




SHOW DAILY




TUESDAY

bafang-e.com



ENGINEERED TO MAKE YOU **smile**

WORLD PREMIERE
M800 MINI MID MOTOR



55 Nm

BOOTH NO. A1-302

POWER YOUR LIFE

BAFANG



INSIDE:
What's on Today Show Highlights

PRODUCT ROUNDUPS:
Bikesharing
e-bike apparel & Accessories
Pedals
Personal Care
e-MTB wheels
Road apparel
Compact e-bikes
Airless tires
Triathlon
GPS devices
...and much more!



M-WAVE

YOUR WORLD OF CYCLING

Booth: A1 - 110

DAPU

Mid Drive Systems



TODAY

JULY 10
FRIEDRICHSHAFEN

23°C (73°F)

Sunny with a chance of rain



TONIGHT

12°C (53°F)

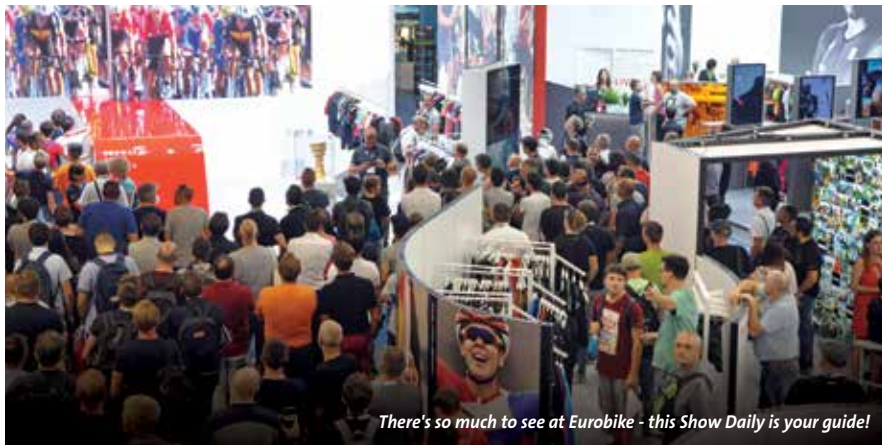
Generally clear



TOMORROW

24°C (75°F)

Mostly sunny



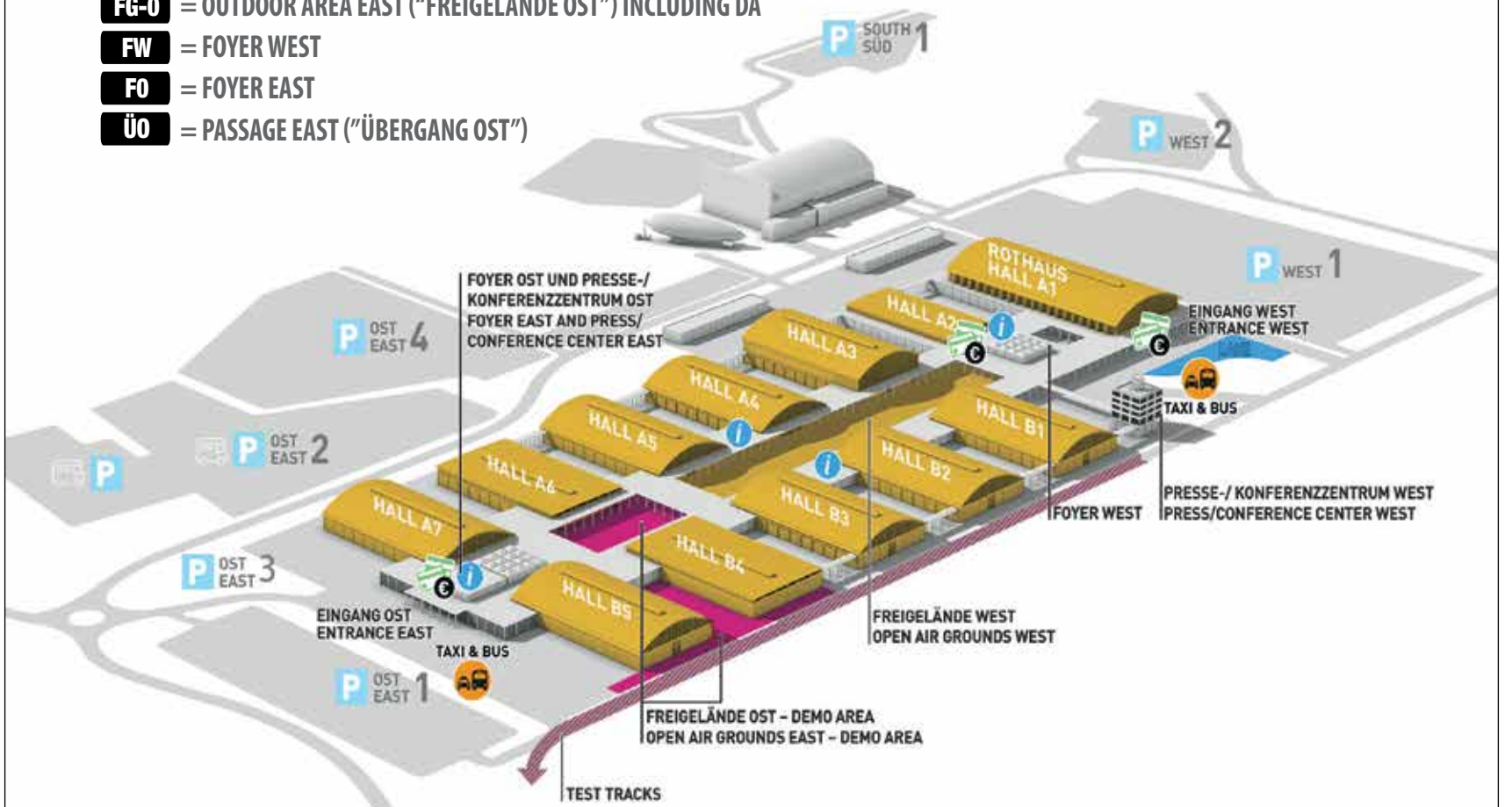
There's so much to see at Eurobike - this Show Daily is your guide!

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A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- DA** = DEMO AREA EXHIBITORS COURTS
- FG** = OUTDOOR AREA WEST ("FREIGELÄNDE WEST")
- FG-O** = OUTDOOR AREA EAST ("FREIGELÄNDE OST") INCLUDING DA
- FW** = FOYER WEST
- FO** = FOYER EAST
- ÜO** = PASSAGE EAST ("ÜBERGANG OST")



Vox Pop

Online shopping is a reality.
How are you dealing with it?



Boštjan Felc

Špan Center Mobility, Brezovica, Slovenia

We have an online shop but we are not doing a lot with it because the internet is killing prices. For instance, if prices are 40 percent less on the net, our brick and mortar shop could not survive. Yes, the internet is a reality, but should we lower the prices and try to live with a minimum profit? I don't know. Some clients will still come into our shop because they need to try shoes, apparel, helmets, bikes, etc., on for size.



Patrick Ziegler

Z-bikes & Parts, Simmern, Germany

Selling and buying over the internet is for me the worst thing anyone has ever invented. I know it is the future but it is also true that it's bad for dealers. No one can stop it and we have to just accept it and make the best of it.



Alois Sunkler

Alpen Bikes, Schönau am Königssee, Germany

There is always a positive and negative side to the internet. With time the internet will capture more and more sales because you can see lots of different products on the net. It will be negative for small shops with a small catchment area - they will lose business. To survive in business we must specialize, concentrating on certain items that are not suited to online sales.



Vladimir Hunjak

Humi Bikeshop, Prelog, Hungary

For me the internet is great since I also run a web shop and sell over the internet. In this way I can sell to many more people. I'd say it is a positive development.



Robert Ercan

Lucky Bike, Würzburg, Germany

For us the internet is not a problem since we sell both on- and off-line. Many clients look at our products online and then they visit our shop. So in fact it's an advantage for us. We have to move with the times. Of course small shops will get into trouble. But it is good for us since we are a large retailer, actually a chain of shops.



Markus Unger

vit:bikes, Munich, Germany

We are a bike shop and we work with all social media like Twitter and Facebook, and for us the internet is good since we can reach more and more customers. The negative side is the pressure on prices but overall it is positive for the moment.



Robert Lopez

KOM cc Group, Birsfelden, Switzerland

The internet is good for researching all the details about products. We work with the internet and have had positive and negative experiences. Negative when some items are not described properly and get returned. Positive because, for instance, you don't need to worry about shop opening hours. Of course consumers can see products on the net but sometimes they need to check the goods in person.



Elio Bottero

Bottero Ski, Limone P.te, Italy

We use the internet a lot for our ski business and are leaders in that area in Italy. We have just started selling e-MTBs although we have not yet coordinated it all properly on the net. Without any doubt it will be the future for us.

Portuguese factories show off their European values

Portugal's bike manufacturing industry has become significant enough to warrant its first pavilion at Eurobike.

Manufacturers that produce both OEM and aftermarket products have united under the banner of **Portugal Bike Value AS-310** to promote the country's fast-growing industry cluster.

"We wanted to show that manufacturing doesn't only happen in Asia," said Gil Nadais, general secretary of the ABIMOTA, the National Association of Two Wheel Industries.

The 400-square-meter (4,305-square-foot) pavilion highlights 12 Portuguese companies that are looking to partner with brands that want to manufacture in Europe. Their products include components, frames, saddles, and wheels.



Paulo Patrão at Tabor

Wheel manufacturer Rodi is showing off new made-in-Portugal carbon fiber wheels under its BlackJack brand name. Rodi offers the wheels for OE and the aftermarket.

Rim specialist AJ Maias supplies straightforward 14- or 28-inch aluminum rims for bikes that are destined for big-box stores. At the other end of the spectrum, Prototype produces carbon fiber mountain bike wheels that have won world championships and Olympic medals.

Miranda, which made a name for itself as a supplier of cranks and chainrings for OEMs, made a bold move into the aftermarket last year with its new Xmod line of modular cranksets.

While the majority of Miranda's business remains in the OEM market, it continues to make inroads into the consumer market with new carbon fiber crank arms for road bikes and e-MTBs.

Jasil provides hubs, cogs, bottom brackets, and chainrings machined from steel and aluminum that it can customize to meet its customers' needs.

Not all of the Portuguese manufacturers are on the hardware side of the industry.

Fullwear creates functional clothing, made exclusively from Italian fabrics, to outfit cyclists, triathletes, and runners. The 22-employee company produces 10,000 units per month; its customers range from clubs and individuals to large firms.

Tabor is showing off a range of colorful, eye-catching leather saddles with chromed steel rails, and bags with environmentally friendly cork interiors. Its products also appear on many of the display bikes seen throughout the pavilion. ■ **WB**



A BlackJack wheel from Rodi

ABIMOTA is also promoting its ISO-certified lab testing.

"We worked with all the brands to create Portugal Bike Value because we wanted to generate more exposure for doing business in Portugal," Nadais said.

One brand, FJ Bikes Europe, has one foot in Portugal and another in Asia. It makes products in Taiwan and, since the beginning of this year, at a new factory in Águeda, Portugal.

"The idea of building a plant in Portugal was to better serve European customers," said Nuno Faria, the company's general manager. "So it's not only a shift in location but also a new business focus."

FJ Bikes Europe produces OE road, mountain bikes, urban, and e-bikes and also offers painting services.

Emaltina and Incycles produce bikes for OEMs and under their own brands. Emaltina uses its company name as its brand, while Incycles sells under Cycles Eleven, named after the year the brand was conceived in 2011.

Coluer is showing an entire bike line, emphasizing its new electric road bike. The e-bike is prominently displayed because Coluer wants to spark conversations about its new mass production assembly line, and extend its reach beyond Spain and Portugal.



Coluer e-road bike

What's on today Tuesday, July 10

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 #thewridersclub. Supporting the Blogger Base is The Wriders' 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



Scheduled Events

Tuesday, July 10

8 – 9:30 a.m.

Conference Center East, / Room Berlin
Leader's Breakfast hosted by ECF Cycling Industry Club, ADFC and Eurobike.
Pre-registration required

8:30 – 9:30 a.m.

Foyer East
Wriders' Club supporter breakfast

9:30 – 9:45 a.m.

A7-402
Trerè Innovation
15-minute bike trials show

10 – 10:20 a.m.

A3-400
DT Swiss Workshop: Hubs — service and conversion options
In German

10 – 10:45 a.m.

Foyer East
Eurobike Blogger Base: Panel Discussion — Product placement OUT!?
More effective collaboration between companies and content creators through storytelling

10 – 10:30 a.m.

Foyer West
Local first! How local businesses can attract new customers online by e-vendo

10 – 10:45 a.m.

Conference Center East / Room Rom
Eurobike Academy: Social media award 2018 powered by LTP Group — performance of bike apparel brands
In English

10 – 10:45 a.m.

Conference Center East, Room London
Eurobike Academy: E-bike Battery Lifetime Factors & Warranty Concerns
In English

10 – 10:45 a.m.

Conference Center East, Room Rom
Eurobike Academy: Re-Inventing Retail: Omnichannel - order easily
In German

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 a.m. — 12 noon

Conference Center East, Room London
Eurobike Academy: E-bike battery lifetime factors and warranty solutions
In English

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.

Stage / Foyer East
Eurobike Academy: E-bike travel trend – Potentials and challenges for the bike industry
In English

11 – 11:45 a.m.

Conference Center East / Room Rom
Eurobike Academy: Re-inventing retail: Omnichannel - order easily
In German

11 a.m. – 12 noon

A1-706
Cargo Area guided tour
Meet in front of Urban Arrow stand

11:30 – 11:45 a.m.

A7-402
Trerè Innovation
15-minute bike trials show

11:30 – 12 noon

Foyer West
Bidex BikeLocal - the digital customer slide that brings online customers to the local retailer

12 – 12:20 a.m.

A3-400
DT Swiss Workshop: Wheel building tools/ spokes & nipples
In German

12 noon – 12:45 p.m.

Conference Center East, Room London
Eurobike Academy: Tailwind through smart e-commerce. Trends in German bike and e-commerce with a special focus on multi-channel/marketplace models
In English

12 noon – 12:45 p.m.

Stage / Foyer East
Eurobike Academy: When going direct gets personal
In English

1 – 1:45 p.m.

Conference Center East, Room Rom
Eurobike Academy: CE & GS for e-MTB/ e-cargo bikes: What are the implications for manufacturers? In German

1 – 1:45 p.m.

Conference Center East, Room London
Eurobike Academy: Vision, retail & bike: smart design for smart stores
In German

1:30 – 1:45 p.m.

A7-402
Trerè Innovation
15-minute bike trials show

2 – 2:20 p.m.

A3-400
DT Swiss Workshop: E-MTB-specific components/rims
In German

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 – 2:30 p.m.

Foyer West
Are you already smartmailing?
Automated Email-Marketing in accordance with the General Data Protection Regulation (GDPR) by e-vendo

2 – 2:45 p.m.

Stage / Foyer East
Eurobike Academy: Customer persona-driven product, sales and marketing management: Creating meaningful strategy in rapidly changing environments
In English

2 – 2:45 p.m.

