before being a hurricane. Initially being launched on the new Fusion 5 range across conventional tube-type, tubeless and tubeless ready, the compound boasts improved rolling resistance, mileage, puncture resistance, and comfort while achieving the same levels of weight and grip. **B3-505**



## Batterytester Universal e-bike battery tester

An essential tool for everyone involved in the sales and service of e-bike batteries. Batterytester is the most universal e-bike battery tester on the market. Assessing the remaining capacity of e-bike batteries including Bosch, Yamaha, Brose, Impulse, Panasonic, Stromer, and Samsung it can print the test result using an integrated printer or via a connected PC. **A1-113**



## Tern Bicycles Vektron



The new Vektron line-up features the latest Bosch Active Line and Active Line Plus drivetrains, a re-worked frame and riding geometry, and an ultra-robust rack. Elsewhere the optional Bucketload pannier is engineered to fit every configuration and can be used even when the upper rails of the rear rack are occupied by other gear, such as a child seat or a basket. **B4-405, DA-411**

## VeloPac RidePac

An essentials case which safely carries a phone, key, bank card, money etc in one neat protective pack. Designed to fit most cycle jersey pockets each RidePac is made in Britain using a waterproof fabric and zip. Premium models feature a range of cycling-themed designs by the British illustrator Spencer Wilson. **FG-A6/8**





# Eurobike Media Days brings journalists from 19 countries to preview new bikes

**Eurobike Media Days offered international journalists a compact overview of trends, and plenty of quality time to test ride and discuss the latest products with exhibitors.**

It was a fitting prologue to the world's biggest bike show. This year's Media Days were held July 4-6 in the Tyrolean resort of Serfaus-Fiss-Ladis.

The Austrian resort was the third location that Eurobike has used as a site for Media Days. Because of the earlier dates for this year's show, Eurobike chose the location because of its relative proximity to Friedrichshafen, so journalists and exhibitors could continue to the main show immediately after the demo event.

Media attendance dropped by about 25 percent compared with last year, probably because of the narrow gap between Media Days and the show.

Still, 165 journalists from 19 countries made the trip to Serfaus-Fiss-Ladis. Most came from all over Europe, but a few joined them from Israel and the United States.

With four off-road test tracks — one of them a pure downhill track with gondola access — and three loops for road bikes,

there was no lack of routes to ride the latest performance bicycles.

The 22 exhibitors on site, including tech partners Shimano Europe, DT Swiss, Magura and Fox Factory, focused on mountain bikes, e-mountain bikes, road bikes and gravel bikes, reflecting some of the biggest trends in the industry.

Exhibitors were a mix of established big manufacturers, smaller niche players and even one automotive supplier that is aiming at the e-bike and cargo bike markets.

"The entire event has been well organized, and the conversations I've had with journalists were high quality throughout," said Vincenz Droux, general manager of Bold Cycles. Droux was a first-time exhibitor at Media Days.

"Most importantly, this is an important networking event where people can exchange thoughts without being squeezed by a tight schedule," Droux added. "If I could have a wish, one and a half days rather than two and a

half would have been plenty for me."

Lacy Kemp, communications manager for Kona, was also enthusiastic.

"This is a great place to test — the bike park is very accommodating and the trail is awesome. It's got a lot of steep trails and some good flowy trails," Kemp said.

Despite the changing weather and frequent showers, the demand for test bikes remained high throughout the initial two days and only took a dip on the third day as the rain became more permanent and the temperatures dropped.

But the weather could not break the mood of either the journalists or the exhibitors. This was also due to the flawless organization and the high-quality catering offered throughout the Eurobike Media Days, be it for lunch, dinner or a snack in between.

"The 2018 Eurobike Media Days have been beautifully organized. The exhibitors are delighted with the in-depth interaction they're having with the media — and the journalists with getting their work done effectively in a unique setting,"

Eurobike head Stefan Reisinger said.

