



SHOW DAILY



MONDAY

bafang-e.com



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M600 MID MOTOR

120 Nm



BOOTH NO. A1-302

POWER YOUR LIFE

BAFANG



INSIDE:
What's on Today
Show Highlights

PRODUCT ROUNDUPS:
Speed pedelecs
29er enduro MTBs
Lighting
Commuter/urban bikes
Saddles
Road bikes
Drivetrains
Bags & panniers
Helmets
Shoes
Bike security
Smart cycling products
...and much more!



M-WAVE

YOUR WORLD OF CYCLING

powered by **messingschlager**

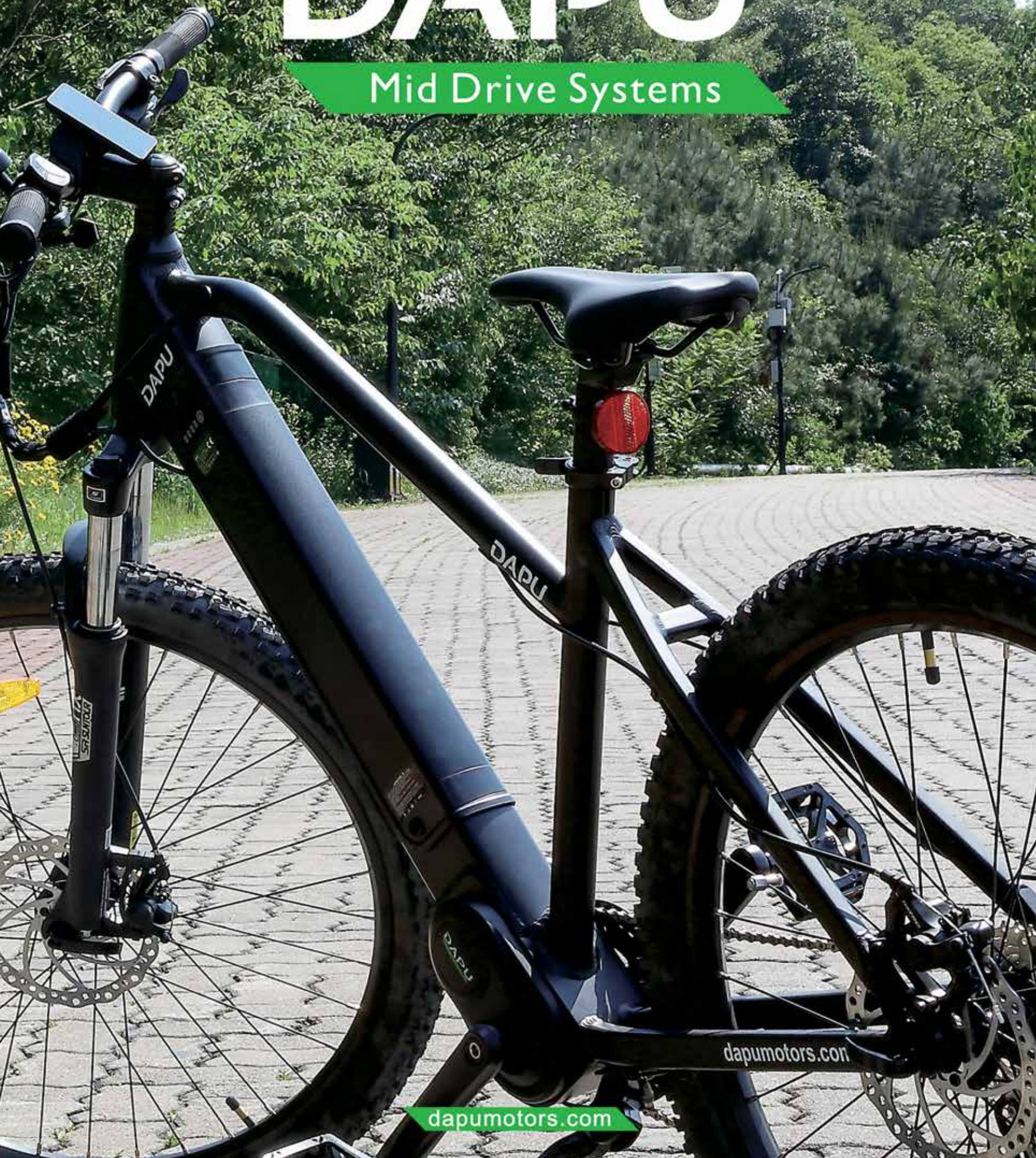
EUROBIKE HALL A5 | BOOTH 100

www.m-wave-bike.com

Booth: A1 - 110

DAPU

Mid Drive Systems



dapumotors.com

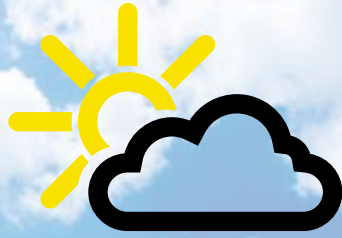
dapumotors.com

TODAY

JULY 9
FRIEDRICHSHAFEN

27°C (80°F)

Mostly sunny



TONIGHT

14°C (57°F)

Generally clear



TOMORROW

23°C (73°F)

40% chance of rain



Table of Contents

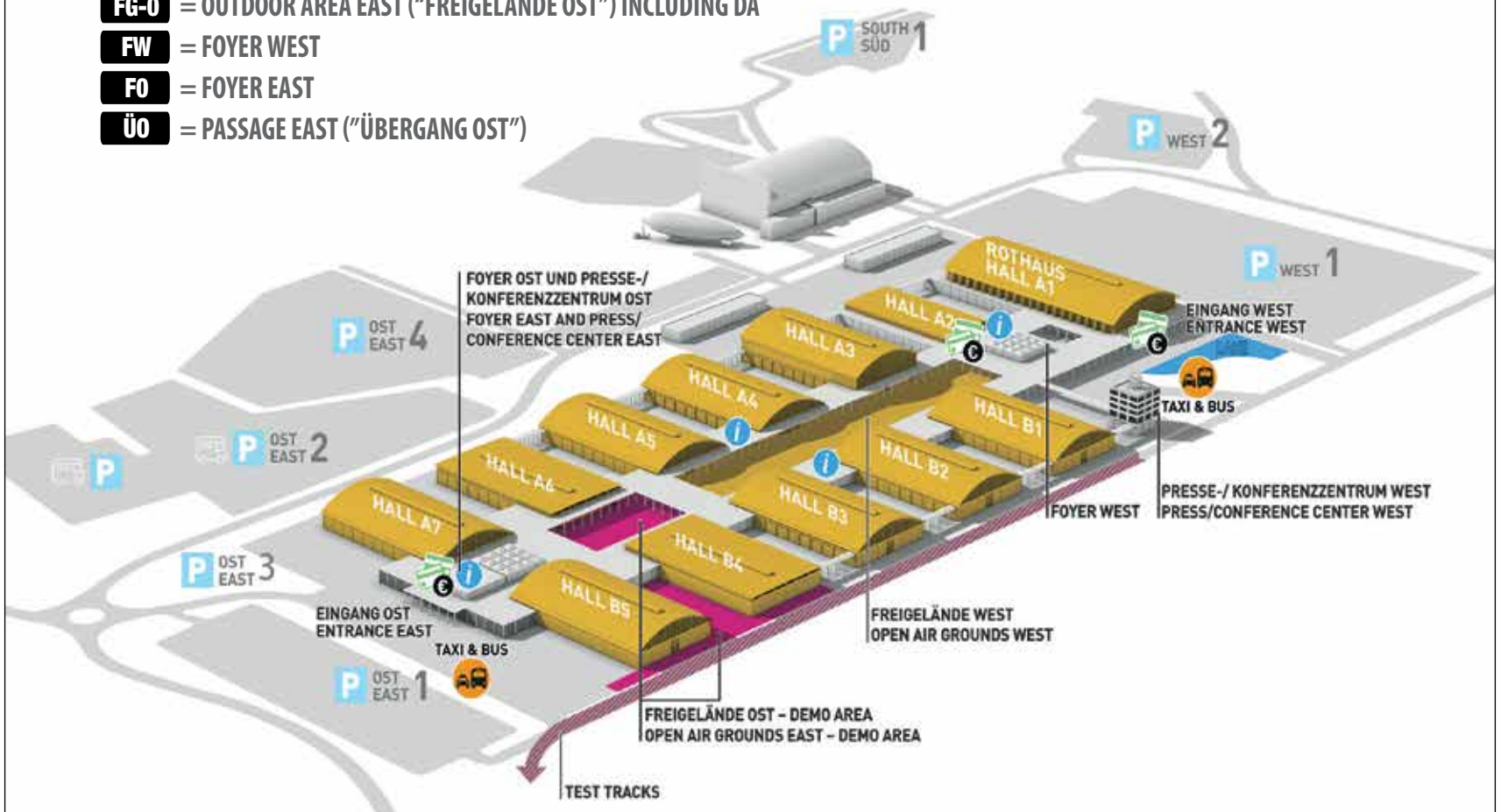
- Vox Pop - Consumer day returns in 2019? 4
- What's on today** 4
- Eurobike Awards 6
- Color trends..... 8
- Mubea's concept e-bikes..... 8
- Demo areas guide**..... 10
- MTB tourism 12
- Overview: **Speed pedelecs** 16
- Overview: **29er enduro MTBs**..... 20
- Overview: **Lighting** 22
- Spanninga's 100th 23
- Overview: **Commuter/trekking/urban bikes**..... 26
- Overview: **Saddles** 28
- Overview: **Road bikes** 30
- Overview: **Drivetrains**..... 32
- Overview: **Bags & panniers** 36
- A-Forge's hydroformed parts..... 38
- Astro's battery innovations..... 39
- Overview: **Helmets**..... 40
- Overview: **Shoes**..... 44
- Eurobike party 47
- Overview: **Locks & security devices**..... 48
- Overview: **Smart cycling products** 50
- Zedler on pedelec conversion kits 52
- 2019 product highlights** 54-64
- Kona returns 65
- Whitstone 3D printed frames..... 65
- Omata's retro computer..... 65
- Logo E-Bikes 68
- Taipei Cycle's 5-month show turnaround 68
- Transport guide** 70



Be sure to check out Eurobike's Demo Areas

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")



Vox Pop

What do you think about Eurobike's decision to bring back a consumer day next year?



Laura Grevenbrock
Project Manager Content, RIESE & MÜLLER (bike manufacturer), Germany

For end users, one consumer day in the show is surely a nice option since they will have the opportunity to see our new products. For us as a company, it's very positive.



Torsten Mendel
Marketing-/PR-Manager, ABUS (Lock manufacturer), Germany

I find it good to have a show day for consumers. In the past, we had a day for consumers. As a leading show it should have a day for consumers to give us the opportunity to show them our new products.



Angela Chien
Marketing, TRANZ-X (e-bike system manufacturer), Taiwan

I think consumers are a must for the show. If you have a show only for OEMs it would be not so important because they do not get much orders here. Most of the time they have other options such as house shows. I think three days for OEMs and one day for consumers is a positive move.



Pamela Busch
Marketing Manager, BERGAMONT (bicycle manufacturer), Germany

One additional day for consumers is very important. I find it very good. Of course this year's short duration is due to the early dates of the show. But in general we find it very good to have one additional day for consumers as before, since it is an opportunity for us to show our brand and to have a direct communication with consumers.



Nick Huang
Marketing Manager, KOGEE (components supplier), Taiwan

Our brands are marketed to bicycle manufacturers and that is why I am not sure if an additional show day for consumers is important for us. I don't think so.



Manuela Zahn-Simons
Sales & Marketing, SCHWALBE (tire manufacturer), Germany

We see it as positive to "go back to the roots" since this year we found it a bit strange that the public is not taking part in the show. Of course, it's very important to have the dealers here but it is also important to have end-users and the public as well.



Giovanni Caporali
Managing Director, LIMAR (bike helmet manufacturer), Italy

For us it is good to have dealers and also consumers here at the show. We are here to expose our products not only to the dealers but also to show them to consumers, since at the end of the day they are going to be the ones who are going to use our products.



Altino Lourenco
Marketing Coordinator, SRAM (bike group manufacturer), France

It is always good to get more people around and to get connected with consumers. Beside that I would like to point out that next year's show date at the end of July is a bit tricky for us and we have not been asked about our opinion. Apart from that, it's good to get back to four days for the show since our investment for the show is rather large and it gives us the opportunity to show and discuss our newest technologies with our customers. It is actually a good option.

What's on today

Monday, July 9

Show Dates:

Sunday, July 8 – Tuesday, July 10

Show Hours

8:30 a.m. – 6:30 p.m.

All Day / Every Day Events

Foyer East
14th Eurobike Award Exhibition of award-winning products

Open Air Grounds East
Demo Area — Test and Action (9 a.m. — 6:30 p.m.)
Test ride the newest bikes on a network of roads and paths that extends more than 10 kilometers (6 miles). See page 10 for a map of the demo area and the exhibitors that will have bikes to ride.

Rothaus Hall A1
Cargo Area
With the boom in cargo bikes — especially electrified ones — Eurobike puts a spotlight on the category this year. See a big selection of new cargo bike models and see why they are becoming so popular as a practical, affordable and stylish mode of transportation. Many European governments now offer financial incentives for individuals and companies to purchase the vehicles. Along with new models, learn how cargo bikes are being used.

Foyer East
Blogger Base
Join an international community of bloggers from the outdoor and travel industry and track their social media postings on the big Social Wall, which will display all posts that use the hashtags #EurobikeShow and #thewritersclub. Supporting the Blogger Base is The Writers' Club, a platform initiated in 2016 by Eurobike and pressedienst-fahrrad, a PR agency for the German bicycle industry. Members can use the space in Foyer East to work with free WiFi and to network with others.

Foyer West
Service Area
After its debut last year, the Service Area returns with information on products and services that retailers and industry members can use to boost their marketing. Visit the Service Area to learn about such topics as merchandise

management, logistics concepts and digital sales platforms. Service Area exhibitors feature insurance services, anti-theft security devices and ergonomics consultation. This year, the Service Area will also feature a program of short, informative presentations.

Foyer East
Special bike area and velomobile exhibition

FW-222
ADFC
Take a photo on the ADFC protected bike lane and take it home with a sweet treat.

FW-209
Bike-Angebot
Enter a drawing for a one-year premium subscription and other prizes.

A1-721
Yuba
Get a Yuba Apple and win prizes

A4-504
TSG
Create your own TSG logo in our photo booth

A6-205
Mach 1
How to make wheel lacing faster and cheaper with the LTS from Mach1.

MONDAY, July 9

10 – 10:45 a.m.
Conference Center East, Room London
Eurobike Academy: 3D measuring for performance evaluation of bicycles.
In English

10 – 10:30 a.m.
Foyer West
Local first! How local businesses can attract new customers online by e-vendo AG

10 – 11 a.m.
Foyer / Entrance West
Blogger Base: Sponsorships - How to get them and what it means when you are sponsored

10 – 10:20 a.m.
A3-400
DT Swiss Workshop: Hubs — service and conversion options
In German



**10:30 - 10:45 a.m.**

Conference Center East, Room Berlin and Paris

Eurobike Travel Talk and welcome**10:30 – 11 a.m.**Foyer West
Webshop/Logo**Good design/bad design. Choosing the right color, typefaces, templates to optimize an online store by bike-angebot****10:45 - 11:45 a.m.**

Conference Center East, Room Berlin and Paris

Travel Talk: Trends & Innovations**11 a.m.**

A5-200

Sigma Sport

Overview of Rox 12.0 Sport GPS computer by Teun van Erp, scientific expert from Team Sunweb

11 – 11:30 a.m.

Foyer West

Aerodynamics in the development of products

Sebastian Schluricke, CEO of Aerotune GmbH, explains the importance of aerodynamics in product development.

11 – 11:45 a.m.Conference Center East, Room London
Eurobike Academy: New environmental challenges in 2018 – WEEE Open Scope and new take-back obligations for accumulators and packaging

In English

11 – 11:45 a.m.

Stage / Foyer East

Eurobike Academy: Why retailer training needs to get digital

In English

11 a.m. – 12 noon

A1-706

Cargo Area guided tour

Meet in front of Urban Arrow stand (A1-706)

11 a.m. – 12 noon

Foyer East

Blogger Base: panel discussion**11:30 – 12 noon**

Foyer West

Bidex BigCheck – How to use BigCheck to keep an eye on your most important key data and compare it with different control groups**11:45 a.m. – 12:15 p.m.**

Conference Center East, Room Berlin and Paris

Travel Talk: Facts & Figures**12 noon – 12:20 p.m.**

A3-400

DT Swiss Workshop: Wheel building tools/spokes & nipples

In German

12 – 12:45 p.m.

Conference Center East, Room London

Eurobike Academy: What is Smart Innovation in the Biking Market?

In English

12:30 – 1 p.m.

Stage / Foyer East

Eurobike Product innovations for cycling tourism**1 – 1:30 p.m.**

Foyer West

Bicycle packaging made easy**1 – 1:45 p.m.**

Conference Center East, Room London

Eurobike Academy: "No, I don't want to shop, honey." Women, the underestimated target group: recognize fields of activity, multiply your turnover

In English

1 – 1:45 p.m.

Stage / Foyer East

Eurobike Academy: Promotion of cargo bikes in Germany and Europe

In English

1 – 2 p.m.

Foyer East, 1st floor

Lunch break including Networking Lounge**2 p.m.**

A5-200

Sigma Sport

Overview of Rox 12.0 Sport GPS computer by Teun van Erp, scientific expert from Team Sunweb

2 – 2:20 p.m.

A3-400

DT Swiss Workshop: E-MTB components and rims

In German

2 – 2:30 p.m.

Foyer West

Are you already smartmailing? Automated email marketing in accordance with the General Data Protection Regulation (GDPR) by e-vendo AG**2 – 2:45 p.m.**

Stage / Foyer East

Eurobike Academy: Digital Revolution

How do we cope with a permanent technology revolution? In English.

2 – 2:45 p.m.

Conference Center East, Room London

Eurobike Academy: Safety-oriented driver assistance systems for electric bicycles

In German

2 – 2:45 p.m.

Conference Center East, Room Rom

Standardization and testing for cargo bikes

In English

2 – 2:45 p.m.

Conference Center East, Room Paris

Travel Talk Workshop: MTBs/e-MTBs**2 – 2:45 p.m.**

Conference Center East, Room Berlin

Travel Talk Workshop: Trends in digitization**2:30 – 3 p.m.**

Foyer West

Digitization in retail – with smart bicycle theft protection, you will increase sales effectively**2:45 – 3:30 p.m.**

Conference Center East, Room Berlin

Travel Talk Workshop: New ideas in cycling tourism**2:45 – 3:30 p.m.**

Conference Center East, Room Paris

Travel Talk Workshop: Women – an underrated target group in cycling tourism**3 - 3:45 p.m.**

Conference Center East, Room Rom

Eurobike Academy: Selling cargo bikes – dealers' perspectives

In English

3 - 3:45 p.m.

Conference Center East, Room London

Eurobike Academy: Time-to-market: Shortening of test cycles

In German

3:30 - 4:30

Stage / Foyer East

Eurobike Academy: Till the battery lasts – By e-bike through Siberia, Mongolia and China.

In German

3:45 – 4:30 p.m.

Conference Center East, Room Berlin

Travel Talk: Eurobike innovations for cycling holidays and conclusion**4 p.m.**

A5-200

Sigma Sport

Overview of Rox 12.0 Sport GPS computer by Teun van Erp, scientific expert from Team Sunweb

4 – 4:45 p.m.

Conference Center East, Room Rom

Eurobike Academy: CarGoBike boom – Trends and developments in the cargo bike Sector

In English

4 – 5 p.m.

Foyer East

Blogger Base: Eurobike blogger walk & meet**4 – 5 p.m.**

Conference Center East, Room London

Eurobike Academy: Workshop – Strategy and marketing in times of changes

In English

4:30 - 5:30 p.m.

Foyer East, 1st floor

Travel Talk: VIP tours**4:30 - 5:30 p.m.**

Foyer East, 1st floor

Travel Talk: Press conference and guided tour with Hannes Neupert of ExtraEnergy

See pedelec innovations in Hall A1 and test ride pedelecs

4:30 – 5:30 p.m.

Demo Area 400

Alberto Contador and Ivan Basso present their new brand BEND36**4:30 – 5:30 p.m.**

B4-302

Danny MacAskill autograph session at Evoc**4:30 p.m. – on**

FW-OG 101

LEVA-EU and LEVA informal get-together for the electric bicycle industry**5:30 – 6:30 p.m.**

Foyer East

Blogger Base: Eurobike Network Camp Blogger and Industry**6:30 – 11:30**

Open Air Grounds West / Atrium / Room Österreich

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

13 Products Win Eurobike Gold

From a pillow that lets children nap in a bike seat to a more environmentally friendly sealant for tubeless tires — along with plenty of innovative bikes and bike products — the 14th edition of the Eurobike Awards characterized the huge diversity of today's cycling industry.



Santander share bike by Pashley and Beryl

produced a cargo tricycle with a tilt technology that can be adjusted to match the riding conditions and load. The judges were impressed by the overall concept of the Chike e, which offers good protection for children in a very compact bike.

The Geos Gravel e-bike from Geonet. Judges liked the Geos Gravel's lightweight

Eurobike announced the winners at a special ceremony Sunday evening. Judges gave 13 Gold Awards and two Green Awards.

"The bicycle remains first and foremost a beloved item of sporting equipment, but it is also a beacon of hope for a change in traffic policy in towns and cities plagued by congestion and poor air quality," said Dirk Heidrich, Eurobike project manager.

Eurobike received 350 entries this year and awarded a total of 45 products. Winning products are on display throughout the show in the Show Stage area of Foyer East.

Gold Award winners were:

The Salamander Cycle Stroller from **Wike. A1-709** With just a few simple moves, the family bike transforms into a wheelchair. The judges praised its outstanding design. "Converting the bike to a pushchair and vice versa is very easy. The bike is also extremely good to ride," they said.

The "e" from **Chike. A1-710**. The Cologne-based bicycle manufacturer

concept in which components of the e-bike battery are distributed over several frame tubes. The judges were impressed by the smart and tidy integration of battery and lighting.

The INpower Direct Mount Road crank by **Rotor. B1-211**

"Power meters are now available at an extremely reasonable price," the judges said. The Rotor crank is not only an inspired solution in terms of its looks but opens up the field of power measurement to a new target group, thanks to its reasonable entry-level prices.

The Stage full-face helmet from Troy Lee Designs. Judges liked its low weight and many safety features as well as the well-ventilated chin guard.

The Online Sizing tool from **SmartFit. B1-301** With a series of simple steps, the tool determines the right frame size and matching bike models. The judges liked the fact that this useful sizing tool takes all dimensions into account.

The Ortho-Max Light by **Ortema. A4-307** Judges were impressed by the high quality of the materials used in this lightweight back protector for mountain bike riders.

The SleepFix Kids Bike by Sandini. Sandini adapted its sleeping pillow for children's car seats for bike seats, and judges

were swayed by the amount of thought that went into its design.

The Griffserie from **SQLab. A4-201** SQLab's extensive collection of handlebar grips was a hit with jurors. "With its new series of grips, all riders can be sure of finding the right grip for every ride," the judges commented.

The Homage by **Riese & Müller. A6-300** Already a classic design, R&M is leading the way in safety technology by incorporating an ABS system from **Bosch A6-202**, which works similarly to anti-lock brakes on a car. Judges praised the ABS system because it gives inexperienced and elderly riders in particular a feeling of extra confidence and safety.



Riese & Müller Homage

The D.2 ST-Ri Dropper from **by.schulz. A3-109** Dropper posts are indispensable for mountain bikes, and innovative component manufacturer by.schulz now applies the technology as a comfort and safety feature for urban riders. "The spring-loading ensures comfort during the ride," judges remarked.

A new share bike by **Pashley A2-500** and **Beryl A2-507** for London's Santander bikeshare system. Tradition and innovative zeal are not mutually exclusive, judges said. "An ideal cycle for bike-sharing providers. It is remarkably sturdy and easy to adjust, particularly the seatpost. We also like the way the components are integrated and the inclusion of a brake light."



by.schulz D.2 ST-Ri Dropper



Ortema Ortho-Max Lite

The Muli cargo bike by Muli-cycles. This everyday cargo bike came from the Start-Up Award competition. The Muli's concept, production and business model are all geared towards sustainability. From frame through to assembly, every stage in the production takes place in Germany. "Everything about the Muli is just right," the judges remarked. "We were particularly impressed by how easily the child's seat can be installed. Especially recommended for families."



Troy Lee Designs Stage

The GreenCore Tricot by **Vaude A7-300** won a Eurobike Green Award. It combines comfort and functionality while being environmentally friendly. "We were impressed by the clever combination of high-quality materials," the judges said.

The Tubeless Tire Sealant by **Finish Line Technologies B3-300e** also won a Eurobike Green Award. The innovative sealant sets a new standard for tubeless tires. "The new formulation is not only latex-free and less aggressive than its predecessors, but it also doesn't dry up, thus giving it a longer shelf life. We selected this product for the green award because it results in the use of fewer tubes and tires and also less solution." **GS**



Muli cargo bike

A3-310

www.mirandabikeparts.com

Financiado por:



DESIGN &
INNOVATION
AWARD 2018

X-MOD

Miranda
The European Bike Fundamentals.



That's a nice Cherry Fusion you've got on that bike there



The hot colors for 2019 and 2020 bikes as predicted by Bike Sppot: (Top to bottom, from far left): 1st Column: Hypnotic Blue, Sea Breeze, Sapphire Glaze; 2nd Column: Popsicle Bloom, Velvet Sensation, Cherry Fusion; 3rd Column: Purple Haze, Silver Dusk, White Spark; 4th column: Silky Sunset, Velvet Sensation (satin finish), and Tropical Ambiance

Hypnotic Blue, and Cherry Fusion with a spritz of Tropical Ambiance and Sapphire Glaze.

Those are going to be the trendy colors for new bikes for the 2019 and 2020 seasons, according to the color trend experts at **Bike Sppot. A6-105**

"Our aim is to be able to predict as accurately as possible the colors and finishes that will be popular and relevant two years from now," said Panayotis Giotakis, sales executive for Bike Sppot.

"Plus we invest a lot of time and effort in producing and naming those colors to make them as impactful, provocative and inspiring as possible," Giotakis added.

Bike Sppot launched its Color Trends 2019-2020 campaign this year under the motto "Inspired by Nature to Provoke Our Senses." The company advises bike brands and other sporting goods manufacturers along with apparel makers and architects.

Color forecasting is an important component of any new product planning, especially for those that will not reach the market for another one or two years.

Bike Sppot says color trends are cyclical. Giotakis said forecasters look at other industries such as fashion, which is always a trend leader, along with architecture and even furniture design.

Colors are much more than just a tone, and Bike Sppot also advises bike brands on trending finishes.

"Five years ago, gloss finishes were

hugely popular for bikes and cars, and you only have to look around you to see that currently flat matte finishes are very popular," said Yavor Peshev, account manager for the European bike market.

"On top of that we observe and monitor every sector of the bike industry to establish the colors that accurately reflect the realities of those segments," Peshev added.

For mountain bikes, Bike Sppot predicts the hot color will be Hypnotic Blue in a gloss finish, reflecting the vibrant dynamic nature of the sport.

"For road bikes, where the action is more linear and focused, we see a satin version of Cherry Fusion as being the right color," Peshev added.

"For the trekking and touring sectors, our opinion is that creamier gloss tones of our Cherry Fusion purple will predominate, mixed with the orange of Tropical Ambiance and the blue of Sapphire Glaze," he concluded.

Bike Sppot not only predicts colors, but also specializes in surface finishing products, including paints and decals, for the factories that apply them.

"We combine the technical know-how of professionals at each step of the bicycle manufacturing because surface finishing is our passion," Giotakis said. ■ **GS**

Mubea's startling concept e-bikes are just a tease

The concept bikes at the Mubea booth are startling. But they're also irrelevant.

The **Mubea Group A1-404** wanted to make a statement for its Eurobike debut by showing an eye-catching electric urban bike and an electric mountain bike.

"We brought our racing car sports genes in," said Martino Lupo, head of sales and development for e-mobility.

But Mubea — another big automotive industry supplier that is rolling into the bicycle industry — isn't really interested in urban or mountain bikes. It's ultimately aiming at a much different market: heavy-duty cargo bikes.

Lupo said Mubea already manufactures a number of components that could be easily adapted to e-cargo bikes.

"A lightweight cargo bike body, combined with a powerful 1,100-watt battery pack that BMZ built just for us, is in our future," he said.

Lupo is a former employee of BMZ, a big German battery provider, and has a background in battery packs and e-bikes. Mubea features the 7kg (15 pounds, 7 ounces) BMZ battery pack on the concept bikes at the Mubea booth. That's why the bikes have such huge downtubes.

While Mubea may be unknown to most in the bicycle industry, it builds parts for automobile bodies and

power trains at 40 locations around the world. It specializes in making high-strength, lightweight components from carbon fiber-reinforced plastics as well as components for automatic transmissions.

The bike project is overseen by its Mubea Carbo Tech subsidiary in Salzburg, Austria. One of its main products are B-pillars for automobiles, sometimes called B-posts.

On a four-door car, the B-pillar is typically the center pillar between the front and rear doors. It's a complex and crucial component for a vehicle's structural integrity and safety.

B-pillars need to be both strong and as light as possible — characteristics that Mubea says can be carried over to a cargo bike.

Mubea also builds a proprietary motor and drivetrain for the concept bikes at its headquarters in Attendorn, Germany, using an internal gearbox from Effgear, a French company that makes rugged gearboxes for the downhill and enduro bikes.

The Mubea motor produces up to 4kW of power, shifts under load, yet fits into a bike frame.

Lupo noted that Mubea does not make vehicles. At Eurobike, it's looking for partners interested in jointly developing bicycle products. ■ **JB**



Mubea's Martino Lupo with the concept U-1 urban bike (Photo: JB)

Meet us at Eurobike
Hall A1 | Booth 501



stromerbike.com

— **ST3** —
ELEGANT COMMUTING

Hop on, pedal, glide — dynamic, powerful and silent. That's how you drive to work these days. It's what the ST3 is made for. Why? Because its incredible boost supports you perfectly, allowing you to save your energy for your work. Because it lets you choose from two stems and three handlebars, giving you the perfect sitting position. And because, with all its comfortable running smoothness, it remains extremely maneuverable. So leave your car parked, forget about commuter traffic and switch to a unique driving experience. Get to work!