Conference Center East, Room London
Eurobike Academy: Omni-channel commerce: Shopping experience without barriers
In German

3 – 3:45 p.m.

Stage / Foyer East
Eurobike Academy: Sand to Snow — Cycling across the most beautiful National Parks in the USA
In English

3 – 3:45 p.m.

Conference Center East / Room London
The potential of Bing ads
In German

3 – 3:45 p.m.

Conference Center East / Room Rom
Eurobike Academy: Tuning of pedelecs — legal circumstances and possible pitfalls.
In German

3:30 – 3:45 p.m.

A7-402
Trerè Innovation
15-minute bike trials show

4 p.m.

A5-200
Sigma Sport
Overview of Rox 12.0 Sport GPS computer by Teun van Erp, scientific expert from Team Sunweb

5:30 – 5:45 p.m.

A7-402
Trerè Innovation
15-minute bike trials show

With Sugoi and Sombrio, Garneau builds a 'cycling lifestyle' portfolio

With its acquisition of Sugoi and Sombrio, Louis Garneau Sports (LGS) is transforming itself into a lifestyle apparel company.



A jersey from Garneau's Art Factory Range

"Our goal is to help people live that dream where cycling is a part of a larger picture of cultural enrichment, social engagement and style," Louis Garneau, the company's founder and president, told the Show Daily.

LGS AT-208 announced the purchase on June 27, in time for its official launch at Eurobike.

"This acquisition will enable Garneau Group to rapidly increase its sales and become a world leader in cycling apparel," he said.

Garneau said the brands should reinforce LGS' positioning on the West Coasts of both Canada and the U.S., and provide strategic opportunities for growth in Europe and Asia.

LGS, based in Saint-Augustin-de-Desmaures, Québec, purchased the brands from Cannondale owner — and fellow Canadian company — Dorel Sports. Dorel said it wanted to focus on its core business of bikes, parts and accessories and electric ride-ons. Because apparel was not Dorel's main priority, the company said the brands had been a drain on its finances.

Dorel, a publicly traded company, acquired Sugoi as part of its 2008 purchase of Cannondale, and bought Sombrio in 2014. Sugoi is known as

more of an endurance cycling line, while Sombrio is best known for its lifestyle and gravity pieces.

Racing is part of his personal heritage: Garneau represented Canada as a road and track cyclist in the 1984 Olympics and became known for his "never give up" credo.

But he said racing enthusiasts are only a small part of the cycling market.

"Globally only 10 percent of cyclists actively race," he said. "Cycling generally is so much more than the big events like the Tour de France. For most people, it's about the life around the bike, whether that's cycling to a café to meet friends and hang out, or simply cycling to work — but in both cases riders want to look good."

The founder, now 59, said his was the first company to "produce everything for the cyclist from head to toe" and is now reinventing itself.

"We want to become the global leader by introducing a ready-to-wear bike apparel segment for people who practice active transportation, making biking accessible and fun for

everyone and, in doing so, create a cycling lifestyle," Garneau said. "We want our brand portfolio to be the world's cycling solution."

He cited Rapha as a role model for a successful cycling lifestyle brand. LGS is boosting its lifestyle credentials with such projects as a Sugoi Club in Vancouver and a Garneau Café in Québec.



Louis Garneau leads out on the 2017 Garneau Gran Fondo, which raised CA\$500,000 (332,000 euros) for charity.

Garneau said he is also preparing the way for a second generation of Garneaus to lead the company.

William Garneau, 28, is general manager and Edouard, 25, is sales director.

His youngest, Victoria, 21, has just finished her studies in fashion design and soon will join her brothers full-time at the family company.

"This completes the Dream Team," Garneau said. ■ GS



The Garneau family (from left): William, Edouard and Victoria Garneau with parents Monique Arseneault and Louis Garneau

Thieves steal two Bafang prototypes

Electric bike enthusiasts aren't the only Eurobike visitors with a keen interest in new drive technologies.

Sometime Sunday night, thieves stole two prototype electric mountain bikes from the ExtraEnergy demo booth.

Both are equipped with the new Bafang M500 mid-drive motor. Because they are one-of-a-kind models, Bafang says they are valued at about 40,000 euros (\$55,000) each.

One has a black carbon fiber frame; the other has an aluminum frame and is black with orange accents.

If anyone spots the bikes, Eurobike officials ask that they either contact the Friedrichshafen police, Messe Friedrichshafen, or get in touch directly with Bafang AT-302 ■ JB



One of the stolen e-MTBs looks like this

B-Turtle lets e-trekkers haul a spacious tent

The extra power of an electric bike opens up new opportunities for cyclists — such as the ability to haul around their own spacious camping tent.

Gentle Tent AT-701 calls its B-Turtle a "microcaravan." It's an easy-to-pitch, lightweight tent held up by inflatable supports, and comes with its own two-wheeled trailer. The trailer is just 80cm (31.5 inches) wide, and its tow bar fits most bikes on the market.

A 120-liter luggage compartment underneath folds away in a tarpaulin bag. At 30kg (66 lbs.) for trailer and tent, it's light enough to be towed by an e-bike.

It offers room to stand up and a spacious bed — more luxury than most cycling tourists can ever dare to dream of. ■ LVR



Gentle Tent B-Turtle

Hall A1
Booth 700



Johnny Loco
Luxury cargo bikes since 2005

Miranda

The European Bike Fundamentals.



A3-310
www.mirandabikeparts.com

The E-Drive is not the same old tired story

Lighter, smaller, cheaper and more natural — that's the promise of a unique electric drive system developed by Michelin and French car service chain Mobivia Groupe.

The Michelin E-Drive system will come to market this fall on two city bike models from **Wayscral B5-305** (at the Bestbike/Denver Bike booth), which is owned by Mobivia.

The initial rollout in November will be limited to France and Germany, but Michelin has big aspirations for the E-Drive. It plans to offer the system through OEMs for global brands and, eventually, as an aftermarket item that consumers could buy from their local IBD.

If a tire manufacturer seems like an unexpected source for an e-bike drive system, the E-Drive is no conventional system. Instead of a bulky and heavy mid-drive motor system, or a hub drive that requires specially built wheels, the E-Drive is built instead around a unique tire.

The motor hangs below a rear rack battery. The drive unit has small teeth on a bevel that fit into corresponding grooves on one sidewall of the tire. Michelin adapted a Michelin Protect Urban 28-inch tire to work with the E-Drive.

The drive unit engages only while the cyclist is pedaling to provide the electric boost. To disengage, the cyclist simply pedals backward briefly.

Wayscral will initially roll out the E-Drive on men's and women's city bike models that will retail for a "very competitive" 1,000 euros [\$1,375], said Jerome Carrodano, mobility marketing manager for the Mobivia Groupe. The complete bikes weigh 17.5kg, or 38 pounds, 8 ounces.

The bikes will initially be offered in France and Germany, with sales in other countries beginning in 2019.

"In principle, the motor has a range of around 40km [25 miles], but by using it only when needed, it can last for much longer rides," said William Bogaert, European sales manager.

The system's simplicity is one of its big selling points, he added. "We have had huge interest every time we exhibit it," Bogaert said. "Consequently we have serious interest from countries around the world."

Michelin had hoped to bring the system to market earlier but first had to solve some technical issues.

"The development timeline was so extended because initially Michelin's R&D department was trying to have the bevel working through contact with the wheel rim, which did not perform as hoped," Carrodano said. "So then adapting a standard city bike tire to be



The Michelin E-Drive system

tough enough to work with the bevel while also functioning as a normal tire took a lot of work."

Wayscral is the official global distributor of the E-Drive unit. Wayscral officials note that the two urban bikes are just the beginning of what they believe could be an extensive market for the E-Drive.

"Mobivia is keen to enter the two-wheel market through Wayscral, and we are looking to forge partnerships with brands around the world who

want to produce bikes with the unit fitted," Carrodano said. "Michelin's medium-term aim is to make the system compatible with almost any bicycle."

Wayscral is offering the system — a package that consists of three components — to OEMs, with pricing dependent on order size.

"Our longer-term goal is to be able to offer the pack direct to consumers — hopefully within two to three years — but that would require an IBD network," Carrodano added. ■ **GS**

COMMUTER CLASSIC



TRVS 4 • 320g per set • Cromoly Spindle • Aluminum Overmolded Kraton Body

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



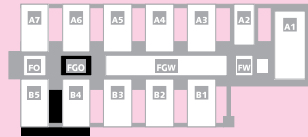
Drive Unit :
BOSCH Gen 2
Battery :
BOSCH PowerTube 500

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

WUCTORUM

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
403	Arkus & Romet Group
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

INNOVATION IS OUR MAIN POWER FOR CONTINUOUS BREAKTHROUGH

DESIGN AND PROCESS ON ALUMINUM TUBE



1. Diameter ≤ 150 (mm) butted machine
 2. Diameter ≤ 150 (mm) concave head machine
 3. Diameter ≤ 130 (mm) taper machine
 4. High-speed CNC machine center for mould
- The above machines especially for E-bike downtube
built battery



HYDRO-FORMING
MECHANIC-FORMING
ALUMINUM TUBING FORMING

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New Shimano e-MTB unit targets recreational riders

Shimano is taking aim at a broader group of riders with a new mid-drive motor system for electric mountain bikes that it designed for more recreational riders.

The Shimano Steps E7000 mid-drive system will be more value priced than its top-end system for e-MTBs, the E8000.

While the E800 is designed for more aggressive riding, the E7000 includes many easy-to-use features. It still offers electric assist for up to 25 kph (15.5 mph).

The new unit is on display at **Shimano B5-300**.

Shimano uses a left-hand side switch for riders to change the assist level, while a right-hand switch takes care of gear shifting and can accommodate a thumb lever for a dropper post.

Support modes include off, eco, trail, boost and walk assist. Riders can also fine-tune the performance of the drive unit through the smartphone app by choosing between "Explorer," "Dynamic" or "Custom" settings, which lets them decide whether to focus more on battery consumption or riding support.

Even if motor assistance is turned off, or if the rider is above the 25 kph assist threshold, Shimano says the inactive motor does not add to the pedaling resistance.

Shimano also redesigned the display unit, and introduces a new connector that adds wireless compatibility with smartphones, GPS units and other third-party displays.

Like its bigger brother, the E7000 uses a 250W motor that can produce up to 500W of peak power. It also puts out a healthy 60Nm of torque. And like the E8000, the E7000 is compact enough to maintain a narrow Q-factor.

The E7000 is fully compatible with Shimano's Di2 drivetrains.

The E7000 will appear on the market in September, and the smartphone app will be available in July. ■



Shimano Steps E7000 mid-drive motor system components

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It's not about the e-bike: apparel and accessory brands focus on e-riders

It's not about the e-bike. With the soaring popularity of electric bikes, even apparel and accessory brands are developing off-the-bike products for riders. Who would have thought, for instance, that an e-bike rider needs a dedicated backpack?

But if you think any backpack will do for an outing on an electric mountain bike, think again. **Vaude A7-300** has redesigned its Bracket backpack to so it is more practical for e-riders on extended outings. Vaude calls this version the e-Bracket.

"Batteries for e-bikes can't provide



Vaude e-Bracket

enough energy for the whole day at a certain altitude, so we came up with the idea to develop a bike backpack with a pocket for a second battery," said Rafael Erath, product manager at Vaude.

The German apparel maker added a little hip pocket to store the key used to remove the battery. Another compartment, in the right hip belt pocket, is designed for the e-bike display. It's lined with fleece so it won't scratch the display screen.

Designers even adjusted the shoulder straps on the e-Bracket. "A battery weighs an average of about three kilos [six pounds, ten ounces], which makes the pack heavier, so we put more foam into the shoulder straps and in the ventilation pads on the back panel system," Erath said.

The Kudu Transalp pack from **Camelbak B4-403** is intended for backcountry riders who may spend several days up in the mountains and need several changes of clothes along with a sleeping bag. But because many of those riders are journeying on e-bikes,



Camelbak Kudu Transalp

the Transalp includes a special pocket for an e-bike battery.

Plenty of other features make the Transalp adequate for Alpine outings. It holds a generous 30 liters and includes a protector panel, an armor and helmet carry, a full clamshell opening and an integrated tool roll. And because it's made by Camelbak, the hydration system specialist, it also includes a 3-liter hydration reservoir.

Internal straps can secure a sleeping bag, and an external overflow pocket can accommodate a tent or other camping gear.

Ion A7-204 has included space for an

e-MTB battery in its new Scrub backpack. The playfully named So Watt compartment is part of a storage space that also includes such extras as a goggle pouch and space for a tablet as well as a hydration bladder.



Ortlieb e-Mate pannier

The compartment can be divided into two sections. A large zipper opens across the entire front for access.

The backpack has plenty of other practical features for e-MTB riders, including a lightweight back protector. A string carrying system also allows riders to cinch the pack snugly on their backs by pulling on a single strap. A side zipper allows access to the lower part of the storage space, and helmet and pads may be fastened on top of the pack.

Instead of a backpack, **Ortlieb A4-301** has developed a pannier with a dedicated storage space for an e-bike battery and

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Maloja Tina jacket

pannier is sustainably manufactured in Germany and is made of PVC-free fabric.

The rise of e-cycling has also inspired apparel makers such as Maloja, FG-B6/1 which debuts the Tina packable jacket. It's windproof and water repellent and includes reflective bindings at the ends of the arms and the body. Its hood may be worn under a helmet. The German apparel brand last year introduced a jersey with an extra front layer for e-bike riders.

Nalini BS-209 says its extra-warm AHW jacket is made for e-bike commuters. "The jacket is fully lined with merino wool to keep you warm, and the external layer is entirely made of reflective material," said Alessandra Agostini, sales manager at Nalini. "It's black and appears just a little glittery in normal light conditions, but it's fully reflective in the dark."



Triple2 Liev hip scarf

display.

Called the e-Mate, it has a padded removable sleeve that accommodates batteries from Bosch, Shimano, Yamaha, BionX and other systems. A zippered lid pocket holds the bike's display unit.

"If you just put your display at the bottom of the bag, the screen could get scratched by keys and any other items you throw in there," said Michael Stocker, product manager at Ortlieb. "The pocket in the lid of the e-Mate helps prevent such damage to the display."

The pannier is equipped with a magnetic closure, which makes it particularly easy to open and close. Stocker said that may appeal to older e-bike riders who don't want to fiddle with complicated closure systems.

Cyclists will appreciate that the



Nalini AHW jacket

Triple2 A7-404 provides extra warmth for e-bike riders with its Schaap wool winter parka, using fine wool Loden material from Germany. The apparel maker says that the parka combines the advantage of wool with the technical characteristics of Bionic Finish Eco treatment. It has a long cut, large front pockets, and a big pleat in the back with an integrated reflector that's invisible in normal light.

Triple2 also believes e-bike riders need more warmth around the kidneys. Its Liev merino hip scarf for women should do the trick. A decorative print makes the Liev stylish as well as warm. ■ BS



VAUDE E-Bracket 28

A7-300

With the E-Bracket VAUDE is launching a newly designed bike backpack that has been specifically developed for the needs of e-biking.