In 2019, Eurobike is moving its main show by three weeks but is keeping the dates for the Media Days unchanged: July 2-4, 2019. It has not yet decided on a venue for the 2019 event. ■ LVR



*The Austrian resort of Serfaus-Fiss-Ladis provided a beautiful backdrop for Eurobike Media Days, at least while the sun was shining.*

## Shimano's Pro brand gets dirty with new gravel line

**Gravel bikes have revitalized the road bike market, getting people on drop bar bikes who would never have considered riding a conventional road bike.**

No wonder Shimano's parts and accessories brand **Pro 85-300** is launching a selection of products for this market.

The numbers might not be overwhelming, but the growth of the gravel bike segment is real. Shimano's first move into gravel was its Ultegra RX rear derailleur with its built in Shadow technology friction damper.

Now its component and accessories brand Pro follows suit with the Discover series, a selection of parts and bags for gravel and bikepacking.

All bags are made of waterproof fabric. The Pro seat pack has a capacity of 15 liters, and the frame bag a significantly smaller 5.5 liters — small enough so riders can still use two bottle cages.

An 8-liter handlebar bag is mounted to a sturdy cradle that can be easily taken off of the bike. Finally, Pro has a small top tube bag with space for a mobile phone, a battery pack or food.

But that's not all in the Pro lineup. The Discover series also features two flared handlebars.

The Discover



*Shimano's Pro accessories brand launches new bags and bars for gravel bikes.*

Medium Flare comes with a 12-degree flare suitable for riders looking for a proper hand position on the hoods. The Discover Jumbo Flare is the choice for those riding mostly on unpaved surfaces. Its generous 30-degree flare offers a wide platform when riding in the drops, adding to control.

Last but not least, the Korjak dropper post, in a 27.2mm diameter, fits gravel bikes, too. With 70mm of range, it's ideal for increasing a rider's control in rough sections.

All Discover series parts are scheduled to hit the market in late October or November. ■ LVR

## KTM puts 'adventure' into its long-travel 29er Prowler line

**Many manufacturers are presenting long-travel 29ers for enduro racers.**

Austrian manufacturer **KTM A6-200** offers an alternative take: Its new Prowler platform is designed to be an equally efficient and capable all-day tourer.

Because 29ers with plenty of travel have taken the enduro racing scene by storm, you might think the Prowler is aiming at that market, with a generous 150mm of travel in front and back.

But according to Martin Tutschek from KTM's marketing department, things are slightly different with these new bikes, which KTM will offer in both carbon and aluminum frames.

"As a brand, KTM Bikes has a strong background in the endurance segment. Due to this we have designed the Prowler to be an all-around performer that climbs efficiently and adds to the rider's confidence on the way down," Tutschek said. "In short,



*KTM Prowler Sonic*

these bikes are ideal for day trips in technical terrain and rides across the Alps. Therefore we have categorized this new platform as 'all-mountain-adventure.'"

KTM showed an early prototype of the Prowler at last year's Eurobike Media Days, but it wasn't rideable because it was mostly made of 3D-printed parts.

Now, the Prowler is ready to go. To get the most out of its travel, KTM Bikes has fine-tuned its proven Straight-Line-Link kinematics.

Designers have put a lot of effort into the internal routing of all cables and brake lines for a clean look. Because the frame was designed for 1x drivetrains, there's no front derailleur mount.

For the top-of-the-line Prowler Sonic models, consumers can choose between Shimano's new 12-speed XTR group or a SRAM XX1 Eagle groupset. The aluminum versions come with a more cost-sensitive build, but still offer nice features such as a dropper post.



*KTM Prowler* ■ LVR



*KTM shows how to neatly integrate Bosch's new Kiox-Display.*



*With fewer chainrings, the cogs grow in size - as with Shimano's new XTR.*



*With the 'Ruut Ti' Rondo now also offers a gravel bike with a titanium frame.*





*As Bergamont's 'Grandurance' series shows, gravel riders are not shy about colours.*



*Clean look: Bold Cycles' new model 'Unplugged' with hidden rear shock and new F535 Fork from DT Swiss.*



*Kona debuts the 'Remote Control': their first 27.5" electric full suspension bike.*



*A bigger diameter adds to the stiffness and strength of Haibike's 'the Stem'.*



*Who's wearing the first pair of limited edition Eurobike socks at EMD? These are the feet of Klaus Wellmann, Messe Friedrichshafen boss.*

# Scott restores the luster of famed Syncros name



Syncros Silverton SL wheel

**Back in the early 90s, Syncros was a prestigious and popular brand with mountain bikers.**

Now, six years after buying the brand, **Scott Sports B1-100** is poised to return Syncros to its glory days.