+STROMER-

APRO



LIME BOOM

*We Embrace Innovation
and
Keep Moving Forward.*



HOLO BLACK



RACING RED

ERDP6.0CA-S 275+ / E-FULLY ALL MOUNTAIN

The ERDP 6.0CA-S 275+ Fully is design for conquering extreme terrain. The slim, muscular look is reminiscent of an off-road motor-cycle. The **carbon fiber chassis** is manufactured utilizing NJW technology and High Modulus Carbon Fiber. NJW Tech is a unique forming technology from APRO which provides superior strength and extreme lightweight. Combined with a #6061 Aluminum rear triangle the complete frame is lightweight, stiff and responsive.

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.

ALTERNATIVE OPTIONS IN ALUMINUM VERSION AND SYSTEM :

Aluminum Frame with BOSCH



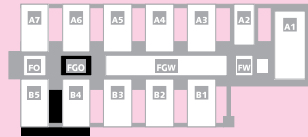
Drive Unit :
BOSCH Gen 2
Battery :
BOSCH PowerTube 500

Aluminum Frame with SHIMANO



Drive Unit :
SHIMANO E8000
(E7000 / E6100 compatible)
Battery :
SHIMANO BT-E8035
(DARFON E4C0C compatible)

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 ENVE Composites

502 ENVE Composites

501 FAZUA

TEST TRACKS

Radmeubelage/ Helmets

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

i:SY

WICTORIAN

410 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
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404	Rohloff
406	YouMo

COMPANY FIRMA	STAND
407	Outbraker
408	3T CYCLING
409	Open Cycle
410	BASSO Bikes
411	VICTORIA c/o Hermann Hartje
411	TERN
411	i:SY



Velo E saddles are designed uniquely and ergonomically with 1) Reversed Arctech to release sit positions for better body matching while faster pedaling. 2) Atmos Shaping technology makes the saddle easy to be cleaned while the two rare side protections prevent saddle cover from scratching. 3) Lifting bike gets much simpler with I-carry at the back side.

VELO E-BIKE SADDLES

FIT FOR ALL TYPES



Triple-E grip is equipped with Microtech technology to enhance friction on fingertips area.

By putting mountain bikers front and center, resorts embrace the boom in MTB tourism

Mountain bike tourism is prospering. Yet despite impressive data on its economic benefits, some destinations are hesitant to embrace MTB tourism. They would do well to study some of the successes of other pioneering resorts.

In 2012, European bicycle tourism of all types had an annual economic impact of some 44 billion euros (\$60.5 billion), according to the Committee for Transport and Tourism of the European Parliament

As impressive as that number is, it is surely outdated, because the study was done well before the explosion of electric mountain bikes.

A 2018 study by the Adventure Travel Trade Association found that cycle tourism is not only growing, but is already the No. 2 activity — behind hiking — among European outdoor travelers.

While there are no EU-wide statistics on the impact of mountain biking tourism — electric or conventional — a growing number of local studies, along with anecdotal reports, suggest that the category is playing an increasingly prominent role.

A 2015 study by Sustrans Scotland found long- and short-term mountain bikers contributed 141.4 million British pounds (171.6 million euros / \$236.1 million) to the Scottish economy. The Swiss canton of Graubünden reports the mountain bikers spend up to 24 percent more money per day than other tourists. In Greece, the Hellenic Mountain Bicycling Association (HMBA) is building a trail network for mountain bikers and hikers, which they believe will boost their economy.

Another plus is that mountain bikers do not limit their trips to peak tourist seasons. The PuntaAla Camp & Resort in Tuscany, for example, says it has expanded its season significantly by promoting mountain biking.

“Mountain bikers do travel in the off-season — in fact it is perhaps spring and autumn when they are most looking to discover new and interesting destinations,” said Roberto Vergottini, marketing head for the 3,000-capacity beach resort. “Those are the seasons that many tourism-dependent destinations struggle with, and exactly the reason expansion into mountain biking or cycling tourism is worthwhile.”

The resort has hired four staff members dedicated to mountain biking, “and it’s strongly benefitting the local economy, too,” Vergottini added.

Global warming? Mountain biking!

Mountain resorts are beginning to view mountain biking as a potential lifesaver, as global warming threatens their traditional skiing and snowboarding seasons.

When there is not enough snow for skiing, for example, Col d’Arzelier in France opens its lifts to bikes. Les Arcs, in Bourg St Maurice, France, opens for cycling as soon as the snow retreats high enough up the mountain.

On the outskirts of Geneva, the old tourist cablecar Le Saleve transports bikers in winters when the snow doesn’t fall. The Geisskopf bikepark in Northern Bavaria also opens when winter conditions permit.

Even high-altitude alpine regions that are less affected by climate change are pushing mountain biking tourism. At an altitude of 1,800 meters (5,900 feet), the Italian resort of Livigno hardly suffers from a lack of snow. Yet it is investing significantly in cycling.

“Years back we started designing a biking infrastructure for a wide target group,” said Camillo Bertolini, marketing manager of the lift company Carosello 3000. “We gave a home — a whole mountain — to all those bikers who are not so much adrenaline-driven, but fun- and joy-driven.”

Bertolini added, “Four years later the success has gone well beyond our expectations. With the birth of many small skill-centers on the doorstep of cities and especially with the e-bike phenomenon, the base of fans is significantly increasing. This still creates new opportunities and business models for the mountain resort.”

It’s a similar story at Austrian resort of Sölden in the Tyrolean Ötztal, where the Tourist Board is building the ambitious Bike Republic Sölden at 1,348 meters.

“We have a super-strong winter



MTB tourism has extended the tourism season at the Tuscan resort of Punta Ala.

season, but we still believe in mountain biking as our second summer sport next to hiking,” product manager Dominik Linser said.

He added, “We will see mountain biking grow into a big family holiday opportunity and we provide for that,

too, with kids’ programs and camps, and great multi-sports and multi-leisure opportunities from hiking to wellness.”

Linser added, “A happy biker is a great guest. They are open-minded, respectful and willing to spend money for good quality service and food.”

The proper care and feeding of mountain bike tourists

Hotels are investing significantly to attract mountain bike tourists.

The Cresta Palace Celerina, a traditional four-star “superior” hotel near the Swiss resort of St. Moritz, has created a state-of-the-art sports area for its visitors.

Called the “staziun da basa,” the hotel offers a bike wash, repair stations and bike lockers along with professional coaches and equipment.

Many hotels believe a simple garage and a handful of tools are sufficient, but guests are demanding proper and secure storage for their high-end conventional and electric bikes.

Instead of shutting bikes away in a locked room, for example, the Explorer hotel chain of Germany puts bike lockers right in the lobby — an architectural way of putting the sport front and center. “Our guests can ride their bike right into the lobby” without

attracting a second glance, the company’s Sabrina Driendl said.

The small hotel chain focuses on cycling enthusiasts. Other amenities include a bike wash, a repair station (also in the lobby), and tour and rental services. Rooms have space for riding gear, and the hotel also features a sports spa.

The soaring popularity of expensive e-mountain bikes creates another challenge for hotels. Guests not only demand a safe place to store their bikes, but many prefer to rent them at the destination or sign up for e-MTB tours.

Electric bikes also need charging after a day of riding.

At Massa Vecchia, a bike resort in Tuscany, CEO Ernesto Hutmacher has built a separate storage building for e-bikes, with charging stations for every bike.

Bike Hotels Südtirol, an industry association, now requires that any member resort offering e-MTB tours



The Explorer hotel chain puts a bike repair station and secure bike lockers front and center in its lobbies.



The Tuscan resort of Massa Vecchia has a separate storage building for e-MTBs, including charging stations for every bike.

participate in an annual educational program with e-MTB experts such as Stefan Schlie, a Bosch ambassador.

Steineggerhof manager Kurt Resch, an association manager who has pushed for the new policy, said half of the guests at his hotel are e-MTB riders.

“The e-MTB brings a whole set of new challenges and demands. It’s a new, very faceted group with more families and couples than we see in mountain biking,” Resch said. “Most of them need a professional introduction to handling the bike.”

Because e-bikes are more technical, the hotel also has to provide professional support and service.

“We invest a lot in maintaining our high standards, and we would not if we did not believe in the future of e-mountain biking,” Resch said. ■ SP

R-e-s-p-e-c-t. So, what makes mountain bikers happy? Gitta Beimfohr, travel editor at German BIKE magazine, said they just want to be taken seriously.

“There are still regions that even lack proper signage on their bike routes and only half-heartedly design maps. Some mountain bikers may accept asphalt roads, but more consider it insulting,” she said. “It is a target group that expects honesty and credibility. You need to establish a professional, thought-through concept to woo bikers, and this is becoming more and more important.”

Simply building — and then hyping — a flow trail is not enough, said Patricia Roth, who runs the Swiss consulting group Bike Agentur.

“You need a proper concept, not a trail that is used or abused as marketing tool,” Roth said.

She added, “We see resorts struggling not only with maintenance, but also with negative comments that go viral on social media. It will backfire if you are not sincerely striving to serve the mountain bikers’ interests.”

She said trails are an essential part



Livigno is investing in family-friendly MTB infrastructure.



The Austrian resort of Sölden is building the ambitious Bike Republic Sölden, which includes a pump track.

of a mountain bike resort, along with professional hotels and shops, and comprehensive guidance through maps, GPS and signage.

“A wide, varied, high-quality route and trail system is the first essential step in establishing a bike reputation. Maintenance is the second,” she added.

As examples, Roth pointed to the Trailbrothers in Southern Tuscany, who are expanding and grooming hundreds of miles of trails, and the professionally designed and maintained systems in Graubünden, Saalbach, and Serfaus-Fis-Ladis.

The only bums are on saddles. Of course, mountain bikers don’t spend all of their vacation time in the saddle. The image of the “bike bum” — the warm-weather version of the moneyless ski bum — is

long outdated.

Instead, the indulging part of the day has become nearly as important as the active cycling part. The great views, the rustic huts, the local delicacies, the coffee breaks and the après-ride beers are all expected as givens — after all, mountain bikers have their Instagram and Facebook accounts to update.

Finally, resorts have to be sensitive to their guests’ equipment concerns. Mountain bikers are willing to spend money on their holidays as well as on their bikes — and when they take their bikes on holiday, they want resorts to take as good care of their bikes as they do of them. (See related story on page 12.)

The e-MTB boom is far from cresting. And for resorts that are willing to invest in mountain bike tourism, the return could be significant. ■ **SP**

Today’s Travel Talk explores ‘digitization’ of cycle tourism

The business of cycle tourism has enjoyed an ever-increasing fan base for years. Eurobike visitors can find out more at today’s Travel Talk forum — celebrating its 17th year of focusing on the most important trends and innovations in cycle tourism.

Travel Talk is free to Eurobike attendees. All presentations will be simultaneously translated into English. The conference is 10:30 a.m. to 4:30 p.m. in Conference Center East, Room Berlin and Paris, and on the Foyer East Show Stage.

This year’s Travel Talk focuses on three trends: digitization, (e-) mountain biking for everybody and women as an underrated target group for bicycle tourism. Experts in each of these topics will lead workshops featuring guest speakers.

“We are very proud that we again have managed to get interesting new faces and established big players together in one conference,” said Ulrike Saade, general manager of Velokonzept, which organizes Travel Talk.

“Travel Talk is great for networking and the exchange of ideas between the bicycle industry and the tourism sector,” added Dirk Heidrich, Eurobike project manager.

The digitization sessions will examine how smartphones, cloud-based apps and other aspects of our increasingly digital lives are changing cyclists’ behavior, route planning and choice of destination. What role could virtual reality play?

Thomas Froitzheim of Naviso Outdoornavigation (and a Show Daily

contributor) will lead a workshop and panel discussion. Entrepreneur Axel Jockwer will give a keynote presentation on the Digital Revolution.

For mountain biking, Darco Cazin of Travel Talk tourism partner Allega Tourismus of Switzerland will moderate a workshop on how electric and conventional mountain bikes can be an activity for the entire family. Joining him are speakers from the German Alpine Club, Mountain Bike Tourism Forum Germany, the German Bicycle Industry Federation, and the MTB destination of St. Corona am Wechsel in Austria.

The potential of women as an important target group for cycling and cycling tourism has been largely overlooked in the past. Instead, the industry has settled for questionable “women’s-specific” products and sexist or stereotypical advertisements. So Anna Weiss, founder of the digital outdoor sports platform Bloomers Outdoor and founder of the European Women’s Outdoor Summit, will present a study on “what women want” and will moderate a panel that will discuss bikepacking for women and a Swiss destination resort that focuses on female guests.

A fourth workshop will look at colorful and innovative ways of attracting bicycle tourists, such as a



The Velokonzept team organizes Travel Talk. Founder and CEO Ulrike Saade is fourth from the left.

Swiss initiative that gives cyclists exclusive access on specific days to roads through some Alpine passes.

In addition to the latest travel trends, Travel Talk brings together officials from the bicycle and the tourism industries. On the main stage, eight exhibitors will present innovative new products that can boost cycle tourism.

After the conference ends, participants will be invited on VIP tours of Eurobike, where they can meet with exhibitors and discover current trends at the show. ■

Eurobike Travel Talk

Monday, July 9
10:30 a.m. – 4:30 p.m.
Conference Center, Foyer East
Room Berlin / Room Paris / Show Stage
Free admission
In German and English
www.eurobike-traveltalk.com

Anti-dumping duties turn the industry against itself

European pedelec importers are sounding a shrill alarm about pending anti-dumping duties of up to 189 percent on Chinese-made e-bikes.

An association of affected companies, the Collective of European Importers of Electric Bicycles, says the mere threat of duties has already shaken up the industry. Actually imposing them could force some suppliers into bankruptcy and cause the thriving e-bike market to crash.

The Collective and LEVA-EU, an association that represents light electrical vehicle companies in Europe, are hosting an informational meeting Tuesday from noon to 2:30 p.m. in Room Lichtenstein in Conference Center West. The meeting is free to members of LEVA-EU, the Collective and the press, and 124.07 euros for non-members. Prior registration is required.

“If definitive duties are implemented, this will damage the pedelec market to the extreme.”

— Annick Roetynck, manager of LEVA-EU

“Until the [European] Commission decides to impose definitive anti-dumping duties, this case is not lost yet,” said Annick Roetynck, the manager of LEVA-EU and leader of the Collective’s opposition effort.

“Many companies appear to believe that this case is lost and that definitive duties are inevitable,” she added. “We will explain in this meeting that this is not the case and we will provide further details on how the Collective intends to fight this case until the end.”

The European Commission set the stage for the anti-dumping duties in May when it ordered that imported e-bikes be subject to registration, in preparation for the imposition of duties.

“... the Commission has at its disposal sufficient evidence that [Chinese e-bikes] are being dumped” in the EU, the Commission said. It said duties could be as high as 189 percent – a stunningly high number.

Registration is a way of tracking imported e-bikes so that the EU can retroactively impose duties on them if and when it decides to do so.

Roetynck said the ruling has caused “absolute turmoil” among pedelec importers. She said many importers have containers full of Chinese-made e-bikes on their way to Europe that they have already ordered and budgeted for.

“Should these get hit by retroactive collection, these companies will simply go bankrupt,” she said, adding that anti-dumping duties would drive up pedelec prices, put a lot of companies out of business, and lead to a collapse in what has been a thriving market.

“If definitive duties are implemented, this will damage the pedelec market to the extreme,” Roetynck added.

The anti-dumping duties have sharply divided the industry against itself.

Supporting the duties are European bicycle manufacturers, represented by the European Bicycle Manufacturers Association, or EBMA. The EBMA set the anti-dumping investigation in motion last September when it filed a complaint with the European Commission.

The EBMA contends that the flood of imports threatens European manufacturers.

“Dumped, subsidized Chinese e-bikes are flooding the EU at an alarming rate and artificially low prices,” EBMA general secretary Moreno Fioravanti said in a recent statement.

“Without immediate action, China would quickly take over the vast majority of the EU e-bike market this year, causing an unfair and unjustified decline of the EU industry after it has generated so many excellent and innovative products,” Fioravanti added. He said European manufacturers invest more than 1 billion euros a year in the production of pedelecs.

According to the EBMA, e-bike exports to the EU from China jumped by 83 percent in 2017, to nearly 800,000 units, compared to 2016. It says the imports have harmed the market share and profit margins of European-made e-bikes.

Roetynck claims that two of the companies behind the EBMA complaint are themselves big importers of Chinese-made bicycles. She contends that EBMA members boosted their orders from China in advance of the EBMA’s call for duties so they could stockpile bikes.

“They knew long in advance the complaint was coming. Therefore, they had the opportunity not only to prepare but also to hit their competition,” she said.

The associations have hired the international law and lobbying firm Squire Patton Boggs to argue its case before EU authorities.

“Dumped, subsidized Chinese e-bikes are flooding the EU at an alarming rate and artificially low prices.”

— EBMA general secretary Moreno Fioravanti

“The Collective and LEVA-EU will fight against possible imposition of duties with all possible means and until the very end,” Roetynck said. “One thing is certain, if you don’t fight back, duties will be imposed.”

She said members of the Collective would answer all questions about the matter at tomorrow’s meeting. “We are amazed at the amount of rumors, fake news and alternative facts that are circulating,” she said.

Proposed tariffs are also roiling the much smaller U.S. e-bike industry. The Trump Administration has proposed a 25 percent tariff on Chinese-made e-bikes, along with a long list of other Chinese-made products it has targeted.

Meanwhile, one of the biggest beneficiary of these anti-China moves may be Taiwan. The island nation exported 54 percent more e-bikes by value in the first five months of 2018 than it did in the comparable period a year ago, according to the Ministry of Finance.

Europe accounts for 68 percent of Taiwan’s e-bike exports, and the United States another 22 percent.

“With the attractiveness of lower-priced, mass-market Chinese e-bikes now drastically reduced due to protective tariffs in the substantial American and European markets, Taiwanese manufacturers are perfectly poised to exploit this opening for their own e-bikes,” organizers of the Taipei Cycle trade show said in a recent news release. ■ DM

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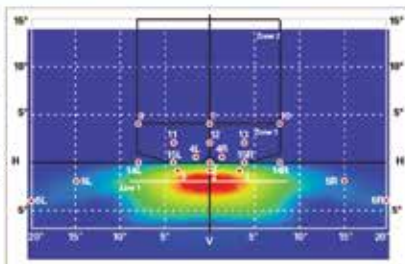
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EBIKE FRONT LIGHT SPL-01 FOR S-PEDELECS



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.



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Overview: Speed pedelecs

The only thing that's not so fast about speed pedelecs are their sales numbers

When it comes to sales, speed pedelecs — e-bikes that are allowed to travel up to 45 kph (28 mph) with electric assist — aren't so speedy.

Regulations have hampered s-pedelec sales in Europe, where countries typically treat s-pedelecs like mopeds, not like other electric bikes.

Most EU members require s-pedelec riders to wear helmets — often heavier motorcycle helmets — that aren't required of cyclists riding conventional pedelecs.

To ride an s-pedelec, cyclists typically need a special driver's license, which comes with age restrictions; put a number plate on the bike; and carry insurance. Some countries ban them from bike lanes and paths.

And s-pedelecs are restricted from carrying passengers, which means no child seats or child trailers.

Sales numbers reflect the difficulties. But they also hint that with looser regulations, s-pedelecs could become more popular.

Only about 1 percent of the 720,000 e-bikes sold in Germany in 2017 were s-pedelecs, according to the German industry association ZIV.

It's a similar story in the Netherlands, where only 4,572 of the 294,000 e-bikes sold last year were s-pedelecs, or about 1.5 percent, according to statistics from the RAI Association.

But in Switzerland, which has less restrictive regulations, cyclists bought more s-pedelecs than the Germans and the Dutch combined, even though the overall bike market is much smaller.

Swiss cyclists bought 16,508 s-pedelecs in 2017. The bikes accounted for more than 23 percent of all e-city bike sales and 9 percent of all e-MTB

sales, according to Velosuisse, the Swiss association of bicycle suppliers.

There are indications that other countries are loosening up. Belgium has allowed s-pedelec riders to wear bicycle helmets since 2016. And earlier this year, Denmark proposed treating s-pedelecs more like other e-bikes. The proposal, from the Danish Transport Agency, would allow s-pedelecs to use bike paths and would lower the age of a rider to 15 from 18.

Given the popularity of s-pedelecs in Switzerland, it seems appropriate to start with the big Swiss e-bike brand **Stromer**. **A1-501**. At Eurobike, Stromer is debuting its new ST1 speed pedelec.

Wait, what? Hasn't the ST1 been around for years?

Well, yes, but Stromer plans to relaunch a new version in 2019 to celebrate its 10th anniversary. The ST1 was Stromer's first global success.

The new ST1, which will remain Stromer's entry-level model, will be powered by a Cyro Drive II rear. Hub motor and offer a range of up to 90km (56 miles). The Launch Edition will be available in the summer of 2019, and the Standard variant a bit later.

Stromer is also bringing something completely new to the market, the ST3 — a 27.5-inch commuter bike with an 820W Syno Drive II rear hub motor and a BQ814 battery that promises a range of up to 150km. (And if your commute is that long, we're sorry.)

To make it comfortable, the ST3 is built with short chainstays, a short



Stromer ST3

wheelbase and low bottom bracket.

Riders can choose from various stem and handlebar combinations, and Stromer later plans to offer a suspension fork as an option.

As usual with Stromer, the company has focused on hiding wires and integrating components. Front and rear lights fit within the frame; the speedometer and touch-screen display are integrated in the toptube; and the battery, as always, is hidden in the downtube.

Stromer maintains its focus on communications support, with onboard Bluetooth connectivity. An electronic lock keeps the ST3 secure without keys, and an onboard GPS unit makes it

easy to track in case it's stolen.

The nuevo retro styling of Spanish manufacturer **Rayvolt** **RG-0/111** reaches a peak with the Torino, a bike that is inspired by a classic beach cruiser in the



Rayvolt Torino

sponsored by



Sterzing CC

A1-503

Boundless valleys, vertical street canyons, endless mountain panoramas. The Sterzing effortlessly takes on all these environments and always feels like the perfect bike for the situation. Thanks to its classic modern coloring, the work commute is just as elegant as a ride through styled out mountain roads. Its secret is the combination of futuristic carbon fiber and a seamlessly integrated TQ-motor.

With up to 920 W output and a battery with 880 Wh or 1,050 Wh, the Sterzing provides plenty of capacity for longer rides. That's great, because when you start riding the Sterzing, you don't want to stop.



It's the wild brother of the Sterzing GT with no unnecessary ballast and 3" tires for maximum off-road fun.

The Spitzing CC is winner of the "GERMAN DESIGN AWARD 2018".

www.m1-sporttechnik.de

sponsored by



Zell CC

A1-503

A relaxed commute into the office, and on the way home you can tackle steep climbs and downhills in the mountains. The Zell allows everything. This all-rounder embodies M1-Sporttechnik's decades of carbon experience and cleverly integrated technology. With its Brose motor (currently the most silent center motor worldwide) and its sleek frame-integrated battery, the Zell offers a unique and extraordinary design. This has been achieved without any reduction in performance.

250W and 90Nm torque shoot the Zell into the top class of serious e-bikes. The Zell CC is winner of the "Bicycle Brand Contest 2018".

www.m1-sporttechnik.de





Simplon Kagu

It's powered by a Neodrive rear hub motor. In its newest version, Simplon has moved to a fully integrated 630Wh battery in the downtube for a cleaner look and bigger range.

A suspension fork is available as an option, but the big-volume Schwalbe Big Ben slick tires should be plenty comfortable

in most situations, while providing lots of traction.

Simplon has built in other nice touches as well, such as eyelets under the toptube to hold a folding lock or pump. The Kagu Neodrive is available in four sizes for men or women.

Koga B2-500 is debuting an innovative e-bike platform it calls Pace, which it describes as supporting an "active lifestyle combined with contemporary design, technology and mobility."

Out of six models in the range, the Pace B20 is the speed pedelec build, built around a Bosch Performance Line Speed motor. To keep things simple and low-maintenance, Koga spec'd a Gates CDX belt drive and an Enviolo continuously variable hub.

The alloy frame features smoothed welds for a seamless look, and it's matched with a full carbon fork. The cables are fully integrated, and a



Koga Pace

connectivity lets the E9D pair with a dedicated smartphone app so riders have access to functions including routing, motor diagnostics, bike configuration and registration. The full color TFT display also displays ride data.

Riding on wide 27.5-inch tires, a compact frame and a 120mm RockShox

Recon gold fork, the XD2 Urban from **HNF Nicolai A2-201** comes in either a standard or an s-pedelec configurations.

The s-pedelec is powered by a Bosch Performance Line CX motor with a Rohloff E14 transmission and a Gates CDX belt drive. Like other HNF Nicolai bikes, the Bosch motor is tightly

PowerPack battery is semi-integrated into the downtube to make it easier to remove for charging. The bike also features front and rear thru-axles and hydraulic disc brakes.

With the Bright E9D, **Oyama A6-313** appeals to s-pedelec riders who appreciate a good value. The 500W MAC rear hub drives delivers peak power of 1,500W, so there is plenty of oomph available when it's needed.

With an integrated 640Wh battery in the downtube, the Bright E9D has a range of over 60km. Bluetooth



HNF Nicolai XD2 Urban

way a soufflé is inspired by a scrambled egg.

You won't go gentle into the good night on this bike, with its swoopy toptube and downtube and fat whitewall tires. In its s-pedelec configuration, the Torino uses a 250W rear hub motor that generates peak output of 1,000W.

There's extensive use of leather in the design; the composite battery case features a leather cover and the bike uses a vintage sprung leather saddle. As a finishing flourish, Rayvolt adds copper touches.

Hydraulic disc brakes and regenerative braking complete the unique package.

The Kagu from **Simplon A3-100** has a maximum load capacity of 160kg (350 pounds), making it ideal for heavier riders, or anyone carrying a lot of baggage.

Continued on page 18...

Special e-bikes require special gear

Speed pedelecs are special — not just because they are allowed to go faster under power than regular e-bikes, but because they also are required to be equipped with special components.

Powerful lights are one of the biggest requirements, and lighting brands have developed several that meet the stricter regulations (for more on bike lights, see our overview story on page 22).

The Laserlight from **Beryl A2-507** features on London's Santander bikeshare system and works with all major e-bike systems. The combination of a white LED plus a forward projection laser is designed to maximize visibility in city riding.

Also from Beryl is a new rear light, the Burner. Using chip-on-board technology, the Burner features a brake light powered by machine learning algorithms, something Beryl has developed as the technology partner for Santander cycles.

This year's Eurobike is a special one for **Spanninga, B4-212** as the company celebrates its 100th anniversary (see related story on page 23). The Dutch lighting specialists are showing a wide range of products, including s-pedelec



Beryl Laserlight and Burner



Spanninga s-pedelec lights and accessories

accessories that conform with ECE regulations.

The Axendo front light uses Spanninga's Reverse Beam technology. Spanninga is launching a new 100 lux version, the Axendo 100, to accompany existing models that have three beam strengths ranging from 40 to 80 lux.

Its new Flexio rear light is for s-pedelecs. It adds a license plate holder and amber side reflectors to a brake light.

And because cyclists sometimes need to be heard, not just seen, Spanninga is debuting the Decibel horn. It comes with several mounts to fit different bikes.

Taiwan lighting specialist **Roxim A5-212** offers several s-pedelec products. The R3E rear light is an ECE R50-compliant unit that can be flexibly mounted on the rear rack, the



Higo flat power cable

brand engineers will appreciate. Take power cables, for example.

More powerful e-bikes require thicker cables that can transmit the higher currents involved in the drive system. This can lead to problems if the cables are too thick to enter the motor.

Higo, a brand distributed by **A&C Solutions, A1-614** has come up with an alternative solution: a flat cable. By placing the internal wiring side by side instead of orienting them around one another, Higo creates a more compact cable that can be more easily integrated with motor designs.

A custom grommet allows the motor to be sealed with an IP65 waterproof rating, but it still delivers the 30A electrical currents that are common in s-pedelecs. "The flat cable connector version offers customers a solution when space is limited and power is still needed," the company says. ■ **DA**

mudguard or the saddle rails. It features a high-output rear light with a braking circuit, and can be spec'd with an optional license plate holder.

The Z4E Pro front light complies to ECE R113 Class B and has a maximum output of 900 lumens. The light has high and low beam settings that are easily accessed via a remote handlebar control. Roxim also offers a 600-lumen version, the Z4E Elite.

Some of the special components in an s-pedelec are things the consumer will never see, but



Roxim R3E rear s-pedelec light



ASTRO G2 Battery

G2 assembly option

1. Fully insert for best strength & stiffness, lesser weight, easier manufacture.
2. DT topside open
3. DT downside open

G2 battery capacity Main battery with 500Wh & 600Wh option

G2 Range extender

Range extender battery 360wh option



ASTRO Snake Battery Solution

1. ONE integrate battery solution for ALL E bike motor system.
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...continued from page 17

M1 Sporttechnik M1 Sterzing

integrated with the hydroformed frame where it sits nearly vertically. The 500Wh Bosch PowerTube battery, meanwhile, is nicely hidden in the downtube.

The XD2 Urban has a clear mountain bike heritage, but HNF Nicolai ensures it is well set up for city riding with a set of Schwalbe Super Moto tires, full Wingee mudguards and an integrated Supernova E3 lighting system.

M1 Sporttechnik, A1-503 which has never been shy about going over the top, offers its Sterzing s-pedelec in on- or off-road builds, both of which use the same full-suspension frame and TQ mid-drive motor. And it comes as a standard pedelec as well as an s-pedelec.

What kind of riding is it for? "Boundless valleys, vertical street canyons and endless mountain panoramas," the company says. Glad you asked.

The TQ motor is as robust as the bike it's paired with, providing 120Nm of torque and a peak output of 920W. M1 Sporttechnik matches the motor with a high-capacity battery of either 880Wh or 1,050Wh for a huge range.

High-quality components throughout complete the build on Das Sterzing, including Fox 34 forks and powerful Magura MT5/MT4 brakes with a 203mm front rotor for maximum braking control.