The E-Bracket 28 is functional designed to meet the challenges that e-biking presents. The pack has space for a spare battery and charger so you can easily and safely stow your electronics while on tour. The compartment for the spare battery was moved down to the bottom to keep the center of gravity as low as possible and help with bike handling.

The back padding of the E-Bracket 28 is thicker and the shoulder straps are more stable than with other bike backpacks to meet the higher weight requirements of e-biking.

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Overview: E-MTB wheels

Wheel, hub suppliers steel themselves for the demanding needs of e-MTBs

With more power comes more responsibility. That's especially true for suppliers that make wheels and hubs for electric mountain bikes.

The power generated by an electric bike motor, combined with the much heavier weight of a typical e-MTBs, puts a heavy burden on an e-MTB's components.

Few components bear the brunt of this extra wear and tear like wheels and hubs. Hub failures have been common in the early days of e-MTBs because the freehub mechanisms can't stand up to the severe loads.

But suppliers are accepting their responsibility to make products that are specifically designed for e-MTBs. It's not just the additional weight of the bike that they need to worry about; e-bike owners of all types also tend to ride their bikes more often, and ride them farther, than conventional bike owners do.

And with e-MTBs continuing to be one of the industry's biggest growth categories, suppliers that get their

products right will reap the rewards of being responsible.

Because these are still early days of the hot e-MTB market, expect to see many more companies launching compatible wheels and hubs at Taichung Bike Week or the Taipei Cycle Show later this year.

Daniel Berger, senior vice president of **DT Swiss, A3-400** made an early personal commitment to e-MTBs, and his company was one of the first big players to target the segment.

The Swiss wheels specialists already had a reliable freehub mechanism in its star ratchet system that could cope with the extra watts of a mid-drive motor.

So DT Swiss went to work beefing up the axle and bearing dimensions of its existing, upper-range hubs, and lacing these reinforced hubs to sturdier rims.

The company was ahead of its competitors when it launched its Hybrid Series wheelsets well before last year's Eurobike. Their early commitment to the category paid off in the OE market, and DT Swiss was spec'd on several 2018 e-MTB models from well-respected brands

On a slightly smaller scale than DT Swiss, **Sun Ringlé A3-203** also had a selection of burly wheels ready for 2018 model year e-MTBs. For 2019, it's launching three more wheels specifically for this market.

The Düroc SD37 wheels feature welded, tubeless-ready aluminum rims with an external width of 37mm and an internal width of 34mm.

They're laced up with 32 double butted



Sun Ringlé Düroc SD42 rear wheelset

straightpull spokes for more durability under heavy use. The wheels come in 27.5- and 29-inch sizes.

For plus-sized e-MTBs, which are the majority of full-suspension models, Sun Ringlé offers the even sturdier Düroc SD42 in 27.5-inch only. They have an external width of 42mm and an internal width of 39mm.

All three Sun Ringlé e-MTB wheels use the company's SRX straightpull hubs with high-strength, dual-tooth pawls for reliable engagement, and precision-ground steel axles.

The market is too big for even these two significant suppliers, so several others have jumped in to meet the huge demand at many price points.

One is **Spank Industries, B4-201** which is rolling out two new wheels for e-MTBs. Both rely on Spank's



Spank Oozy 395 Hybrid wheelset

proven 30-tooth engagement freehub mechanism that's built into the Boost-sized hubs at the heart of both wheels.

Steel internal axles and a steel freehub body add extra durability, and 32 triple-butted j-bend spokes keep everything trued and straight.

The Oozy 345 Hybrid wheels feature aluminum rims with an internal width of 30mm and are available in 27.5- and 29-inch sizes. The rims on the plus-sized Oozy 395+ Hybrid have an internal width of 35mm.

Reynolds B1-410 treads a similar path with its TRE wheels, for consumers who are a little more weight-conscious.

Available in both 27.5- and 29-inch sizes, with an internal width of 30mm, and a 27.5-inch-plus version with an internal width of 36mm, the TREs feature



Reynolds TRE rear hub

carbon rims with an asymmetrical profile for more spoke tension.

For spokes, Reynolds uses 32 double butted units with brass nipples for front and rear.

To cope with the added forces dished out by a mid-drive motor, Reynolds relies on short steel pawls and a reinforced ratchet ring area, creating a reliable platform with 36 points of engagement.

The Boost-sized axle and freehub body are made of durable chromoly steel. The rear hub runs on five sealed bearings — three of them in the freehub alone. Small cooling fins at the beefed-up IS 6 disc mounts help dissipate heat, since



Novatec D162-SB-SL-B12 rear hub

these significantly heavier e-MTBs also require more powerful brakes.

Novatec B1-201 is looking to bring tough hubs to sweeter mid-level price points. The Taiwan wheel specialist is presenting the D791SB-B15 front and D162-SB-SL-B12 rear hubs at the show.

Both accept 32 14-gauge j-bend spokes and also rely on the six-bolt IS disc mounting standard.

Novatec has reinforced the rear hub's freewheel mechanism, relying on five pawls and 33 teeth to answer the motor's demand for reliable, instant engagement. A Boost-sized steel rear axle and a stiffer hub shell further enhance the sturdiness of the rear hub.

Under its Bear Pawls brand, **Alex Rims A5-205** has developed the BEB-004, a sturdy rear hub for e-MTBs.

Alex has reinforced its freehub system with six strengthened dual-tooth pawls, each with its own spring. A steel axle adds more wheel stiffness, while flanges are angled to facilitate the replacement of single spokes. ■ **LVR**



Alex Rims Bear Pawls BEB-004 hub



DT Swiss was early to the e-MTB party with its Hybrid Series wheelsets

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B1-410

Our all-new TRE (Trail Rated E-Bike) product series consists of three different models and is a true designated E-Bike product. Displayed here is the TR367E. Its oversized hub, triple butted spokes and steel Axle/Freehub Body provide durability, while the 6-pawl full inline engagement and 5 bearing set-ups ensure a smooth and direct drive forward.

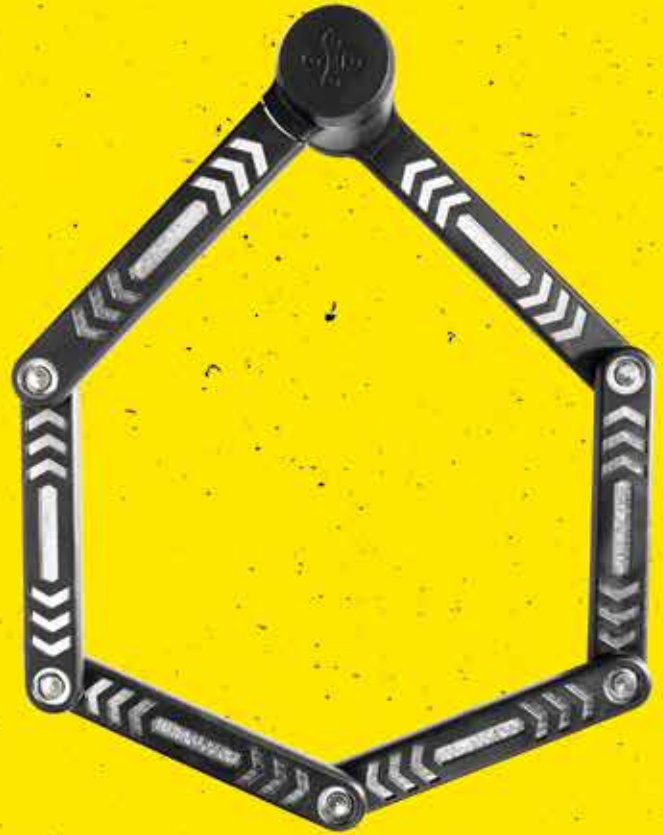
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Overview: Bikesharing

Building bikes for the masses challenges industry suppliers

Recent news reports on bikeshare systems often focus on China, where well-financed dockless share providers have flooded cities with tens of thousands of cheap share bikes.



Beryl Smart Lights on Santander share bike

But sooner rather than later, this type of “mobility as a service” will become a big business. Traditional docked bikeshare systems are a popular across major European cities. Bikesharing is helping create a resurgence of cycling as a means of transportation in cities (see Dirk Zedler’s column on page 39). And bikemakers and component suppliers will be called upon to develop better quality share bikes, which includes components.

Traditional industry players have an uneasy relationship with bikesharing. Shimano and Giant, for example, have blamed China’s chaotic bikeshare competition for lowering sales.

Indeed, the new norm for young Chinese urbanites is to use one of the thousands of free-floating bikeshare bikes to cover short distances instead of buying their own bike. All they need is to log on to an app, unlock a nearby bike, hop on and ride to their destination, all for a modest fee.

This has led to a drop in sales of new bikes, particularly at the entry level. And many believe the bikeshare boom will be disruptive for the industry.

But exporting the Chinese formula to large cities in Western Europe and North America has been challenging. This in part is because of the low quality of many share bikes, which lack gears yet tend to be heavy. Some industry experts estimate that a typical dockless share bike is equivalent to a sub-\$400 retail bike.

The key criterion for a share bike are neither value nor weight, but durability and reliability. Every mechanical problem costs a system operator twice — once because a crippled bike can’t be rented, and secondly for the labor and parts needed to fix it.

So fleet operators are looking to minimize their operational costs by minimizing problems and ensuring that if problems do arise, they can find the affected bikes and fix them quickly.

That’s where **Superpedestrian A1-101** can help. The company is best known for its Copenhagen Wheel, which turns a conventional bike into an e-bike. But its true strength is its business-to-business services for bikeshare systems.

Superpedestrian has invested some \$44 million in developing fleet solutions, based around e-bikes, for bikeshare systems.

“Apart from obvious challenges like

the battery management with free-floating systems, we focus on wireless fixes for problems – from the detection and diagnosis of a problem to finding a fast solution to get a bike running as fast as possible again,” CEO Assaf Biderman said.

Although Asian bikeshare suppliers ignore e-bikes for less expensive conventional bikes, Biderman believes the electrification of share bikes is a necessary next step.

Some major mobility players seem to agree. Uber, the global rideshare pioneer, recently acquired the American bikeshare operator Jump Bike.

Jump, which makes only electric share bikes, currently operates e-bikeshare systems in several U.S. cities including San Francisco and Washington, D.C., and is expanding into others.

Just days ago, Uber competitor Lyft acquired Motivate, the largest bikeshare operator in the United States. Most Motivate systems are conventional docked systems that use conventional bikes, but it is also moving into electric bike sharing and dockless systems.

In San Francisco, for example, Motivate operates the Ford GoBike system and is rolling out e-bikes, the Ford GoBike Plus, to complement the conventional share bikes.

Uber and Lyft bring big financial resources to these bikeshare companies, which could lead to better bikes that offer a better user experience. This is turn could make them more appealing to the better bike manufacturers.

So far, most quality-oriented manufacturers have missed out on the



Zhongli Zoli smart lock



HL Corp Zoom E-Tron

ongoing bike sharing bonanza because of the pressure to produce high numbers at low prices.

One exception is Trek, the leading U.S. bike brand. Trek owns BCycle, a docked bikeshare system, that operates in more than 40 U.S. cities. Trek is now developing an electric share bike that it will be able to integrate into existing BCycle operations.

At Eurobike, several exhibitors are showing products aimed at the bikeshare market. For dockless app-based share systems, smart frame locks are essential for tracking and invoicing individual rides. With the Zoli, Chinese manufacturer **Zhejiang Zhongli A3-500-16** has developed a version of its smart lock that includes customized functions for fleet operators. A web platform lets operators monitor, track and manage bikes in real time so it knows the location and status of every bike.

Proper fit on a share bike is crucial to a good user experience but is tough to accomplish, given that a share bike is called upon to serve riders of every size.

Most share bikes use frames with plenty

Available in two shapes and with an integrated Li-ion battery, this handlebar is advertised as the first connected handlebar that can be installed on any bike. Integrated LED headlights add to the safety, and for fleet operators the app allows them to analyze the ride history of every individual bike using smartphones. This comes in handy, as one of the key challenges of a bikeshare system is "rebalancing" supply so bikes are placed where they are most needed.

Beryl A2-507 is a light specialist, formerly known as Blaze, that is quickly gaining experience as a component supplier for share bikes. Its Lazer Light, which is both a headlight and projects a pictogram of a green bicycle ahead of the rider, now supplies Lazer Lights for the London Santander bikeshare system.

To prevent vandalism, Beryl integrates the lights into the front and rear of the bikes. The system has daytime running lights, and the rear light also functions as a brake light.

But these lights do a lot more than shine. They are packed with sensors and linked to a data platform in the cloud where they can detect potholes and measure air quality in real time.

Catering to the needs of parents, the British brand **Oxford Products B3-406** is introducing its Little Explorer child seat, which is portable enough for use on share bikes. The seat mounts to the top and downtubes and has integrated foot pegs. Because the child's weight is centrally position, it won't impede the bike's handling. And the rider and passenger both have a clear view of traffic.

■ LVR

of standover clearance, but users need to be able to adjust the handlebar position and saddle height without using tools and without the danger of leaving them in an unsafe position.

It's a challenge for most component makers, but **HL Corp B4-103** thinks it has figured out a solution, at least for handlebars, with the Zoom E-Tron cockpit.

HL initially designed its Zoom E-Tron for use with electric bikes equipped with a Shimano Steps E6000 mid-drive motor. With the E-Tron, bikemakers can route the necessary cables internally. But the E-Tron's ease of adjustability also makes it useful for share bikes.

For saddles, expect to see suppliers offer simplified versions of dropper posts that allow riders to adjust the height with a lever under the saddle, like adjusting an office chair.

Another interesting product that adds such functions as GPS navigation and the ability to track a stolen bike is the Wink Bar from French company **Velco A1-601**.



Velco Wink Bar



Oxford Little Explorer child seat



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Italian framemaker offers 'exept'-ional customization

A new Italian company, making its debut at Eurobike, aims to give cyclists an unprecedented level of customization when ordering a new carbon fiber frame.

Called **Exept**, **B3-304** the company plans to begin shipping its made-in-Italy custom frames before the end of the year.

"We can see that there is demand for more specific, more customized products with respect to riding discipline," said Wolfgang Turainsky, one of the company's three co-founders. "We got approached by consumers who were hunting for tailored solutions to match; we could relate to their hunt. Our solution was to create a method for constructing frames with outstanding structural properties thanks to a monocoque structure."

Consumers choose their bike using an extensive online configurator. They made such decisions as whether they seek an all-road or an aero bike; integrated or classic frame; race or endurance riding style, and more.

Reach and stack are customized down to the millimeter based on the rider's body measurements, riding style, and component choice.

The rider's position on the bike, along with fork trail and chainstay length, are also defined based on his or her riding style, and whether they prefer a race or endurance option.

The company is showing examples of

its "Allroad" frame platform at Eurobike, and expects to release its Aero platform by the end of 2019. Future plans call for gravel/adventure and cyclo-cross frames.

The company builds frames using a patented monocoque construction technique which, it says, "supports more complex tube shapes and more elaborate carbon fiber lay-up than classic custom bikes would allow for."