Founded in 1986 by Peter Hamilton and Pippin Osborne in Vancouver, Canada, Syncros became an almost iconic brand in the early 90s during mountain biking's first boom.

Syncros stems, handlebars, bar ends, seatposts, cranks and forks adorned some of the finest bikes of that era and were equally popular on the aftermarket.

A series of ownership changes hurt the brand, however, and it looked like Syncros was going to disappear until Tom Ritchey stepped in and bought it in 2003. He positioned the brand firmly in the gravity market.

In early 2012, Scott Sports bought Syncros, and for several years put the brand name on mostly unspectacular OE parts for Scott and Bergamont bikes.

But that is changing as Scott now wants to revive Syncros and restore its luster.

Two engineers at Scott's Swiss headquarters are now fully focused on creating new, state-of-the-art products under the Syncros brand name.

The comeback started with lightweight race saddles with carbon rails, and the Hixon iC SL handlebar and stem unit that Scott mounted on its new top-of-the-range Genius models.

By combining the stem and bar into one piece, Syncros avoids straight angles and can optimize the layup of the construction, profiting from the properties of continuous carbon fibers.

For the 2019 model year Syncros is

extending this integrated cockpit concept to the cross-country segment with the Fraser iC SL, and to the enduro segment with the Hixon iC Rise.

Their weights are low and their prices are high, reflecting Syncros' desire to engineer state-of-the-art parts.

An even better example of Syncros' ambitions for the 2019 model year are its Silverton SL wheels.

Spokes, rims and hub shells are all made of carbon and laminated to form one unit that is torsionally and laterally very stiff.

Weighing 1250g for a pair of 29-inch wheels, the Silverton SL wheels tick several boxes. While there are nominally 20 spokes per wheel, they're really only 10, because every spoke continues from the rim to the hub flange and then to the opposite side of the rim.

Because the lay-up of these wheels is delicate and time-consuming, Syncros can only produce them in limited numbers. So they may become a sought-after rarity, especially as Scott's star racer, Nino Schurter, will be using the wheels for the rest of the season.

The new Syncros line also pays homage to the brand's roots.

"Honoring the brand's origins and rich history, Syncros' top-of-the-line components are all named after towns in British Columbia, thus going full circle to that day in 1986 when the brand was originally founded in Vancouver," marketing coordinator Ben Marchant said.

■ LVR

## The fourth 'Tour de Eurobike' was not the best for Maloja

**On their fourth ride from their headquarters in Rimsting to Eurobike, Maloja's "Tour de Eurobike" faced some harsh weather — but still made it to Friedrichshafen on Friday afternoon in time to set up for the show.**

"We now know what steady rain feels like," said Peter Räuber, managing director of the German apparel brand.

The Maloja crew rode 270km (168 miles) with an altitude change of 2,660m (8,727 feet)

"On the second day we rode through six and a half hours of heavy rain. It made the trip quite challenging," Räuber said.

Riders included Maloja employees and distribution partners. After riding through a soaking rain, the Maloja crew freshened up, and by Saturday were busy building their booth for the show. ■ JB



Maloja riders traveled 270 kilometers in two days through heavy rain — and then set up their booth the next day.



The Maloja crew survived harsh rains for their fourth 'Tour de Eurobike.'

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BOOTH B2-109

# Nicolai puts its twist on the 'long, slack and low' mantra

Many manufacturers are increasing the reach of their race-oriented gravity mountain bikes. Nicolai was a pioneer in doing so, and its Geolution geometry might pave the way for many others.

It was hard to ignore the bikes from **HNF Nicolai A2-201** when strolling through the expo village. Handmade from aluminum in northwestern Germany, these bikes stand out in terms of looks.

But it's the Geolution geometry that makes some of the brand's models truly special. While the "long, slack and low" moniker has become mainstream for enduro and downhill bikes, Nicolai was a pioneer in this regard — and they do it with a twist.