The bikes include e-bike-specific DT Swiss M1700 wheels and a full Shimano XT drivetrain. The GT on-road version swaps the Sterzing's off-road tires with Schwalbe Super Moto slicks and add full mudguards and a rear rack for city versatility.

Corratec B1-400 has taken the distinctive curved double toptube of the Bow from its mountain bike range and applied it to a new speed pedelec, the e-Bow 45 Performance 500.

It takes a 45 kph Bosch Performance Speed unit, coupled with a 500Wh battery

that is color-matched to the frame.

It's still very off-road capable, with Shimano XT drivetrain and a RockShox Reba RL Solo Air fork. Magura MT5 front brakes and MT4 rear brakes will slow you down from speed.

There's an integrated lighting system with a Busch & Müller Lumotec IQ Cyo+ front light, and a rear with a license plate holder. Kickstand and mirror are also included for full road compliance with s-pedelec rules.

There's no law that says a speed pedelec has to be limited to commuting or other urban bikes. One of Corratec's new electric mountain bikes, the E-Power RS 150 Performance 45, is a full-suspension, trail ready bike that happens to be an s-pedelec as well. Its Bosch Performance Speed motor can make those trail rides especially exciting, and a 500Wh PowerTube battery in the downtube will keep riders on the trail for hours. It can be set up with either 29-inch or 27.5-inch-plus wheelsets using the Boost axle standard.



Corratec E-Power RS 150 Performance 45

The bike that Corratec calls its "King of the Mountain" ensures that riders can handle the extra power with a 150mm RockShox Super Deluxe RC3 shock and a 150mm RockShox Pike Boost Solo Air fork. A Shimano XT drivetrain and Magura MT4 brakes complete the build.

■ DA/DM



Corratec E-Bow 45 Performance 500



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Overview: 29er enduro MTBs

Big wheels + long travel = fun times

The e-mountain bike explosion has overshadowed the conventional mountain bike market. But enduro racing, which packs the best that mountain biking has to offer in one format, continues to be a success story and has inspired a new category of conventional MTBs.

As they look to optimize a bike's efficiency and traction, brands are emphasizing bikes that combine generous travel on large 29-inch wheels.

The enduro trend endures for components and accessories as well as complete bikes. This should not be a complete surprise, as the format of enduro races harkens back to the early days of mountain biking.

Similar to a car rally, enduro races consist of special stages that mostly point downhill on technical trails, and transitional stages that are mostly flat or ascending on wider doubletracks. While every fraction of a second counts in the special stages, the transitional stages only have to be covered by one's own efforts within a given time limit.

The format requires racers to conserve energy on the transitional stages as best

as possible, and give it all they've got on the descents. Their bikes, therefore, need to be extremely capable and confidence-inspiring on the downhills, and efficient on the long transitional stages.

And that's led to a boomlet in 29-inch, long-travel enduro bikes. It's a recent development, because bikemakers had to wait until component suppliers made suspension forks, wheels and tires that were tough enough to withstand the abuse of the descents.

A year ago, **Marin B4-100** launched the Wolf Ridge, which was one of the first mountain bikes to hit the market with Nail's innovative React kinematics. Marin's enduro and all-mountain platform is built on a carbon fiber chassis and offers 160mm of rear travel — a lot when combined with 29-inch wheels.



Pivot Firebird

a slack head angle, low bottom bracket, plenty of reach and short chainstays, the Alpine Trail bikes should deliver the right handling at a more easy-to-swallow price.



Marin Alpine Trail

Kona, B4-301 which is making its Eurobike debut, is another iconic brand that is taking aim at the enduro market with a carbon long-travel 29er, the Process.

Based on the company's successful Process platform, featuring a long and slack geometry, Kona's engineers have tweaked the carbon frame to make it work with the bigger 29-inch wheels. And because Kona already offered an aluminum 29-inch version of the Process platform for the 2018 model year, it was able to acquire important experience before investing in expensive molds for the new carbon versions. Kona offers the new carbon Process in two versions.

The Process 153 retains its aluminum sibling's 153mm rear and 160mm front travel. Kona also specs a RockShox Lyrik fork, a Deluxe Debonair rear shock, a SRAM Eagle 1x drivetrain, powerful disc brakes, a Reverb adjustable seatpost and rugged Maxxis tires. Both versions of the Process 153 tick all of the boxes for a race-worthy enduro bike.

But the carbon frame and complex suspension system makes the three Wolf Ridge models pretty pricy.

So Marin has returned for 2019 with a more affordable, long-travel 29er platform it calls the Alpine Trail. Both models in the Alpine Trail line are built around an aluminum frame and use the brand's Multi Trac kinematics, resulting in 150mm of rear travel. Both models sport 160mm front forks. Combined with



Kona Process 153

Already well established in gravity racing, **Pivot Cycles B1-407** steps up for the 2019 model year with its Firebird 29, with 162mm

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SIMPLON

Razorblade 29

The Razorblade easily masters even the steepest climbs. Minimum weight combined with maximum stiff-ness and acceleration make the bike the ideal race companion and summit climber. The newly developed cockpit cable integration makes the bike look even more integrated, sleek and tidy.

A3-100

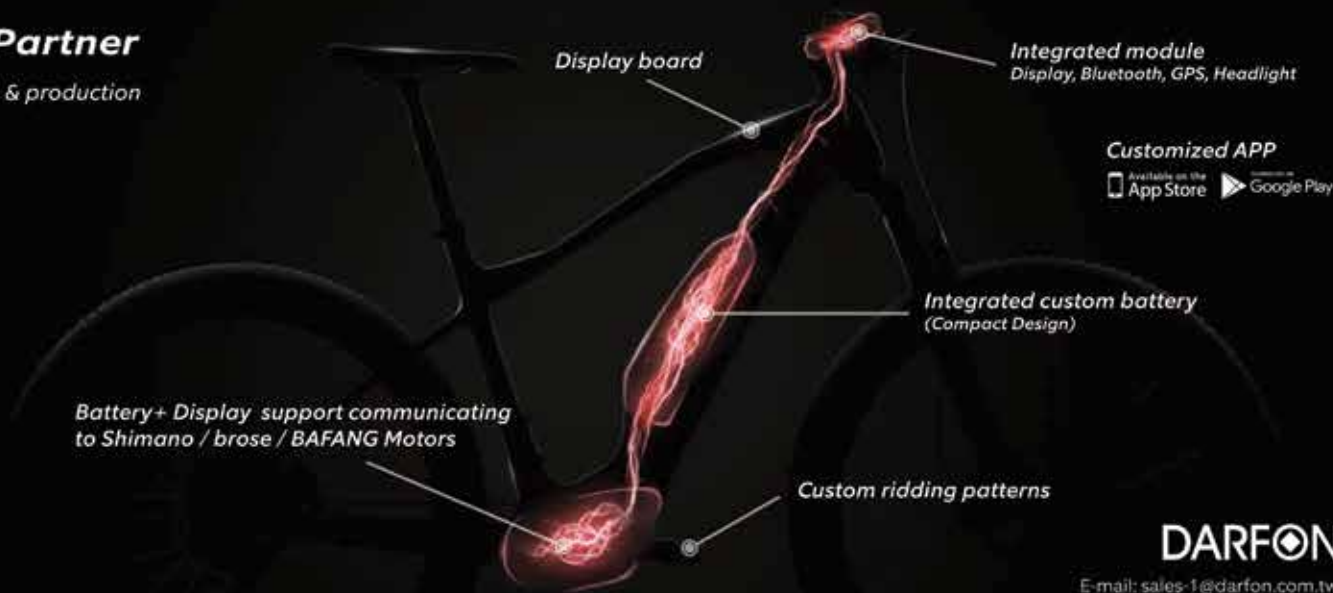
Despite its racing character, the Razorblade also offers maximum comfort which helps to save important energy for the last few metres across the finish line or up that challenging climb.

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Bold Unplugged

of travel — more than an inch longer than its previous longest-travel 29er, the Switchblade, which checks in at 135mm. And it recommends 170mm front forks

for the Firebird.

The Firebird 29 uses a beefed-up version of the Pivot swingarm and its proven DW kinematics by making the links shorter and wider.

The 157mm-wide Super Boost Plus rear axle further adds to the stiffness of the chassis. Flip chips at the rear shock mount allow for an adjustable geometry, and the bike comes with a lower headset cup that adds 17mm in stack height so riders can run 27.5-inch wheels with plus-sized tires instead of 29-inch wheels without changing the geometry.



Pivot Firebird

The Firebird 29 follows the trend of low, long and slack frames combined with short chainstays and a steep seat angle.

From the very start, **Bold Cycles FG-AK/5** has followed its own path. Three years ago, the Swiss company debuted its Linkin Trail all-mountain model that stood out because something seemed to be missing: With the brand's IST kinematics, the shock sits just in front and above the bottom bracket axle, well hidden from the elements within the frame.

After showing a prototype at the Sea Otter Classic in California, Bold is now rolling out the Unplugged, its new long-travel 29er, at Eurobike. The Unplugged has 161mm to 165mm of rear travel and accommodates forks of 160mm to 180mm of travel. Combined with a long and slack frame and short and steep rear end, the Unplugged seems destined to shine in enduro races.

The full-carbon Unplugged also comes with an adjustable headtube angle, flip chip mounts at the Horst links to adjust the chainstay length, and a neatly integrated dropper post from Kind Shock. There's space on the frame for a variety of rear shocks.

Ghost B2-400 launched its fun-oriented SL AMR X platform for the 2018 model year, including a higher-end model with a carbon frame and a more affordable version with an aluminum frame.

For 2019, Ghost has modified these 29ers to maximize the fun on the descents. With 150mm of front travel and 145mm in the rear, they offer generous suspension. Coil-sprung shocks make sure riders will get the most out of that travel, while a reinforced linkage adds to the precise handling.

Strong disc brakes with large rotors, SRAM's 1x Eagle drivetrain, a dropper post, wide handlebars and wide tires all add to the ride qualities of the SL AMR X models that are meant to make the downhill particularly fun. **LvR**



Ghost SL AMR X carbon



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Overview: Lights

Smarter and brighter lights dazzle with performance and integration

The days when a bike light fit in a bit of plastic housing and ran on a couple of AA batteries are long gone.

Today's lights are powered by sources ranging from self-contained lithium-ion cells to hub dynamos and e-bike batteries.

While the array of lighting options has never been greater, one thing remains constant: From the unique demands of urban pedelec users to backcountry adventurers, riders now expect their lights to be smart, not just bright. That could mean lights that signal when the cyclist is braking, automatically switch on when ambient light levels drop, or charge while riding.

The Z4E Pro from **Roxim A5-212** is a lot of light in a tiny package. Among the smallest pedelec front lights sporting both high and low beams, it will appeal to riders who prize low weight and minimalist aesthetics, such as owners of sporty e-bikes or folding bikes. It'll even fit on an electric skateboard.

The Z4E Pro is controlled remotely via

a handlebar button. Pedelec users will also appreciate Roxim's matching R3E compact rear light for speed pedelecs. Its similarly diminutive package indicates braking and illuminates the license plate, even including an optional mount for the plate.

Another light aiming to be the smallest on the market is the M99 Mini Pro 45 from **Supernova A2-309**.

A compact front light for s-pedelecs, the M99 Mini Pro 45 has a high beam and is even legal on a motorbike.

Supernova uses a diamond-polished mirror surface that efficiently reflects light from 10 automotive LEDs. The high beam reaches more than 300 meters (984 feet). With automatic sensor-controlled LED dimming to stop the light overheating, its homogenous low beam mode allows for excellent visibility regardless of speed.



The Knog "+" can also be clipped to clothing, backpacks and other objects.



Supernova M99 Mini Pro 45



Sate-Lite SPL-01

as an OEM part for s-pedelec brands, or an aftermarket product for consumers.

Conventional bike owners can turn to the LF-08, a compact and waterproof light that throws off 300 lumens and is



Herrmans H-Black Pro

Another s-pedelec option is the SPL-01 front light from **Sate-Lite, A6-217** which is compliant with the ECE R113 certification. Eight automotive LEDs pump out up to 1,800 lumens, while cooling fins on top help regulate the temperature. Sate-Lite offers the SPL-01

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+ (Plus) B1-305

The Plus is the most versatile urban light on the market. USB rechargeable – no cables required. Waterproof. Bright COB LEDs. Beautifully designed. But the trick is in the mount – it's magnetic so easy to clip light on and off, but still secure on the bike. Multiple straps for thin seat stays or thick aeros. And it's designed to clear the stem bolt on the front light. But more than that, the mount isn't even needed. The plus is **wearable** – put it on your bag, plus your sock, plus your shirt, plus ...

www.knog.com.au



Choice of displays available

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Supernova M99 Tail Light 25 A2-309

The M99 Tail Light 25 is the first tail light with integrated brake light that is compliant with the new German road laws in effect since June 2017. With more than 70lx the tail light reaches a brightness 6 times higher than the brightest road legal tail light on the market. The dual beam technology provides visibility from the side and from afar. The three clear LEDs are perfectly visible up to an impressive distance of over 300m in daytime, while the two red LEDs guarantee lateral safety. By means of the smart thermic coupling of the LEDs to the compact housing, the LEDs are cooled efficiently to enable the extreme

brightness. The saltwater resistant anodized aluminum is absolutely rugged, completely encapsulated and thus absolutely waterproof. Supernova provides 5 years of warranty.

www.supernova-lights.com





Shengguang front light

USB rechargeable. The on-off button is user-friendly. Side windows in the body offers better side visibility, and an anti-glare design keeps the light from blinding oncoming traffic.

Herrmans AG-403 is expanding its H-Black lighting range with three new models, led by the H-Black Pro. The Pro version puts out 200-230 lumens and is available in dynamo and e-bike versions. Both accommodate a removable click-in reflector.

It uses technology from projectors to illuminate up to 26 meters. A sharp cutoff line at the beam's edge help the

light be dazzle-free.

Riders on a tighter budget may opt for the similarly styled H-Black MR4, with an output of 100-120 lumens and an 18-meter light throw. Herrmanns also offers custom lights for OEMs, allowing bike brands to find unique solutions.

Also catering to users wanting to plug in to either dynamos or an e-bike battery, **Shengguang Electronics AS-504** launches a new light with two models. Both emit 90 lux and are approved for the German market.



Lezyne Macro Drive 1000

The e-bike version offers a host of extra features. Twin light sources allow for separate daytime running and riding lights. A sensor automatically activates the light when ambient light levels fall. A day mode ensures the running light is on but the riding light is dimmed. Night mode reverses the situation, so riders have maximum illumination from the riding light.



Beryl Core

Lezyne A3-308 enters the e-bike market with a new range of high-end lights that are compatible with batteries from the most common drive systems, including Shimano, Bosch, and Yamaha. At the head of Lezyne's class is the ultra-bright 1,000-lumen Macro Drive 1000. Twin LEDs are encased in a machined aluminum body. The output light is directed by a maximum optical refraction lens. The Macro Drive 1000 mounts to fork or stem, and its intelligent day/night mode automatically dims the light for

Continued on page 24 ...



Cateye Sync Core and Cateye Sync Wearable

Spanninga shines a light on a century of heritage

They started 100 years ago as goldsmiths, and transformed themselves into artisans of light.



Early Spanninga bicycle lights

The Dutch lighting brand **Spanninga BA-212** was founded in 1918, the same year World War I came to a close. But it began as a metalworking firm specializing in goldsmithing and was successful enough to win a prestigious warrant from Royal Household of the Netherlands in 1922.

Yet with the rise of the motor car and new methods of mass production, Spanninga decided to turn its experience with metals to new uses, such as silver plating the optical blocks used in car headlamps.

"The founder, Hotso Spanninga, was a goldsmith," said CEO Feike Spanninga, who is Hotso's grandson. "During the economic crisis of 1928 he switched business completely, starting with lights for cars." The company didn't turn to bicycle lights until 1937, marking a change of direction that would soon define the company.

Any benefits from the motor car boom were initially short-lived. Spanninga's assets were confiscated in World War II. Although it reconvened and went back in business after this dark period, events outside of the company's control would later prove a source of business.

"Exciting for the company were the regulations and changing legislation in the Netherlands, which led to some

serious peaks, like the legislation making rear reflectors compulsory in 1977," Feike said.

Today, Spanninga concentrates exclusively on cycling. Its products are at the forefront of technology, with lights that employ lasers or can be directly integrated on brands' bicycle frames.

Its move towards greater collaboration and integration has driven recent growth. Feike believes the growing electrification of cycling means the future is ... bright.

"No one can predict the future, but currently it's e-bikes for sure. They've increased the opportunities for our company considerably. And also the trend of greater integration of lights in bicycle frames, which is one of our USPs," he said, referring to the "unique sales propositions."

A lot of companies make bicycle lights, so Feike believes successful companies are the ones that offer the most innovative technologies that always put safety and user-friendliness first. "Quality is the future, so the best quality for a good price" is the formula for success, he said.

Jacob Vellinga, Spanninga's group R&D manager, is tasked with turning this vision into reality

"Light lines, specific shapes ... there are now more possibilities than ever before," Vellinga said. "And because electric bicycles are getting faster and faster, safety and a better light beam are getting more important. Perhaps, just as in cars, an intelligent light beam, dependent on the speed and how busy the traffic is, will be an option for the future."

Regardless of advances in technology, the process of creating a new Spanninga light will likely remain the same for years to come.

"It always starts with a list of requirements, based on the wishes

and needs of the customer or market," Vellinga said. "Based on this, the required techniques are selected or designed to realize the light. After this, the design study creates a pleasing outer look."

This is one area where Spanninga's goldsmithing forebears might have an edge. "The really old lights and, in particular, the teardrop-shaped rear lights are unique. Mass production cannot create lights like this anymore," he said.

While the retro lights in Spanninga's archive are things of beauty, greater integration is helping improve both the aesthetic and usability of the brand's lights. As bicycles are increasingly produced as complete systems, Spanninga is expanding its partnership with a host of bike brands to offer slickly melded illumination.

"Lights integrated into the bicycle, with any wiring safely hidden. Designed with the utmost care, in co-development with the bicycle manufacturer and the bicycle light manufacturer — that's what will encourage more people to ride with confidence," Vellinga said. "We want lights which don't give any problems or errors when used by the consumer."

Still as Dutch as Feike Spanninga's Batavus bicycle, Spanninga remains laser focused on products that are practical and safe. Spanninga has been celebrating its centenary throughout 2018. It hosted a 100th anniversary party Sunday at its Eurobike booth, and this year has introduced limited edition products, hosted charity fundraisers, and

published a book commemorating its company history.

The current CEO believes his grandfather would have approved of Spanninga's current direction.

"A family company cannot always be compared with a company where the shareholders are further away from the company. In the case of Spanninga, the company went from father to son to son, which has led to a stable way of leading a company," Feike Spanninga said. "Two times, a son had to start from scratch, with a father as CEO. Therefore, a standard way of working has always been transferred from father to son."

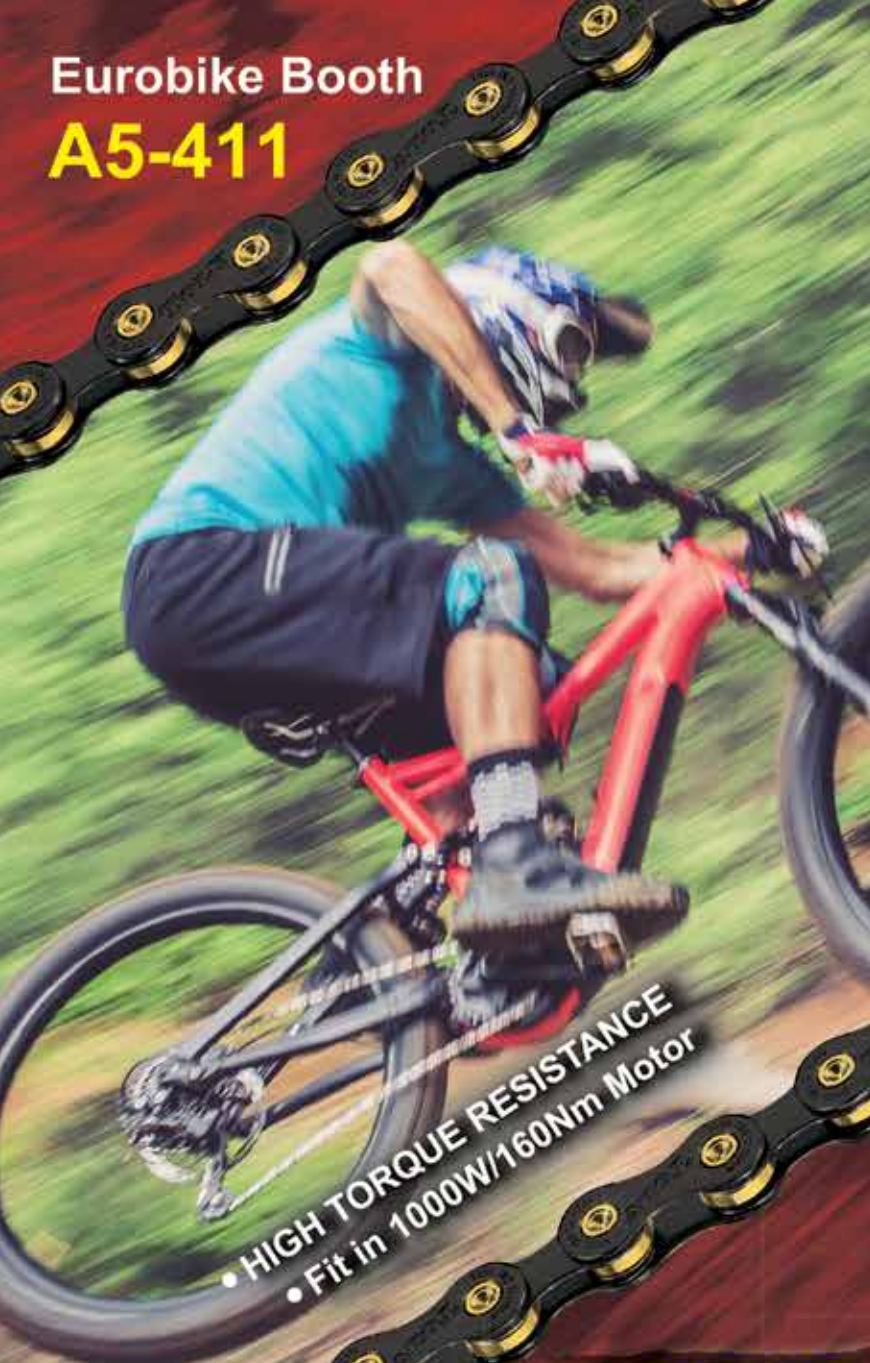
For the future, Feike describes himself as having "too many wishes" for the company to list. "What's most important is that people still enjoy being part of this vital and ambitious company."

In another 100 years, Vellinga mused, bicycle lights may no longer be necessary "because all traffic [will] drive independently on sensors and intelligent software." Until then, Spanninga will be busy creating innovative bicycle lights using advanced technology. ■ JD



Feike Spanninga

Eurobike Booth
A5-411



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... continued from page 23



Guee Aero-XK

Beryl A2-507, formerly known as Blaze, has gone from strength to strength since Transport for London chose its laser projecting light for the city's fleet of rental bikes. This year Beryl is launching a more affordable version of its popular Laserlight model. Called the Core, it will be available in a USB-chargeable version along with a wired model for use with dynamos or with e-bike systems from Shimano, Bosch, and Brose. The Core is intended for bikeshare bikes and designed to be easily retrofittable.

The light projects an image of a green bicycle ahead of the rider, boosting visibility and announcing a cyclist's arrival even when obscured by traffic.

An eco mode reduces the lumen output to 500 in order to preserve battery life.



Velco Wink Bar

Another important trend in lighting is the quest for better functionality.

Cateye B5-402 introduces a new synchronized lighting system called Sync. All lights can be activated by pressing a single switch on the headlight. The Sync range comprises three units, all of which can also be paired with a smartphone.

The Sync Core front light controls all of the others, while the Sync Kinetic rear light has a motion sensor that alerts riders



Spanninga Pimento

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Keep ahead of light.

Spanninga Pimento

B4-212

Spanninga's new PIMENTO rear light is the perfect illustration of the company's jubilee motto "pioneering safety for 100 years". This new carrier rear light features the latest COB LED technology, giving an amazingly bright light output in a very compact size. Embracing minimalism does not mean at all that its design is any less creative. The curved shape of its optics is made possible thanks to the bendable COB LED, and allows it to fit perfectly with compact carriers in order to add flair to modern city, trekking and e-bikes. The PIMENTO will be presented as a world premiere at Eurobike in a dynamo version

with safe-stop function as well as in a version compatible with e-bikes.

www.spanninga.com



Pioneering safety for
100 years
1918-2018

and drivers when the cyclist decelerates.

For extra visibility that can be added to bags or clothes, Sync Wearable dots provide a final option. Cateye says as many as seven lights can be linked together to flash in synchronized patterns, for a sight that's hard to miss.

The Aero-x from **Guee A4-208** looks after itself while looking after you. Switch it on, and it stays lit while the bike is in motion. Stay idle for more than 60 seconds and it turns off – but once the cyclist starts moving again, it flashes back on automatically.

A speed sensor alerts those behind when the cyclist is braking. Its slimline design fits neatly and aerodynamically behind most seat posts regardless of profile. The Aero-x is available in three versions, with the Aero-XK meeting Germany's stringent StvZo requirements.

Almost equally slim, the "+" is the latest light from **Knog B1-305**. It is USB-rechargeable and can be worn as well as mounted on a bike, so runners and hikers can also take it with them.

When used on the bike, the mount lets it sit clear of the front stem bolt. A magnet ensures the front and rear are securely fixed to on the bike, but it also comes off easily and can be clipped onto a helmet, backpack or clothing. Small, light and inexpensive enough to be an easy choice for consumers, its minimalist looks are likely to endear it to fashion-conscious users.

Also extremely compact, the Pimento from **Spanninga B4-212** is a spicy rear light using the newest chip-on-board (COB) technology. Designed to fit unobtrusively onto a rear rack, the Pimento's curved shape is made possible by an array of COB LEDs that run the length of the light. Because they are thinner and more flexible than traditional LEDs, Spanninga could shrink the Pimento to a compact size.

Versions are compatible with e-bikes or dynamos. The dynamo version uses a capacitor for a safe-stop function that keeps the light shining even when the bicycle is stationary.



Crops EZ500mu

The sum of its high-spec parts, the Rays 150 from **Smart B3-210** benefits from a combination of Cree LEDs, Li-polymer rechargeable battery, and a reflecting optical design. Compact and light at only 33 grams, it takes up little space on the handlebar and attaches without tools.

With an output of 30 Lux, it meets German standards. Charging and low battery indicators let cyclists always know its status, while extended side visibility makes a cyclist visible to drivers who are approaching from an angle.

Oxford B3-406 has also refreshed its light range for Eurobike with options for commuters as well as leisure cyclists.

Leading the lineup is the UT2000, which Oxford says is the most powerful handlebar-mounted bike light the company has ever made. A huge array of 10 settings encompasses both constant and flashing modes of varying brightness, and the UT2000 is USB rechargeable.

This feature should please touring cyclists, because with a converter, the UT2000 can be charged by a dynamo. Its aluminum mounting bracket attaches with an Allen key.

Crops A5-104 expands its light range with the sensor-equipped EZ500mu. It switches on automatically when it detects falling light levels, either at the

end of the day or in dynamic situations such as when entering a tunnel. A translucent rear casing lets the light be seen from all angles. The light mounts behind the seat stay or seatpost with an included bracket, or to the saddle rails with an optional accessory.

Our last product in this roundup, the Wink Bar from **Velco A1-601**, stretches the definition of a bicycle light. First of all, it isn't just a set of lights, but it's a handlebar as well, with the lights integrated in it.

The bright headlights switch on automatically when it gets dark, but that by itself is just the frosting.

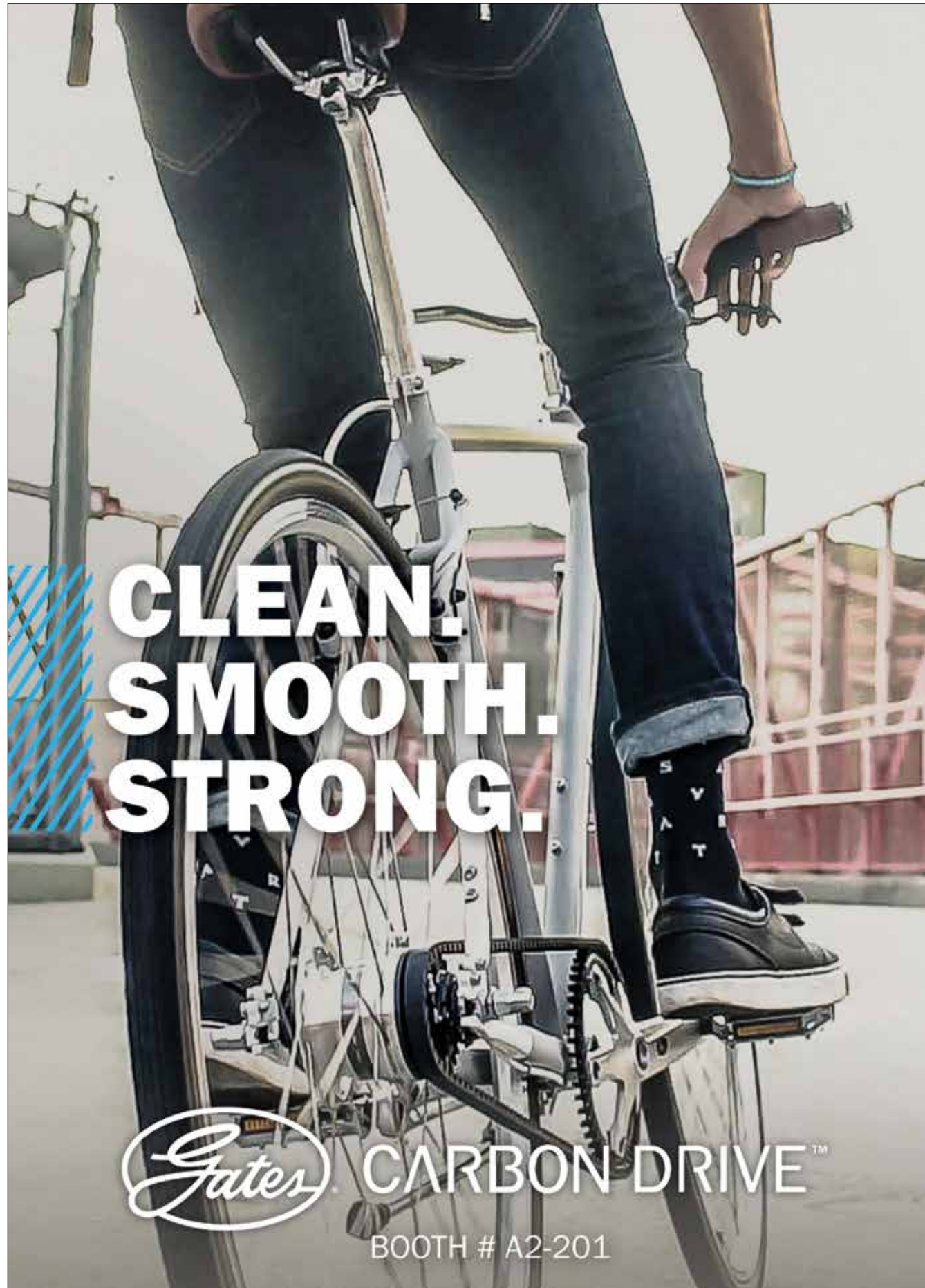
With an integrated GPS system, the Wink Bar provides visual turn-by-turn directions through a second set of indicators. Connect it to a smartphone, and a cyclist can track a stolen bike or

simply track their trip progress.