Classic frame pricing will range from an estimated 4,500 euros to 13,000 euros for a frame spec'd with Enve components.

For integrated frames, prices are expected to start at 5,500 euros and go up to 13,250 euros.

Frames are UCI-approved and have been performance tested by the Zedler Institute of Germany. ■



Detail of an Exept frame

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Overview: Personal care

These lotions, potions and snacks let cyclists take better care of themselves

Just because you're making an effort on the bike doesn't mean it should tell on your body. Dedicated personal care products for cyclists include the lotions, potions, snacks, protectors, and hydrators that help riders feel good and perform at their peak.



Muc-off Luxury Chamois Cream 'Pour Femme'

These personal care products keep cyclists in tip-top condition by protecting them from the elements while they're in the saddle, or by helping repair the damage that cycling and other strenuous training can inflict.

They're great items for retailers, too,

because many of these personal care items are the perfect impulse buy.

Ever notice that you are craving salty food halfway through a century or another long ride? That's your body telling you to replenish the electrolytes you've

lost through sweating. The Chocolate Energy Gel from **Chimpanzee Natural Nutrition FG-AK/2** could be just the antidote. It's made with natural ingredients including agave syrup, cocoa, raw guarana chocolate, and salt to give riders the energy and electrolytes



Chimpanzee Chocolate Energy Gel

they need without the aggressively saccharin taste that some competing products impart. The gel contains complex carbohydrates that are easily digestible, gluten-free, and suitable for vegans. The Czech company says its bars are free of artificial sweeteners, GMOs and trans-fats.

Also taking a natural approach to fueling riders is **Mulebar, B3-505** which has launched a range of energy gels made from fruit pulp. Mulebar relies almost

exclusively on plant-based products. Now, all of Mulebar's energy and protein bars are vegan, and many options have been certified as organic.

Mulebar's new menu includes six intriguing flavor blends including pineapple/coconut, orange/carrot/lemon, sweet potato/carrot/orange, and strawberry/red currant/beetroot, along with more traditional flavors like apricot and banana. Each serving consists of 65 grams. Riders who don't want to consume a whole serving at once can use the resealable cap and save the rest for later in the ride.

Cyclists need somewhere to put these things when they're on a ride. A new bike vest from **Camelbak, B3-401** designed for



Mulebar energy gels made from fruit pulp



A5-300

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CamelBak women's bike vest

women, makes sure they will always have their hydration and nutrition supplies at hand when they're needed.

The light and breathable pack is much less bulky than a regular pack. It's made to go off-road, whether "off-road" means gravel, cross-country or enduro riding. Front storage pockets in the harness keep food and other essentials within easy reach. A 1.5-liter Crux reservoir is built into the vest. Camelback includes its hose and bite-valve system, so riders can sip away while keeping both hands on the bar and both eyes on the trail.

A new chamois cream from **Muc-off B4-306** also caters to female riders so they don't have to make do with a "unisex" product. The Luxury Chamois Cream "Pour Femme" — a more female-friendly version of its Luxury Chamois Cream — is made with natural ingredients and fragrances and is anti-bacterial and pH balanced.

Aloe vera, shea butter, and sunflower oils are among the ingredients that provide deep moisturizing and lasting protection. Aiming to impart a pleasant, mild, cooling effect for those sweaty summer rides, it's equally able to stick with it in rainy and gritty conditions. It is part of Muc-off's Athlete Performance range, featuring products made to provide comfort and protection for cyclists before, during and after their rides.

Muscle cramps are an unfortunate fact of life for athletes in all disciplines. Muscle Relax from **Sponser FC-AM/11** is intended to help cyclists stave off cramping before it starts or when they feel a cramp coming on. It comes as a ready-to-drink liquid shot that you rinse in the mouth for about 10 seconds before swallowing.

Active ingredients include acetic acid, quinine, and magnesium to support normal muscle function. Sponser says cramping is thought to be caused by mechanical overload, cold temperatures, dehydration and electrolyte loss.

Sponser is a German company that sells a range of supplements, including protein powders, energy bars and gels,



Sponser Muscle Relax

BCAA products and many others.

Apart from a muscle cramp, nothing ruins a cold-weather ride like a case of frigid feet. But **Racer B1-210** has the answer: the E-Cover heated shoe cover.

The covers keep feet as toasty as if they were parked in front of a fireplace, not exposed in the elements.

The E-Cover uses a system of heated wired that run through them. They're powered by an on-board li-ion polymer battery that



Racer E-Cover

lasts for up to six hours on the lowest heat setting (riders can choose from three heat levels).

A thermo-regulation system keeps the E-Cover at a steady temperature, and Racer says it will keep feet happy in temperatures as low as minus 10 degrees C (14 degrees F).

In addition to keeping in the heat, the E-Cover keeps out the wet and wind

The French company specializes in gloves for cycling and winter sports, and also sells protection gear for off-road cyclists.

Finally, once you've serviced and put away your bike, you'll need to clean up. Helping both amateur and professional mechanics, a hand cleaner from **BikeWorkX**

FC-BB/1 uses abrasive particles to scrub even the hardest dirt from your hands.

Unlike some cleaners that can be hard on the skin, BikeWorkX makes its hand cleaner without solvents or chemicals, so it won't strip moisture from your hands.

Instead, natural lanolin softens the skin and prevents it from cracking. Your hands may be in even better shape after you're done.

The main product lines for the Czech supplier are lubes, oils and cleaners for bike shops. **JD**



BikeWorkX hand cleaner

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Overview: pedals

There's more to pedals than meets the foot, like one with a changeable Q-factor

You might think that there's not much to say about a pedal.

But every bike needs them, and like every other component it's an area of continual development. So you can expect to see a huge range of both OEM and aftermarket options at the Eurobike.



The Xpedo Thrust Arrow with adjustable Q-factor

One pedal that will get people talking is the Thrust Arrow from **Xpedo A4-100**. It's unusual because it has an adjustable Q-Factor. While that's a sentence to make a casual rider shrug, many a racing cyclist will have a much different reaction.

Q-factor – the distance between the pedal attachment points on the cranks – is something many advanced riders obsess over. Because cyclists come in many sizes, the most efficient Q-factor for any one can vary greatly. Having the pedals too close together or wide apart can lead to suboptimal performance or even injury.

Regular road pedals have a fixed distance to the center of the cleat; riders often use washers to increase the Q-factor, but this only buys them 2-3mm of adjustment.

The Thrust Arrow lets cyclists adjust the Q-factor within a 6mm range — much more than is possible with washers. And Xpedo makes the adjustment simple.

The pedal's innovative design separates the pedal body from the axle sleeve. The body is held in place

by three pinch bolts. By releasing those bolts, the body can be moved relative to the axle mounting point. Xpedo ensures that cyclists can't move the body too far one way or the other, and includes a scale on the bottom of the pedal for precise adjustment.

The pedal body and axle sleeve are made of forged aluminum alloy, and the pedal uses a titanium axle to keep weight to a light 107.5g.

The Thrust Arrow joins a growing number of Thrust models from Xpedo, which also include a power-measuring pedal (the Thrust E) and several different builds of fixed-width Thrust pedals at different price points.

For a more classic pedal built to modern standards, the Wellgo C338 might be just the thing. Styled to look like a traditional steel and rubber pedal, the C338 actually features a one-piece aluminum alloy body, with a boron steel spindle that spins on polymer bearings.

The two Kraton blocks offer a sizeable, slip-resistant platform that is more comfortable than an alloy or steel cage. Its high-quality build ensures the pedal is suitable for classic bikes as well as elegant contemporary models.



Azonic Legend

Azonic B4-305 has a wide range of pedals aimed squarely at the mountain bike and dirt market — no surprise, given that it's a brand of O'Neal.

The Pucker Up pedal is the company's best-value alloy cage model, although it also offers resin-bodied units on the cheap (the Shoo-In). Made from die-cast aluminum alloy, the Pucker Up has a diamond-etched surface, and 10 replaceable steel pins on each side of the pedal. The 100x100mm platform of the pedal is slightly concave in order for better grip.

The Pucker Up features



Acros Urban pedal

sealed bearings and uses a CNC-machined 4130 Chromoly spindle. Even though it's a value offering, the pedal weighs a respectable 420g per pair. It's available in black, red and blue anodized finishes.

At the high end of the range, the Legend pedal is the most sophisticated that Azonic sells. It's thin and light but strong enough for the rigors of off-road use.

The platform is slightly larger than the Pucker Up, at 105x100mm, and there's eight pins per side. Again, the Legend uses a 4130 Chromoly spindle, with a combination of sealed bearings and DU bushings to keep them running freely. Weight is a significant 50g less than the Pucker Up, at 370g per pair. The Legend is available in silver, black, blue and red.

MKS A3-700 is one of the most established names in pedals. The Japanese company has been making pedals to exacting standards since 1946.

MKS is not one to push out new models every year. This year, it's introducing a higher-spec version of its Sylvan pedal, which it has been making since 1979.

Called the Next, the new version replaces the traditional cup and cone bearings with three high-quality sealed units. "The smooth, low-drag bearings may reduce exhaustion and improve pedaling efficiency," MKS says. The company recommends them for urban cycling or extended bike trips. The body has a mirror finish and the cage is chrome-plated.

Other versions include the Stream, a multi-purpose, double-sided pedal that has a shorter cage than the more traditional Touring pedal. There's also Track and Road versions, which are single-sided and follow the lines of classic racing pedals.

All Next pedals are available with the MKS Ezy-Superior system, so they can be removed from the bike without tools. The Ezy-Superior system uses a locking

collar that remains in place on the crank, and the axle of the pedal can be inserted and removed by twisting the collar.

Another pedal that can be attached and removed without tools is the 5 Manual from **Neco A5-403**. Intended for at off-road and urban use, the 5 Manual is a flat pedal with an aluminum alloy cage featuring eight removable pins on each side for grip.

Because they are so easily removed, they save space and reduce scratching when the bikes are carried in a car or on a bike rack with other bikes.

They also make a bike harder to steal when parked at a café or a trailhead, because it's so simple for the owner to remove the pedals without tools. Neco accomplishes the trick by using a locking section that remains in place on the crank.

For smooth operation, the 5 Manual relies on a chromoly spindle and sealed bearings.



Wellgo C338



MKS Sylvan pedal versions, with the Next at the bottom.



Neco 5 Manual removable pedal

for more novice riders. It's more forgiving and easier to unclip. It offers a 10-degree release angle and is available with 0- or 6-degree floats.

Crank Brothers recommends that intermediate and advanced riders use its Standard Release cleats, with a 15-degree release. Those also are available in 0- and 6-degree floats.

Haven, **A4-215** a Czech company, is launching the Haven C-Ped pedals with a new release system for inexperienced cyclists — or, as the company explained, "persons who are afraid of [the] SPD system." The system is compatible with more mountain

Danny MacAskill has teamed up once again with **Crank Brothers A5-301**. This time they are collaborating on the new Stamp 7 MacAskill Edition pedals. Danny's signature pedals feature a low-profile alloy cage with a concave profile to hold the foot more firmly, while 10 adjustable pins on each side of the pedal offer plenty of grip. The Stamp 7 uses premium bearings and sealing. The pedals are available in small or large sizes so they'll fit most riders, whether they're headed for a wee day out or seeking a way back home.

Crank Brothers also expands its cleat offerings with the new Easy Release clip



Crank Brothers Stamp 7 MacAskill Edition

bike shoes on the market including Shimano, Specialized, FLR and others. Haven says the system is best suited for city bikes and e-bikes.

Entry and exit are easy, but the pedals still offer good power transmission.

The Urban pedal from **Acros A2-100** is an aluminum flat pedal for city and e-bikes that can replace cheap plastic pedals. Acros borrowed some features from its mountain bike pedals, including extra-long slide bearings and industrial stainless steel ball bearings for durability. 3M grip tape is on the surface is replaceable and works better than plastic surfaces (which, Acros said, only offer grip if you step in a wad of chewing gum before getting on the bike).



Haven C-Ped pedals

platforms add a small 38g of additional weight per pedal. ■ DA/DM

Finally, the Transformer A, from the M-Wave brand of **Messingschlager, A5-100** makes existing pedals more useful by letting riders quickly transform their clipless pedals into platform pedals. They fit Shimano SPD, Look Kéo and other popular clipless styles. The aluminum



M-Wave Transformer A

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Overview: road apparel

Sophisticated textiles and scientific constructions help roadies take flight

Cyclists aren't astronauts, even if they do sometimes take flight. But some of the newest road apparel is so technical that it seems to require as much science as a spacesuit, from ultra-light materials to sophisticated textiles to aerodynamic cuts.

The trend in road wear is toward garments that are more complex to make, even as that complexity is intended to be mostly invisible to the roadie who wears them. Hybrid garments use tricky combinations of technical materials, so every piece does just what it is supposed to do without adding weight or drag.



Santini Genio skinsuit

Santini **B5-304** has taken the concept far with its Genio road skinsuit, which the Italian company says is a consumer version of a pro racing outfit. "It's stripped down and very bare, to make it quick and comfortable for long rides," said Fergus Niland, chief designer at Santini.

The Genio includes ultralight and breathable Rudy fabric at the front. Niland said the sleeves and back are made of Bodyfit, a tight-fitting material that can be raw-cut without peeling. The legs integrate Thunderbike Power for gentle compression that eases fatigue.

Yet the Genio doesn't look geeky, and could be mistaken for a slick two-piece



Castelli Free Aero Race 4

outfit. A full front zip allows the jersey part to open completely. The jersey and shorts are stitched together at the back.

Another familiar sight at European races is the Free Aero Race from **Castelli A7-318**. Castelli supplies the shorts to Team Sky, and for 12 years has continuously improved the Free Aero Race. The newest Free Aero Race 4, which debuts at Eurobike, benefits from subtle improvements including an updated seat with a softer, more elastic and seamless top layer. Leg grippers have more stretch and grip. Lighter, more comfortable bib straps offer better support.



Uyn Alpha Biking Bib Tight Short

Uyn **A7-402** set out to integrate speed and comfort in its new Alpha Biking Bib Tight Short from. Seamless legs and straps, combined with a Lycra insert in the seat area and on the inside of the thighs, cut drag. Uyn, which stands for "Unleash Your Nature," is a new brand by Trerè Innovation of Asola, Italy. Uyn has launched functional apparel lines for cyclists, runners and skiers using what it calls HyperMotion technology, which allows Uyn to combine shoulders and sleeves without seams.

Gonso **A7-206** has put as much effort into the functionality of its women's road cycling garments as their appearance. The company describes the Aviea road suit as "fashionable and feminine." Feminine touches include perforated lace fabric in the sleeves and back that, the company says, "looks classy and sporty" while being particularly breathable.

Flat seams help refine the cut, and a front zipper and polo collar make it comfortable. The piece is constructed from a Meryl-elastic mix. Other features include a Dryp Up seat pad and soft leg cuffs.