"We wanted to maximize traction and control by putting equal weight on both wheels," said Vincent Stoyhe, chief operating officer and head of sales. "This takes some adapting on behalf of the rider: You need to be more active on the bike, shift your weight forward, keep your feet on the pedals and use your hips to initiate a turn to make a Geolution bike rail through corners."

A look at the geometry charts shows that a size medium frame with Geolution geometry has a

comparable reach to size XL frames from other manufacturers.

"But these numbers can be a bit misleading: At 76 degrees the seat tube angle is pretty steep, shifting the rider's weight forward. And while many think that shorter chain stays are always better for a bike's handling, we think the chain stay length has to grow with the reach," Stoyhe added.

While Nicolai may be a niche player, well-informed sources confirm that some larger manufacturers are working on gravity-oriented mountain bikes with massive reach as well. ■ **LvR**



Vincent Stoyhe shows the new Nicolai Geolution

# Winora relaunches its IBD kiosks to include Accell brands

Winora's in-store customer kiosk has a new look and will expand its capabilities to eventually include all Accell Group brands.

The new kiosk, named Younit, has been completely changed from its predecessor, the Winora Dealer Center. The new unit has a larger screen on a nicely designed base. And the company has made the unit interactive.

The Younit is on display at **Winora B2-402**

"Have a look at the webcam on top of the screen" said Bernd Lesch, the Winora Group's director of marketing and products. "If there are any questions, the IBD can get in touch directly with Winora Group's service division via live chat."

IBDs will also be able to use Younit to more easily explain the e-connect platform that Haibike, a Winora brand, is using on 20 of its 2019 models.

eConnect is a communications chip that provides GPS routing and lets users track their bikes if stolen. It also sends an automatic message if it detects a crash.

"With eConnect, cyclists are entering the cloud-based digital world. With the help of Younit, IBDs can easily explain the benefits of eConnect on a wide screen," Benz said.

Lesch said the Accell Group, which is Winora's parent company,

will gradually integrate its other brands and products on the Younit platform.

Along with the new Younit, Winora has announced management changes at the brand.

Interim managing director Michael Kraushaar is handing over the baton to Dominik Thiele. In addition to becoming managing director for the Winora Group, Thiele will also be regional director for Germany, Austria and Switzerland for the entire Accell portfolio.

On May 1, Christoph Mannel became managing director of the Accell Group's parts and accessories business, including E. Wiener Bike Parts GmbH, which is Winora's parts wholesale company. ■ **JB**