Fleet owners and rental operators should find it as useful as individual riders. **JD**



Smart Rays 150



Overview: Commuter/Trekking/Urban bikes

The humble city bike has become one of the most exciting categories around

Is this the revenge of the nerds? Thanks to a renaissance in design, along with technology pinched from across the cycling spectrum, commuter bikes are now among the coolest and most exciting to be found anywhere.

Want proof? Check out some of these new bikes on display at Eurobike. And since electric assist has become mainstream, we've united e-bikes and purely pedal-powered machines under the same umbrella.

The Volta is a new electric bike from **Pure Fix Cycles B2-203**. Aimed at younger city dwellers, it features a proprietary frame design with a neat front carry rack. A hidden battery powers a smart motor with regenerative technology, smartphone connectivity, and built-in GPS theft tracking ability.

Low in weight at 16.8kg (37 pounds), it's available with a single-speed belt drive or 8-speed chain-driven hub and features integrated and automatic headlights, taillights, and braking indicator. Pure Fix, which started in California making inexpensive fixies for college students, launched the Volta on Kickstarter. The initial campaign raised \$500,000 within 45 days, thanks in part to the Volta's affordable price-point.



Pure Fix Cycles Volta

Appealing to a similar audience is Le Velo, a bike that **Momentum Electric A1-210** developed in collaboration with French user experience experts Yellow Innovation.

Their goal wasn't just to create a bicycle, but a bicycle that could serve as a personalized guide to help steer the rider around a city.

Le Velo uses an open source platform that takes information from the rider's phone and displays it on the stem, helping cyclists plan their journeys, find friends or locate landmarks.

The bike's power system is equally clever. It consists of two batteries, one the size of a chocolate bar. The lighter battery is easily carried and recharges via USB for 30 minutes of electric assist. A second, heavier battery integrated in the frame provides another four hours of use.



Momentum Electric Le Velo

Benno Bikes A2-316 is a new exhibitor, but its namesake, company founder Benno Baenziger, is no newcomer to Eurobike. He is the co-founder of Electra,



Pashley Briton



Benno eJoy

Shimano, Rohloff, and Enviolo for simple maintenance. The bike's unisex step-through frame makes hopping on and off easy.



Simplon Kagu Bosch Uni

the famous cruiser bike brand that remains a big Eurobike exhibitor.

After selling Electra and spending some time away from the industry, Baenziger returned with a new brand. He decided to focus on a range of practical yet beautiful bikes that are essentially cargo bikes without the ungainliness.

Benno makes some conventional bikes, but the line emphasizes electric assist, which will be his focus at Eurobike.

The eJoy 9D is a step-through utility bike that gets its go from a Bosch Active Line motor. Cute yet tough, it can carry 40kg on the rear rack and up to 25kg on a frame-mounted front tray.

A robust aluminum chassis is designed to resist twisting when loaded. Benno offers a line of integrated accessories, including a Yepp baby seat adapter and several modular front trays. Decked out with Shimano Alivio 9-Speed gearing, hydraulic brakes, and integrated Supernova E3 lights it's ready to replace a car, and is up for adventures.

The eJoy was designed for women, and at Eurobike Benno is debuting a companion bike for men, the eScout, with a traditional step-over frame.

The Kagu Bosch Uni from **Simplon A3-100** is built around a top-quality Bosch Active Line Plus engine with a closed motor interface for maximum rigidity and protection. The juice comes from a powerful 500Wh battery that's seamlessly integrated into the frame. Simplon offers an optional mount for a second power pack, for long-distance, multi-day rides.

Balloon tires ensure grip and traction while smoothing out the ride. A belt drive works with gearing options from

Riese & Müller A6-300 has redesigned its popular Homage, creating an ultra-modern step-through bike with athletic performance. One battery is integrated into the downtube, and the optional Bosch DualBattery Technology accommodates a second to double the bike's range.

For a smooth, stable ride, the Homage has a low center of gravity and a suspension system built into the rear. Larger-than-average tires, mudguards, lights and a kickstand round out the package for a nicely self-contained package.



Riese & Müller Homage

Also favoring a bigger-is-better philosophy when it comes to tires is **Leisger Cycle Group A1-115**. It's created a new range of mid-drive e-bikes under the NCM marque.

The Miami Pro e-Cruiser features classic styling, with balloon tires for easy-rolling comfort twinned with a suspension fork and rounded off by

sponsored by



Kagu Bosch Uni

A3-100

For those looking for a real eye-catcher with a first-class engine and usability, the Kagu Bosch Uni is the right choice. The battery is not only beautifully integrated into the frame, but with 500 WH it also offers a performance that easily masters anything asked of it.

For those who prefer longer or multi-day rides, a second battery on the carrier is available as an option. The proven balloon tyre concept guarantees high seating comfort and optimum tyre traction for even greater safety and riding pleasure.

www.simplon.com





Leisger NCM Miami Pro

leather touches. Upswept bars complete its laidback appearance.

The Miami Pro is fully stocked with every conceivable extra including integrated lights, mudguards, rack, and kickstand. At its heart is a 48V Das-Kit central motor, paired with a semi-integrated Li-ion battery. The stem adjusts on the spot without tools.

Polygon B1-502 makes its first foray into pedelecs with the Path-E, powered by the well-tested Shimano Steps mid-drive motor system.

Shimano also provides the brakes and drivetrain, while a lighting set from Herrmans keeps the rider visible.

They'll need it, as the all-black Path-E slinks stealthily through city streets. Polygon says the Path-E has a 70km (43-mile) range in high-assist mode and 150km on eco mode — enough to cross most cities multiple times without needing a charge.



Polygon Path-E

With a steel frame and impeccable retro styling, the Ambassador from **Rayvolt R6-0/111** looks like something that rolled straight out of cycling's golden era.

That is, until you look closer and notice the Ambassador's subtly integrated rear hub motor.

Controlled by an automatic pedal-assist system or a thumb throttle, the 200W to 400W drive system provides EU-legal support of up to 25 kph. A 48V Samsung Lithium-ion battery is housed in a leather frame bag. Rayvolt's careful design ensures that the electrical components don't compromise the bike's aesthetics, which are further accentuated



Rayvolt Ambassador

by a matching leather saddle and handlebar grips.

Classic styling only goes so far, though: Realizing that no one wants retro braking, the Ambassador comes with modern disc brakes to make sure it stops as readily as it rolls.



Mubea concept e-bike

If retro isn't your style, **Mubea A1-404** dives into the opposite end of the spectrum with an ultra-modern concept e-bike. You could imagine Batman parking it in the Batcave, next to the Batmobile.

An established supplier to the automobile industry, Mubea wants to showcase its competencies as an innovative and technically proficient manufacturer.

Mubea is looking to be an OEM partner for other brands instead of launching bikes under its own brand. The German company produces a range of products, from carbon fiber parts to drive technologies to maintenance-free system components. From its base in Germany, Mubea says it offers short lead times and easy communications for customers across Europe.

The bike has a mid-drive motor, an enclosed drivetrain, dual suspension, and geared hubs. We expect it will attract a lot of gawkers.

Yes, bikemakers are still making bikes without the "e." The Presidio is a new, four-model line of pedal-powered urban bikes from **Marin B4-100** that are siblings to the Marin Fairfax.

While the Fairfax is a fitness bike, the Presidio models are intended for commuters. They are designed to combine the speed of a road bike with the durability of an internally geared city bike.

Each is equipped with fenders, a rack, and, in the case of the top-end 4 DLX model, a Supernova E3 Pure 3 dynamo



Marin Presidio

light set.

To keep maintenance needs low, Marin spec'd a Shimano Alfine 11-speed hub and a Gates belt drive controlled via slick internal cable routing.

Schwalbe tires, hydraulic brakes, custom extruded aluminum fenders, and a black-all-over paint job complete a stylish yet fully-equipped package.

Here's a company whose name

perfectly fits its product.

Convert A2-401 makes a bike that converts between mountain, trekking and road bikes in under five minutes.

With one bike that covers all the bases, the Convert can be both a space-saver and a quiver-killer. While the frame stays the same, Convert sells conversion kits for each style consisting of wheels, fork, handlebars and a saddle. For ease of conversion, hydraulic brake lines are equipped with speedlocks, and shifting cables have splitters.

A unique fixed headset eliminates the need to repeatedly adjust this part after a conversion. Built around a hydroformed aluminum frame, the Convert is strong enough for the trails, but weighs less than 10kg when set up as a road bike.

The Carla bike from **Coh&Co A2-506** is made of an entirely new material. Called



Rendering of Coh&Co Carla

Firm, it's a composite of carbon, glass, and basalt fiber built around a cored construction. The Copenhagen company says the material is light and very stiff and provides good vibration damping. Yet it doesn't corrode and is easily repaired.

A belt drive, internal gears and disc brakes help ensure the Carla won't need much fussing over in the shop.

The frame color is ingrained in the fiber, so the frame doesn't require painting. That means the Carla can be polished back to perfection as needed. The mudguards are made of matching material as well.

Instead of a new high-tech material, the German brand **My Boo A2-207** makes bikes out of one of nature's most useful and replenishable resources — bamboo.

Light, strong, and sustainable, this natural material is perfect for making bikes, and My Boo works with a social project in Ghana to create bicycles with bamboo frames.

You don't have to live in Africa to own a My Boo bike. The



Convert trekking bike



A Convert conversion kit

Kuru Gates is the brand's first model to employ a Gates Carbon Belt drive. Fitted with either an 8- or 11-speed Shimano Alfine hub, Shimano disc brakes, mudguards, Tubus rack, Schwalbe tires, and a dynamo lighting system, it's a fully equipped and low-maintenance bike for commuting or light touring.

Each model takes about 80 hours to produce. Proceeds from My Boo bike sales help support 30 fairly paid jobs in Ghana and are also used for scholarships.

Rounding out our overview is a bike that is old-fashioned but timeless. The Briton from **Pashley A2-500** is a five-speed bike with a lighter specification and a slightly more relaxed riding style than the brand's typical models.

Manufactured using hundred-year-old methods, the Briton's upright frame gives cyclists a good perch from which to survey the road. Backswept handlebars make it comfortable to ride.

A classically styled front dynamo headlamp and rear LED light, mounted on the rear fender, illuminate the way at night. A Brooks sprung leather saddle molds to the rider's anatomy over time like a favorite pair of shoes.

Painted in classic Oxford blue or oxblood and sporting cream-colored tires and leather touches, the Briton is simply gorgeous. ■ JD



My Boo Kuru Gates

Overview: Saddles

For cyclists, finding a perfectly-matched saddle can lead to a lifelong relationship

No matter how good the bike, if its saddle doesn't gel with your bottom you won't enjoy your time riding it.

From high-tech pressure mapping to the use of natural materials like leather and rubber, the search for the perfect perch is a blend of art and science.

The proliferation of new bike types complicates the saddle maker's work. Our backsides may not change, but the bikes beneath them sure have.

Electric bikes have changed the calculus for many saddle brands, because the propulsive nature of a motor affects the relationship between the rider and the bike. Many saddle brands now offer models with extra support specifically for e-bikes.

Brands also have to cater to new categories, like gravel racing. And cyclists always want more, tailored width options from their saddles.

freedom of movement.

Made with Ergon's famous attention to ergonomics (that's where the company takes its name, after all), the SM E-Mountain Sport relieves pressure in a man's perineal area to ease discomfort. OrthoCell inlays in the padding distribute pressure and are more durable and lighter than gel.



SQlab 60X

SQlab **A4-201** is also catering to this growing segment. Its 60X e-bike saddle pinches design features from the brand's Ergowave and Ergolux ranges and adapts them for use with e-mountain bikes.

Like other e-bike saddles, the 60X has a raised back section, reinforced with a grippy material, that prevents the rider from sliding backward when accelerating rapidly. It also helps maintain efficient power transmission — still important even when some of the power comes from a motor instead of all from the rider.

The 60X is unisex by design. The flat and dropped nose relieves pressure for men and women in their sensitive areas. Available in three densities and four widths, riders should have no problem finding the right fit.



Oxford Contour Pro

Each saddle in three ranges from Oxford **B3-406** are available in men's, women's and unisex versions.

The Contour Flow model is top of the pile. Oxford intended it for a variety of terrains and for on- and off-road riding. Support comes from an ergonomic design and gel padding.

The unisex model includes dedicated shock absorbers at the rear. A sizable slit down the middle eases pressure on soft areas, while plentiful padding on the nose keeps riders comfy when riding in the drops.



Tioga Undercover Her



Selle Royal eZone saddle

The new Undercover Her saddles from Tioga **A5-406** help female cyclists find their happy place.

A web-like base structure that Tioga calls the Spiderweb provides suspension without bulk. The "webbing" continuously flexes and rebounds, absorbing shocks from the terrain as well as the rider.

Variable density padding is layered over the base, adding more cushion under soft tissue and less under the sit bones.



WTB Silverado

The saddles are available with carbon, titanium, or Chromoly rails to suit a range of budgets. They are available in a width of 155mm, which Tioga says is best suited for women.

Riders have taken to the saddle line from WTB **A3-305** which is now expanding its range of models and sizes.

WTB asks riders to get themselves measured to determine the best fit, and then choose their preferred level of padding.

The Silverado, one of WTB's firmer saddles, is one of the latest models to offer multiple widths. It's become popular with many gravel riders because its long, padded nose and gradual taper provide a shelf-like profile that supports aggressive riding in adventure road, cross-country, and trail settings. With carbon, titanium, Chromoly, and plain steel rails, WTB offers a model for several budgets — and bottoms.

Popular with triathletes, the new PN 3.0 from ISM **A5-509** is nevertheless designed for the road market. It combines elements of ISM's



ISM PN 3.1

compact PS and longer PL models. As always with ISM, the company's aim is to completely eliminate soft tissue pressure and attendant numbness.

Because the saddle allows unrestricted blood flow through sensitive arteries, riders should have no problems on or off the bike.

At 248g, this fast-racing saddle also offers extra thigh and hamstring clearance.

For a less scientific and more playful approach to twinning saddles with riders, Velo **A4-103** uses the Chinese zodiac.

And since this is the Year of the Dog, the Taiwan saddle manufacturer is releasing a special canine edition of its



Velo Prevail Glide+ special edition



Selle Royal eZone saddle

One brand quick to realize the different demands that e-bikes place upon components was Selle Royal **B5-502**.

Its eZone saddle provides several benefits to pedelec riders, including an eFit profile with an elevated rear section to prevent backward sliding, and a shorter nose that aids getting on and off these heavier bicycles.

Other design elements are intended to enhance control when accelerating. A robust fiberglass handle in the rear makes it easier for an e-bike owner to lift the bike — motor, batteries and all. A typical e-bike is not one that can be casually slung over the shoulder.

More conventionally, but of no less importance, strategic positioning of 3D Skingel reduces pressure across the saddle



Ergon SM E-Mountain Sport

itself.

Even with e-bikes, one saddle style does not fit all categories. So Ergon **B4-102** has developed a saddle specifically for the burgeoning e-mountain bike market.

The SM E-Mountain Sport saddle for men features relatively plush comfort padding. That's because riders often spend a prolonged amount of time in the saddle while climbing or taking on particularly steep ascents.

The tail ramps upward to the back, while across the saddle a flat circumference allows for greater



Bevato road saddle

stiff competition in the featherweight class is the One from **Astute, A5-214**. Two months' labor goes into the making of every saddle, which seems like a lot of time to produce as little saddle as possible.

The One weighs just 98g. The shell and both rails are handcrafted in Italy entirely of carbon fiber.

A narrow 132mm wide and devoid of padding, the One instead relies on the brand's extensive ergonomic research for support and comfort. The One appeared last year on Bianchi's Scuderia Ferrari 01 bike, where it demonstrated its designers' attention to aerodynamics.

Tune A2-301 is similarly known for its ultralight components, and its new Skyline racing saddle will keep gram counters

top-flight Prevail Glide+ saddle.

The nose is decorated with fur-like stitching in the shape of a golden retriever, while rear bumpers are made of gold metal chain.

It's not all for play; carbon and titanium rails are paired with a Y-shaped cutout for a perch that is light and supportive. The result is a saddle that is as hardworking and steadfast as those who were born in the Year of the Dog. Velo packages the saddle in its own messenger-style bag.

Velo has also gotten onboard with the gravel trend with a more traditional saddle. The company's patented Atoms shaping technology improves aerodynamics. More crucially for off-road riders, the Arctech rail mounting system provides suspension along with clean aesthetics. Any bumps not absorbed by the rails will likely be



Tune Skyline

happy too. The Skyline is formed in one piece under enormous heat and pressure and weighs a crazy 69g.

Its makers claim that this construction method makes the Skyline four times more impact resistant, with joints at the rails that are 10 times stronger than with conventional gluing.

Even though the saddle is only 1mm thick in places, it meets the safety requirements of relevant ISO standards and can survive 200,000 test cycles without material fatigue.

Its 3D-printed nose is customizable, and Tune says the Skyline is completely recyclable through electro-fragmentation.

Finally, **Brooks A5-301** is expanding its old-looking but brand-new Cambium range with the new C17 Organic Light.

Brooks retains the line's characteristic vulcanized natural rubber body and organic cotton top, but parts at the back and tip are now made of Liquidwood instead of metal.

Liquidwood is a completely biodegradable biopolymer made of surplus materials, and helps Brook minimize both the weight and the environmental impact of its saddles.

Sporting a fairly racy shape, the C17 Organic Light should appeal to speedsters who have previously been put off by the line's weight. ■ **JD**



Astute One

attenuated via thicker-than-average padding.

A generous front section gives riders the freedom to move around and change positions as needed on varied terrain.

It's available in three widths and three rail options for all shapes and budgets.

For many cyclists, saddles become less desirable the more padding they have. Riders with the physiques to support themselves on the most minimalist of saddles prefer slim-line options — and they won't find many lighter or more minimal than a new model from **Bevato A5-409**.

It's a full carbon road racing saddle with rails in a choice of diameters. Along with a design that has been aerodynamically optimized, the saddle weighs in at a feathery 99g (3.5 ounces).

A pressure relief channel divides the saddle down the middle, and its semi-independent wings allow a degree of movement and comfort. It comes with a woven or a minimalist unidirectional finish.

Bevato is also targeting OEM customers with custom logo and paint options.



Brooks C17 Organic Light

Giving the Bevato



High Performance E-Bike Solutions

Z4E PRO
900LM

45 KM/h 25 KM/h

HI/LO

Z4E ELITE
600LM

45 KM/h 25 KM/h

LO

ECER113/ECER10

R3E
FOR Speed-Pedelecs

45 KM/h

ECE R50

R2E
FOR Pedelecs

25 KM/h

ECE R50

X4E EP/ES
400LM/300LM

25 KM/h

6V ~ 90V

K-1145

Horn Kit

45 KM/h

ECE R28

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Overview: Road bikes

High-end road bikes are scarce this year, but several stand out

Where did all the road bikes go?

If you are wondering where Eurobike exhibitors are hiding all of their new performance road bikes, the answer is that there are significantly fewer on display this year.

The early show dates overlap with the Tour de France, which kicked off Saturday and runs through July 29. So many of the premium road bike brands are otherwise engaged this month.

Manufacturers have also been busy designing e-bikes for just about every other bike category to meet continued market demand.

Still, there are many road bikes at the show that are worth seeing. And like it or not, some of the new models you'll see here have also been electrified.

Offshoots of the road bike category, like bikes for gravel and road adventure, continue to grow. But for performance-oriented road bikes, this year's trends continue to be improved aerodynamics and the incorporation of disc brakes.

Wind tunnel tests have become de rigueur as brands look to save every precious watt. After streamlining frames, forks, headtube sections and handlebars and hiding the cables in the frame's interior, the next step is integrating cables and brake lines into the stem and handlebars.

This not only shaves a little more wind resistance, but adds to the bikes' uncluttered, tidy look.

For examples of this ongoing



Simplon Pride

integration, see the flagship Pride bike from Austrian manufacturer **Simplon**, **A3-100** and the Reacto from **Merida**, **A3-200** Taiwan's No. 2 bicycle manufacturer.

For the Reacto, Merida teamed up with Taiwan component maker FSA and its Vision brand to produce the Metron 6D, a carbon handlebar and stem unit with a sleek aero design and integrated cable routing. This two companies optimized the Metron 6D to fit the Reacto.

Disc brakes continue to make significant inroads in the performance-oriented road bike category. Even the UCI has finally come to terms with them: Last month, the UCI announced it has authorized the use of disc brakes in road and BMX races as of July 1, after three years of tests and consultation with various stakeholders, from teams, riders and mechanics to the bicycle industry.

Consumers haven't been as hesitant to adopt the technology. In Switzerland, a mountainous and rich country, some 30 percent of road bikes sold in 2017 were equipped with disc brakes. For some brands, the percentage was much higher.

Koga **B2-500** says that 90 percent of the road bikes it sold last year had discs on them. For **3T Cycling** **B4-309** it was 100 percent — OK, that is not such a surprise, since the brand offers only two road bike models, and both come with disc brakes.

For 2019, 3T is adding a third disc-equipped model to its line-up with the Strada Due. The Due is based on the 3T Strada that is now being ridden by the Irish pro continental team Aqua Blue. The Strada Due combines its sibling's aero frame, disc brake flat mounts and thru-axles, along with its ability to accommodate tires up to 28mm wide. The frame also includes a front derailleur mount.

By using more affordable carbon fiber, 3T is offering the Due at a slightly lower price



Merida Reacto with Vision Metron 6D handlebar and stem unit

point than the original Strada, which it hopes will make it appealing to a wider group of customers.

With the new 795 Blade RS, the French road bike manufacturer **Look** **B3-300a** is also following the trend of carefully hiding cables and brake lines.

From the main frame's tube shapes to the fork blades, the seatpost and the cross section of the handlebar, this model has been optimized to cut the wind.

Speed means nothing without control, so Look's engineers designed the new aero frame around disc brakes from the start.

But that's not the end of the story. The oversized downtube on the E 765 houses — surprise! — a battery for an electric motor, which is concealed in the bottom bracket. Look has chosen the popular Evation drive system from **Fazua** **A1-205**, which is making inroads in the road bike market because of its compact size and low weight. (Fazua is also exhibiting in the outdoor testing area and will have a selection of Evation-

equipped road bikes on hand to ride.)

While some purists continue to steer clear of electric road bikes, many Eurobike exhibitors have seen the writing on the wall.

As one example, consider the i-Speed Race F1 Di2 S from French bike maker



BESV JR1

Matra, which is exhibiting at **Easybike**, **A1-206**. The downtube of its carbon frame has been shaped to match Bosch's Powerpack battery, while a Bosch Performance Speed Line mid-drive motor supports riders up to a speed of 45 kph.

Other components are top-notch as well. Matra combines Shimano's electronic Di2 shifting with powerful Ultegra disc brakes and Mavic's Ksyrium Disc wheels. Thanks to this top-level selection of parts, this dropbar speed pedelec hits the scales at less than 17kg — and that's including a large 500Wh Powerpack battery.

Just as traditional road bike brands are exploring electrified models, established



3T Strada Due frame

TRB1 URBAN

Explore with no boundaries

The BESV TRB1 URBAN proudly features industry-leading battery power, advanced dual-tube frame, premium quality Brose Drive S motor and BESV Sport App.

Along with the Schwaibe Moto-X touring tires and integrated rear rack and fender system, the TRB1 URBAN allows you to explore cities and outdoor fields with no boundaries.



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Look 795 Blade RS

Well-known in the motorbike and tuning world, Polini has designed its E-P3 mid-drive motor system with road bikes in mind. The E-P3 is compatible with dual chainrings and functions best when ridden at a higher cadence.

At its booth, Polini plans to display an e-road bike from the Italian manufacturer Ciöcc, an e-gravel bike from Bianchi and two E-PE3-equipped e-mountain bikes.

e-bike brands are exploring the road bike market.

One example is **BESV A1-200**, an e-bike specialist from Taiwan that is debuting its JR1 e-road bike at Eurobike. The bike's drive system incorporates a brushless



Diavelo Maserati MC Trofeo

rear hub motor powered by a semi-integrated battery in the downtube — and you have to look twice to identify it as an e-bike.

Because the battery is a small 252Wh, the JR1 hits the scales at just

If all this talk of motors and batteries is too much for you, sooth your mind at the booth of Danish manufacturer Coh&Co. A2-506 The Copenhagen company is debuting a line of road bikes it calls WooCa.

WooCa is an abbreviation for the unusual material Coh&Co uses for the frame. It's a combination of wood — ash and walnut in particular — and carbon.

This same blend of materials is used to build boats. Coh&Co says it has unique characteristics for ride quality and shock



Bafang e-road bike with M800 mid-drive system

absorption.

The flagship model, Gustav Randonnée, is equipped with lightweight wheels and SRAM's top-of-the-line RED groupset. And it can be built to UCI's race-legal weight limit of 6.8kg.

The Kitty is a more affordable women's version with a mixté frame.

For anyone wary of the durability of this wood and carbon construction,



Matra i-Speed

under 16kg. The display, which straddles the stem, is small as well so the handlebars remain uncluttered.

The ergonomic interface is unique. BESV mounts what it calls Power Switch Rings in the drop section of the handlebar. The JR1 is currently sold only in Asia, and BESV says it has been particularly successful in Japan.

Danish brand **Diavelo A1-500** part of the Accell Group, continues its strategy of cooperating with high-end car makers. At Eurobike, Diavelo is launching a line of Maserati-branded e-bikes.

The MC Trofeo is an e-road bike with a hydroformed aluminum frame, a carbon fork, a conventional drivetrain with a double chainring, aero-optimized carbon wheels and powerful disc brakes.

Making it go is the new M800 mid-drive motor system from **Bafang A1-302**. With this downsized mid-motor system, Bafang is taking aim at the road, gravel and cyclocross markets in particular. The M800 combines a power output of 200 watts with a spectacularly low weight of 2.3kg for the motor and 4.4kg for the entire system. Helping to keep the weight down is the battery's small 200Wh capacity.

Following up last year's premiere with their compatriots Bianchi, **Polini A1-217** returns to Eurobike with its own stand.



Polini E-P3 mid-drive motor system

Coh&Co backs the frames with a lifetime warranty. ■ LVR



Coh&Co Gustav Randonnée



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Overview: Drivetrains

From DIY to OEM, drivetrain options keep everybody moving

In the competitive world of drivetrain components, one of the grand pursuits is to become an original equipment component installed on stock bikes. The other one is becoming a product so popular that consumers ask for it by name.

Achieve the former, and brands like Gates, Miranda, KMC and Taya gain recognition for supplying manufacturers with cranks, chainrings, and chains. Achieve the latter and customers ask for drivetrain parts by their brand names, like 3T, CeramicSpeed, White Industries, and KA Engineering. Achieve both OEM status and consumer demand, and your company is probably named Shimano, SRAM, Campagnolo or FSA.

Despite this vast span of customer interests, which range from a thousand units of a custom-designed CNC'd aluminum crank to an enthusiast who just wants to make her bike faster, everyone wants a bike with the right parts installed in the right places. Here are a few products that can help:



Gates S550 direct mount crankset

Gates Carbon Drive A2-201 changed bicycle drivetrains forever when it introduced its belt drive system more than 10 years ago. The system delivered a grease-, rust-, and hassle-free solution to traditional chains and chainrings.

Since then it has evolved with the evolution of bike types and now offers belt drive versions for touring, off-road, electric and fitness bikes. This year, Gates introduces the S550 Direct Mount crankset for higher end urban, utility, cyclocross, and single-speed mountain bikes. The crankset offers modular beltline adjustability, which simply means that the pre-assembled crankset includes 3x1mm spacers that allow the beltline to be adjusted between one to three millimeters, depending upon hub. Also included with the crankset are a 24mm spindle, and 68/73 bottom bracket with shim, wave washer, lock nut, and spacers. Cranksets will be delivered to OEM partners as pre-assembled units for easy factory installation.

Proper tension and alignment are crucial to a well-functioning belt drive, and Gates has created two new tools to ensure both. The Gates Professional Belt Tension Tester is for home mechanics, bike shops, and bike manufacturers, and the Gates Professional Frame Alignment Tool for assembly factories and manufacturers to ensure proper frame alignment before installing the belt drive.

To use the belt tension tester, the user places it atop the belt and presses down to receive a tension reading on an easy-



White Industries VBC

to-read, color-coded scale. The Frame Alignment Tool measures the relative alignment between the axis of the bottom bracket shell and the axis of the rear axles in both vertical and horizontal planes.

While direct mount chainrings have gained notoriety in recent years, **White Industries B1-306** predates the current trend by 15 years. White's direct mount spline is ingenious enough to fit its MR30 cranksets: R30 (road), G30 (gravel), and M30 (mountain) cranks, and can be used on both its 2x and 1x systems.