Gobik Attitude jersey



Gonso Aviea

Vaude **A7-300** has adapted its Moab rain suit for road cyclists. "We wanted to create a rain suit with a slim fit, which would still be comfortable," said Andrea Gusios, bike apparel manager at Vaude. "That's why we have stretch fabric on the back, but [use] robust and lightweight fabrics for the main part."

The rain suit is light and packable. And like most Vaude products, the Moab uses an environmentally friendly membrane that replaces petroleum-based PU with materials that are at least 25 percent renewable. Vaude says the membrane, Cplex Green, is breathable and permanently waterproof.



Vaude Moab rain suit



X-Bionic ThermoSyphon textile

The Supremo AirX, the latest jersey and bibshorts from **RH+ A7-319**, combine double-layered Dry Skin fabric panels with three-dimensional mesh. RH+ puts Dry Skin on the front of the slim-fit jersey and on the back of the bibshorts. The shorts also incorporate an AirX dual pad.

RH+ conducts research in its Powerlogic Lab to develop road gear like the Supremo AirX. The bibshorts are available in men's and women's versions and incorporate plenty of other technical touches, such as reflective touches and a headphone port.



Triple2 Velozip Rac

X-Bionic **A7-302** has always focused on technically advanced fabrics. Its ThermoSyphon technology is its latest



Nalini Mortirolo

take on turning sweat into energy. X-Technology describes it as a complex system of crosscuts and channels that are integrated into a dual-function textile.

When the rider is active, the garment distributes sweat for better cooling and efficient moisture management. But when he or she takes a break, the material provides reliable insulation. The technology has already bagged several awards and will appear in cycling and running lines next year.



Scott reflective weather jacket



Craft Essence jersey

ingredient for its Velozip Race full-zip jersey from an unusual source: ocean waste. Apart from helping solve a critical environmental issue, the material, called Econyl, has plenty of stretch, is very light and dries quickly. With an integrated cooling function and high ultraviolet protection, the Velozip is particularly suited for hot days in the saddle. From the yarn to the back reflector, the shirt is made in Europe.

Same for Triple2's Snell Race bibshorts, for roads, trails or triathlons. Like the Velozip, they're made of an elastic recycled polyamide.

The shorts have an abrasion-resistant seat, and flat seams on the shell resist oil and salt water. Laser-cut vents keep those sweaty places drier, and an anatomical cycling pad with three levels of padding keep bottoms comfortable over long distances.

Craft A7-304 goes for a greener option as well. Its Essence jersey uses recycled fabrics. The garment is solution dyed, a technique that saves water, chemicals and energy.

The Essence incorporates a "timeless design" including a full front zipper and four back pockets. It mixes and matches with other garments and could become a mainstay of many cyclists' wardrobes.

Nalini B5-209 incorporates a multi-functional fabric in its Mortirolo road jersey. The warp-knitted fabric used on the front and sleeves is compact, and protects against wind by providing muscle support. Its three-dimensional design improves aerodynamics — and looks snazzy to boot.

"You could go downhill without a vest and be protected, because the compact fabric acts like a natural windbreaker, and the construction makes it more aerodynamic," said Alessandra Agostini, sales manager at Nalini. A semi-open structure fabric on the back of the Mortirolo 2.0 improves ventilation.

Triple2 A7-404 takes a key



Pedaled Hane jersey

Gobik A7-313 packages its Attitude jersey like a piece of haute couture, in thin paper to be delicately unwrapped. The contents are equally soft and thin. Gobik, a Spanish brand, describes the Attitude as a "second skin."

A combination of fabrics reduce drag at the

Continued on page 28 ...

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...continued from page 27

front and sleeves, while a flattened back improves airflow. Other touches are an invisible interior pocket, a hidden zip and reinforced pocket seams.

On the Absolute bibshorts, micro-perforated elastic straps distribute weight efficiently and reduce discomfort. Elastic Interface pads reduce friction and dissipate heat.

Clean-cut design is a hallmark of **Pedaled, A5-301** which introduces a women's road range. The pieces are unmistakably contemporary, yet packed with technical features.

The Hane jersey is made of a light, breathable, high-stretch fabric that protects from the sun. The Italian-made piece has an ergonomic back stripe, three rear pockets for cargo and a side zip-pocket for valuables, as well as a reflective logo on both sides.

Created for daily training and rides, the Tsuki bibshorts use a four-way stretch fabric with a breathable upper section and lightweight gripper. A performance Cytech pad uses a high-density foam. Back support eases pressure from the shoulders during all-out riding.

Anatomic construction and a magnetic closure at the back of **Scott Sports' B1-100** new bibshorts for women makes comfort breaks a lot more comfortable. It means riders no longer have to remove the whole outfit or fiddle with twisted straps.

Scott adds new women's road pads, along with side panels made of tough fabric for extra protection in case of a fall.

On its newest weather jacket, Scott has



Löffler jersey

enlarged the reflective patches so there's a full central column front and back, and smaller reflective pieces on the shoulders.

"The jacket is very neutral during the day but it makes you much more visible when you're riding in the dark," said Gabriel Grünenwald, head of bike and running wear at Scott Sports. The fit of the performance-oriented jacket works most efficiently when cyclists are in a riding position. And Scott keeps it light and packable so riders won't hesitate to take it along in unsettled weather.

Löffler A7-308 has tweaked its Hotbond technology so its road pieces are more visible.

"We melt the two fabrics together in an ultrasonic way. That means there aren't any holes caused by stitching in the fabric and the stretch of the garment isn't



Pella Superverloce

In this new range, the Scottish supplier equips men and women from head to toe in matching jerseys, bibshorts, caps and socks in three "psychedelic" designs. The range uses the same athletic cut and quick-wicking Italian fabrics as the professional kit that the Movistar team wears at the Tour de France.

Shimano B5-300 debuts the Sumire women's performance range. Features include customizable inseam lengths with roll-up leg hems, silicone dot print grippers and performance pads for women. The Sumire range includes jerseys and shorts, with or without bibs.

BS

restricted by the seams," said Dominique Roshardt, product manager at Löffler. "Now we have found a way to increase the visibility of the garments by adding reflective spots."

The Austrian apparel maker has invested in four ultrasonic welding machines at its Ried im Innkreis headquarters.

South Korean cyclists have taken to the Superverloce jersey from **Pella Sportswear, A7-311** and the Italian brand hopes Europeans will, too. The jersey stands out for its shine, but three fabrics that go into its construction also make it comfortable and breathable.

With a name like Psychotropical, **Endura A7-201** isn't targeting shrinking violets.



Endura Psychotropical kit with maze graphics

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Sleek kiosks are a “digital secret weapon’ for IBDs

Wondering about those sleek electronic kiosks — 18 in all — that have cropped up around the Eurobike halls?

They’re a new tool for IBDs, developed by the former chief designer for Haibike. And they may be coming to a retailer near you — maybe even to your own store.

Called BikeCenter, each kiosk has a 24-inch color touchscreen. Customers can easily search for and find the details about bikes they are interested in buying. They can also filter their search to find bikes with exactly the features they want.

In addition to product information, retailers can set up the kiosks to show provide current information about available inventory.

“We see BikeCenter as a new digital secret weapon for advice and sales,” said Alex Thusbass, founder and general manager of the company behind the kiosks, DealerCenter Digital GmbH. “We assume that in five to seven years such systems will be standard in the IBD world.”

Thusbass had been chief designer for Haibike, which is part of the Winora Group. He and other executives left last year after Susanne Puello, who led the group, also departed.

Puello, the great-granddaughter of Winora founder Engelbert Wiener, left after a dispute with Winora owner Accell Group. She and her husband, Felix Raymundo Puello — who was also a top executive at Winora — founded a new bike company called Pexco that is launching its line this year.

The kiosks will initially be available only in Germany, Austria and Switzerland, so the sample kiosks at Eurobike are all in German.

But non-German-speaking visitors at the show may want to spend some time exploring the kiosks because Thusbass intends to offer an English-language version for the international market next year.

Currently, IBDs can access product information — including specs and images — for some 15,000 models from more than 40 bike brands.

Thusbass said BikeCenter is open to all brands. He describes the kiosks as “digital assistants” that can help IBDs compete against online stores, especially if a retailer ties the kiosk to the store’s inventory so it can provide real-time information about available products.

“This results in a powerful combination: The empathy of human beings, coupled with the possibilities of a digital system, against pure online traders that will struggle against it,” he said.

Thusbass said he and his team have worked to make the kiosks appealing and useful to consumers.

“IBDs and their customers can navigate through the provided content on a 24-inch touchscreen PC at eye level,” he said. “Practical, meaningful digitization in the direct shop environment offers enormous opportunities to IBDs, which are not using them today at all. With BikeCenter, IBDs can radically change this by making full use of digitization for their own profitability.”

Thusbass said the system will be affordable for IBDs, who pay a one-time fee of 499 euros and then a monthly subscription fee of 69 euros.

He notes that some brands, such as Pexco, may choose to subsidize the cost of the units for their retailers.

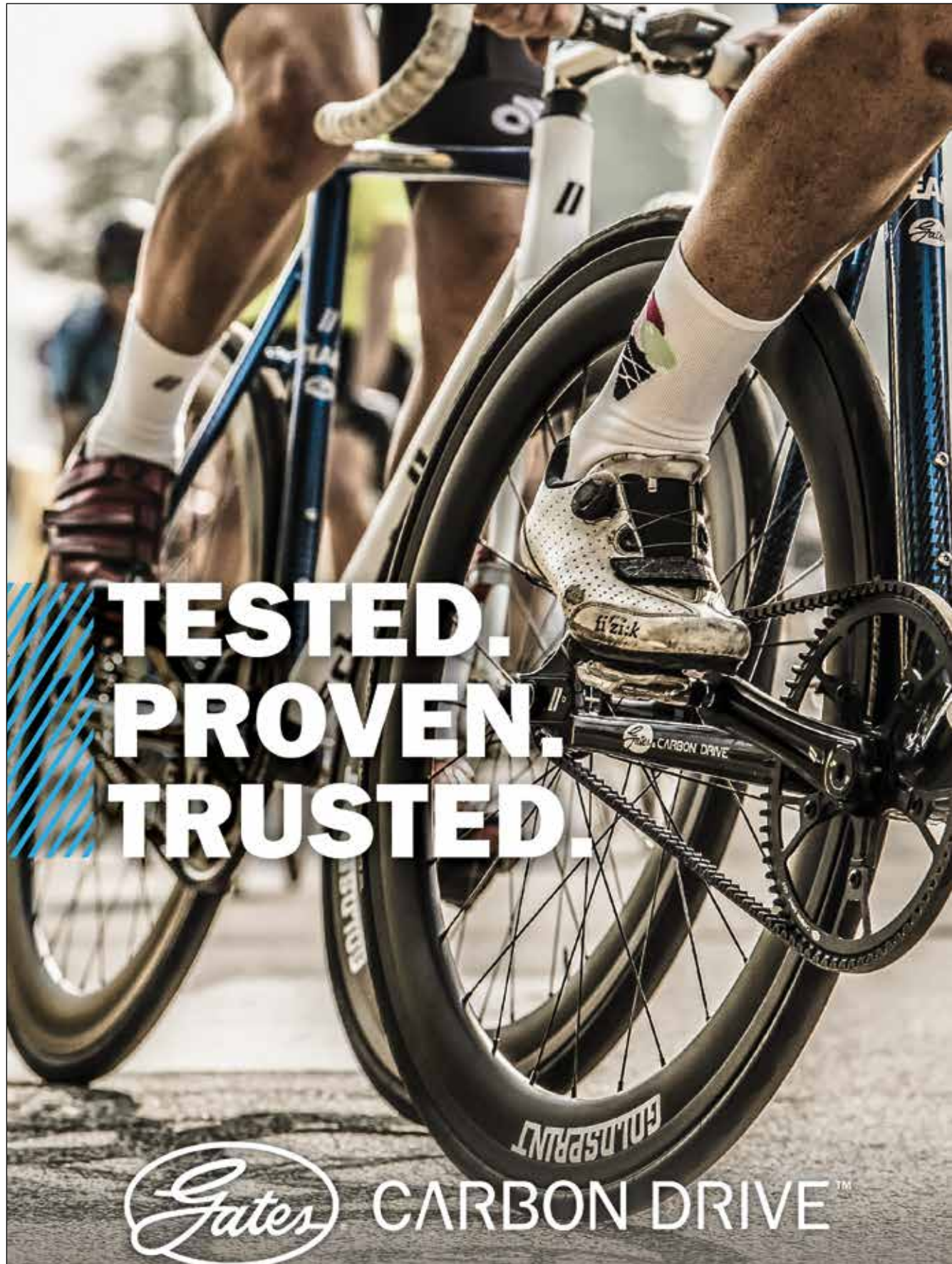
BikeCenter works with common

inventory management systems including **Tridata**. **FW-200**

Retailers interested in learning more about how BikeCenter integrates with the Tridata system can visit that stand. **JB**



A BikeCenter kiosk for IBDs



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Overview: Compact e-bikes

These powerful mighty mites get you over the last mile with speed and style

Not all e-bikes are big and chunky. Many brands combine an electric motor with small wheels and even folding frames. These mighty mites can cover the last mile without making you break a sweat.

It's not uncommon these days for commuters, students and others to take more than one vehicle to the office, or the campus, in the city. The rise of multimodal transit comes as local government restrict conventional cars, especially with diesel engines, from city centers.

Even if they come into the city on the train or the subway, riders still have to get from the station to their final destinations. Hoverboards and electric unicycles are trendy but are probably not lasting solutions.

Many new products at Eurobike seek to solve this last-mile problem with new, compact e-bikes. Small enough to fit in the trunk of a car, or on the luggage rack on a commuter train, these mighty midgets are safe, efficient and flexible, even in bad weather.

Because their riders are more likely to be wearing coats and ties or blouses and skirts, these bikes are not made for the watt-cranking cyclist. The geometry is

relaxed, encouraging riders to sit upright where they can take in a full view of the traffic ahead.

While many of these are folding bikes, others are more like traditional bikes, just on smaller wheels. And then there are a couple of products that enjoy being completely different.

Tern, B4-405 a leading manufacturer of folding bikes, debuted its first folding e-bike with a motor two years ago at Eurobike.

That proved to be prescient, and this year Tern is showing the second-generation version of its Vektron e-folding bike.

Built around Bosch's new and more compact Active Line Plus mid-drive motor, Tern has tweaked the Vektron's geometry to give tall riders a better fit.

It has also enlarged and reinforced the rear rack, allowing Tern to lower the battery position, which improves the Vektron's handling.

Ubike A5-506 is another folding bike specialist that this year rolls out its first electrified models. The main difference between its two new models, the Citizen ePro Plus and the Citizen ePro, is the battery position. Both models use a compact motor that's positioned around the bottom bracket for built-in boost.

Brussels-based brand **Ahooga A2-211** has sold more than 2,000 of its light, foldable e-bikes since introducing them in 2016.



Tern Vektron



Ahooga



Ubike Citizen ePro Plus



Oyama CXE8D II

Based on feedback from its customers, Ahooga is introducing a new 36V motor option that brings the top speed of its bike up to 25 kph (15.5 mph). Before the show, Ahooga said it had more news in the pipeline — and, possibly, at its booth.