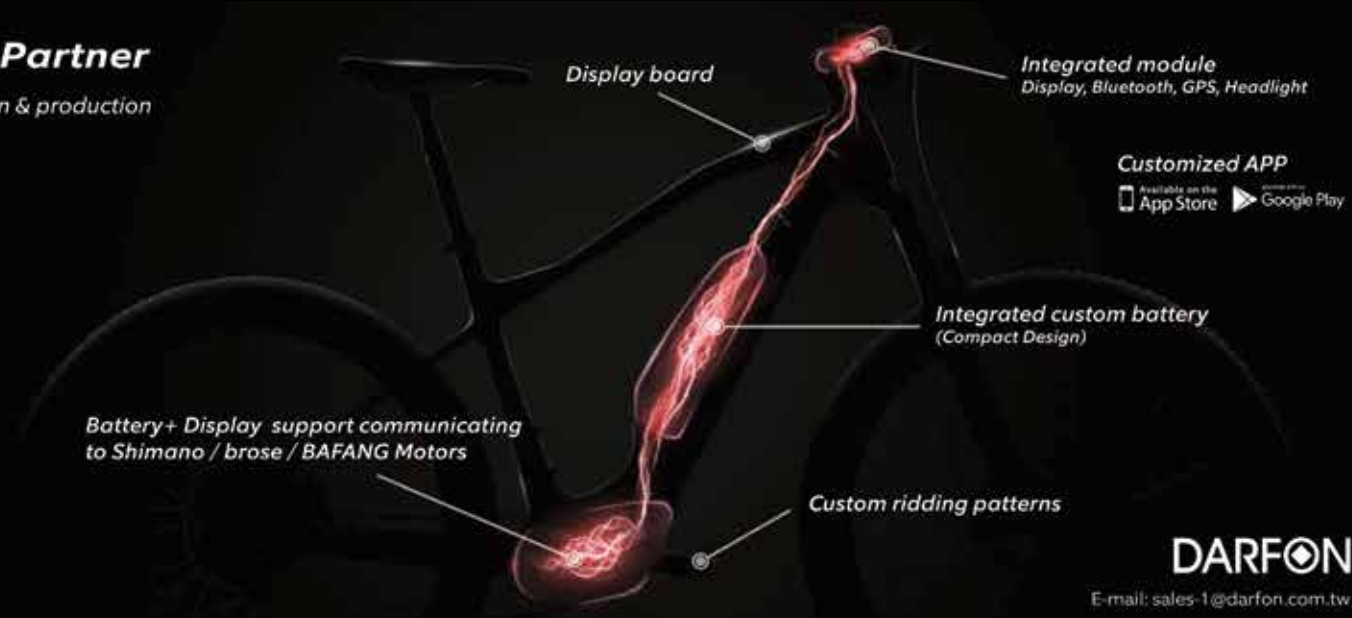


The new Winora Younit kiosk, shown by project manager Isabel Schiemann (left) and project manager Andy Benz

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## ECE R113 e-Bike Lights



# Smallest 900 LM HIGH + LOW beams



### See us at Hall A5-212

# Transport Guide

## Eurobike Commuter Services

Whether you're arriving in Friedrichshafen by ship or train, Eurobike offers you the international hub at Messe Friedrichshafen and...

## Airport Shuttle



## Airport & Train / Ferry Shuttles

At left is a table for bus shuttles running from several airports and back. For Zurich & Memmingen booking during the show at the information desk foyer East

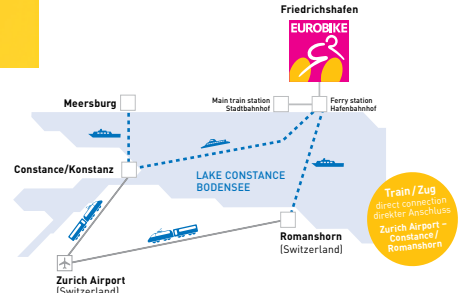
at your hotel, or close by. Ten shuttles from Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!



### Zürich Airport/Flughafen – EUROBIKE

DEPARTURE ZÜRICH / ABFAHRT ZÜRICH	
7.7.	8:00*
8.7.	7:30 8:00* 8:30 9:00 10:00 11:00 12:00
9.7.	7:30 8:00* 8:30 9:00 10:00 12:00 15:00
10.7.	7:30 8:00* 8:30 9:30

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST	
8.7.	16:00 17:00 18:00 19:00**
9.7.	14:00 15:00 16:00 17:00 18:00 19:00**
10.7.	14:00 15:00 16:00 17:00 18:00 19:00**



### Memmingen Airport/Flughafen – EUROBIKE

DEPARTURE / ABFAHRT MEMMINGEN	
7.7.	9:00 10:00 15:30
8.7.-10.7.	8:00 11:00 14:30 16:30 18:30

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
8.7.-10.7.	7:00 10:00 13:30 15:30 17:30

## 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.

### München Airport/Flughafen – EUROBIKE

DEPARTURE MUNICH / ABFAHRT MÜNCHEN	
Munich Airport / Flughafen München	8:00 10:30
EUROBIKE Entrance West / Eingang West	11:00 13:30

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST	
EUROBIKE Entrance West / Eingang West	14:00 16:30
Munich Airport / Flughafen München	17:00 19:30

### Stuttgart Airport/Flughafen – EUROBIKE

DEPARTURE STUTTGART / ABFAHRT STUTTGART	
Stuttgart Airport / Flughafen Stuttgart	8.7. - 9.7. 10:00
EUROBIKE Entrance West / Eingang West	8.7. - 9.7. 13:00

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Stuttgart Airport / Flughafen Stuttgart	10.7. 08:00
EUROBIKE Entrance West / Eingang West	10.7. 11:00