The cranks themselves come in a high polish or anodized black, and can be further dressed up with colored extractor caps in silver, black, red, blue, pink, purple, and actual bronze. White has also expanded its range of durable CNC'd components to offer both shorter and longer cranks, along with components compatible with the variety of so-called bottom bracket standards.

White Industries placed equal importance on the design ingenuity of its 2x chainring system, called the VBC, for "Variable Bolt Circle." The VBC does away with the concept of standard chainring sizes.

Riders can swap out either the inner or outer chainrings — or both — to get the gear ratio they desire. The inner ring attaches to the outer ring with five bolts.

"When evaluating gear ratios, we understood that not everywhere is flat where a 52/34 is perfect," marketing manager Jake Toepfer said. "If you're up in the mountains, a 46/30 might be nice or even a 44/26. With the outer gears ranging from 38-52, to the inner gears ranging from 24-38, the VBC system can be configured to the gearing you want."

White Industries says the VBC system is compatible with 9-, 10- and 11-speed systems.

3T's B4-309 version of a direct mount crankset, the Torno, integrates the crankarms with a trapezoid-shaped spider. The Torno is unusual not only for a distinctive design but for 3T's decision to keep the chainring separate from the



3T Torno

drive-side crank arm.

3T says the Torno, designed by co-owner and art director Gerard Vroomen, is the first 1x aero-optimized crank. It combines the 3T's aerodynamic knowledge with the carbon fiber engineering and manufacturing expertise of its sister company, THM.

The crank arms are 20 percent thinner at the pedal end than the prevailing average width, reducing drag and lowering the Q-factor so the cyclist can maintain a more aero foot position. A deep, elliptical profile further reduces drag, and by combining the right crank, spider and carbon axle into one piece, the 330g Torno adds stiffness and shaves weight.



FSA K-Force Light Modular BB392

Full Speed Ahead B3-200 has expanded its line of modular K-Force cranksets with dedicated gravel gearing that it introduced at last year's Eurobike. Its new K-Force Modular BB392Evo direct mount mountain bike crankset comes in both 1x and 2x versions.

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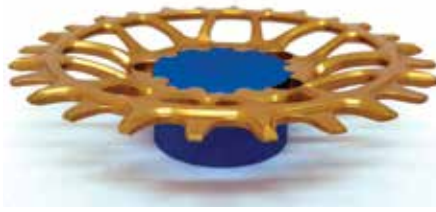
FSA Powerbox Alloy

B3-200

The FSA PowerBox is the first choice for riders wanting easy-to-use, precise and reliable power measurement with robust construction. FSA PowerBox power meter cranksets use proven power2max® technology for precise power measurements, combined with proven FSA cold forged AL6061/T6 aluminum crank arms and the innovative BB386EVO 30mm spindle system. The PowerBox crankset power meter measures total power plus left and right leg power balance (with optional upgrade) and sends the information to your cycle-computer via Ant+ protocol or via Bluetooth. 921 grams. A carbon version is also available (Powerbox Carbon Road, 733 grams).



SUPERCOMPACT
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KA Engineering Sharktooth Fat

Hollow carbon fiber crank arms attach to a forged BB392evo spindle; chainrings are CNC'd from 7075 aluminum, and ramped and pinned to achieve crisp shifting. Chainring combinations for the 2x version are bolted together with Torx T-30 alloy bolts and directly mounted onto the crank arm.

Chainring sizes for the 1x system come in 38, 36, 34, 32, 30, and 28t; 2x combinations are 38/28, 38/24, 36/26, 36/22, and 34/24. Weight for the 1x version with a 30t chainring is 535g, while the 2x crankset with 36/26 chainrings weighs 630g. Both versions are available in 170 and 175mm crank lengths.

FSA also marries a power2max power meter to its PowerBox cranksets. Carbon fiber composite crankarms attach to a forged 30mm BB386evo spindle and CNC'd aluminum chainrings. A convertible spider design allows different BCD 110 chainring and chainline configurations, and is made for 11-speed systems.

Sensors on the spider measure total power output and cadence via ANT+ protocol. Upgrades available for purchase include Bluetooth connectivity, left/right balance, pedal smoothness and a torque display that shows power independent of cadence.

Love them or hate them, proprietary chainrings — which can spark endless debates between believers and non-believers — are another trend with traction in the marketplace.

KA Engineering **B1-110** is entering the game this year with a few new chainrings: the Sharktooth Fat, a 28t reverse offset chainring custom designed for fat bikes; oval rings with 12 percent ovality and 108-degree timing; and a 104BCD Sharktooth chainring for Shimano e-bike drive systems.

"The Sharktooth Fat was designed to achieve the perfect chainline with boosted rear hubs," co-founder Artem Kaniuka said. "That's why they have a reverse offset — so you can fit it to your direct mount cranks."

The oval chainrings are intended for cross-country and enduro riders. The ovality is subtle enough for fluid pedaling, but oval enough to boost performance. Both versions are CNC'd from 7075 aluminum and available in 24, 26, or



Race Face oval chainring

28t. KA Engineering will offer models compatible with SRAM GXP, Cannondale Hollowgram, RaceFace Cinch, and Specialized S-Works.

In addition to its flexible design and manufacturing capacity, the Ukrainian company does its own anodizing and can offer 12 anodized color finishes. Gold is particularly popular because it matches a certain brand's drivetrain system ...

Race Face **B4-303** has also gone oval with its new direct mount oval chainring for cross-country, trail, and enduro. The CNC'd 7075 aluminum ring is 10-, 11-, or 12- speed. Flip it and it becomes Super Boost compatible.

A variable width tooth profile prevents dropped chains, and a uniform spline means that the ovality could be timed according to rider preference; however, Race Face cautions that it may not be as effective at a different angle. Compatible with all Race Face Cinch cranks, the new oval ring comes in sizes 28, 30, 32, and 34. The 32t ring weighs just 72g.

It can be difficult, and expensive, to guarantee flawless drivetrain performance with à la carte parts, so customers seeking peace of mind often turn to complete systems.



Shimano XTR M9100 components

And there is no bigger name in complete drivetrain systems than Shimano **B5-400**. It is no coincidence that the Japanese component giant dropped its new XTR M9100 series just before the third round of the UCI World Cup cross-country event, where professional mountain bikers started chasing the points that could lead to an Olympic spot in 2020.

Shimano says the XTR is not just an update of its famous M9000. "It's a redesign from the ground up to find the best components for MTB racing for XC, marathon and enduro racing," the company says.

Available in both 1x and 2x configurations, new features include a 12-speed cassette with either a 10-45t or 10-51t range, 2- or 4-piston brakes, and a new hub featuring Shimano's new micro spline technology to fit the cassette.

With the M9100, Shimano introduces its "Scylence" technology that replaces the hub pawls with a ratchet system. Shimano says it reduces drag while coasting and is virtually silent.

Brake and lever mounts also get a new look to allow riders to position their controls for comfort.

Mountain bikers swooned over the original Eagle 1x drivetrain from SRAM **A3-300**. Now the Chicago component brand is giving them more to love with the more affordable NX Eagle.

The NX Eagle's standout features include forged 6000 series aluminum crank arms, a new spindle design for a

Continued on page 34...

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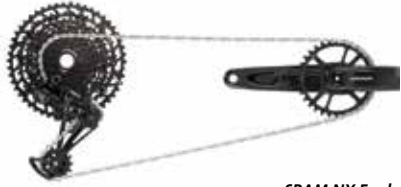


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... continued from page 33



SRAM NX Eagle

better bottom bracket fit, a new rear derailleur that incorporates SRAM's X-Horizon design and its Roller Bearing Clutch technology, and, of course, Eagle's trend-setting 11/50 cassette.

The NX Eagle shares technologies with SRAM's XX1, X01 and GX drivetrains and is 100 percent compatible with all components in the Eagle family.

What really sets the NX Eagle apart from its SRAM siblings is its modest retail price of 410 euros for rear derailleur, shifter, crankset with 32t chainring, chain, cassette and chaingap gauge.

Perhaps one of the most underrated drivetrain components is the chain. **Taya A5-411** offers the Onze Galaxy 11-speed chain for either road or mountain bikes.



Taya Onze Galaxy 11-speed e-MTB chain

Patented, proprietary technologies fortify the chains against scratches and wear. By using eco-friendly, dry-procedure treatments, Taya says it does not generate waste water that contains heavy metals, complying with EU green standards.

Taya is also showing its Tolv 12-speed MTB chain. Its pins are hardened using Taya's proprietary Diamond Hard Tech treatment. Taya says the Tolv is 30 percent harder than a typical high-end



Miranda carbon fiber e-MTB crank

chain.

Everything changes when it comes to electric bikes. Because of the sophisticated electronics and the significantly higher loads on electric drivetrain components, makers of e-bike drive systems discourage even skilled mechanics from mucking around with the motor.

So most modifications take place at the factory instead of the bike shop. Bike brands turn to OE suppliers like **Miranda A3-310** for components that are a step up from stock e-bike systems but are completely compatible.

Miranda, based in northern

Portugal, literally forged its reputation in the industry by manufacturing CNC and cold-forged aluminum cranks for a number of bicycle brands, including e-bikes.

At Eurobike, Miranda is showing a new line of carbon fiber e-MTB cranks for OE partners, which will be available for 2019 model year bikes.

Miranda uses a proprietary, crash-resistant composite in the carbon fiber structure that goes into the cranks. At 288g for 170mm crank arms, Miranda claims the lightest e-MTB cranks on the market. It also offers 165mm crank arms but will manufacture other lengths for special orders. ■ **WB**

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FSA K-Force Modular BB392EVO

B3-200

The brand-new K-Force Modular BB392Evo crankset pushes material technology to the limit to create a super strong, ultra-light carbon crank. The chainrings are CNC machined from aircraft-grade 7075 aluminium, and ramped and pinned for crisp shifting performance. Torx-headed chainring bolts made from aluminium are a weight-conscious finishing touch. The result of the entire design is a very stiff and light crank. Available in 1x Direct Mount and 2x with inner Torx and outer Direct Mount (pictured) versions. Weight: 535 grams (30T), 630 grams (36/26T).



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Eurobike 2018

Rider-centric Evolution

Since 1993, Riese & Müller puts riders and their needs at the heart of every development. In order to improve the driving experience beyond the product, we are presenting future-orientated networking and digital services in the model year 2019. This makes our e-bikes more useful and enjoyable in everyday life. The Rider Experience (RX) is always in the foreground – riders can concentrate fully on the unique driving dynamics.

Experience it at Eurobike 2018.

RIESE & MÜLLER

Overview: Bags and panniers

When you gotta carry that weight a long time, these bike bags can help

Sometimes, as the Beatles sang, “you gotta carry that weight / carry that weight a long time.”

At least if you're on a bike, you can find a good bag to help. Here at Eurobike, bagmakers are offering products that are smart, stylish and safe — and won't add much to that weight.

It's all in the name: The Twin City urban bike bag from **Ortlieb A4-301** has a dual function: Take it off the bike and it transforms into a shoulder bag.

The Twin City handles both jobs with aplomb. The slick-looking bag clicks easily onto the bike but looks good at the office. It is compatible with the German supplier's Vario attachment system.

“It was designed in such a way that you can take it to the office or a meeting and not be identified as a cycling geek, because the attachment system is hidden,” said Michael Stock, Ortlieb product manager.

Lotus A5-311 takes multi-functionality a step further with its Utility Bag. The bag does triple duty as a short pannier

for a city bike, as a big toptube bag that fits most frames, or as an off-the-bike shoulder bag.

Designed by Shine Ho Knapsack & Bag of Taiwan, the Utility Bag has plenty of room in the main pocket. Other features include an outer zippered



Ortlieb Twin City

pocket, a bungee cord on top for securing loose items, and reflective safety strips.

For those early morning rides to the office, **Basil A4-205** keeps cyclists safer. Literally. The Basil B-Safe backpack deters thieves by keeping belongings out of sight in hidden pockets behind a hidden zipper.

Safety has another meaning for cyclists, and Basil has that covered as well. The B-Safe includes an integrated LED light from Nordlicht Technology — a classic dynamo brand by Basil — which complements the lights on the bike.



Lotus Utility Bag



Basil B-Safe backpack



Rixel & Kaul Contour SA Magnum

Basil says that the B-Safe can be used as a pannier bag or backpack. It attaches to the bike with Basil's proprietary hook-on system. Bike and e-bike commuters will appreciate its integrated USB charging port, rain cover, storage

space for a laptop, tablet and associated chargers, reflective helmet loops and chest strap.

If you're heading out in drizzling rain to have a cup of coffee in town, the latest trunk bag from New Looxs could come in handy. Most bicycle helmets fit easily in the Varo trunk bag, and the supplier guarantees contents will stay dry.

Burgers Lederwarenfabrik, B4-210 the Dutch company behind New Looxs, said the Varo is its first fully waterproof trunk bag. “Most other bags are stitched, but all the seams on the Varo are welded, and the zippers are waterproof as well,” marketing manager Laura Burgers said.

If the sky has cleared by the time you reach the coffee shop, you can use a detachable net instead to secure your helmet to the New Looxs. “This is particularly relevant at a time when e-bikes are spreading very rapidly. You

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E-Mate

Waterproof bike pannier (single bag) for E-Bikes

A4-301

E-Mate has been designed by ORTLIEB especially for E-Bikes: a waterproof rear pannier with the proven QL2.1 mounting system. With 16 liters volume it takes anything for a comfortable day trip or a city tour by E-bike, offering room for a spare battery and the E-Bike display. The bright colored interior allows easy packing; the main feature: a padded and removable sleeve holds a battery (compatible with Bosch, Shimano, Yamaha, Bionix). The E-Bike display can be nicely stowed inside a zippered lid pocket. An outer mesh pocket helps keep things organized and allows quick access.

The new magnetic closure allows quick access to the bag. Thanks to interior stiffeners the bag is stable and will stand alone, helpful when packing. The padded shoulder strap ensures comfortable transport of the pannier. Grey reflectors

ensure safety from dusk to dawn. E-Mate is sustainably produced in Germany and made of PVC-free nylon fabric.

SPECIFICATIONS

Material: nylon fabric PS33, PU-laminated, PVC-free
Volume: 16 L / 976 cu.in.
Weight: 1142 g / 40.3 oz.
Colours: black, petrol

www.ortlieb.com



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TWIN-CITY URBAN

Waterproof bike pannier/shoulder bag

A4-301

This trendy urban bike pannier named Twin-City Urban is quickly converted into a shoulder bag. The sophisticated lid is adjustable in height and can be quickly flapped over to cover the Quick-Lock rail - the „bike component“ of the bag. The handy shoulder bag can be comfortably carried with the shoulder strap and is not revealed as bike pannier at first sight. A zippered outer pocket stows away little items like keys. A second outer sleeve stores the shoulder strap while Twin-City Urban is used on the bike. The bag offers room for a tablet and features an internal organizer with pockets. Twin-City is sustainably produced in Germany and is made of PVC-free Cordura blend. The ORTLIEB QL2.1 system allows fast and easy single-handed mounting and removal of the panniers to almost any carrier. The system is adjustable without requiring any tool.

SPECIFICATIONS

Material: nylon fabric PS33, PU-laminated, PVC-free
Volume: 16 L / 976 cu.in.
Weight: 1142 g / 40.3 oz.
Colours: black, petrol

www.ortlieb.com





New Loox Varo

head out with your helmet but then you need a place to store it easily," Burgers said.

The New Loox comes with a pre-mounted Snapit adapter, which Burgers has developed for Racktime carriers. The company has acquired the rights to make Snapit-compatible bicycle bags. Although the Snapit system is widely used in Germany and the Netherlands, the Varo won't fit other carriers.

After upgrading its factory, **Restrap B3-207** is launching a waterproof saddle pack at this year's Eurobike. "It's the first time as a company that we have managed to make a fully waterproof product, after we spent a lot of money to buy a heat tape-sealing machine," said



Restrap saddle pack

Edward Kingston, sales and distribution director at Restrap.



Lezyne Frame Caddy

The four-liter saddle pack closes with patented magnetic buckles. The British company is also bringing into production some prototypes that it showed last year: the Rando rack-top bag, a 12-liter front pannier bag, and a 22-liter rear pannier bag.

The Rando is made with military-grade, waterproof fabrics and patented magnetic fastenings. "With easy access pockets, quick release rack attachment and a handy shoulder strap, it's never been easier to carry your kit in an organized space," the company says.

Restrap invested in the equipment

so it could manufacture waterproof products in-house instead of outsourcing the work. In October, the company plans to relocate its Leeds factory to a larger plant, expanding its working space to 6,500 square feet (604 square meters) from about 2,800 square feet.

Restrap is also making a range of basket bags in partnership with Wald Sports. It's showing three sizes at Eurobike with special "Restrap x Wald" branding. Restrap says it has global distribution rights for the bags, excluding North America.

"We have designed and made prototypes using the same techniques and quality as all the other innovative Restrap products" Kingston said. "It's a natural progression for the Restrap brand as we continue to design and produce a new generation of bags."

Side bags don't get much sturdier than the Bern from **Pletscher, A5-405** which is handmade from tarpaulin. The Swiss supplier showed samples of the Bern line last year, and is now ready to go into production.

A family-owned firm that is primarily known as a foundry, Pletscher manufactures its side bags at a small Swiss factory near the Alps. They are splash-waterproof and, when the top is folded, completely waterproof.

The Frame Caddy from **Lezyne A3-308** complements the brand's gear for touring and bikepacking, forming a functional and harmonized range for more on-the-bike carrying options. The Frame Caddy holds 2.5 liters and has adjustable mounting straps and a protected zipper enclosure. Lezyne has upgraded other items in its bag line this year, using more durable materials that better resist water.

For tools and other small items, check out the Bike Ribbon saddle bags from **Spirale B2-407**. The Italian company's new range of silicone saddle bags includes compact carriers for road bikes and slightly larger versions for mountain bikers.

Spirale says the bags are water resistant with protected zippers to keep contents dry. The bags include straps for saddle rails and seatpost, and a dash of reflective material for visibility.

If a tiny saddle bag doesn't cut it, check out the Contour Magnum SA from **Rixen & Kaul A4-211**. The SA is the latest version of Rixen & Kaul's popular Contour Magnum. A new saddle adapter moves the quick release attachment point from the seatpost to the saddle.

"This makes the bag usable on a far wider variety of bikes, especially when space is tight, for example on 29er mountain bikes and full-suspension mountain bikes that require more space between the bag and the rear wheel," said Daniel Rixen, managing director at Rixen & Kaul. "You could even use it on bikes with hydraulic seatposts, which usually prevent you from attaching anything to the seatpost and restrict you to using much smaller saddle bags."

Rixen said the Contour saddle adapter has an integrated angle adjustment so the mount and bag fit most saddle types and bike geometries. The bag boasts a volume of six liters. Other features include two

side pockets, a net pocket on top, and a raincover. A reflector doubles as a mudguard and may be used to attach a light.

The bike bag specialists at **Vaude A7-300** put the Aqua Light front and rear bags on a crash diet this year. The panniers are made for long rides, so Vaude wanted to make them as light as possible.

"The goal was to make a super-light bag that's still robust enough," said Rafael Erath, product manager for bike bags at Vaude. "We managed to cut the weight of the rear pannier in half by using lightweight materials and a smart attachment system."

Vaude uses two-dimensional welding



Bike Ribbon saddle bag

on the Aqua Light, which means two sheets of fabric are welded together back-to-back. A folding technique like that used on a milk carton creates volume. A compression cord keeps contents compact.

Vaude attributes the reduced weight to its welding technology and the use of slightly thinner material. One side of the material is coated with TPU, and the other side with Eco Finish to make it waterproof.

Further weight savings came from a redesigned attachment.

"Some of our panniers come with a rigid plate covering the entire back panel, but the Aqua Light has two smaller plates," Erath said. "That reduces the weight and it means you can even fold the bag, but at the same time we have kept the QMR hook and the rail hook."

The 10-liter front bag weighs 450g, and the 18-liter rear bag weighs 520g. The bags are made at the company's in-house Vaude Manufaktur factory at its headquarters in Obereisenbach, Germany. ■ **BS**



Vaude Aqua Light rear bag

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Trans Alpine Pro

A7-200

The updated Deuter Trans Alpine Pro is pulling out all the stops next season. With a new, revolutionary back panel, this bike backpack is even more comfortable and compact for superior ride safety.

The Trans Alpine Pro has optimised ventilation and a perfect fit thanks to the innovative new Airstripes Pro back system. The new Airstripes system features innovative foam padding and air channels. Covered in breathable mesh fabric, the system keeps the air flowing and ensures the pack has a solid fit on the back, no matter how challenging the ride. The Active Fit shoulder straps are non-slip and mould to the individual rider. Perforated hip fins with high set anchor points wrap securely around the rider for superior load control over tricky, technical ground.

The Deuter Trans Alpine Pro is available in a unisex 28 version and a 26 SL version, designed specifically to suit the female anatomy.

www.deuter.com



As e-bikes get more sophisticated, so do hydroformed parts from A-Forge

The electric bike boom has been very, very good for manufacturers like A-Forge that specialize in forging and hydroforming aluminum.

From its early days producing forged aluminum skateboard trucks — which were a lot more reliable than die-cast trucks that often broke — **A-Forge AG-407** and its sister company, A-Forming, have become leading suppliers to the bike industry.

A-Forge has ridden the e-bike wave, and officials say up to 80 percent of the company's sales now come from forged dropouts and hangers and hydroformed tubes for e-bikes.

This is the first time A-Forge has exhibited at Eurobike. The company is showing new open models and demonstrating new technology at its booth.

The increasing sophistication of electric bikes has forced A-Forge to improve its production processes as well.

For example, the insides of its forged tubes used to have a rough texture. No one cared as long as the tubes were structurally sound, because who looks inside the tubes of a bicycle frame?

But with the development of semi-integrated e-bike batteries, these once unseen inner surfaces are now visible whenever someone removes the battery

from the downtube. In 2015, A-Forge improved its forging process so the insides are as smooth as the outsides.

“Not only it improves the look of the tube but also makes the tube even stronger, which is essential for an e-bike that is subject to even more stress,” said Gavin Chang, the vice general manager for A-Forge.

Last year, A-Forge modified the process it uses to machine hydroformed tubes in response to other advances in e-bike technology.

Bike brands are demanding more and more integration of batteries and motors with the bike frame. The new process developed by A-Forge lets it produce smaller cut-outs and smaller holes on seat tubes and downtubes.

A-Forge has patented some of the resulting designs, including a certain type of cut-out for a charging plug that can be integrated directly onto the seat tube.

“It wasn't easy to work with various systems providers like Bosch, Shimano, and Brose in the beginning, but we finally gained their trust,” Chang said. “We now work very closely with

them to allow for even more advanced integration.”

A-Forge was founded in Shenzhen, China in 1993 and established its headquarters two years later in Taichung, Taiwan.

In 1995, A-Forge succeeded in becoming the first company in Taiwan to produce forged aluminum bicycle


parts. Growth has been continuous, and A-Forge now operates five factories in mainland China, strategically located near the factories of the big bike brands such as Giant and Merida.

Now, A-Forge is building a sixth factory in Vietnam, which should be operational by the end of this year.

■ MW



A selection of hydroformed e-bike parts on display at the A-Forge headquarters.


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Battery innovations help Astro snake its way to a leading e-MTB manufacturer

With its new second generation battery, e-mountain bike pioneer Astro says it is just at the beginning of creating fully integrated systems for e-MTBs.

“We’re always searching for new innovations,” said Samuel Hu, general manager of the Taiwan bike manufacturer. Through a partnership with Haibike, **Astro A4-308** helped launch the e-MTB revolution and is now one of the world’s largest manufacturers in this booming segment.

“It took us a couple of years to convince Haibike to start with e-MTBs,” Hu said. Astro has built electric city and trekking bikes for such major brands as Gazelle, Cannondale, and Kalkhoff since 2005, but the industry at first wasn’t interested in expanding the e-bike revolution to mountain bikes.

Hu did not give up on his belief that mountain bikes would be a viable category for e-bikes, and in 2009 began developing an e-MTB with Haibike. From the start, the biggest obstacle was mounting the motor.

Standard manufacturing techniques were not strong enough to protect an electric motor from harsh trail conditions. Hu almost gave up on the project until, over tea, he talked with a friend whose die-casting company manufactures

automotive components.

His friend suggested a solution: using gravity die-casting, a mold casting process typically used for automotive parts, to form a strong, solid motor mount. In 2010, Haibike used a gravity die-cast mount on its first e-MTB, the eQ Xduro, and went on to sell three times as many bikes as it had forecasted.

Astro has continued to innovate. The company last year introduced its “snake” battery, which uses thin laptop computer hinges as “links” in between battery cells. The battery, developed with Taiwan manufacturer Sinpro Electronics, can be installed and removed through a small opening, typically in the downtube.

This year, Astro introduces its second generation battery, the G2. The fully integrated battery works with drive systems from three suppliers: Brose, Shimano and Yamaha.

Astro is offering a standard 600 Wh G2 battery to any brand. Astro will produce open-mold frames that accommodate the new battery system in its Taiwan factory or one of its two factories in Vietnam.

The company expects to produce



Astro general manager Samuel Hu with a snake battery

at least 720,000 e-bikes in 2018 and is planning to become the world’s leading manufacturer of e-MTBs.

Hu said he and Astro’s engineering team are motivated to continually invent, fabricate and experiment with new

technologies and ideas.

“New ideas can come from anything around you. Curiosity and attention to details are important qualities,” he said.

■ MW

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Overview: Helmets

Sleeker silhouettes, smarter tech make it easier to put a lid on it

If you want to get ahead, get a hat. If you want to save your head, get a helmet — preferably one with the latest smart technology and advanced aerodynamics.

New technology is shaking up the helmet market, which has been relatively static for a few years.

The desire to protect against a wider range of injuries has led to such features as “slip-plane technology,” which reduces forces caused by glancing impacts. Pioneered by MIPS, the concept goes mainstream this year as several brands introduce their own rotational impact protection systems.

And while helmets exist to keep heads safe, cyclists don’t want their headgear to slow them down. Ever more helmet makers are visiting the wind tunnel to eke out aerodynamic gains in their performance models, tweaking helmet silhouettes to wring out every extra watt.



Oakley ARO7

Known for its sunglasses, this year **Oakley A3-301** expands into apparel and helmets. Its new ARO series, with three models, seeks to cater to several disciplines.

The ARO7 is designed for time-trial and triathlon; the ARO5 is more Classics-oriented; and the ARO3 is mountain-ready. Each incorporates the MIPS protection system.

Oakley sunglasses fit seamlessly with the 5 and 3, but Oakley designed special optics for its time-trial model. The shield attaches magnetically for better aerodynamic efficiency. The ARO7 includes Fidlock fasteners and a Boa retention system, and rounds off the package with an antimicrobial brow pad that keeps everything smelling sweet.



Cébé Rockgarden

Cébé, A4-302 another brand known for its sunnies, also does a mean business in helmets. The Rockgarden is its first foray into the full-face market.

Made for enduro riders, the Rockgarden weighs a low 850g, thanks in part to in-mold construction and a minimalist ABS chin guard. With 360-degree venting channels at the top and bottom, along with significant gaps in the chin piece, it should keep heads cool even as the trail heats up. A camera mount lets riders record their raddest runs without spoiling the helmet’s slick lines.

Coming in four colorways and sizes, the DBX 4.0 from **Leatt A4-203** is another highly ventilated, lightweight full-face that will appeal to enduro riders yet still meets the full ASTM DH certification requirement. A clip-in mouth vent mesh offers additional protection for times when security trumps airflow.

Inside is Leatt’s 360°Turbine technology. Leatt claims the system reduces rotational forces by up to 40 percent and vertical forces by up to 30 percent during an impact.



Endura MT500

Endura A7-201 launches the MT500 full-face helmet, which joins its well-known mountain bike range. The MT500 is the first helmet of its type to use Koroyd technology, which is a tubular core structure that, Endura says, is light but outperforms traditional EPS (expanded polystyrene) because it absorbs more energy in a crash.

Endura has incorporated large vents and air intake zones to keep things cool, so riders will be more willing to leave the full-face helmet on for the ups, not just on the downs. When they do break a sweat, fast-wicking padding keeps them cool and dry.

No soft-peddalling for **O’Neal A4-305**: Its Blade Carbon GM Signature helmet is a serious high-end option for downhill riders and racers. Built with a two-shell design, the helmet is available in five



Leatt DBX 4.0



O’Neal Blade Carbon GM Signature

sizes so riders have a better chance of finding a perfect fit.

The Blade Carbon GM Signature offers full-throated protection for the gnarliest riding, while its lightweight carbon fiber construction keeps weight in check at 980g. Oversized vents take care of cooling and airflow, while IPX ACCells impact absorption technology on the inside can reduce injuries caused by low-speed and rotational impacts, O’Neal says. Fidlock clasps allow single-handed fastening. Add a GoPro mount and height-adjustable visor, and it’s ready for racing.

Enduro riders seeking an open-face



TSG Scope

helmet should check out the Scope, the new flagship MTB helmet from **TSG A4-504**. Its extensive head coverage is suited to aggressive, knockabout riding and racing.

The Scope sits lower on the head for more protection at the temples. Locking it in place is a retention system with three-point height adjustability. Elsewhere, a built-in channel allows for the secure fitting of strap-on headlamps and action cams. The visor also accommodates goggles when they aren’t in use.

Twenty vents keep heads cool, while its 365g weight keep it from being burdensome.



POC Omne

Spanning both off- and on-road categories, the Omne from **POC B3-203** comes in two versions. POC intended the Omne platform to be multi-purpose, so commuters, roadies, mountain bikers, and gravel riders all can wear the same helmet. Both versions incorporate POC’s patent-pending oblique impact reduction system that it calls SPIN. The company says SPIN lets the helmet move relative to the head during a fall, thus reducing the forces that are transmitted to the brain. POC includes an EPS liner with a tailored density for enhanced crash protection. As a benefit, it results in a svelte profile that sits neatly on the head.

Continued on page 42 ...