Another young company that sees a great potential for compact e-bikes is the Austrian manufacturer **Vello, A2-409**. Its Bike+, which ekes out a range of 50km (31 miles) from a system that weighs just over 13kg (28 pounds, 11 ounces) is a stylish commuter bike that folds compactly enough to be allowed on intercity trains. With its regeneration function, the battery can recharge while the rider is braking or descending.



Vello Bike+



Easybike Matra i-Commute Compact

With its choice of a motor and other components, **Oyama A6-313** has given its CXE8D II a decidedly Asian flavor.

The battery, which takes a rider about 48km on a charge, has been neatly integrated into the toptube. There's also a USB and a power port. For a drive unit, Oyama opts for an Aikema rear hub

motor from Japan. The Aikema dishes out 350W and 60Nm of torque — quite a lot of power, especially for a compact folding bicycle with small wheels.

Not all small bikes are folders. By eliminating the folding mechanism, a bike designer can cut weight and complexity.

The i-Commute Compact from **Easybike Matra A1-206** is an example of what a brand can accomplish when it doesn't have to worry about convenient folding as well.

By combining a Bosch Performance Line mid-drive motor with 20-inch wheels, this e-bike is agile and quick to accelerate. Voluminous Schwalbe Big Ben tires improve handling. An adjustable stem ensures the i-Commute Compact fits riders of many sizes.

Another compact classic is the **i:Sy B4-401**. Its new DriveE model is equipped with a Bosch mid-drive motor, joining the company's rear hub drive version.

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A2-106

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i:Sy Publibike

The rear hub version is often seen in Swiss cities, where it's used as a share bike

Before e-bikes went mainstream, the German brand **Riese & Müller AG-300** made them the company's sole focus.

R&M's Tinker is its compact offering. It comes with different versions of the Bosch mid-drive system, all of which roll on 20-inch wheels.



Riese & Müller Tinker

While the Tinker is not a "folding" bike in the usual sense — its main frame does not have a pivot or hinges like a typical folder — R&M has designed a folding steering column. That makes it easier to transport, whether in a car or on the train.



Pure Fix Cycles Volta

Another compact e-bike got its start through a crowdfunding campaign. The Volta from **Pure Fix Cycles B2-203** has a battery that's integrated into the toptube and has a range of up to 65km (40 miles). Riders use a smartphone app to see all the information they need to know about the status of the bike.

For clean looks, the Volta has integrated cables and front and rear light and a front basket has also been integrated into the design.

While the preceding models are more-or-less traditional bikes, some more unconventional designs are on display at the show.

One is the Life S series from **Corratec, B1-400** which combines 20-inch wheels



Corratec Life S

and a Bosch mid-drive motor with extra wide tires and a high apehanger handlebar.

The result resembles a chopper-style bike. Thanks to the slack seat angle, riders can always put their feet on the ground without getting out of the saddle.

In obvious disregard of all conventions and existing types of bicycles, Italian manufacturer **Bad Bike A1-212** lives up to its name with the Bat. It's a small-wheeled fat tire bike — 4-inch-wide tires on 20-inch rims. Bad Bike advertises the Bat as a fun way to get around. It's certainly a distinctive way to do so.



Metz Moover

Available in six colors with matching rims, the Bat is equipped with an 8Fun SWX02 rear hub motor. The battery fits in the massively

oversized downtube of the aluminum frame.

Another last-mile solution is in a category of its own. The Moover from **Metz Mecatronic A1-304** can best be described as a kick scooter for grownups.

With a 250W brushless hub motor in the rear, the scooter has plenty of get up and go. The battery is positioned under the footrest, for a low center of gravity that contributes to solid and stable handling.

Because its steering column can be folded away, the Moover collapses into a compact package. At 16kg, it's light enough for users to carry it for short distances.

If neither pedaling nor scooting is your thing, **Ueblor A2-106**

has your needs covered with its E-Scooter. This German brand is

known for its car racks, but it's presenting a unique solution for getting through the last mile.

The Ueblor E-Scooter does not have pedals or a chain, and gets its get-up-and-go from a brushless 250W rear hub motor. Disc brakes on both wheels keep speed in check.

And to keep anyone from stealing it, the E-Scooter has a built-in theft alarm. **lvR**



Ueblor E-Scooter



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Overview: Solid tires

Never-flat tires give commuters, fleet operators a reason to get pumped up

With the increasing popularity of e-bikes and bikeshare systems, airless tires are enjoying a renaissance in technology and applications.

Both types of use appeal to riders who typically are less technically experienced and may not have the time or inclination to fix a flat. With share bikes especially, flat tires mean abandoned bikes and lost revenue.

The solid tire isn't new — it predates the pneumatic tire, of course — but it's historically been more of a toy product for children's bikes than a product for serious riders.

But technological developments are bringing airless tires to pneumatic-tire levels of comfort and performance, without the nagging fear of punctures. Different manufacturers have opted for very different solutions as to how they accomplish these goals.

The Nexo from **Otrajet AA-408** is an injection-molded tire system formulated from a combination of polymers. Otrajet calls the material Nexell, and the manufacturing process uses chain chemical bonding to make the tire more stable. It also protects them from damage caused by moisture and by ozone, which have been known to degrade earlier types of solid tires.

It takes around 30 minutes to produce a Nexo tire, and Otrajet says the process is very environmentally friendly. The manufacturing process produces no air or water pollution, and complies with the EU's RoHs and REACH regulations governing the use or production of certain dangerous chemicals.

The result is an airless tire that's completely puncture-proof and very durable. Otrajet claims that the Nexo tire is as much as 40 percent lighter than competing systems.

In its own testing, the Nexo tire has completed a 5,000km (3,106-mile) JIS-standard wear test with only a 0.2mm reduction in the tread depth. Otrajet says a Nexo tire should last for three years in normal riding conditions.

Grip on the road is also good. The Nexo passes the 4210:2015 braking test. Otrajet offers the Nexo in 20-inch and 700x40c sizes. The company can also customize tire colors to individual requirements.

Schwalbe AS-300 which knows a little something about conventional tires, is showing its new Airless System at Eurobike.

It's a puncture-proof tire system that uses an extremely elastic expanded thermoplastic polyurethane (E-TPU), produced by BASF under the Infinergy brand.

Its construction is more complicated. The Airless System is not a single-piece, solid tire; instead, a tire consists of a 40-622-sized Airless tire, an Airless tube made of the white E-TPU, and a blue Airless ring. The ring ensures that the system is compatible with different rim shapes. The system fits wheel with inner rim widths of 19 to 21mm.

The Infinergy material that Schwalbe



Nexo tire from Otrajet

uses in Airless tube is the same stuff that Adidas uses in the soles of its Boost running shoes. Ergon also applies it for cushioning in its ST Core Ultra saddle.

The same properties that make E-TPU good for running shoe soles and saddles also make it a good choice for airless tires.

Schwalbe says that the rebound elasticity of the Airless System is more than twice that of competing systems for less energy loss. By using a separate outside tire, Schwalbe says the system should last for 10,000km in normal use. The Airless system has a similar feel to a tubed tire inflated to 50psi (3.5 bar).

While Schwalbe is keen to point out the benefits of the Airless System, it also cautions that it cannot overcome all of the advantages of a standard tire and tube combination.

"The Airless tube with its thousands of mini cushions and enormous recovery capability offers huge advantages over previous materials for solid tubes," said the company's René Marks. "The technical advantages, though, go hand-in-hand with a certain loss of performance, so rolling resistance and weight are slightly higher than with normal inner tubes."

For situations that require 100 percent zero maintenance, or where a customer never wants to change a tire, "the Airless System beats the inner tube hands down," he said.

But he added that it is not likely to satisfy cycling enthusiasts and long-distance riders, for whom an inner tube remains the first choice.

Another potential drawback for consumers, but an upside for bike shops, is that the Airless system can be fitted only by certified specialty retailers.

Fitting requires a dedicated machine and takes between five to 10 minutes per tire.

Schwalbe will offer certification training for retailers. This is a departure from the norm, since a home mechanic is able to fit standard tires.

But Schwalbe believes an IBD is a sensible alternative, because the Airless System is intended for cyclists who typically lack technical expertise and would rather trade some performance for worry-free riding.

"At first some customers may find it a little unusual to have their tires fitted at a specialist shop, but they have their car tires fitted by a specialist, so this is no different," Marks said. "Getting an all-round carefree system in return is extremely attractive for many cyclists, e-bike riders and rental bike providers."

An Airless System for one wheel — consisting of a tire, tube and ring — will sell for a suggested retail price of 84.90 euros (\$100). Schwalbe will initially offer the system only in Germany and the Netherlands.

Two years in development, the Serenity 2 system from French manufacturer **Hutchinson B3-505** is another 100 percent flat-proof tire system. The original Serenity system was an inner tube replacement made from a composite rubber; the new Serenity 2 is a more complex construction, manufactured in Hutchinson's French facility, that has several advantages over its predecessor.

The Serenity 2 system is a two-layer construction, with a hollow core. The outer layer is made from Hutchinson's Vegaprene thermoplastic rubber. It gives the tube dimensional stability and helps



Schwalbe Airless System

resist abrasion.

Inside that is an 8mm Gygaprene tube, another type of thermoplastic rubber that Hutchinson uses in such applications as air conditioning hoses. Hutchinson chose it primarily for its rebound properties. These two layers provide the tire's ride properties.

The Serenity 2 has a hollow center, but because it isn't under pressure the tube can't be punctured. The hollow construction saves weight; Hutchinson says the Serenity 2 is 17 percent lighter than its predecessor.

The system is very stable in a range of temperatures, and Hutchinson says a Serenity 2 will last for about 6,000km. And when it's ready to be replaced, the worn tube can be recycled.

Like the original Serenity system, the Serenity 2 is a simple inner tube replacement, so it fits any existing tire of a compatible size. Hutchinson currently offers the Serenity 2 in 700x35c and 26x1.50 sizes.

While these airless tires are primarily aimed at city, recreational and fleet use, **Tannus A3-105** is going after the performance market with its Aither tires.

The Ukrainian national track team uses Aithers for outdoor training. Brothers Alex and Maksym Lopatyuk, former members of the Ukraine track team, introduced Tannus to the team after testing the tires for six months.

"A combination of the bad winter weather and the poor road surfaces in the Ukraine mean Tannus are ideal," Alex Lopatyuk said. "Before Tannus, I used to get flats all the time. One week I had five or six flats, but that's not a

problem now."

Tannus tires are a single-piece solution, made from a durable polymer called Aither that's similar to the shock absorption layer used in the soles of running shoes.

Tannus is continuously developing the technology, and says a newly upgraded version of the tire polymer offers even better ride qualities.

The Aither tires are completely puncture-proof and attach to a standard rim using an arrangement of locking pins that are fitted through holes in the base of the tire and clip into the bead of the rim.

Although the tires can be fitted by hand, Tannus offers a mechanized fitting process for OEMs.

Tannus offers its lightweight, zero-maintenance tires in a variety of sizes, including for Brompton wheels. They're available in 12 colors, and guaranteed to 9,000km of use.

Tannus offers them through 500 European retailers. The company says the tires have been fitted to some 500,000 bikes around the world.

Chaoyang A3-209 offers a single-piece airless tire that's constructed from a microcell polymer. There's a wide range of sizes available, from 24x1.35 all the way up to 700x38c.

PAHs and RoHS tested, the tires have a service life of 5,000km and are stable

in temperatures ranging from -20 to 80 degrees C (-4 to 176 degrees F).

The Chaoyang airless tires fit to the rim with a fixing catch that uses the hooked rim bead to hold the tire in place. Several different color options are available. ■ DA



Tannus offers its Aither airless tires in sizes to fit Brompton bikes

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Overview: Triathlon

Triathlon products take aero design to the limit, and then keep on going

Triathletes are perhaps the most persnickety of cyclists. They want the absolute best in aerodynamics, lightness and performance, and they're willing to pay for it.

Airstreem [E-BB/2] has been working with KTM Motorrad Technology on its latest triathlon and TT project, the Super TT Plus. The Super TT is the flagship of the Airstreem range, and takes its design from detailed modelling and computational fluid dynamics (CFD) to maximize aero efficiency.

The Super TT Plus takes the Super TT to another level. While the design remains similar, changes to the fork crown and downtube, among other areas, create a cleaner look and, more important, a smoother airflow. The Super TT Plus is more than just the bike itself; an integrated hydration system works in tandem with the bike for maximum aerodynamic efficiency.

"We develop products that make our athletes and customers even faster," Airstreem says. "A perfect combination of aerodynamics, stiffness and top braking performance guarantee the crucial seconds needed to win."

The focus isn't just on aerodynamics, but also how the bike rides. "The best aero bike is useless if you need a lot of energy to stabilize the low torsional stiffness when side wind hits your bike. These are the topics we work extremely hard on every day in order to make the difference for athletes who trust in our brand," the company says.

Airstreem also offers fitting services for athletes, using point-and-shoot handheld scanners that can map surfaces with an accuracy of 0.1mm. The quick process lets a fitter map the rider and the bike, and analyze the result using CFD software. Airstreem has had plenty of success with the process; Austrian triathletes Michi and Dani Herlbauer have reached top-level success without ever visiting a wind tunnel.

Ceepo [B3-302] calls its new Shadow-R "the bike the wind can't see."

The wind might not see it, but we expect plenty of showgoers will. The design is a radical departure from the accepted norms of TT bike design. While

Ceepo has made some interesting-looking bikes in the past — take its 2014/2015 Viper frame, for example — nothing it's done has ever been as out-there as this.

Freed from the constraints of UCI approval, Ceepo went back to the drawing board.

"We started with a beam main frame with all sections shaped as truncated airfoils," the Taichung-based company explained. "We designed it so it can be assembled with normal parts and serviced by traveling athletes with regular tools. The idea evolved into a totally new patent-pending concept of an aero fork that blends seamlessly into the main frame."

That aero fork is the real talking point of the bike. There's no fork leg; instead, the fork extends all the way around the top half of the wheel, with a horizontal beam across the middle supplying a mounting point for the wheel's through axle.

The shape of that beam is mirrored across the middle of the bike's main frame, and at the top of the fork, in front of the headset, there's a separate section of tubing to improve airflow across the top of the bike.

It's an extraordinary-looking bike, and though it appears to be a concept bike, Ceepo takes pains to explain that it's not:

"What you see here is not a concept frame. This is a real aero superbike designed to be ridden in any triathlon distance," the company says. "This is what we relentlessly aim for at Ceepo, each new frame is one step toward this endless goal."

The T2 from Australian manufacturer **Wizz [E-A9/5]** is a high-end carbon triathlon bike that will be exclusively distributed by Ammer-Kontor (UG) in Germany and elsewhere in Europe, the Middle East and Asia.

The T2 uses a high modulus ultralight, unidirectional T1000 full carbon fiber frame and fork. The seat angle adjusts from 75 to 80 degrees, and the frame



Airstreem Super TT Plus

is available in several sizes for men and women.