### FERRY/BODENSEEFÄHRE

DEPARTURE / ABFAHRT			
Departure Konstanz/Abfahrt Konstanz	From/Von	Till/Bis	
Mon - Fri / Mo - Fr	00:05	every/alle 40 min	5:05
	5:35	every/alle 15 min	20:50
	21:05	every/alle 30 min	23:05
Sat - Sun / Sa - So	00:05	every/alle 40 min	6:05
	6:35	every/alle 15 min	7:05
	7:35	every/alle 15 min	20:50
	21:05	every/alle 30 min	23:05

DEPARTURE/Abfahrt Meersburg			
Departure/Abfahrt Meersburg	From/Von	Till/Bis	
Mon - Fri / Mo - Fr	00:35	every/alle 40 min	5:35
	6:05	every/alle 15 min	21:35
	22:05	every/alle 30 min	23:35
Sat - Sun / Sa - So	00:35	every/alle 40 min	6:35
	7:05	every/alle 30 min	7:35
	8:05	every/alle 15 min	21:35
	22:05	every/alle 30 min	23:35

## Messe Express

### Messe Express

DEPARTURE ENTRANCE WEST / ANKUNFT EINGANG WEST			
Bus Stop / Haltestelle	From / Von	Time / Takt	Till / Bis
Main train station / Stadtbahnhof	7:30		13:02
EUROBIKE Entrance / Eingang West	7:41	02 / 15 / 30 / 45	13:13

DEPARTURE ENTRANCE EAST / ANKUNFT EINGANG OST		
Ferry station / Hafenterrasse	Time / Takt	Till / Bis
	7:22	13:00
EUROBIKE Entrance / Eingang West	7:32	13:10

### Messe Express

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST			
Bus Stop / Haltestelle	From / Von	Time / Takt	Till / Bis
EUROBIKE Entrance / Eingang West	7:37		12:37
Main train station / Stadtbahnhof	7:47	00 / 20 / 37	12:47

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Ferry station / Hafenterrasse	Time / Takt	Till / Bis
	7:55	12:45
Ferry station / Hafenterrasse	7:55	12:55

## Free Rental Bikes

Visitors and exhibitors can make their way to the exhibition center easily and quickly on bike. 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)

Using the Nextbike 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 Tuesday, July 10, and then returned to any of the given stations. (See your nearest station on the app)

\*bus stops directly in front of the hotel / Bus fährt direkt ab Hotel

### 1 Hotel Shuttle Überlingen - Uhlidngen - Immenstaad - Fischbach

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Überlingen/Andershofen Hotel Johanniter Kreuz*	6:34	8:19
Überlingen ZOB*	6:39	8:24
Mühlhofen Hotel Kreuz*	7:52	8:37
Oberuhldingen Markt/Höhe Parkplatz*	7:58	9:43
Unteruhldingen Meersburgerstraße / Höhe Kreuzung Bergstraße*	7:01	9:46
Immenstaad Rathaus*	7:17	9:02
Fischbach Hotel Maies*	7:23	9:08
Friedrichshafen Hotel Föhr / Albrechtstraße*	7:29	9:14
EUROBIKE Entrance East / Ankunft Eingang Ost	7:40	9:25

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 2 Hotel Shuttle Meersburg - Hagnau

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Meersburg ferry station / Fähranleger*	7:10	8:40
Meersburg Kirche*	7:13	8:43
Meersburg Sabaheim / gegenüber der Asp Tankstelle*	7:15	8:45
Hagnau Mitte / Höhe Fußgängerampel*	7:19	8:49
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Salem Hotel Schwann*	6:51	8:21
Salem Hotel Recks*	6:56	8:26
Salem Hotel Apfelblüte*	6:58	8:28
Bermatingen Marktdorferstraße / Höhe Haus Nr. 9*	7:03	8:33
Markdorf Bahnhofstraße (Reisbüro Lippmann)*	7:08	8:38
Markdorf Hotel Wirthshof*	7:13	8:43
Oberteuringen Hotel Adler*	7:21	8:51
Ailingen Hauptstraße / Höhe Helters Twenty Four*	7:29	8:59
Ailingen Rathaus*	7:31	9:01
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Weingarten post office/Post*	6:57	8:27
Weingarten Charlottenplatz / Höhe Best Western*	7:00	8:30
Weingarten Lins*	7:01	8:31
Ravensburg Marienplatz / Busbahnhof*	7:10	8:40
Meckenbeuren sports ground / Sportplatz Lenbachstraße	7:21	8:51
Meckenbeuren Hotel Wiesenalt*	7:22	8:52
Meckenbeuren Buch / Kreuzung Max-Eyth-Straße*	7:23	8:53
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettngang