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... continued from page 40



LEM Flow

LEM A4-406 is a new company that is making its Eurobike debut with a line of seven helmets, for roadies, mountain bikers, commuters, and kids. Its Flow model is intended for aggressive trail riders and has extended protection at the back and sides. Sixteen vents keep the air flowing, while an adjustable indexing visor permits tool-free, on-the-trail adjustments while also providing a safe spot to store your goggles. The 278g helmet is available in 10 color combinations and three sizes and should prove a hit with the all-mountain market.

While the LEM bicycle helmet company is new, the LEM brand is not. The original LEM was founded in Italy in 1972 making motorcycle helmets. The bicycle helmet brand is a separate company based in northern California.

If LEM is the new kid on the block, **Lazer B5-301** is the grizzled old veteran. This year it marks a century in business.

To commemorate its 100th anniversary, Lazer is launching the Century helmet as its new benchmark.

Balancing protection, comfort, aerodynamics, and visibility, the Century has some tricks up its sleeve. Its Twist Cap design, borrowed from Lazer's Bullet helmet, transforms the Century from a fully ventilated helmet to one that's slick and aero with a twist of the hand. Keeping it closed should save some watts or help regulate temperature. An integrated, rechargeable rear light guards a rider's back, whether racing or commuting.



Lazer Century

Along with a new E-City model designed for e-bike riders, **Polisport A4-403** is bringing its minimalist Commuter helmet to Eurobike. Able to blend in with work outfits, its smooth, low-profile exterior is rendered in single, neutral colors. A woven fabric visor completes the look. The Commuter comes in two sizes, and a slim retention system in the back includes an integrated light for safety. Low in weight at 275g,

the helmet includes six vents, a plush chin pad and lockable strap dividers, so there's substance to go with its style.

You don't have to be a pro on the Tour to enjoy advanced helmet technology.

Alpina A4-200 packs a lot of features in its Altona helmet for everyday commuters, starting with a Koroyd protection layer. Koroyd is a thin honeycomb structure consisting of thousands of co-polymer tubes that are thermally welded together. It not only provides improved impact protection, but permits helmet makers to design more and larger vents. A sliding upper shell on the Altona lets riders regulate the ventilation they need. A standout feature is the Altona's integrated, shatterproof visor that's roomy enough to accommodate a rider's own glasses. Alpina offers an optional photochromic visor that darkens in sunlight, just like adjustable sunglasses. A plug-in light on the back enhances the rider's safety.

Known for its child seats, **Hamax A4-503** now offers children's helmets that they can wear while hitching a ride with mom or dad or heading out on their own bike. Each model is made with in-mold construction and includes user-friendly features like magnetic buckles so kids

don't get frustrated. The Thunderclap will be one of the first models out the door for Hamax.



Alpina Altona



Hamax Thunderclap

In a world of cutesy kid's helmets, the new Spunto Junior Plus from **Scott B1-200** is a gnarly alternative for young rippers. Taking both stylistic and design cues from the brand's adult helmets, it doesn't want for features either. With extended rear and side coverage for aggressive riding, it also benefits from



Scott Spunto Junior Plus

ARISUN®



MOUNT BALDY+ TUR
27.5x2.8



GRAVEL PLUS 40 TUR
700x40C

MIPS protection to mitigate angular impacts. Held in place by an easily



Limar Air King

adjustable, youth-specific J-RAS fit system, it shouldn't rattle loose, no matter how tough the terrain. A flashing light in back keeps youngsters visible.

Limar A4-500 launches five models, each designed to bring improved aerodynamics to different segments. From the carbon fiber-reinforced Air Pro, which is light and breathable, to the Air King time-trial lid, Limar reckons its new designs are good for at least a few seconds over the course of a race — and, with the Air King, Limar says it could improve times by up to 1 second for every 10km. Several riders on the Astana team debuted the Air King at the Giro d'Italia.



SH+ Shalimar Pro

SH+ A4-303 is always looking for race wins but says its main concern is reducing the consequences of an accident. With the Shalimar Pro, SH+ says riders can have both. Wind tunnel sessions helped SH+ reduce drag on the Shalimar Pro. The unusual venting system is matched on the inside by extensive, uniquely shaped padding that's cut by laser so it aligns perfectly with the outer vents. Holding everything in place is the SH+ strap system. Speed Turn retention allows five height positions.



Bollé Furo

Bollé A4-302 introduces the Furo, another fast and breezy helmet. It's a MIPS-equipped road riding lid that has spent many hours being blasted in the wind tunnel. Its unique NACA duct air intakes, borrowed from auto racing, suck air through without creating excess turbulence. It's aero all over, and a Kamm tail profile at the rear smooths airflow as it comes off the back of the helmet.



Livali BH51

New helmet design isn't all about saving watts and boosting airflow. With its new BH51 helmet, **Livali A4-104** set out to show how tech can be integrated into a helmet so cyclists can stay safe and connected on the road.

The "smart helmet" has built-in speakers and pairs with the rider's

smartphone or cycling computer, so they can listen to navigation directions or conduct a phone call without being dangerously insulated from traffic noise. A "walkie-talkie" mode lets riders communicate with others wearing a BH51 when they are too far away to shout.

Rear LEDs on the helmet can indicate right and left turns, and a smart SOS alert automatically notifies family or friends if the helmet senses that the rider has crashed.

Riders control the BH51 when a switch mounted on the handlebars so their hands keep control of the bike.

Finally, the O-synce Usee heads-up display from **Momes A1-600** provides an instant upgrade to an existing helmet. It's a tiny device that weighs just 20g

and puts information from a cycling computer or smartphone right before the cyclist's eyes, so they don't have to look down at a display on the bars.

The Usee is currently compatible with three Abus helmets: the GameChanger, Aventor and Viantor. It uses the ANT+ communications protocol to link with the computer or smartphone.

The display automatically adjusts to ambient light conditions so it is always readable. Riders can control it with an optional handlebar remote control unit.

JD



O-Synce Usee

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THE GLOBAL SHOW

Overview: Shoes

Whatever your foot looks like, there's a shoe that can help you ride like a pro

Short and wide, flat and narrow, thick and long — feet come in all shapes and sizes.

For shoe brands, the never-ending quest is designing cycling shoes that fit all of these feet snugly without affecting performance. Their quest has led to more flexible constructions and innovative closure systems.

One of the most striking new shoes is the Helix, from the Australians at **Bont Cycling**. **A7-405** The Helix has the same monocoque chassis as the Vaypor S, starting with a carbon base, and upper material that is bonded between the carbon layers. The construction wraps around the foot, providing power transfer through the full pedaling cycle. What's different is that the Helix has a fully integrated wiring system for its Boa closure system.

Instead of adding the wiring channels between the carbon and the insole, Bont builds them into the carbon base, and between the upper and cover material.

"Traditional closure systems, whether they are laces, Velcro or cabling, essentially pull the two sides of the upper together to provide a secure closure.



Bont Helix

While this can work well, it doesn't really allow for full customization of the fit in conjunction with the closure system," said Steven Nemeth, Bont's chief executive. "The Helix changes this



Lake CX241

and provides what is basically a three-dimensional closure system that wraps around your foot. It not only provides a more secure fit, but also allows better customization of the fit."

Bont launched the Helix earlier this year but has updated the shoe for Eurobike. It has also updated the Vaypor S with a highly reflective, Italian material for the upper.

"It comes in light grey tone and almost black tone, yet lights up in the dark when light hits it," Nemeth said.

In its quest for the optimal fit, **Lake Cycling** **A7-207** developed an upper for its CX241 shoe that is segmented into four independent zones. This allows the upper to stretch in several directions, both in height and in width.

As a result, Lake says the CX241



Vaude Moab

provides "the most flexible fit to accommodate narrow or wide feet as well as high instep and low instep feet."

Other features include a moldable heel counter, which doubles the heel hold for a secure fit. The toe is covered with abrasion-resistant Helcor leather, and the outsole is made of full carbon fiber. The full grain leather of the upper gives it a stylish appearance.

and placed second at last year's Ironman World Championship.



Scott Road Comp Boa Reflective

Scott Sports **A7-200** lowered the anatomic strap on its newest road shoe, the Road Comp Boa Reflective, so cyclists can adjust the fit closer to the toe. The strap, combined with a Boa closure system, provides articulation around the foot.

The "Reflective" in the shoe's name comes from a fully reflective upper. The insole includes arch support and a metatarsal button. Scott says the outsole, a mix of injection nylon and glass fiber, is "stiff enough to satisfy the performance instinct but comfortable enough for all-day rides."

Biomac Trade **A5-225**, which makes customizable cycling shoes, is making its Eurobike debut. Cyclists can choose whether to mount their cleats in the customary location on the forefoot, below the metatarsal bones, or below the tarsometatarsal joint closer to the mid-foot.

Götz Heine developed the concept with riders and triathletes who sought a more efficient cleat position.

"They need less peak power, they have a less pointed angle between the shin bone and the thigh, which puts less pressure on the knees, and they can take a lower position on the bike," Heine said.



Louie Garneau with X-Comfort Zone

After bagging a Eurobike Award last year for its X-Comfort Zone Technology, **Louis Garneau** **A7-208** has deployed it in more than a dozen footwear styles for summer 2019.

The patent-pending X-Comfort Zone has an expandable part on the outside of the upper that stretches by up to 5mm.

Garneau says cyclists' feet tend to swell while they pedal, causing the forefoot to smash against the inside of the shoe. By expanding, the X-Comfort Zone accommodates the swelling and eases discomfort.

Garneau debuted the technology on five shoe models last year, but is using it across all categories in its latest range.

Another highlight is the Tri Air Lite shoe, which Garneau says will keep triathletes' feet comfy during an entire Ironman race. The company developed the shoe with Canadian athlete Lionel Sanders, who won the 2017 ITU Long Distance Triathlon World Championships

sponsored by



VAUDE AM Moab Shoes

A7-300

The newly developed VAUDE AM Flat sole achieves a new level for 'bike and hike' adventures. The hexagon tread pattern at the midfoot combined with a soft SUPtraction® flat rubber compound ensures perfect grip on the pedal to you can stay concentrated on the trail. In the toe and heel area, the sole has a deeper tread that provides the necessary traction when you need to carry or push your bike.

The hexagon tread works like fish scales that wedge into the ground when walking for excellent traction whatever the ground surface. The Moab AM flat pedal shoe is just the right choice for downhill oriented mountain bikers who expect good traction when they need to carry their bikes.

www.vaude.com





Biomac triathlon shoe

From triathletes, demand for the shoes has spread to mountain and road riders, encouraging Biomac to begin commercial production of its "Maccies."

The shoes are compatible with two-bolt, three-bolt and most four-bolt systems, including those from Speedplay and AeroLite.

Biomac offers the customizable cleat positions across its range of shoes. At the lower end of the price range, the Biomac shoes use plastic soles. Other versions include light carbon soles and the company's made-to-measure carbon cycling shoes.

The "Maccies" come with two uppers. One, for triathletes, has a one-hand fast closure twin Velcro strap. The other is a traditional road upper with an ATOP ratchet buckle.

The company is also showing a set of new ultra-light shoes. Heine said the soles, which have twin cleat positions, have a stack height of just 3.5mm.

They weigh a whispery 100g for a size 40 (U.S. size 7.5), and well below 150g for a size 44.

Gaerne A7-403 focused on the outsole of its G.Stilo. By using light and very thin braided carbon fiber, Gaerne has reduced the shoe's weight and ensured that every watt of power is transferred to the pedals.



Gaerne G.Stilo

Designers changed the shape of the sole in the arch area for better stability, and added air intakes for ventilation. Cleat position can be adjusted by 9mm, and an alignment scale is imprinted on the sole for precision.

The Rexston off-road shoe from **FLR Shoes B5-507** uses new outsole technology to enhance traction and durability for all-mountain trail riding, long-distance rides and bikepacking excursions.

A reinforced nylon plate enhances power transfer. STK Grip rubber improves traction in rough and wet terrain, while a circular cleat protector protects the outsole from tearing.

"It's great for riders who are often getting on and off the bike mid-trail to cross water, heavy mud or walk with your bike on your shoulder or around camp," FLR marketing manager Sarah Mezger said. "The nice thing is you can use it as a clipless shoe and as a low-cut trail shoe."



FLR Rexston

XC9 and strengthened the midfoot zone so the impact-prone toe area is more durable.

Giro B3-3001 expands its Privateer Lace system to lower-priced mountain biking shoes after rolling it out in the Empire road range. New models are designed for the growing gravel market

as well as MTB riding, the company said.

The Privateer Lace has a durable welded and stitched upper, with a natural rubber outsole co-molded with plate and inserts for toe spikes.

Improved grip was the goal for the updated Moab shoe from **Vaude A7-300**. The German company launched its flat-pedal biking and hiking shoe two years ago, using distinct tread patterns for different parts of the outsole.

Vaude has stuck with that idea, but updated the sole for better grip and a funkier appearance. The changes required some smelly research.

Continued on page 46 ...



Shimano XC9

Shimano B5-300 has revised part of its S-Phyre footwear range, including the off-road XC9, for better ventilation and drainage. "The microfiber outer leather of the shoe now comes with revised perforations in the upper section for enhanced breathability and comfort, as well as added elasticity to feel more comfortable against a wider range of feet," Shimano says. Shimano has reinforced the toe bumper of the

WHAT HAPPENS WHEN
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... continued from page 45



Giro Privateer Lace

“We collected very worn flat pedal shoes from our partners, to analyze how they stand on the pedals, and to check out the pin alignments of the different flat pedals,” said Anna-Maria Thoma, product manager for bike footwear.

Vaude set out to define the optimal size for the flat pedal area of the shoe while allowing enough space for a deeper forefoot profile and for a walking area in the rear of the foot.

They wound up shrinking the flat area slightly, while applying near-hexagonal shapes to the profile of the outsole.

Thoma said the treads “act like barbs for the pins.” On the ground, they provide grip for carrying or pushing the bike. Vaude created its own SPU Traction Flat rubber for the new profile.

The Kestrel Pro Boa from Adidas Five Ten A7-303 is made for all-mountain and enduro riders. The original Kestrel, which marked Five Ten’s entry into the all-mountain clipless market, had been off the market while the company revised it.



Five Ten Kestrel Pro Boa

“The time had come to take stock and entirely revamp the product based on the learnings of the previous versions,” said Ulf Michels, senior sales and marketing manager at Five Ten.

The Kestrel Pro Boa has an upper that is breathable as well as water-repellent. “It’s fully synthetic but it’s stitched with little holes on the sides so it’s not like a sauna in there when the ride gets pedal-heavy,” Michels said.

Five Ten also made the heel snugger and added a small Velcro strap at the front for adjustability.

Five Ten, which was acquired by Adidas in 2011, recently moved its product development offices to the Adidas headquarters where it can use the Adidas test lab.

Ion A7-204 has rethought the sole of its Raid Select flat shoe pedal to offer a better mixture of grip, rigidity and fit.

“We think of it as a complete sole concept,” said Andi Lipp, Ion’s marketing manager. “We called it Pin Tonic because



Ion Raid Select

it’s a bit like the drink of a similar name. You have to get all the ingredients and the combination right.”

For the new version, Ion uses a softer type of sticky rubber for the outsole, a softer blend for the midsole and a new Ortholite insole made of recycled material.

“The most important objective was to get the right level of rigidity for the midsole,” Lipp said. “If it’s too rigid you will have no dampening effect — it will shake you off the pedal.”

Additional comfort comes from an upper that’s made of cowhide leather, with pigskin on the inside.

The new Raid Select uses the same construction as the previous version and has separate pedaling and walking zones. The toe and heel areas use distinct treads for plenty of traction off of the bike.

If the thought of cycling in chilly weather makes your toes curl, check out the battery-powered e-Cover shoe warmer from Racer B1-210.

“The days of frozen-stiff toes are finally over,” the French company proclaims. The e-Cover is the newest addition to Racer’s Heated range. It uses what the company calls adjustable IR-Warm 2.0 Technology, developed with the French Army Biomedical Center. Heating wires are spread over the entire top of the foot.

Riders can choose between three heat levels. A microprocessor maximizes battery life. Racer says the e-Cover delivers up to six hours of heat on the lowest heat setting.

The cover fits all types of cycling shoes, and Racer has made it comfortable as well. The outside shell keeps out light snow or rain, the zipper keeps out wind and water, the tip is reinforced with Kevlar and a neoprene sleeve keeps the warmth on the inside. ■ BS



Racer e-Cover

FAIR AND SQUARE

Discover THUN’s new torque sensor X-CELL RT 2.0 for pedelecs and e-bikes at EUROBIKE 2018 (booth no. A2-109)



For a long time, things at THUN have been revolving around the square taper, the proven feature of our core product.



'Beats, beer and brooding' at tonight's Eurobike party!

Tonight's the night: You've worked hard at the show so far, so take an opportunity to blow off some steam at tonight's Eurobike party.



It's going to be not one, but three parties, taking place at different places across the fairground. Eurobike officials invite all visitors to get together with their bike industry colleagues and enjoy "beats, beer and brooding over more crazy ideas."

The party kicks off at 6:30 p.m. in Open Air Grounds West. On stage will be the cover band Friends Live, rocking out with everyone's favorite tunes.

For a different atmosphere, head to the atrium in Foyer West, where there will be house beats and cold drinks and a setting that's a little more relaxed for networking.

And for a more intellectual gathering,

head to Room Österreich in Foyer West for Trendlounge 2018: Digital, sponsored by Eurobike and by the bike culture magazine Fahrstil.cc. Join them for a discussion on "velo and digital," and talk about how software is affecting the future of cycling — and what aspects of cycling will always remain "analog."

Don't worry about getting back to your hotel or apartment; Eurobike will run free shuttle buses from the West Entrance to the Friedrichshafen train and ferry stations. Buses will leave every 20 minutes from 8:15 p.m. until 12:55 a.m.



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D791SB-B15

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- SEAL BEARING 2
- SPOKE HOLES 28/32/36
- GAUGE 14
- O.L.D 100MM
- AXLE 15MM
- P.C.D 58/45MM
- F.T.F 71.5MM
- OFFSET 7.2MM

D162SB-SL-B12

- WEIGHT SRAM425G
- 11S-457G
- SEAL BEARING 2
- SPOKE HOLES 28/32
- GAUGE 14
- O.L.D 148MM
- AXLE 12MM
- P.C.D 58/58MM
- F.T.F 62.7MM
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Overview: Locks and security devices

Bike security gets smart, and helps smart retailers lock in extra profits

Every urban cyclist knows the necessity of bike security, so locks are surefire sellers for retailers, with high margins to boot. Shops need a range of products to meet different security needs, and at price points to suit a range of consumers.

The most popular, and generally toughest, types of lock are chains and U-locks (also known as D-Locks). With these locks, there's a trade-off: heavier locks will be harder to break, but more cumbersome to transport.

At the other end of the market are lightweight "Café locks," providing a measure of security but only for short periods.

In between are folding locks of the type pioneered by Abus. They fold to a compact size when not in use, but are flexible enough to secure the bike to anchor points that U-locks can't reach. Some folding locks offer almost the same level of security as their bigger cousins.

While no lock guarantees security — cordless angle grinders and powerful bolt cutters see to that — the best ones are the most difficult to cut through, and may deter thieves by their appearance alone.

If you'd like your bike to be covered by insurance, the insurance company may insist that your bike lock be certified to a certain level.

A number of organizations provide security ratings. The best known is probably Sold Secure, which rates locks on a three-tier grading system. Gold-rated devices offer the highest level of security; silver-rated locks are a compromise between security and cost; and bronze-level devices will typically deter only the casual thief.

Call me. Your smartphone can provide

another type of security. There are plenty of Bluetooth-enabled bike security devices, with associated apps, that alert users when someone is tampering with their bike. And if that someone manages to steal it, these devices can send out a GPS signal so you or the police can track it.

It's not just locks — as other bike components get "smart," they can also contribute to bike security.



Squire Inigma BL1

British cycle security specialist **Squire A2-319** debuts a "smart" D-lock, the Inigma BL1. Squire says it is the first Bluetooth D-lock to ever achieve a gold rating from Sold Secure.

Bluetooth connectivity means riders

don't carry a key, but unlock the bike through a smartphone. Other security features include an aluminum lock body with internal armoring and a hardened boron steel shackle.

By eliminating the need for a physical key, an app-controlled lock becomes much more user-friendly. Squire says an Inigma BL1 user can share the lock with friends, control multiple locks from one phone — ideal for parents to manage their kids' bike locks — and even program a lock to open at a set time or date. And it will even produce an audit trail of usage.

"Cyclists are looking for the best in cycle security and the most convenient, easy-to-use cycle locks," said John Squire, the company CEO.

The Spanish bike security company **Luma A4-508** is also launching a Bluetooth-enabled U-lock at the show. The fully customizable HU-40 shackle alarm not only alerts the user to any attempt to interfere with the lock, but lets its location be tracked and shared with others via an Android app.

U can't touch this. Locks by **Kryptonite B3-400C**

regularly rank as "best buys" in tests, and at Eurobike, the company is launching a newly



Kryptonite Keeper 12 STD U-lock

redesigned Keeper U-lock range. Kryptonite says its range offers perhaps the best performance-to-price ratio of any U-lock.

With a double deadbolt design and anti-rotation feature for better security, the new Keeper comes with a 12mm hardened performance steel shackle and disc style cylinder with a new center keyway.

Rated 5 out of 10 on Kryptonite's own security scale, the Keeper U-locks hold a silver certification by Sold Secure and offer optional anti-theft protection of up to 400 euros (\$500 / 300 British pounds). The new range includes the Keeper 12 STD, Keeper 12 STD with 4-foot Flex, Keeper 12 LS and the new Keeper Mini 6.

The Pentagon 220 is a premium U-lock from Israeli company **Seatyllock B2-109**. The company claims that the Pentagon's patented pentagonal 15.3mm crossbars are far stronger than typical rounded crossbars. It features what Seatyllock says is the widest bar clearance in the market, so riders can lock their bikes to a larger variety of objects. Ease of use also benefits from a multi-angular mounting adaptor, allowing the lock to attach at any angle to the bike frame. Sold Secure gives it a gold rating.

Know when to fold 'em. **Abus A5-500** pioneered the folding lock category with



Foldylock Clipster

sponsored by



City Lock

B2-103

Pinhead Components, the industry leader in bicycle component locks, is proud to announce the availability of its new City Lock and City Lock Ultimate pack. The City Lock features several patented security innovations, and offers several major advantages over other bicycle frame locks:

- Integrated seat tube mounting bracket provides ultra-convenient weight-balanced stowage while riding.
- Hidden key entry and pick-resistant mechanism resists even sophisticated attack.
- Less than half the weight of other frame locks with the same size and rating. At 660 grams, the world's lightest silver-rated bicycle frame lock.
- Robust 40 x 14 mm shackle cross-section discourages thieves and denies bolt cutters.

The City Lock is offered in two retail package options: Product #134, the City Lock and Product #133, the City Lock with Wheels and Seat post locks. One coded key locks your frame and all major components.

www.pinheadlocks.com



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Foldylock Clipster

B2-109

The Foldylock Clipster is the first wearable folding lock in the world. It features an integrated-built-in belt clip that makes it easy to attach to the rider's belt, trousers or bag.

Weighing only 1 Kg and rated Sold Secure silver, it is the lightest lock of its category — that fact and its compact configuration, makes the Foldylock Clipster the perfect lock to carry wherever you go.

Seatyllock is the maker of the world's best bicycle locks. With 30 years of professional experience in the metal industry, Seatyllock designs and manufactures its products in-house. The company is focusing on protection level, quality of materials, usability and innovation.

www.seatyllock.com





Crops K4

its Bordo line, but other companies are now piling in with their own takes.

Seatlock debuts the Foldylock Clipster, which it calls the first wearable folding lock on the market. The device features an integrated belt clip that attaches to a rider's belt, pants or bag. It weighs 1kg (2 pounds, 3 ounces) and has a silver rating from Sold Secure. Seatlock says it's the lightest in its category.

Kryptonite also gets into the folding lock scene with the KryptoLok 685 (85cm) and 610 (100cm) models. These folding locks, made with 5mm hardened steel links, come with an easy-to-install bike bracket for compact, hassle-free transport.

Kryptonite is targeting commuters with the compact, light, and medium-security devices. They are rated 6 out of 10 on Kryptonite's own scale and are silver rated by Sold Secure.



Knog Frankie display stand

Chain, chain, chain. The Straight Jacket chain lock from **Knog B1-305** offers a hardened steel chain and steel shackle padlock, providing tougher resistance to shackle and bolt cutter attacks. Available in thicker (the Straight Jacket "fatty") and lighter (Straight Jacket "skinny") versions and with a tough nylon cover, Knog says the Straight Jacket is a high-security chain lock.

Hiplok. B4-200 which pioneered wearable chain locks, is introducing a new entry-level wearable chain lock, the Spin. A new feature is its integrated combination lock.

Hiplok says the Spin should appeal to everyday riders looking for a practical and affordable combination of security and portability. At its core is a 6mm steel chain combined with Hiplok's patented belt-like fastener. To that, Hiplok adds a



Overade Loxi

four-digit, resettable combination lock, so no keys are needed.

Like all other Hiplok wearable chain locks, the Spin adjusts to fit the waist and is never locked when worn.

Frankie goes to Eurobike. So-called Café locks offer a modicum of security while dropping into a store or sipping a coffee within sight of your bike. Less expensive and lighter, but offering less resistance to thieves, these locks can also be used as additional security in conjunction with a U-lock.

Knog designed the Frankie based on its popular Party Frank design, but improved every major component. It reinforced the key and lock housing so

the Frankie is stronger and sturdier. Knog focused its usual attention on the design and display of the Frankie, and the line's range of colors stands out in the attractive display stand, making for an appealing retail proposition.

Known for its unique designs, Japanese maker **Crops A5-104** brings two new light and compact locks to Eurobike. The K4 is a dimple key cylinder design with an option to attach a Lion anti-theft alarm, sold separately. The K3 cylinder is a compact 3-digit combination lock.

Both locks feature a Biro cable with patented memory coil technology, so it's both flexible and durable. Both fit snugly and look smart, and they won't stick out where they could get caught on the rear tire.

Overade A4-218 emphasizes that its new security product, the Loxi, is not a replacement for a bike lock. But what it is, is pretty cool: The Loxi is a waterproof, theft-resistant bag where cyclists can store their accessories, such as a helmet, lights, gloves, safety vest, and more.

The bag, which is available in 9- and 4-liter capacities, has a roll-top closure system and is made of an anti-cut fabric. For security, the Loxi uses a cable that's 12mm in diameter and closes with a 4-digit lock.

Overade says the Loxi can be used as a secondary lock — securing the front wheel, for example, while the primary lock secures the back — but not a primary security device.

Freeze frame. Pinhead Locks B2-103 has made its reputation with its bicycle component locks that install on the wheels, seatpost, saddle or headset, and lock these items to the frame, making the bike unrideable.

One specially coded key that has been engraved with a 9-digit code is used to install, lock, and unlock all components.

Once installed, the Pinhead component locks simply remain on the bicycle, protecting these major components from theft.

Now the company is introducing a frame lock to extend the range. At 660g, the City Lock is half the weight of similar products and works with the same single key as its other component locks.

"We worked on the City Lock for several years through what seemed like an endless number of prototypes. We stayed committed to our goal of offering something better and different than other U-locks," said Linda Young, Pinhead's CEO. "It comes with an integrated seat tube mounting bracket for ultra-convenient, weight-balanced stowage while riding. The lock features a patented device we call 'hidden access.' The locking mechanism is hidden — it is much harder to break into something you can't see."

Another component protection option is offered by **Hexlox A2-508**. The Hexlox is inserted into an existing bolt on a bike where it blocks



Pinhead's City Lock

the bolt from being removed with a standard tool.

Hexlox has also developed a range of Quick Release replacement products: the Aero Hex Skewers for wheels, the Hexnut, which replaces wheels nuts, and the newly developed Hex Thru Axle.

I lock it like that. Start-up company **I Lock It B3-212** is showing its smart lock of the same name. The I Lock It automatically locks as soon as the owner walks away from the bike and unlocks on the owner's return without need of a key.

The young German inventors say the strong stainless steel locking bolt and special polymer housing make life difficult for thieves. If a stranger tries to lift the bike, the lock detects the movement, sounds an alarm, and sends a warning message to the owner's smartphone.

"With the start of mass production we've reached an important milestone - our innovative idea is now a real product and this feels great!" the company says.

Another "smart" O-ring lock comes from a rather larger operation: **Zhejiang Zhongli Group A3-500**. The Chinese lock specialist has been researching, designing, and manufacturing safety locks and smart hardware for 30 years. Some of the lock styles it produces are spiral, U-shackle, frame, chain, and folding locks.

For consumers, rental operations and bikeshare systems, the company is highlighting its smart locks at Eurobike. For consumers, the smart locks feature "intelligent" unlocking and location tracking. The rental and bikeshare version integrates with an internet platform for real-time monitoring and management of bikes, allowing customers to rent and return bikes remotely and including other fleet management capabilities.

The Airlok Connect from Hiplok is a smartphone-enabled, high-security bike hanger that is locked and unlocked with a smartphone. An early warning system alerts the bike owner in real time to tampering. Hiplok expects the Airlok Connect to be available next year. ■ TK



Airlok Connect from Hiplok

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Inigma BL1 A2-319

The world's first Bluetooth D-lock to achieve Sold Secure Gold rating will be presented by British cycle security specialist Squire at Eurobike 2018.

Squire's smart keyless D-lock called Inigma BL1 lets cyclists lock and unlock their bike via smartphone. It uses Bluetooth technology to communicate with the cyclist's smartphone via the Inigma app. And its ultra-secure electronic security features AES-256 bit encryption for the highest level of security. Squire is a family brand with a great British history carried down through eight generations. It has been at the forefront of international lock making since 1780, making padlocks for cyclists since the 1960s.

www.squirelocks.co.uk



Overview: Smart cycling products

With 'smart biking' products, the future of phones may be the future of cycling

Everybody seems to want to track you on your bike.



Garmin smartwatches incorporate its Garmin Pay contactless payment system.

Eurobike this year is full of "smart biking" products that use tracking software or devices. They don't just protect against theft, but support fleet management programs and provide plenty of raw data for analysis.

Many of these devices are intended to be hidden in motors and batteries as well as pedals, seatposts, rear lights, handlebars and bicycle frames.

These systems are often made for e-bikes, because one of the biggest concerns for riders is staying on top of the bike's remaining battery charge.