Front and rear brakes are both integrated, with the rear brake in the bottom bracket position. All cabling is internal for maximum aerodynamic efficiency. Integrated Pro-Tech carbon

comply with UCI regulations, so Argon 18 can pull out the stops for maximum performance.

It's a multiple Ironman winner, and uses Argon 18's Pro Performance carbon layup. For 2019, the E-119+ will be available in a black and grey matte



Wizz T2 women's version

handlebars have a full 10cm of height adjustment so the triathlete can fine tune the position.

At launch, the T2 comes spec'd with Shimano Ultegra or Dura-Ace Di2 builds; during Eurobike Wizz is offering the Ultegra version for a special price of 6,999 euros. Wizz is also seeking pro and age group athletes to promote the brand; stop by the booth to discuss sponsorship opportunities.

There are not new frames at **Argon 18 [E-501]** this year, but the Canadians have given their triathlon line a full cosmetic makeover.

"Under these eye-catching cosmetics, you will find the same amazing bikes that have come to redefine the category since they were introduced a couple of years ago," says Argon 18. "They are the epitome of what triathlon bikes should be and will make you want to train harder, race better."

The top model, the E-119+, doesn't

colorway. The second-tier E-119, which shares the same frame design, will be black and grey gloss for 2019.

The E-117, which is UCI-approved so it



Ceepo Shadow-R



Xbikewheels TT wheel



Argon 18 E-117

can be used in time trials as well as triathlon, gets two new finishes for 2019: black matte and teal blue matte.

There's a number of new triathlon/TT components at Eurobike from Italian manufacturer **ITM B5-104**.

The Pegaso frame is available in either 75- or 78-degree seatpost configurations and is designed for both time trial and triathlon. Wind-tunnel-tested, the Pegaso has a curved seat tube that hugs the rear wheel. A rear-mounted front brake and bottom-bracket-mounted rear improve aerodynamics.

ITM can supply the frame painted or ready to paint, and can drill it for either mechanical or electronic shifting.

The Pathom wheelset uses a 50mm high-modulus carbon rim for tubular tires, with 18 aero spokes at the front and 24 at the rear. The Pathoms also sport high-precision aluminum hubs and sealed bearings. The wheels weigh less than 1,500g per pair.

ITM is also showing its Saturn aero bar, constructed with ITM's EPS carbon technology.

"EPS allows us, even in a structure with differentiated thickness, to obtain a

homogeneous distribution of resin and fiber layers and provide a safe, constant and controlled distribution of stress point concentrations," ITM says. The full carbon monocoque handlebar supports length and width-adjustable extensions with anti-slip pads. All cables are run internally for a clean cockpit and better aerodynamics.

The Triaghton helmet from Italian manufacturer **SH+ A4-303** is for competitive time trial cyclists and triathletes. SH+ conducted wind tunnel tests to increase the efficiency of airflow both outside and inside of the helmet for better performance and ventilation.

Made with in-mold construction, the Triaghton features the SH+ Twin System V Closure system with rear dial. The system is height adjustable, and eyelets keep straps in the right place for improved comfort.

Laser-cut padding lets SH+ precisely match the padding to the helmet's shape and ventilation channels. The Triaghton's visor is secured in place by three magnets and meets CE, EN1078 and CPSC requirements.

Xbikewheels B1-106

manufactures a huge range of wheelsets. The Chinese manufacturer's tri-spoke TT wheel is a carbon construction with a PMI foam core. Xbikewheels use German Rohacell foam cores. The carbon/foam construction means a low overall weight, with a rear tri-spoke wheel weighing in at just 890g. The tri-spoke has a basalt-reinforced braking surface for better performance in all conditions, and all wheels come with a two-year warranty. ■ **DA**



SH+ Triaghton helmet



ITM Pathom wheelsets

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Overview: GPS devices

Everybody's talking to your cycling computer

WiFi connectivity appears to have become the latest must-have function for high-end GPS devices, as seen in newest models from Garmin, Wahoo, Bryton and Sigma.

These WiFi-equipped devices are becoming a standard feature. They're not really for touring cyclists or other casual riders, but for cyclists who use their GPS units for training.

When they get home, their training data can be automatically uploaded to the cloud without them having to touch a button. WiFi also allows these devices to automatically update themselves — one less thing for their owners to worry about.

Many new devices let cyclists access such popular sharing services as Strava, Komoot, TrainingPeaks and GPSies.

com — apparently, their owners are more interested in sharing and comparing their training results with others instead of worrying about their privacy.

Of course, all of these services comply with Europe's stringent new General Data Protection Regulation, or GDPR, because they don't sell data that could identify individual users. Instead, they aggregate the data and sell it to others so they can analyze the behavior of cyclists, hikers and other outdoor enthusiasts as a group.

GPS owners can now also choose from an increasing variety of free maps, often making them a better deal than buying a smartphone app. But these maps require immense — and growing — memory on their device.

When Garmin released the first edition of its Europe Cycle Map two years ago, it consumed 6 GB of data. The latest edition requires some 10 GB, so GPS units have had to keep pace with these increasing storage devices.

Unfortunately, developers of some GPS apps forget that users aren't always at home or in the office, where they have reliable, high-speed WiFi.



Garmin Edge Explore

Even central European countries still contain "data deserts," where an outdoor enthusiast discovers that the real adventure is attempting to download a massive map file on the spot with little or no connectivity.

That may change. In 2016, Garmin acquired DeLorme, which specialized in two-way navigation and communications capabilities using satellites, so someone can place an SOS call from just about anywhere on the planet.

Perhaps in the future the system can be used for worldwide internet coverage — so a mountain biker in a "data desert" can finally get that map downloaded.

Meanwhile, here are some of the new

GPS and related devices worth seeing at the show:

Just in time for Eurobike, **Garmin A5-201** debuted the Edge Explore. This should not be mistaken for its existing Edge Explore 1000 and Edge Explore 820.

The Edge Explore looks like the little brother of the Edge 1030, offering a 3-inch screen for a relatively low retail price of 249 euros.

Garmin includes its standard Europe Cycle map with the unit, and significantly, it can be connected to electric bikes using a Shimano Steps E6100 mid-drive motor system.

This brings Garmin into the e-mobility market, and is one of the first times Shimano has integrated its mid-drive with a third-party navigation system.

The Edge Explore is intended for family and touring cyclists, so it's designed for simple operation. It has the navigation and communications features of its more performance-oriented siblings like round-trip routing, automatic emergency calls, or the ability to send a message to someone else with a compatible Garmin device. Garmin says the battery should last up to 12 hours on a charge.

Garmin has two other recently released Edge models to show, both intended for the more performance-oriented crowd.

The button-operated Edge 520 has a color map, navigation functions and connectivity with Strava, TrainingPeaks and other portals.

The Edge 130 is a small and, at 33g (1.2 ounces), light device that connects to GPS, Glonass and Galileo satellites and has other smart features, including navigation with turn prompts.

To enhance its image as a company that makes "wearables," not just GPS units, Garmin is also displaying its new multisport smart watches, the Fenix 5 Plus series.

Each version in the series has routable maps, to which the company adds its Garmin Pay contactless payment system, so users can pay just by holding the watch close to a compatible payment unit.

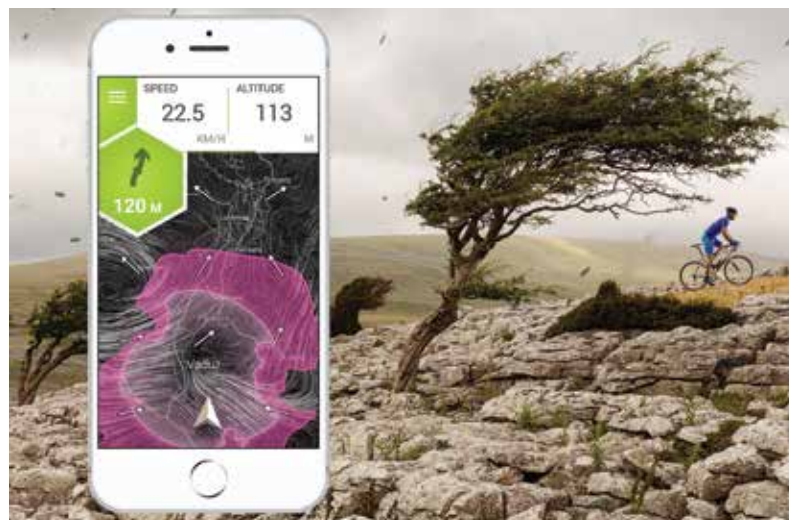
An on-board music player holds up to 500 songs, and a wrist sensor measures heartbeat and the oxygen level in the blood.

And for adventurers who like to get lost, Garmin's new InReach Mini lets them connect by two-way text messaging from virtually anywhere in the world through the Iridium satellite network (which requires a separate subscription.)

With a large 3-inch transreflective color display and touchscreen functions, the Rox 12.0 Sport from **Sigma A5-200** seems to be that company's answer to Garmin's flagship Edge 1000 and 1030 models.

Sigma pre-installs routable maps for 20 European countries (on European models, of course) and users can add other country maps for free.

Communications options include WiFi, ANT+ and Bluetooth, so the unit "talks" to the Sigma Link smartphone app as well as other sensor systems. It also lets riders



The Tahuna app from GPS Tuner will soon have the ability to calculate the effects of wind, temperature, e-bike battery range and assistance levels for more precise navigation instructions.



Sigma Rox 12.0

upload their data to Strava, TrainingPeaks, Komoot, GPSies and others.

From novices to expert cyclists, **Bryton A8-102** has three new GPS units that will serve their needs. The entry-level Rider 10 for novice riders is a complete GPS-based cycling computer with a 2-inch greyscale display that works with external sensors and the Bryton app.

The more capable Bryton Rider 410 communicates with GPS satellite systems around the world, including GPS in the U.S., Glonass in Russia, Galileo in Europe, Beidou in China, and QZSS in Japan.

Its 2.3-inch greyscale display shows up to eight data fields at once. The 410 offers 72 functions in all, and owners can configure the device with the Bryton app. It also communicates with ANT+ and BLE sensors.

Bryton's top model, the Rider 530 for serious cyclists, synchronizes data — even with Strava or TrainingPeaks — via WiFi.

Cyclists can navigate with the unit's



Bryton Rider 530

2.6-inch display. Bryton also offers ANT+/BLE dual-mode heart rate, speed and cadence sensors. The Bryton app for iOS and Android helps users upload and download trips and analyze their training data.

The Mega XL GPS cycling computer from **Lezyne A8-308** has a 2.7-inch, 240x400 resolution display with the option of portrait (vertical) or landscape (horizontal) viewing modes. Another new unit, the Mega C, comes with a 2.2-inch, 240x320 high-resolution color screen.

New features include off-line navigation, customized training integration and integration with the TrainingPeaks and Today's Plan apps.

When paired with Lezyne's free Ally smartphone app and corresponding GPS Root website, users can create custom routes with turn-by-turn navigation. The Mega XL has a runtime of up to 48 hours, and the Mega C lasts up to 32 hours.



Lezyne Mega XL

GPS Tuner A1-406 doesn't make its own GPS devices; instead, it makes the software that runs on many of them from several brands. It is also the developer of the Tahuna navigation app.

GPS has developed new ways of calculating range that can account for such dynamic variables as wind and temperature, for e-bike and conventional bike riders.

GPS Tuner combines the cyclists' information with data from the bike, including battery capacity and assistance level, for more precise calculations. Those functions will soon be available on the Tahuna app and others. The company is also launching a new hardware unit for e-bike and LEV systems that allow e-bike drive systems to incorporate Bluetooth, GPS, and GSM connectivity. ■ TF

It looks like a water bottle but gives an e-bike a boost

It looks like a water bottle, but it gives the electric motor a boost instead of the rider.

The Range Extender from **BMZ A1-402** is a mobile charger that lets riders extend the range of their e-bike by up to 50 percent. It can be mounted on the bike quickly whenever it's needed, and the power is transferred to the bike through its existing power port.

The Range Extender is compatible with drive systems from Alber, Brose, GO SwissDrive and SR Suntour. It weighs about 1.5kg (3.3 pounds) and attaches to the frame with a hook and loop strap. When not in use it slips into a backpack.

BMZ is not just another accessories company; it's a major battery manufacturer. Another new product at Eurobike that will get the attention of drive manufacturers is a new type of battery for e-mountain bikes.

BMZ has developed a battery made with NCA, or nickel cobalt aluminum, that it says offer better range than commonly used nickel manganese and cobalt versions.

"It has 30 percent more capacity for the same volume and weight. This means they have 30 percent more range, or they are 30 percent smaller and

lighter weight," said Sven Bauer, CEO and founder of the BMZ Group.

Another technical advance is replacing the graphite on the anode with silicon to boost capacity.

"To put it simply, the battery just disappears in the frame like it was a smartphone. It's invisible, but it still allows mountain bikers to travel very long distances," Bauer said.

The new battery cells will begin appearing on bikes next year, the company says.

BMZ employs some 150 specialists in lithium-ion battery technologies at its research and development center. ■



BMZ Range Extender

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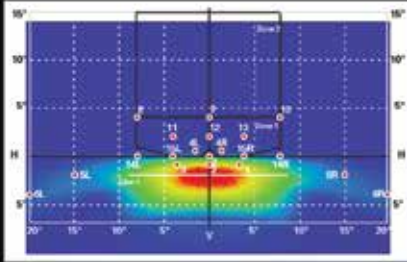


Brightness up to 1800 lm

ECE R113 requirement

8 automotive LEDs

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



Booth No. A6-217

Tobias Schweter looks to grow BESV, Votani brands

Darfon, the parent company of BESV and Votani e-bike brands, has restructured its sales operation from a new office in Schwalbach am Taunus, Germany.

Tobias Schweter is in charge of **Darfon Germany, A1-200** which will handle sales and service for both brands in the German-speaking markets of Germany, Austria and Switzerland and business development in Europe.

"After a challenging start we are happy to receive more attention and establish good relationships with new bicycle, e-bike and e-mobility retailers," Schweter said. "With BESV we are focusing on the premium and high-end dealers. With Votani, our 'family brand,' we offer nice-looking, easy-riding, good-value e-bikes for everyday riders."

The Darfon Germany office will oversee sales and service, inside sales, marketing, and tech services including warranty repairs and IBD training.

Markus Hausladen, senior product manager for Darfon Germany, is a former product manager at Ghost, Steppenwolf and Corratec. He is in charge of the Votani range for Europe as well as some BESV projects.

BESV and Votani are both expanding their lines for the 2019 model year and beyond.

"At BESV we are increasing our e-MTB product range with two more attractively priced models. We will also introduce the new TRB1 Urban bike, a commuter bike

for riding to work, recreation and long bike journeys," Schweter said. "In addition to that we are just developing new stylish e-bikes for urban and recreation use."

He was less specific about plans for the Votani brand, saying only that the company intends to introduce "additional models in different segments."

The parent company of BESV and Votani, the Taiwan firm Darfon, is a big manufacturer of laptop keyboards and power supplies. Darfon launched the BESV brand at the 2015 Taipei Cycle show. **JB**



The Darfon Germany team (from left): Herbert Herrmann, Markus Hausladen, Tobias Schweter and Robin Weigert.