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Wangen Hotel JUFA*	6:40	8:25
Wangen Bahnhof*	6:45	8:30
Neukirch Rathaus*	7:03	8:48
Tettngang Tannau*	7:10	8:55
Tettngang Bärenplatz*	7:15	9:00
Tettngang Seestraße / Höhe Kreisverkehr*	7:17	9:02
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:25

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 6 Hotel Shuttle Nonnenhorn - Kressbronn

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Nonnenhorn Hotel Zum Torkele*	7:05	8:35
Nonnenhorn Hotel Haus am See*	7:10	8:40
Kressbronn Seehotel Nonnenhorn Straße*	7:12	8:42
Kressbronn Rathaus / Hauptstraße*	7:15	8:45
Söhlen Langenargenerstraße / Höhe Haus Nr. 52*	7:20	8:50
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 7 Hotel Shuttle Lindau Island / Insel

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Lindau Bahnhof (Island / Insel)*	6:52	8:27
Lindau Casino / Spielbank*	6:55	8:30
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 8 Hotel Shuttle Neuravensburg - Weißensberg - Lindau - Wasserburg

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Neuravensburg Schwarzenbach / Bodenseestraße Einmündung Moowelder Straße*	6:39	8:14
Neuravensburg Gasthof Hirschen*	6:42	8:17
Weißensberg / Bayerischer Hof*	6:49	8:24
Lindau Reutin Rathaus*	6:52	8:27
Lindau Berlinerplatz / Lindaupark*	6:54	8:29
Lindau Aeschacher Markt*	6:57	8:32
Bad Schachen Kreuzung Schachenstr. / Badstr.*	7:05	8:40
Wasserburg Bahnhof*	7:15	8:50
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 9 Hotel Shuttle Lindau - Oberdorf - Langenargen - Eriskirch

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Lindau Casino / Spielbank*	6:55	8:30
Langenargen Oberdorf / Höhe Haus Nr. 22*	7:10	8:45
Langenargen Markt / Hotel Engel*	7:20	8:55
Eriskirch Moos Hotel St. Theresia*	7:30	9:05
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

### 10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria)

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Dornbirn Rathaus (Marktplatzseite)*	6:30	8:50
Dornbirn Sagerbrücke*	7:10	8:45
(Zustieg für Gäste Hotel Bischof, Hotel Krone)	6:33	8:53
Dornbirn Messkreuzung (KIKK / gegenüber Sheraton)*	6:35	8:55
Bregenz Hotel Deutschmann*	6:55	9:15
Bregenz Bahnhofplatz*	7:00	9:20
Bregenz Kreisverkehr / Höhe Sutterlütty*	7:05	9:25
Lochau Seehotel am Kaiserstrand*	7:10	9:30
Lindau Hotel Marina Star*	7:17	9:37
Arrival Entrance East / Ankunft Eingang Ost	7:45	10:05

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST	
Departure Entrance East / Abfahrt Eingang Ost	Sun - Tue / So - Di 8.7. - 10.7. 19:00

All timetables are also available on [www.eurobike-show.com](http://www.eurobike-show.com) (Info Center) or the **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)

## After-Party Shuttle Monday Only

Why worry about how to get back to the hotel when you'd rather be partying?

Relax. On Monday, July 9, Eurobike organizes a free After Party Shuttle Service. There will be a bus from Eurobike Entry West to Friedrichshafen Ferry Station and the on to the main Train Station. Shuttles starting at 19:15 every 15 minutes until 00:55 (last one).



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/// Rove Dynamo Hub Power Generator-UPS System ///



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**NECO 3**  
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Patent No. Taiwan: M509473  
Germany: 202015104197



**NECO 4** Global Maximum Bicycle  
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Dynamo Hub Power Generator

Patent No. China : 5257748  
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