Almost all of these devices work through a smartphone app. Perhaps the future of cycling now depends on the future of phones.

Just as we share our personal information on Facebook, Instagram and other social networks, cyclists have become used to sharing their own cycling data.

Competition-minded cyclists upload their ride data to platforms like Strava or TrainingPeaks. But even a cycle tourist on a leisurely ride contributes to the big pool of data captured by companies like Komoot, Bikemap.net and outdooractive.

Some of these services have accumulated such a deep reservoir of data that they are beginning to sell it. Komoot and Strava, for example,

offer their data services as analytic and planning tools for tourism offices or municipalities. Komoot claims it now has five million users, and the number of active users doubles every year.

The new European General Data Protection Regulation (GDPR) hasn't slowed down the introduction of products like these. That's because the GDPR does not prevent companies from collecting data — as long as individual people cannot be identified.

But some companies have made changes. On May 25, the day GDPR went into effect, Garmin restricted access to several cloud services that had previously been accessible from its BaseCamp software.

Still, plenty of exhibitors are showing hardware and software products that are GDPR-compliant and can bring new capabilities to your bike.

Small device, big data. Tracefy A1-420

is a young Dutch company that has developed a GPS tracker for e-bikes, the SmartModule, which it calls the "smallest and most accurate device in the cycling industry."

When used with Tracefy's own software, the SmartModule offers theft protection for cyclists. But it also offers fleet management capabilities and other data analysis tools for brands and operators of medium to large rental and bikeshare fleets.

The SmartModule, which fits in a box that is 52mm wide, 40mm tall and 18mm deep (2 inches by 1.5 inches by 0.7 inches) is packed with a host of



This small unit from Tracefy is a tracking unit that e-bike manufacturers can install on their bikes.



The PowUnity provides a plug-and-play tracking system for e-bikes that consumers can install themselves in less than 10 minutes.

sensors, including GPS, WiFi, shock sensor, a SIM module, a GSM/GPRS modem and Bluetooth.

The unit, which includes an internal backup battery, is small enough to be built into most e-bikes. It takes its power from the e-bike battery. For more information, visit www.tracefy.com or www.findmybicycle.nl.

From skis to bikes. Founded in 2015, PowUnity A2-509 launched NeverLose, which was designed to help skiers find skis lost in deep powder.

Now the company has turned its attention to e-bikes. Its GPS tracker, available as a DIY product for bike owners, works with Bosch, Yamaha and Shimano drive systems.

"With our manual the general customer can build in our plug-and-play-module in less than 10 minutes," co-founder Stefan Sinegger said.

In 2019, cyclists will be able to buy bike insurance when they purchase a PowUnity device. The company also plans to sell a device that's hidden in a carbon seatpost, where it will be protected from theft. The PowUnity unit will be recharged through a USB port.

For more information, visit www.powunity.com

Power bar. The Wink Bar, from the French company Velco, A1-601 has gotten a lot of attention because it puts its smarts in an unusual place: the handlebar.

The system provides navigation, theft protection and integrated lighting in one package. Connect it to a smartphone navigation app, and lights automatically signal an upcoming turn. The 224-lumen headlights turn on automatically when

it gets dark. An alarm sounds whenever the bike is moved when it shouldn't be, and if it's stolen the Wink will tell you where it is. Riders unlock the bike with a smartphone app or an RFID fob that comes with the system.

Co-dependent. Comodule A1-606 has already made a name at Eurobike for its digital bike products. This year, it's offering a hardware chip that lets OEMs manage fleet management. One version offers Bluetooth-connectivity only, while a second includes GSM/GPS capabilities.

Comodule has also updated its consumer app, as well as a platform that its OEM customers can use for data analytics, customer engagement, or even as a service tool.



The Wink "smart handlebar" includes integrated LED lights, an associated app and an NFC hardware switch

It's also showing a new Comodule Display, a handlebar switch with an integrated LCD display. It links to the Comodule smartphone app and displays turn-by-turn directions, remaining battery charge, range, speed and assist level and more. For more information, visit www.comodule.com. ■ TF



A Comodule display unit

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Tuesday's 'power breakfast' joins leaders with advocates

Removing VAT from all bikes and e-bikes in Europe? Millions of euros in investments for cycling? Risks to the e-bike market from compulsory insurance?

All are on the agenda for the Eurobike Leadership Summit on Tuesday morning, from 8 – 9:30 a.m. in Room Berlin, Conference Center East. To reserve a seat, visit ADFC FW-222 or call the ECF at +32.2.8809.281.

The summit is hosted by the Cycling Industry Club, Eurobike and Germany's ADFC, the world's largest national cycling advocacy organization.

This "power breakfast" replaces the Leaders' Ride and annual Advocacy Summit that have been hallmarks of previous editions of Eurobike.

"We are having a lot of success with e-bikes which makes us the biggest supplier of electric mobility in Europe and politically much more powerful than we have been in the past," said Tony Grimaldi, the president of Cycleurope and chairman of the Cycling Industry Club.

He added, "Every company leader in cycling should be joining us at the Leader's Breakfast to learn what we can do together."

Speakers from inside and outside the industry will deliver insights about the future of the industry, focusing on megatrends, and the impact of digital technologies and autonomous vehicles.

Hot topics this year will have potentially huge impacts on the industry, so the summit will include a briefing session.

Among possible good news is the

possibility of removing VAT from bikes and e-bikes, and new financial support for funding research and innovation. Several national governments are also announcing new supports for cycling.

However, clouds looming on the horizon include the threat of compulsory insurance for e-bikes. Advocates are mobilizing the industry for a Europe-wide campaign against this proposal.

Representatives from more than 100 major companies are expected to attend, including Bosch, Pon, the Accell Group, SRAM, Decathlon and Shimano.

"Germany is the biggest bike market in Europe and the most successful cycle touring market in the world, so what we do nationally affects the whole European industry," said Burkhard Stork chief executive of the ADFC. "But equally, these international topics will have a big effect on our work too, so I encourage all German company leaders to make time to understand these important issues where Germany must take a leading role." ■ **Courtesy of the ECF**

Eurobike Leadership Summit

Tuesday, July 10
8 – 9:30 a.m.

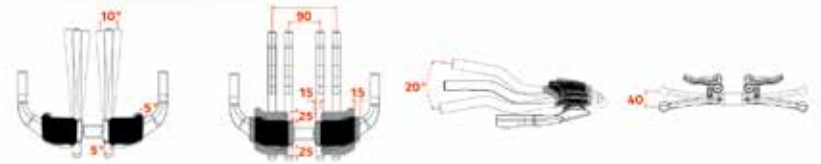
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Dirk Zedler

IBDs: Just say no to installing conversion kits for pedelecs

It's a fact that more and more e-bike conversion kits are available on the market. These kits bundle an electric motor, battery and control unit together so consumers can transform a conventional bike into a pedelec.

The proliferation of conversion kits raises many technical and, especially, legal issues. Does it make sense to convert a regular bike using one of these kits? Should an IBD perform the work for a customer?

My answer to both questions is an unequivocal “no.” Conversion kits make a bike significantly less safe — and IBDs that install them are exposing themselves to significant legal jeopardy. Here is why IBDs should just say no to conversion kits.

Fatal attraction. Even their biggest skeptics must accept by now that pedelecs are unstoppable. Climbing hills, or hauling children in trailers, are no longer obstacles; city trips are almost effortless; sweaty rides are a thing of the past.

The boom in pedelec sales is almost self-perpetuating. If one cyclist buys an e-bike, her riding friends will follow suit.

The clientele has also expanded considerably in the last two or three years. Electric bikes used to appeal only to older cyclists, but today, younger riders are investing in sporty electric mountain and road bikes.

Several committed and reputable brands now produce attractive, well-made, fully assembled pedelecs, but the range of conversion kits is also growing. Their starting prices of about 800 euros for a kit that includes a motorized rear wheel, battery and wiring is more than attractive, given that new pedelecs start at about twice the price.

But buyer beware! There are several arguments against these do-it-yourself pedelecs.

Low tech. The technology in a cheap conversion kit is yesterday's news. It represents the state of the art of electric bikes as it existed more than a decade ago, and is worlds away from the quality and functionality of today's drive systems.

Established, reputable pedelec drive manufacturers such as Bosch, Brose, GO SwissDrive, Shimano, Yamaha, etc. have made significant advances in such areas as sensor technologies, battery management, battery quality and efficiency.

Using outdated electronics in a cheap conversion kit makes little sense because they compromise riding fun and safety.

High-quality conversion kits are available, but they cost almost as much as a new “off-the-rack” pedelec on sale. Add in the cost of the base bicycle and labor, and it's often less expensive to simply buy a new pedelec.

Don't go wobbly on me. Adding a motor and battery makes a conventional bicycle heavier and less stable. It is also clear that the loads acting on the bicycle's

components increase considerably. Conventional bicycles are not designed to withstand such loads, which can result in material failure with unforeseeable consequences.

The danger posed by a conversion kit is even more insidious. Because owners can now climb hills or haul cargo or children with ease, they are likely to use their converted pedelecs more often.

We know that pedelec owners ride significantly more kilometers than owners of conventional bikes. While that's generally seen as good news, in this case it becomes bad news because it means they are increasing the chances of an accident.

Conventional bicycles are simply not engineered to carry a battery and a motor in a solid, well-balanced way. Kits that use a battery mounted on the rear rack should be treated with caution, because they place a large mass in an unstable position.

The mass of the battery often oscillates, which can cause the bike to wobble dangerously. With the battery on the rear rack, there is an increased risk of breakage. If the battery is mounted where the bottle cage usually sits, then the rider loses the best location for a water bottle.

Mind the law. IBDs may shrug off these concerns, but there is one thing they should not dismiss so carelessly. Within the European Union, a bicycle is legally classified as a machine once it is equipped with a motor. And under European laws, any machine must undergo an expensive, time-consuming conformity process.

A bicycle cannot be offered on the market for rent or sale before all standards have been met, all tests passed and all technical documentation completed.

Pedelec manufacturers signal their compliance with all of these steps by affixing the CE mark to the finished product.

The CE mark is an affirmation by the responsible party that, for example, a pedelec is fatigue resistant. This is something an IBD installing a conversion kit simply cannot know. The IBD does not know how durable the bike was when it was new, nor whether the bike has been involved in any accidents or suffered any damage.

Pedelec manufacturers are required to subject their bikes to an electromagnetic compatibility test. This test alone costs more than the retail price of a high-end city pedelec.

Anyone who thinks they can slap a CE mark on a bike without doing the required tests is mistaken. The Product Safety Act, which is applicable throughout the EU, explicitly forbids putting a product on the market without the mark.



A mid-drive pedelec conversion kit (Photo: zedler.de)

Just say no. In case of problems, who is legally responsible? Not the motor supplier, because it is not responsible for the entire machine. Not the bicycle manufacturer, because it sold a conventional bike, not a pedelec.

Who's left? The IBD! By installing a conversion kit, the IBD assumes all manufacturer obligations and complete liability. In the worst case, not only is the bike manufacturer's warranty null and void because of the conversion, but the IBD is now liable for any damages

caused by a material failure that leads to an accident.

It is no exaggeration to say that the IBD could face hundreds of thousands of euros in damages, or more, simply by performing the conversion.

For an IBD, the question is not whether installing a conversion kit is possible or even worthwhile. The question is whether doing so is legal — and under European laws, it is not. Installing a conversion kit is forbidden.

■ 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.

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New Products 2018

Chosen TC Structure Hubs



Neat new hubs from Chosen. The TC Structure hubs promise higher conduction efficiency of the rider's efforts thanks to a strong interface between the teeth in the freehub mechanism. With a straight-pull spoke design, through-axle capability, and available to work with disc brake systems, they're ready to be built into any number of versatile wheelsets. **A5-202**

Knog Straight Jacket

With thicker or lighter options, this hardened steel chain and shackle padlock provide a toughened resistance to bolt cutter attacks. Enclosed in a robust nylon cover that will protect your bike from scratches or dents, the Straight Jacket is a high-security chain lock with a competitive price and good looks. **B1-305**



Pinhead Through Axle Wheel Locks

The Pinhead security system expands with options for 12 and 15mm through-axles. These replace the user's existing Allen key or quick-release through axles. With a coded key to install, lock, and unlock they prevent theft, and are precision made for consistent function and long life. They're backed by an online key replacement and lifetime replacement warranty. **B2-103**



A-Pro Tech ERDP 6.0CA-S Frame

Designed to conquer extreme terrain. The ERDP 6.0CA-S's chassis is made using high-modulus carbon fiber with NJW technology, a unique forming process which provides superior strength while remaining lightweight. Combined with an aluminum rear end the result is an extremely stiff and responsive frame, at the heart of which is Shimano's E-8000 motor and in-tube battery.



Sate-Lite SPL-01 S-Pedelec Front Light

Sate-Lite introduces the SPL-01 front light, an ideal new choice for S-pedelec original equipment manufacturers that's also available aftermarket. Made to comply with the United Nations ECE R113 requirement, it sports eight automotive LEDs capable of producing a brightness of up to 1,800 lumens. On the top of the compact light body a series of fins aid in regulating its temperature. **A6-217**



Basil B-Safe Backpack Nordlicht

A smart backpack to keep you and your belongings safe. With an anti-theft construction using hidden pockets and an integrated LED light, when not being worn it mounts to the bike via Basil's Hook-On system. Other features include an integrated USB charging port, rain cover, laptop compartments, trolley belt, reflective helmet loops, and a chest strap. **A4-205**



3T Xploro Flat Mount

Perhaps the only bike in its category that takes aerodynamics into account, this is a new version of 3T's gravel adventure bike. With road wheels and tires it's a fast aero road bike, ideal for regular group rides and even races. Yet with up to 40mm 700c tires or 650b mountain bike treads fitted it becomes an extremely capable mixed-surface machine. **B4-309**



Seatylock Pentagon 220 D-lock

A sold secure gold rated D-lock. Seatylock claim its beefy patented pentagonal cross bars are far stronger than any rounded alternative. Featuring among the widest clearances in the market, this enables riders to secure their bikes to a variety of objects. Yet due to its sophisticated body design, this wide clearance doesn't affect the lock's fresh aesthetics. **B2-109**



Crops K4-Biro

Crops' K4 dimple key cylinder design offers greater security and an option to attach a separate Lion anti-theft alarm. Its Biro cable comes with patented memory coil technology for flexibility and durability. Designed to fit snugly beneath your saddle for minimal protrusion and a smart look it won't get caught on your rear tire while riding. **A5-104**



Neodrives Z20RS

Neodrives expands its product family to offer a new s-pedelec motor. Capable of speeds up to 45 kph, this rear motor system is reliable and frees up other bike components meaning customers should experience less maintenance and downtime. A soundless and vibration free operation is uniquely suited to its s-pedelec application. **A1-403, FG-0/210**



New Products 2018

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Corratec

Corratec Life S Active 500

The one size frame of the Corratec Life aims to be a good fit for people both tall and short. Its geometry enables riders to keep their feet on the ground while seated, helping inspire confidence at all times. Designed for cruising through the city, its powerful Bosch Active Plus engine provides a comfortable and easy ride. **B1-400**



iLockit

iLockit

A smart lock that'll immobilize your bike the second you step away from it. Return and it'll automatically unlock, all without the need for a conventional key. A hardened steel nurse's style lock, once installed on the bike the accompanying app on the user's phone becomes the key. Running on the Bluetooth low energy system, an alternative key fob is also available. **B3-212**



Controltech

Power Unit

Securely carrying nutrition and mobile devices on the bike, this aerodynamic box sits behind the stem. With a unique criss-cross slot for quick and easy access, it bolts directly onto bikes with the appropriate top tube mounts, but also comes packaged with universal silicone straps. Weighing 155g, its washable material makes it easy to clean. **B4-204**



FSA K-Force WE Rim Brake

After years of study and development, K-Force WE is ready to ride. The WE rim brake is now available to buy. Offering the newest and most advanced dual-pivot design, the greatest power, modulation, and feedback for modern wide-rims, and a low-profile silhouette for superior aerodynamics. The lightweight alloy WE Rim Brake features sculpted box-section brake arms providing high stiffness with a positive feel. 299 grams/pair. **B3-200**



Riese & Müller Multicharger

The Multicharger is a midtail with a radical extended carrier allowing the transport of everyday goods or children. Based on the successful Charger model with integrated battery, high flexibility, and large payload, it's an ideal e-bike for everyday use. With a weight of only 28.5 kg and a total length under two meters, the Multicharger has a small footprint for easy parking. **A6-300**



Thun

SIS for X-Cell RT 2.0



A torque sensor designed to fit the new Standard Interface System. The SIS consists of a standardized 220 mm cable and Higo Mini Z509 FG male connector. This cable and connector form the interface. When OEM customers require a different connector to mate the X-CELL RT 2.0 to their controller such extension cables can be sourced from Thun's cooperation partner A&C Solutions. **A2-109**

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New Products 2018

Bafang M500 & M600 Motors



Powerful mid motors for e-mountain bikes and speed pedelecs. The M500 system is rated at 250 W, while the M600 comes in 350 or 500 W options. Providing peak torque values of 95 Nm and 120 Nm respectively, they feature EU compliant max speeds of 25 km/h and 45 km/h, plus USA market-specific limits of 20 mph and 28 mph. **A1-302**

KRU Cycling C-88 Wheels

A deep carbon rim clincher wheelset made for triathletes and time-trialists. The KRU designed and engineered hub claims to banish the days of continuous bearing adjustment and replacement, while the rims utilize vapor grown carbon fiber. This substance makes the compound thermally conductive so heat generated while braking quickly dissipates on the entire surface, reducing the risk of breakage. **B2-112**



Hebie Viper S

These modern looking fixed mudguards fit any wheel size from 26" to 29". Almost universally mountable, they follow close to the tire and provide expansive coverage, ensuring the cyclist is reliably and inconspicuously protected from water and dirt. Weight including all fixings and bolts is low at approximately 390g. **A2-111**



Phylion Battery Co BN-18 Battery

A tube-integrated battery compliant with the new EN15194 standard and containing 40 model 18650 cells of with the nominal voltage is 36V and capacity 11.6Ah/14Ah. Offering the battery and tube together Phylion can supply builders a complete system, or just the power-pack alone. An aluminum casing helps minimize size and keeps the weight below 2.9 kg. **A1-412**



Neco

Neco5-Manual Pedals

These pedals feature a latch allowing them to be mounted and removed without tools. This provides two main advantages. Firstly, when storing a bike or putting it in the trunk of a car the pedals won't take up space. This is especially useful for folding bikes. Secondly, when parked the pedals can be removed to reduce the chance of the bike being stolen. **A5-403**



Token Push-'n-Turn Expander

A lightweight and easy to use headset expander with solid performance. Its simple design makes installation quick & easy. All unnecessary material has been shed to keep the weight as low as possible at just 19.5 grams. A rubber plug for the top hex hole and anodized parts prevent the expander from being damaged by sweat corrosion. **B2-403**



rh+ Trail T-shirt

A collaboration between rh+ and fashion leaders ISA, this collection is aimed at cyclists looking for bicycle apparel that's not out of context when off the bike. Drawing on the latest trends in color and motifs from the fashion world, the collection's themes vary from bold optical drawings to delicate floral patterns. **A7-319**



Otrajet Inc

NEXO 700x40c Airless Tire

It's important for e-bike users to choose the right tire since it's often difficult to assemble and remove the wheel. The NEXO airless tire comes in several sizes, especially for e-bikes. It's burst-proof, inflation-free, and has wear resistance characteristics that make it ideal for users seeking a low-maintenance solution to the problem of punctured tires. **A4-408**



sponsored by



Rohloff SPEEDHUB Lubricants

A2-300

Rohloff AG has consistently tried to decrease any negative environmental impacts of our products. We are pleased to announce that following extensive research and testing, we have amended our SPEEDHUB oil formula to ensure these lubricants are now "rapidly bio-degradable". This final step now ensures all Rohloff lubricants, both chain and gear-hub, can proudly claim to be "rapidly bio-degradable".

the running series and should be completed by August of 2018 for all container volumes.

www.rohloff.de

The new Rohloff SPEEDHUB lubricants can be used / mixed with original SPEEDHUB lubricants without hesitation. The article numbers and container sizes available for SPEEDHUB oils will remain the same. The change-over will commence as part of



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New Products 2018

Gates Carbon Drive Gates Belt Tension Tester



Tensioning and aligning the Carbon Drive system is crucial for its proper functioning. To simplify setup and maintenance, Gates has created several new tools. The Professional Belt Tension Tester is for the home mechanic, bike shop, or factory. The Professional Frame Alignment Tool is designed for assembly factories and manufacturers and ensures proper frame alignment before belt drive installation. **A2-201**

BESV TRB1 AM SE

A capable full-suspension e-bike for long tours and singletrack trails. Its compact frame design provides for agile handling, while boost hub spacing results in strong and stiff wheels. The new Brose S engine delivers up to 90Nm of torque when needed and is powered by a high-spec Darfon battery. Finished with Shimano shifters, disc brakes, and an SR Suntour Aion 35 suspension fork. **A1-200**



By.schulz Stem Twist Pro SDS

A versatile stem with an angle adaptable from -30° to +50°. Its unique twist function also allows tool-free rotation of the handlebar via a quick-release lever. This space-saving parking position simplifies storage and transport of the bicycle. Its integrated SDS front cap also allows installation of accessories such as lights, action cameras, smartphones, or a bottle holder. **A3-109**



KS Rage-i

It's well known that KS offers the widest range of droppers of any brand on the market and that their offerings range from the leading edge LEV-Ci to the affordable eTen. Now replacing the e-Series models is a new range of affordable droppers starting with the Rage-i. The Rage-i (and variants soon to be released) offer nearly all of the style and function of KS's higher end offerings at prices well below the competition. These models utilize 2-bolt microadjust heads, a modern seal head (without collar), a stealthy black anodized finish, and travels up to 150mm. In addition, these droppers are over 100g lighter than their predecessors. www.kssuspension.com **B1-504**



Benno Bikes eJoy 9D

A cute bike that's also very strong. The Benno eJoy 9D can carry 40 kg on its rear rack and another 25 kg via a frame mounted front tray. With an integrated accessory line featuring a Yepp baby seat adapter and several modular front carriers, the bike's rigid aluminum step-through frame is specially designed to prevent twisting when loaded. **A2-316**



Ortlieb Velocity Design

A new version of Ortlieb's classic messenger-bag style daypack available with four different all-over prints. The Velocity is made of sturdy waterproof polyester fabric and features the brand's proven roll-top closure. The large main compartment has a 24-liter volume while a zippered inner pocket keeps things organized. Anatomically shaped shoulder straps with chest and waistband ensure comfortable transport. **A4-301**



SCOTT Sports Spunto JR Plus Helmet

Inspired by adult helmets, the Spunto Plus is SCOTT's first junior helmet that uses MIPS to protect young riders from angular impacts. In combination with an easily adjustable J-RAS fit system that ensures the helmet remains properly positioned on the head a rear flashing light and full in-mold construction help bring big features to smaller heads. **B1-200**



Hutchinson Skeleton

A dedicated tire for cross-country racing that can be used on the front or rear wheel. Fast and light its reassuring profile aims to help the rider optimize their trajectories. Made for dry or mixed terrain it combines elements of Hutchinson's Cobra and Black Mamba tires for both speed and grip. **B3-505**



sponsored by



CycleOps Smart Trainers

A1-600

The second generation of the Hammer and Magnus smart trainers is coming, featuring exciting upgrades and new names: the H2 and M2. From improved power accuracy to an even more realistic ride feel to internally integrated cadence detection, the H2 and M2 smart trainers will hit the market with eyebrow-raising bragging rights over their predecessors.

power meters to Bike Fixation infrastructure, the bicycle is at the heart of everything they do.

www.cycleops.com

This second generation of CycleOps smart trainers also touts a headless mode that simulates a standard fluid trainer when ridden unpaired, in addition to supporting the new Bluetooth standard.

Saris is a family-owned American manufacturer of cycling accessories based in Madison, Wisconsin, USA. From Saris bike racks to CycleOps indoor trainers to PowerTap cycling



New Products 2018

Wellgo

C338 Pedal

A modern rendition of a classic design. An all aluminum body construction is paired with two slip-resistant kraton blocks to provide support, comfort, and traction when used with a wide range of shoes. At only 490g per pair they're light, while a boron steel axle and polymer bearings should ensure a long service life. **A4-101**



Hexlox

One Thru Axle

The Hexlox Thru Axle covers over thirty different options in just three sizes; front 15, front 12, and rear. Its length intuitively adjusts to fit any width dropout via a telescopic two-phase thread, while the interchangeable end flips to match any fork or dropout. The precision aluminum body is shielded by a low profile conical steel head with a neat weather cap. **A2-508**



Arisun

Mount Baldy

Arisun's Mount Baldy 29er tubeless-ready tire features large wedge-shaped knobs down the middle of the tire for exceptional traction. Shorter split side knobs with pockets for added side grip, along with aggressive shoulder knobs for cornering performance. The triple compound tire is specifically designed for freeride and downhill. All sizes are available for tubeless ready. **A3-209**



CamelBak

Women's Chase Bike Vest

This vest is designed to fit a woman's body better and deliver top performance on the trails. Harness-based front storage pockets keep nutrition and essentials within easy reach and are Quick Stow compatible for times when you need more fluids than the 1.5-liter CRUX reservoir can hold. Lightweight, breathable materials ensure athletes stay cool and focused on the trail. **B3-401**



Stromer

ST3

Rolling on broad tires, the powerful and silent Stromer ST3 is designed for seamless, hassle-free commuting. With a choice of two stems and three handlebars, it gives you a customizable range of sitting positions. With slick looks, it won't be out of place in the city, while its integrated lights, rack, and mudguards all come in a color-matched finish. **A1-501**



wellgo



472g per set

C330

Enlarge platform with concave feature to completely support your step for comfortable riding.

A PEDAL FOR E-BIKE

New Products 2018

Miranda XMOD Carbon Fiber Road Cranksets



XMOD, the world's first totally modular crankset, now becomes one of the world's lightest cranksets after trimming 100 grams. The new design still allows you to choose the spindle, spider, and crank arms independently for a customized crankset; only now Miranda gives you carbon fiber crank arms as an option. XMOD, which was introduced in 2017, has stayed loyal to its titanium axle and clever chainring design that locks flush with the right crank arm for greater durability, stiffness, and power transfer. The resulting reinforced fit extends the life of both the cranks and chainrings. Compatible with all standard bottom brackets, the XMOD crankset for road allows for almost limitless crankset combinations. Available from Miranda's online store at mirandabikeparts.com. **A3-310**

Barbieri Carbonaria Carbon Tubeless Valve

Carbonaria is the first carbon fiber tubeless valve in the world. Safety and lightness, combined with excellent performance. Available in 2 sizes, 45 and 35 mm. With a new lighter aerodynamic carbon ring, with tik.fix ergonomic unscrewing system. Also available with new channel for foam protection systems for rims and tires such as Barbieri's Anaconda system. **A4-310**



For.Bicy Men's Urban Life Uw Boxer

Whether you commute, ride recreationally, or want to go to the gym and spin, For.Bicy's underwear aims to keep you comfortable. With a removable pad, once you're done pedaling the chamois can be quickly removed from the boxer, allowing you to continue with your daily activities without changing clothes. **A7-402**



Ostand Mudguard carrier

A slick mudguard and rear carrier combo with improved aesthetics and greater integration. The stay of the carrier has been hidden under the mudguard. Reducing the number of components necessary, this gives the bike a simple look. Due to the narrow width of the carrier's frame it's suitable for attaching to racing bikes to convert them for touring and commuting. **B4-312**



Stan's NoTubes Grail MK3 Rims and Wheelsets

Pavement, gravel, cyclocross, or singletrack. The Grail MK3 is happy taking on almost any surface. Tubeless technology offers less rolling resistance, more control, and the ability to seal punctures while riding. A versatile BST-R rim design makes it compatible with tubeless road tires, low-pressure tubeless converted tires, and conventional tires and tubes, for maximum flexibility in a single wheelset. **B1-503**



Tern Bicycles GSD s00

A compact utility e-bike designed to carry two kids, a week's groceries, or a gross vehicle weight of 200 kg, it packs down to fit in a large car or urban apartment. Accommodating riders from 150 to 195 cm the whole family can hop on. It comes equipped with integrated lighting, lock, rack, mudguards, double kickstand, panniers, and retractable passenger foot pegs. **B4-405, DA-411**



BETO One For All Tubeless

An alloy floor pump with the capability to seat tubeless tires. Its lightweight tube-in-tube structure features an internal burst tank. Needing only eight strokes to fill, this can then be released to pop tubeless tires into place. With the flip of a lever the pump switches between modes. In both, a patented auto-head and oversized gauge make for easy operation. **A3-406**



La Fonte Alpha 3x Gold Woman

The Alpha 3X Gold SAT Woman features an aerodynamic fit and has been engineered for experienced female riders taking on long distance events in extreme conditions. Comfort and elasticity are granted by fabrics with excellent transpiration, quick-drying, and moisture expulsion qualities while high-density foams and shock-absorbing SAT inserts ensure maximum protection. **A7-106**



sponsored by

KENDA

Kenda Regolith Pro

A5-501

The Kenda Regolith Pro is an all-new all-round mountain bike tire developed to set a new benchmark in versatility. It's the perfect choice for people who want to ride a single tire that excels in many aspects.

- Offered in three different casings (EMC, SCT, TR) - the right casing for every demand and application. EMC casing especially developed for e-mountainbikes with ECE-R75 certification
- Available in many sizes: 27.5x 2.2, 2.4, 2.6, 2.8; 29x 2.2, 2.4, 2.6 Tubeless Ready

You want to race? You want to do an all-mountain tour? You ride an e-mountainbike? You don't want to care about the conditions? The Kenda Regolith Pro is the companion you can count on!

www.bicycle.kendatire.com

Features:

- New versatile tread design - Extremely predictable and confidence-inspiring handling in all conditions. Excellent traction and braking performance in wet & dry.
- New dual tread compound - fast rolling center compound and good gripping shoulder compound.



New Products 2018

A-Forge Integrated Power Hydroformed Tubes

Integrated hydroformed tubes to accommodate both Shimano E8035 and Bosch PT 500/600 systems. With a new process controlling their thickness, hardness, and shape they promise a smooth surface inside and out. 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**



Craft Hale Glow Jersey

A reflective jersey with body-mapped mesh and high elasticity, the Hale Glow is designed to keep you cool and visible while riding. Part of a dual-use range for bikers who saddle up several times per week, a looser fit suits the trails while a tighter cut matches the road, yet each item can be mixed and matched as you like. **A7-304**



Bont Helix Shoe

Lighter, stronger, faster. That's how Bont bill the Helix. Using a DuroLite outer skin and carbon sole, its weight is kept to a minimum. Closed with a single BOA dial, continuous wiring spreads the load for a secure hold without localized pressure points, further enhancing the brand's unique anatomic fit. **A7-405**



Urban Arrow Shorty EPP

Roughly the same length as a regular city bike, the Shorty's load capacity will surprise you. The remarkable frame design, defined by the expanded polypropylene (EPP) box and the smooth Bosch e-assist makes the Urban Arrow Shorty the perfect partner for the urban commuter. The light aluminium frame and the solid lockable and insulating cargo compartment effectively form a secure safe. That makes the Shorty the perfect means for both personal and professional ends. Just imagine all the heads you'll turn. **A1-706 FG-0/201**



Basil B-Safe Backpack Nordlicht

A smart backpack to keep you and your belongings safe. With an anti-theft construction using hidden pockets and an integrated LED light, when not being worn it mounts to the bike via Basil's Hook-On system. Other features include an integrated USB charging port, rain cover, laptop compartments, trolley belt, reflective helmet loops, and a chest strap. **A4-205**



Schwalbe Eddy Current

Schwalbe's new "Eddy Current" is the first MTB tire specifically developed for all mountain, enduro, and gravity e-MTBs. With radical technology and innovative scale sizing this tire transfers the e-power to the ground. The concept with 29-inch front wheel size and 27.5" rear wheel size provides maximum performance. Its rugged appearance comes from the stable blocks, more rubber and the big width. Specially adapted tread design for front and rear wheel. **A5-300**



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BOONDOCKS 3

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FOR GRAVEL & CROSS BIKES



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VISIT BOOTH A5-205

New Products 2018

Roxim

Z4E Elite, Compact 600lm Speed-Pedelec & Pedelec front light



Delivering ultrawide lighting and an output of up to 600 lumens, the Z4E Elite comes in a tiny package. Designed for pedelec and speed-pedelec bikes, it's compliant with ECE R113 class B regulation and ECE R10 (EMI & EMS), allowing e-bike manufacturers to adopt the product quickly without going through the certification process again. **A5-212**

Ful Chee FH Through-axle

A slick, hidden quick-release through-axle. When not being operated its lever is stowed inside the axle body. In this position, the reliability of the system is improved by avoiding any potential impacts, while the look of the bicycle is also streamlined. Unlike many other products on the market, the design doesn't require an Allen Key or a special spanner to operate. **A5-233**



MRP Bartlett

Light enough to be at home on a long-travel all-mountain bike, but stiff and durable enough for freeride and park bikes. The Bartlett's dual-crown design provides space efficiency over a single-crown, allowing for longer travel at shorter axle-to-crown lengths, as well as excellent stiffness and steering precision. **B1-412**



Velo Atoms Shaping Saddle

A gravel saddle created with Velo's patented Atoms shaping for optimal aerodynamics. The rail mounting system features Arctech technology for superior support, suspension, and a streamlined look, while a center channel allows for pressure relief and air flow. With a long nose allowing the user to move around as needed on variable terrain, extra padding also adds to its mixed terrain credentials. **A4-103**



Reynolds Cycling

TR309E

A trail-rated carbon wheelset for e-bikes. The TR309E features oversized hubs, triple butted spokes, and a steel freehub body for durability. Elsewhere six-pawl full in-line engagement and a five bearing set-up ensure smooth and direct forward drive. Cooling fins at the brake mounts keep the bearings from heating up and guarantee safe braking at all times. **B1-410**



Bev Int'l Corp BCG-269-BK

A child-carrying cargo bike with multiple options. Available in both electric and human-powered versions and with a choice of an alloy frame or steel frame, the size of its wooden box can also be customized. With 6-speed gearing, the Dapu motor option provides a range of up to 40km. **A5-409**



Bike Machinery Proxima

For bicycle makers, an automatic machine for alignment and straightening of the bike frame. Using a fully automatic checking and straightening cycle, it's the only one in the world not to require labor. Allowing presetting of the different tolerances, and including drop-out parallel straightening, the degree of precision is adjustable to within 0.1 mm. **B5-105**



TAYA Chain Co 12-speed TOLV Ti-Black/Gold chain

A high-spec chain, the TOLV is a perfect match for 12-speed mountain bike drivetrains. TAYA's exclusive Diamond Hard Tech self-lubricated treatment is applied to the pins, resulting in dramatically improved hardness. Its Nano Black-Gold coating is applied via an eco-friendly dry procedure without heavy-metal wastewater output. A Sigma+ quick-link makes for easy fitting, removal, and servicing. **A5-411**



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ANACONDA
MADE IN ITALY

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.

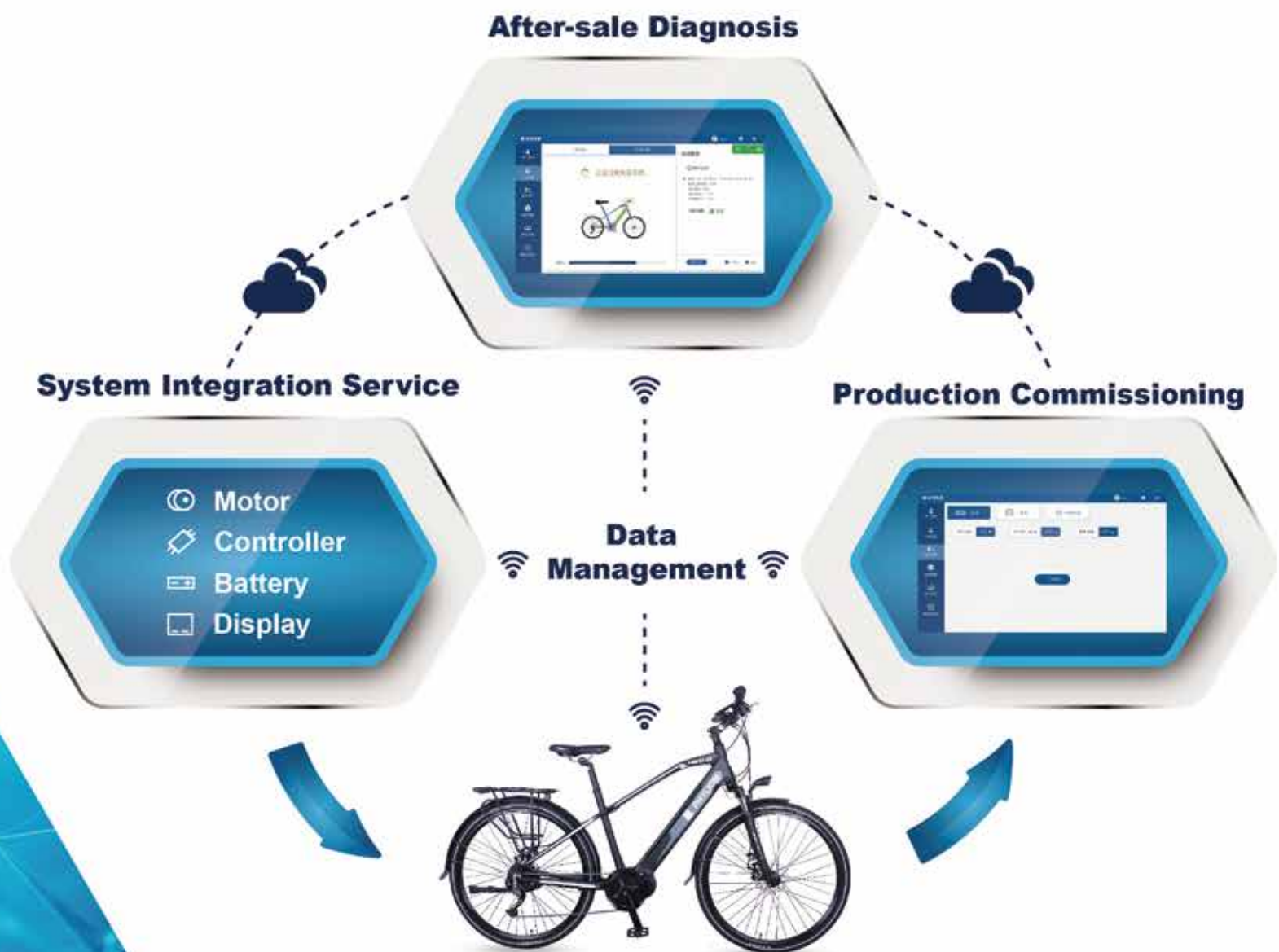
www.barbieripnk.it





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www.phylion.com



Booth Number: A1- 412
2018 JUL 08-JUL 10

New Products 2018

Simplon Razorblade 29



To combine minimum weight with maximum stiffness was the design brief for the Razorblade. A privateer xc-race bike or summit climber, the newly developed cockpit cable integration makes the bike look even slicker. Despite its racing character, the Razorblade also promises additional comfort to help save energy for the last few meters across the finish line. **A3-100**

Uvex Quatro Integrale

One for enduro and all-mountain fans. The successor to the Uvex Quatro features extended rear coverage and a radical new design. Thanks to seamlessly-molded construction it combines a clean design and maximum safety. With enough space to park a pair of goggles, a cool head is provided for by the combination of big vents and functional pads with embossed channels. **A4-400**



SKS Compit

The Compit combines three core functions in one compact system. A mobile phone holder, a Qi-certified +Com unit with integrated NFC chip, and finally a mount for a front light or action cam. Connected to the e-bike's power source, with a USB interface to the onboard computer, its universal technology allows for inductive charging of your smartphone while riding. **A5-400**



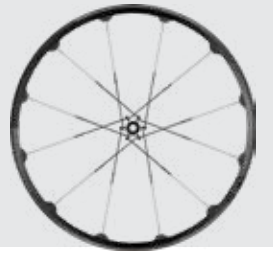
X-Fusion TRACE 36 Roughcut HLR

Developed for the new progression of 29er super enduro bikes with 170mm travel and 36mm stanchions, the Trace offers a stout chassis with smooth & efficient damping. The Trace36 available with the Roughcut HLR/RCP bladder cartridge damping system, riders will no longer have shy away from the most technical bits of trail but will be looking for what they can conquer next. **B1-204**



Crankbrothers Lithium 27.5+ E-Mtb Wheelset

Crankbrothers addresses the increased weight and power output of E-Mtbs with a robust wheel system featuring twin pair spoke technology with stronger 2.0 straight gauge spokes, steel freehub and axle, and wide reinforced rim profile (35mm inner/40mm outer). The Lithium 27.5+ is tubeless ready and comes with a 2-year warranty. **A5-301 B1-304**



Humpert Ergotec Ergotec Integra-BK Atem

The focal point of the new Integra-BK stem is the integrated BOSCH display. With interior cabling it's accommodated without leaving unsightly wires trailing. The optionally available faceplate enables equally slick individual fitting of front headlamps from a range of manufacturers and in different designs. **AG-100**



BN'B Rack Folding Rear Bike Carrier

With a universal design that fits a wide range of vehicles including sedans, SUVs, and hatchbacks, the BC-6425-3 uses around 50% of the space taken up by traditional trunk racks. For extra safety, it features reflectors and an additional strap to secure the bikes tightly. It's also passed international safety standards and is validated by TÜV NORD. **AG-409**



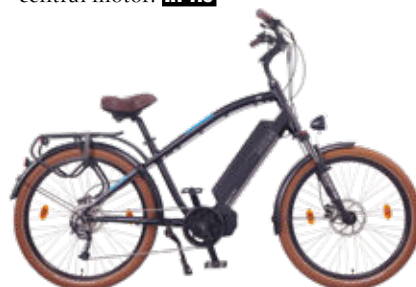
Bosch eBike Systems Fast Charger

Bosch eBike Systems introduce the Fast Charger. It's the fastest charger of all system providers on the market and is able to fully charge a PowerTube 500 or PowerPack 500 in three hours. Requiring just over one hour to charge the battery to 50% capacity this makes it the perfect option for recharging mid-trip. **AG-201/202**



Leisger Cycle Group NCM Miami Pro e-Cruiser

The Miami Pro e-cruiser sports plenty of comfort features, including a stem that's fully adjustable within seconds and without tools, wide rims with cushy tires, and a sprung saddle. At the front, a suspension fork keeps things plush. Still, despite a relaxed look and feel this e-bike is no slouch thanks to a 48V Das-Kit central motor. **A1-115**



ITM Bike Components X-One Black UV

A complete finishing kit from ITM. Comprising a handlebar, stem, and seatpost each is sinuous in shape and comes with a matte UD carbon finish. With its bolts hidden away in the interests of aesthetics and aerodynamics, the stem features the brand's GWS grip-wedge system, while the bar uses a radical anatomical shape. **B5-104**



Kona comes back to Eurobike after 6 years with new e-bike

Kona returns to Eurobike with the Remote Control, a new recreational electric mountain bike to meet the growing demand for e-MTBs in Europe as well as North America.

Kona B4-301 has been gone from Eurobike for six years, but its new bikes, combined with the convenience of the Eurobike Media Days demo for journalists, persuaded it to return.

"We have a lot of really cool new bikes this year — including some big e-bike announcements — and felt that the timing was right for us to share the news with Eurobike and the associated markets," communications manager Lacy Kemp said Sunday.

Most of Kona's earlier e-bikes were utility models, but it designed the Remote Control for the sport of fun.

"I think that e-MTB is growing quickly in America, which is where we are, and so we designed the Remote Control to adapt to the European market," Kona engineer Matt Lareau said at the booth. "We feel that motor-assisted bikes have a place in pure recreation, which was the motive for the Remote Control."

Standout features on the dual-suspension Remote Control start with its 6061 aluminum-butted frame, which takes some of its design cues from Kona's existing mountain bikes. Its 132mm of rear and 150mm front travel, combined with its 27.5- by 2.8-inch tires, define it as a recreational trail bike.

The Remote Control specs the top-of-the-line Performance CX mid-drive motor from Bosch. A Bosch PowerTube 500w battery is concealed in the downtube for a sleeker look.

The drive system runs on a 14t chainring and SRAM EX1 crank arms. SRAM brake system and shifters complete the non-electric specs.

Kona isn't new to e-bikes; demand from retailers and consumers spurred the company to build entry-level utility bikes for hauling cargo, transporting wilderness gear and outfitting search and rescue units. ■ **WB**



Kona Remote Control

Want a new custom frame? WhiteStone will print one

Why bother with welding aluminum tubing or undergoing the messy process of carbon fiber layups when you can just print a bicycle frame?

Award-winning brand **WhiteStone A2-102** is peering into the future of custom bikes with a project to use 3D printing for time trial frames. At the WhiteStone booth, you can see and touch a prototype of a mountain bike frame that embodies the founder's ambition to radicalize the way custom frames are manufactured.

"The next step is to find four or five customers with five thousand euros to invest in the project, with the end goal to produce a custom printed time trial frame," WhiteStone founder and CEO Jens Jankowski said Sunday. WhiteStone is primarily known for its custom aluminum and carbon mountain and road bike frames, which it typically sells as complete bikes. Many of those are also on display at the booth.

The prototype frame is printed from polycarbonate. Because it weighs more than 2kg (4 pounds, 7 ounces), it's too heavy for a production mountain bike.

So Jankowski decided that a time trial frame, which has less of a weight stigma, would be an ideal application of the technology.

He's seeking triathletes who would like to invest 5,000 euros (\$6,875) in exchange for receiving their own custom frames.

Ideally, they would live close to WhiteStone's headquarters in Zittau, Germany. He plans to finalize participants by the end of this year and deliver their custom-printed frames six months later.

WhiteStone is collaborating with Fraunhofer IWU, an institute for machine tools and forming technology. Fraunhofer IWU develops the software

that calculates frame geometry based on manually entered bike fit data, and then uses the data to interface with the institute's 3D printers.

Jankowski estimated that a successful production frame (frame, brake mounts, handlebar, and aero seatpost) would cost between 7,000 to 10,000 euros.

The resulting production frame must be stiff enough to meet the demands of time trial without being too heavy or expensive.

If WhiteStone is unable to deliver a satisfactory 3D printed frame, it is offering participants a fallback plan: They will instead receive a WhiteStone carbon fiber frame in exchange for their investment and participation in the development project. ■ **WB**



Jens Jankowski with a prototype of a WhiteStone 3D-printed mountain bike frame

Cycle computer smarts in a classic chronometer body

Who says a cycling computer has to look like a computer?

The One from **Omata B2-104a** has all of the smarts of the smartest of cycling computers, but it looks like classic mechanical chronometer.

Most GPS cycling computers have large touchscreens and look as if the cyclist just strapped a smartphone to the handlebars.

So the Omata is a bit of a throwback to the precision instruments of a different era. For example, when the cyclist pedals harder the speedometer needle climbs.

But beneath that classic surface lies a whole lot of high-tech workings. The Omata's aluminum housing shelters a tracking device that works with GPS, Glonass and Beidou navigation satellites; a 3-axis accelerometer; a barometric pressure sensor and a temperature sensor.

The unit has 4 GB of memory and communicates with smartphones using the BLE protocol. Omata offers a companion iOS app and plans to release an Android version soon.

The four hands on the clockface

show current speed, distance, riding time and more.

Omata has teamed up with K-Edge for a handlebar mount that matches the device's high level of craftsmanship.

The Omata is the brainchild of Rhys Newman. He launched a Kickstarter campaign in 2015 and reached his target within 42 hours, selling 200 units. The campaign eventually raised \$230,000 from 498 backers.

The Omata is built for rugged use, Newman said Sunday at the booth.

"Due to the aluminum housing and the Gorilla glass lens, our device is very robust," he said.

Gorilla glass is a tough, scratch-resistant glass that's found on smartphones and tablets from dozens of brands.

Newman said the Omata's built-in battery gives it a long running time of about 17 hours. It can be recharged through a USB-C cable.

And yes, there's also the Omata's looks, which are simply stunning for all who are into classic watches.

Omata recently cooperated with Open Cycles on a limited edition of 20 bikes, based on the boutique brand's U.P. gravel bike. Newman designed the

bikes' colorway himself, using elements of the Omata's dial design. And, of course, each bike is equipped with a One cycle computer. ■ **LvR**



A limited-edition Open U.P. gravel bike with the Omata One



Shimano's workshop on wheels



Ceepeo's wildly imaginative Shadow-R tri bike.





Tern's GSD Deliveroo



Heralding a new era of integration: Yesterday's world debut of Haibike's Flyon bikes with a TQ engine in Foyer East.



Racer E-Cover heated shoe cover

Two old hands are behind a brand that's 3 days old

There are plenty of new e-bike brands at Eurobike, but a newcomer in Hall A2 is worth a second look.

Logo E-Bikes A2-402, which makes premium e-bikes, is the brainchild of Rob Beset and Rolf Singenberger. Beset is a former executive at Accell Group, while Singenberger is the former head of development at BMC. They also worked together at Eddy Merckx, designing award- and tour-winning bikes.

"We thought it's time to create something new for the e-bike world," Beset said.

The Logo brand is literally a few days old – on July 5 the two announced they were changing the project's original name of 2R e-bikes due to "respect for our colleagues in the industry and earlier registrations."

Singenberger says the two applied their combined experience to the new line.

"We saw unique design, technology and material opportunities. We even immersed ourselves into the car and racing industry, where we found technologies and materials that influenced the development of Logo E-Bikes."

The new brand debuts two models. Beset said each is for a different riding style, but are both "extremely lightweight, provided with

fully integrated parts and elements, and easy to connect with your phone."

The FS10 model uses Fazua's innovative hidden Evation drivetrain, while the XD02 is powered by Ebikemotion and equipped with a Kappstein Doppio gearbox.

"The FS10 is for athletic riders, while the XD02 is aimed at everyday city riders," Singenberger said.

Beset said the company has already lined up several IBDs to carry the bikes, and is establishing distribution and service centers for national markets. Logo also plans to incorporate a home delivery service for consumer-direct sales. ■ **JB**



Rolf Singenberger (left) and Rob Beset of Logo E-Bikes. (Photo: JB)

Taipei Cycle preps for a 5-month turnaround



Executives from TAITRA and leading Taiwan companies lined up for a photo at Sunday's press conference.

With Taipei Cycle also adjusting its show dates for 2019, there will be less than five months between its upcoming show this fall and the 2019 show, which returns to Taipei Cycle's more traditional March timeframe.

Andrea Wu, senior project manager for show organizer TAITRA, said a second team is already working on the next year's edition, which will be March 27-30, 2019.

"So from the organizing side, there won't be any problem," Wu said Sunday in an interview with the Show Daily.

The 2018 Taipei Cycle show will be Oct. 31 – Nov. 3, with a demo day scheduled for Oct. 30. The upcoming show will host 1,250 exhibitors.

Along with its usual location in the Nangang Exhibition Hall, Taipei Cycle will use TWTC Hall 3 for a themed exhibition of IoT services companies and start-ups.

Dubbed "Taipei Cycle +," Hall 3 will focus on innovative young companies and digital tech applications.

TAITRA said Taipei Cycle is aiming to be the leading platform for exhibitors of "intelligent" cycling products, both because of its international importance as the world's No. 2 bike trade show, and because of its timing.

The two shows are expected to draw a different mix of exhibitors. While the 2018 edition will focus more heavily on new cycling technology, the 2019 show will have its historical support from domestic producers.

"While we lost some parts and accessories exhibitors, we gained new exhibitors from the production machinery area, so we have different types of exhibitors because of the different dates," Wu said of the 2019 show.

TAITRA is also hoping to attract international exhibitors to the 2019 show for whom the 2018 dates were not feasible, she added.

Registration for the 2019 show will open in August. The 2019 show will be the first Taipei Cycle to make use of the new Nangang Building 2, which has been under construction for years.

However, organizers expect the show will be about the same size as in previous years, TAITRA's Jasmine Wu said.

Meanwhile, at a Eurobike press conference on Sunday, TAITRA

highlighted four Taiwanese manufacturers and their latest products, all of which showcased the application of smart technology to cycling.

Taiwan's Ministry of Science and Technology is backing what officials called the first "smart" e-bikeshare system in Taiwan, which it calls SwiCity.

SwiCity is part of a government effort to make cities smart, sustainable and livable. The program makes use of research done in Taiwan to apply LoRa (LongRange) low-power transmission technology to bikeshare systems.

The press conference also showcased innovations from four Taiwanese producers.

CyberMotions introduced its CM-P01 power meter hub; **TranzX A6-315** showed its new Mavis M16 e-bike; **TBS Group A5-217** presented its Arofly family of Bluetooth-enabled smart products, including its tiny power meter that doubles as a valve cap; and **Bryton A3-102** demonstrated its latest range of bike computers.

Taipei Cycle's focus on "intelligent" cycling products follows the island nation's success in exporting electric bikes.

According to the Taiwan Ministry of Finance, the island nation exported 54 percent more e-bikes by value in the first five months of 2018 than it did in the comparable period a year ago.

Europe accounts for 68 percent of Taiwan's e-bike exports, and the United States another 22 percent.

The current trade conflicts between the United States and China, and between the European Union and China over e-bike imports, could boost the Taiwan industry.

"With the attractiveness of lower-priced, mass-market Chinese e-bikes now drastically reduced due to protective tariffs in the substantial American and European markets, Taiwanese manufacturers are perfectly poised to exploit this opening for their own e-bikes," Taipei Cycle organizers said in a recent news release. ■ **TK**

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TAIPEI CYCLE

Oct. 30 DEMO DAY
Oct. 31 - Nov. 03 **2018**

Taipei Nangang Exhibition
Center, Hall 1 & TWTC Hall 3



A New Worldview On Cycling

Organizers:



Bureau of Foreign Trade,
Ministry of Economic Affairs (MOEA)



Taiwan External Trade
Development Council (TAITRA)

Transport Guide

Eurobike Commuter Services

Whether you're arriving in Friedrichshafen by ship or train, Eurobike offers you the international hub of Messe Friedrichshafen and the

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

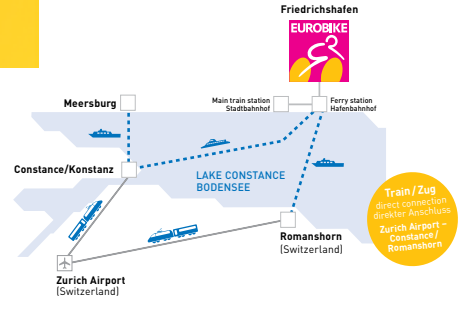
at your hotel, or close by. Ten shuttles from Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!



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 11:00 14:30 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 Constance/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	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

Duration of the journey approx. 15 min. Subject to a charge / Fahrzeit ca. 15 min. Kostpflichtig, www.bsb-online.com

Messe Express

Messe Express

DEPARTURE ENTRANCE WEST / ANKUNFT EINGANG WEST			
Bus Stop / Haltestelle	From/Von	Time/Takt	Till/Bis
Lindau Bahnhof (Island/Insel)*	6:52	8:27	
Lindau Casino/Spielbank*	6:55	8:30	
Arrival Entrance East / Ankunfts 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

Messe Express

DEPARTURE ENTRANCE WEST / ABFAHRT 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	13:13	
Ferry station / Hafenterrasse	7:22	13:00	
EUROBIKE Entrance / Eingang West	7:32	13:10	

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Bus Stop / Haltestelle	From/Von	Time/Takt	Till/Bis
Main train station / Stadtbahnhof	13:31	18:31	
EUROBIKE Entrance / Eingang West	13:42	18:42	
Ferry station / Hafenterrasse	18:45	21:25	
Main train station / Stadtbahnhof	18:51	21:31	
EUROBIKE Entrance / Eingang West	19:02	21:42	

CATAMARAN / KATAMARAN

DEPARTURE / ABFAHRT		
Departure Constance / Abfahrt Konstanz	From/Von	Till/Bis
Mon - Fri / Mo - Fr	6:02 every/alle 60 min	19:02
Sat - Sun / Sa - So	8:02 every/alle 60 min	19:02

DEPARTURE / ABFAHRT		
Departure / Abfahrt Friedrichshafen Ferry Station / Hafen	From/Von	Till/Bis
Mon - Fri / Mo - Fr	6:02 every/alle 60 min	19:02
Sat - Sun / Sa - So	8:02 every/alle 60 min	19:02

Fri and Sat additional departure FN / Fr and Sa zusätzliche Abfahrt FN: 20:02 / 22:02
Duration of the journey approx. 52 min. Subject to a charge / Fahrzeit ca. 52 min. Kostpflichtig, www.der-katamaran.de

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

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)

FERRY/BODENSEEFÄHRE

Departure/Abfahrt Romanshorn	From/Von	Till/Bis
Mon - Fri / Mo - Fr	5:36 every/alle 60 min	20:36
Sat - Sun / Sa - So	7:36 every/alle 60 min	20:36

DEPARTURE / ABFAHRT		
Departure / Abfahrt Friedrichshafen Ferry Station / Hafen	From/Von	Till/Bis
Mon - Fri / Mo - Fr	5:41 every/alle 40 min	20:41
Sat - Sun / Sa - So	7:41 every/alle 40 min	20:41

Duration of the journey approx. 41 min. Subject to a charge / Fahrzeit ca. 41 min. Kostpflichtig, www.bsb-online.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).

*bus stops directly in front of the hotel / Bus fährt direkt ab Hotel

1 Hotel Shuttle Überlingen - Uldingen - Immenstaad - Fischbach

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST	
Bus Stop / Haltestelle	Tour 1 Tour 2
Überlingen / Andelshofen Hotel Johanniter Kreuz*	6:34 8:19
Überlingen ZOB*	6:39 8:24
Mühlhofen Hotel Kreuz*	7:52 8:37
Oberuldingen Markt/Höhe Parkplatz*	7:58 9:43
Unteruldingen 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 / Ankunfts 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 / Ankunfts 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 Markdorfstraße / 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 / Ankunfts 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 Wiesental*	7:22 8:52
Meckenbeuren Buch / Kreuzung Max-Eyth-Straße*	7:23 8:53
Arrival Entrance East / Ankunfts 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 / Ankunfts 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 / Ankunfts 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 / Ankunfts 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 - Weißenberg - 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
Weißenberg / 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 / Ankunfts 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 / Ankunfts 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 (KIKI/ gegenüber Sheraton)*	6:35 8:55
Bregenz Hotel Deutschmann*	6:55 9:15
Bregenz Bahnhofplatz*	7:00 9:20
Bregenz Kreisverkehr / Höhe Sutterlüty*	7:05 9:25
Lochau Seehotel am Kaiserstrand*	7:10 9:30
Lindau Hotel Marina Star*	7:17 9:37
Arrival Entrance East / Ankunfts 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 (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



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Advertising index

A-Forge	41	Hutchinson	39	Riese & Müller	35
Airace	51	Johnny Loco	47	Roxim	29
Alex Global	61	KS	33	Sate-Lite	14
Apro Tech	9	Kryptonite	57	Standwell	29
Astro Engineering	18	La Fonte	53	Stromer	8
Bafang	front cover	Messingschlagler	front cover	Taipei Cycle	69
BESV/Darfon	30	Miranda	7	Taya Chain	24
Bosch	34	Mubea	45	Thun	46
Chosen	14	Neco	back cover	TranzX	68
Control Tech	51	Neodrive	38	Trère Innovation	43
Crops	21	Nexo/Otrajet	50	Velo	11
Dapu	2	Novatec	47	Wellgo	59
Darfon OEM	20	Pexco	55	Winora	31
Gates Carbon Drive	25	Phyllion Battery	63	Zhongce Rubber	42
Greenstorm	19	Polartec	15		

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/// Rove Dynamo Hub Power Generator-UPS System ///



TAIPEI CYCLE
d&i awards 2017



NECO 3
Intelligent Portable Charger



Patent No. Taiwan: M509473
Germany: 202015104197



NECO 4 Global Maximum Bicycle
Dynamo Generator
Dynamo Hub Power Generator

Patent No. China : 5257748
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