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HUTCHINSON



Dirk Zedler

It's a new golden age for cycling — so let's make sure our bikes are up to it

Cycling is more popular than it's ever been in the Automobile Age, especially in many big European cities. And that creates new challenges for the bicycle industry.

These are good challenges to have. More bicycle traffic from commuters and other everyday riders means less congestion, nicer and cleaner cities, and happier, healthier people — all undeniable benefits.

Bikeshare systems, which have become a common sight in many cities, are encouraging this shift. Once users realize how fast and easy it is to zip through a city on a rental bike, they're often willing to invest in a high-value bike or e-bike of their own.

Pedelec owners are especially enthusiastic cyclists. According to a recent Swiss survey, someone who owns a conventional city or trekking bike rides an average of about 675km (420 miles) a year. But pedelec owners ride nearly four times as much — averaging 2,600km a year.

Pedelec owners are also more attached to their bikes. In the Swiss survey, about 19 percent of cyclists said a bicycle is their primary or secondary means of urban transportation. But for pedelec owners, the number jumped to 80 percent.

Not good enough. The one thing these high-mileage riders want is reliability without downtime. But that's where many bikes fall short, whether they are made for bikeshare systems or for private use.

Unfortunately, the current international safety standards for bicycles, ISO 4210 and EN 15194, are of little help.

The standards impose absolute minimum requirements that every bicycle is required to meet, whether it's a 149-euro supermarket special or a 4,900-euro pedelec.

One problem is that the ISO standards are designed around an implicit total weight — for rider, bicycle, and cargo — of 100kg (220 pounds). This is not enough, as simple addition demonstrates:

The average man in Germany, Austria or Switzerland weighs between 85 and 89kg. A typical city or trekking bike weighs between 16 and 20kg. This means that more than half of the cycling men in these countries ride bicycles that have been tested only to the minimum ISO standards, but not to the real-world conditions that they subject their bikes to every day. And we haven't even included the additional weight of a child carrier, a trailer, or even the groceries on the back of the bike.

Why were these standards set so low? These are global standards, so they were written for the lowest common denominator. The average man in Japan or in China weighs 70kg or less, so they are more appropriate for these markets.

Let me be clear: These standards set reasonable and important baselines for bicycles. If all bicycles and components complied with them, there would be fewer accidents leading to fewer injuries and deaths.

But they are only minimum standards. Responsible bikemakers in Europe and other countries have an obligation to supplement these baseline requirements with more rigorous tests that reflect the actual ways that European riders use their bikes. A better protocol should include more challenging, supplemental tests like these:

- All load cycle tests should be performed on the same test piece. The standard allows the use of a different piece for every load test, which I find absurd;
- Each component should be tested as it is actually used on the bike, not just individually. For example, disc brakes should be tested while attached to the frame, not just the fork; full-suspension frames should be tested as thoroughly as conventional frames; and fork steerer tubes, which are not included in the standards, should always be tested.
- Groups of components must be tested together. When tested separately, they should be subjected to worst-case scenarios. For example, when testing a handlebar/stem combination, the test should always use the widest available handlebar.

Beyond safety. Ensuring worry-free mobility for cyclists requires more than just demonstrating their bicycles are safe. Their bikes must also be as durable and reliable as possible.

Commuters and other high-mileage riders shouldn't have to change their brake pads or bicycle chains every month. They shouldn't have to put up with suspension forks that give out after a year, or brake discs or rims that have to be replaced before the season is over.

For pedelec owners, these problems are even worse. Not only do pedelec owners use their bikes a lot more than conventional bike owners, but their pedelecs are much heavier, so the components are under more stress. And the associated electronic components of a pedelec add significantly to their complexity.

Pedelecs are helping the industry return to its roots as a means of transportation, not just recreation. With a motor, riders who are heavier or less athletic can now enjoy cycling. And hills and longer distances are no longer obstacles.

Unfortunately, few retailers or service providers can keep up with these increased demands. Someone who depends on a pedelec for his or her daily commute does not want to have to take a bike to the shop every few weeks for servicing — or, even worse, have to wait days or weeks for an essential spare part.

Back to basics. These are not unreasonable expectations. From the late 18th Century



European bikeshare programs, like London's Santander system, are helping revive cycling as means of urban transportation. (Photo courtesy of Beryl.)

until the outbreak of World War II, the bicycle was a, if not the, basic form of transportation for millions. The bicycles of the 1930s were innovative machines, and many were built to high standards of quality and durability.

Now that cycling has been reborn, it's up to the industry to make sure the bikes

we make and sell live up to the needs of the people who ride them.

That means every bike brand should go above and beyond the minimum requirements of the international standards to produce bikes that our customers can rely on, and enjoy, for years to come. ■ **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.

New Products 2018

Schwalbe Hans Dampf



Hans Dampf is Schwalbe's quintessential all-rounder for enduro trails: it offers maximum fun and full control on rough terrain as well as on winding singletrack. Now Schwalbe is introducing a new version with radical innovative changes – while losing none of its legendary characteristics. The new tread speaks for itself: this tire lets nothing stand in its way. Up to 2.80 width, SuperGravity carcass, Apex versions and of course Addix compounds. **A5-300**

BEV Int'l Carbon Time Trial frame

A carbon fiber time-trial frame complete with matching carbon fork, stem, and seat post. Made to slip through the wind, with the front end of the bike encapsulating the base of the stem for superior aerodynamics, the rear wheel is similarly tucked into the seat tube. Elsewhere the bladed seatpost is secured by a slick invisible integrated clamp. **A5-409**



rh+ Bike Fashion Lab Power Jersey

Part of a collection born from the collaboration between rh+ and ISA, a leading reference company in the world of fashion and handcraft printing. The Power Jersey takes inspiration from the mechanical world of bikes. Its geometric patterning combines with an easy to wear fit, lightweight fabrics, three rear cargo pockets, and a shaped neck for better comfort in an aero riding position. **A7-319**



Bont Vaypor G Shoes

The Vaypor G marks Bont Cycling's arrival on the gravel riding scene. Using unidirectional carbon fiber laid specific to stress points to maximize performance whilst minimizing weight, a new upper design with integrated retention system caters to the needs of both performance oriented riders and consumers wanting the best possible options. Built using an ergonomic last, they're heat moldable for a perfect fit. **A7-405**



3T Torno Ltd Crank

The first single front chainring aero-optimized crank. Designed by co-owner and 3T art director Gerard Vroomen it combines the aerodynamic knowledge of 3T with the carbon engineering and production skills of its sister company THM. Thanks to a thin wind-cheating design the Torno represents the perfect complement to the brand's Strada and Exploro aero frames. **B4-309**



KTM Macina Scout 271

Hop on and get back to nature. A cross-country bike with enhanced safety and comfort thanks to a robust step-through frame. Upright geometry combined with a powerful mid-drive motor, suspension fork, and knobby tires, mean the Macina Scout is both easy to ride and surprisingly capable. An adjustable stem and ergonomic grips help get the fit just right. **A6-200**



KRU Cycling K-Class Cockpit

The KRU K-Class cockpit is one of the lightest integrated options on the market. Offering an exceptional stiffness-to-weight ratio its aerodynamic shape helps minimize drag. Its double clamping mechanism also fits perfectly within the aerodynamic profile while improving safety and comfort. Featuring a bar section designed without sharp edges, a small recess for the bar tape helps further maintain optimal airflow. **B2-112**



Basil Magnolia Carry All Basket

A removable rear basket which easily mounts to your luggage carrier. Thanks to the pre-mounted MIK adapter you can click this basket onto any rack with the correct integrated profiles or a matching plate. It's equipped with an inner pocket, reflective elements, a pull cord closure, and handles to comfortably carry it when off the bike. **A4-205**



BESV TRB1 XC SE

An aluminum hardtail mountain bike with an integrated Darfon battery. Employing a powerful Brose S mid-engine the TRB1 XC SE bike aims to strike a balance between agility and secure handling on the trail. It comes equipped with 27.5" wheels and robust components from SR Suntour and Shimano. **A1-200**



Crops K3-Biro

Crops K3 cylinder is a compact three-digit combination lock that's lightweight and doesn't require you to carry a separate key. Its Biro cable comes with memory coil technology for maximum flexibility and durability. Shaped to fit snugly beneath your saddle for minimal protrusion, it provides a smart look and fits a wide range of bicycles. **A5-104**



New Products 2018

Ghost Hybride SL AMR X S7.7+

SLAMR X - a name that's music to the ears of trail disciples and downhill junkies. And now uphill trails suddenly rock the same way. Outstanding suspension performance thanks to the robust steel shock and 160 mm front suspension, sensational drive traction due to the innovative Hybrid MXer concept and the smooth and yet powerful support of the Shimano Steps 8000 motor open up completely new worlds. The Hybride SL AMR X not embodies all the features of a powerful, lightweight, fully integrated and digitally networked electric trail bike. **B2-401**



Trelock Airflow 100

Trelock double-lens technology allows a rich 100-lux illumination level in the compact 45 mm housing of its new Airflow 100 front light, which is designed specifically for e-bikes. What's more, the new Trelock daytime riding light is one of the first of its kind to be granted approval under German Road Traffic Licensing Regulations, and sensors automatically turn it into a night light. Two windows in the housing increase lateral visibility, while a smaller reflector makes for a more streamlined silhouette. **A5-401**



SR Suntour Durolux fork

Downhill performance disguised in Enduro costume! No matter if you're particular about 27.5" or 29" wheels, the DUROLUX is a full-on Enduro racing and Freeride solution for everyone. The 36mm platform displays exceptional stability and stiffness, adding material exactly where you want it. And vice versa. The refined, World Cup proven, R2C2 and RC2 PCS cartridges are the definition of pure traction and control, now giving you the extra travel in super high-speed sections. The perfectly integrated fender adds practicality and 'bling' to your ride. **A6-401**



Prokidai Airfit

Airfit releases you from the confinement of a harness in using a heart rate sensor. Offering several advantages over a conventional harness, Airfit provides more accurate biological information without any stress. Comfortable placement of sensor is possible by directly attaching the sensor pad on your body, which can help you achieve better performance. **A3-700**



Coboc Cobox

The new B2B-Service-Tool Cobox features options to update the drive system firmware wirelessly via smartphone, to run error diagnostics in less than 60 seconds, to read out error codes or to contact the Coboc Support. On top of that, the Cobox can obtain information about the overall distance driven, usage time and charge cycles, fine-tuning engine parameters and printing a service report. All functions are managed using an Android app. The first Cobox version will arrive in October 2018, followed by the full version with complete functionality in 2019. **Hall A1-103**



WHAT HAPPENS WHEN
the lightweight competence of an innovation pioneer
meets the growth opportunity of urban logistics?



AUTOMOTIVE INNOVATIONS FOR E-BIKES

EUROBIKE

Booth A1-404

July 8th – 10th, 2018

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Mubea E-MOBILITY

Contact: Martino Lupo • Head of Sales and Development E-Mobility
+49 151 2757 33 45 • martino.lupo@mubea.com



New Products 2018

Bafang H800 Motor



A powerful rear hub option for e-MTB and speed pedelec applications. The gear-driven motor, with 350 or 500 W output and a max torque of 55 Nm, features a modern MTB thru-axle design in Boost standard width. This makes the hub perfect for sporty e-MTBs and all types of speed pedelecs in the European and US markets. **A1-302**

Pedronicycles Ray 160 E-bike

A handcrafted enduro e-bike equipped with a Bikee Bike power unit. Its frame features an innovative linkage that can change the compression curve from pedaling oriented to downhill ready with the flick of a lever. Integrated into the down tube the battery has a capacity of 840Wh helping produces a nominal torque of 120Nm. **B1-415**



SCOTT Sports Perform Evo Hy'4 Pack

Made to keep you hydrated while riding, the Perform Evo Hy'4 pack has a two-liter Hydrapak Elite reservoir and enough storage options for all your essentials. Featuring mesh-like shoulders straps it's a minimalist backpack designed to be a biker's first choice for riding light and fast during summer. **B1-100**



FSA K-Force Modular Supercompact Crankset

K-FORCE modular BB386EVO is the latest FSA crankset for gravel, adventure, or road use. Thanks to the adaptable BB386 EVO 30mm spindle, this modular system will fit a wide variety of frames with a range of BB standards. 48/32 or 46/30 are the offered ring combinations. **B3-200**



Urban Arrow Tender 1000 Flatbed Plus

We like to think bigger, all the time. What if you can transport seriously heavy cargo with an electric bike, we wondered. Could a cargo bike compete with a van? In collaboration with our industry partners, we designed the answer: a new front frame that will seriously up the cargo game. The Tender's three-wheel base combines cycling technology with insights from the automotive industry, making it agile and guaranteeing maximum strength and stability. Our research and development will undoubtedly lead to new models and applications that will continue to challenge your ideas of last mile logistics. **A1-706**



Biomac Y² BLACK

Where to place your cleats? In the traditional metatarsal position, or the on-trend midsole location? Designed for twin cleat positioning the Y² BLACK allows for both. With low stack height, a weight of 238 grams per shoe, an ATOP buckle, ultra-thin seamless upper, auto-reflecting Ys, and airy mesh, these shoes are both neat and innovative. **A5-225**



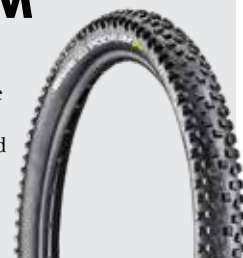
Uvex Sportstyle 803 Cv Vario

Colorvision Variomatic lenses combine two established Uvex technologies. Enhancing contrast and boosting color brilliance, they both make the world look better and keep you safer, helping pick out potholes, poor surfaces, or changing traffic signal quicker and more accurately. By automatically tinting depending on the current light conditions they should also always provide just the right amount of shade. **A4-400**



INNOVA RUBBER E-MTB Tire 27.5x2.6 PODIUM

For fast E-bikes, Innova has designed a special tire construction and compound. The premium compound offers the dependability of excellent grip & high mileages, while the construction of Sport Guard 3.5mm & Side Guard provides superior puncture protection. It is certified with ECE-R75 and approved for vehicles up to 50 km/h. An all-terrain pattern design with tubeless ready construction. Aggressive outlook plus the design of small lines inserted into each knob ensure powerful performance. **A3-701**



sponsored by



PowerTap with new widely compatible G4 Hub for disc brakes

A1-600

Standards Change. Accuracy Doesn't. Built for the era of evolving bike standards, the new G4 hub is PowerTap's most widely compatible hub-based power meter to date, available in 24-, 28-, and 32-hole count (or 28 and 32 for hubs with boost spacing). It's not only compatible with both quick release and thru axle setups, the G4 also works with more axle spacing standards than previous hub generations, including 130mm for road rim brake configurations; 135mm for road/cyclocross disc brakes; the 142mm MTB legacy standard and 148mm (aka: Boost); the new standard in mountain bikes.

freedom to choose their own rotor brand and size, and is powered by a rechargeable battery. And with speed, cadence and +/-1.5% power accuracy data all delivered to the head unit of choice.

www.cycleops.com

The G4 also features centerlock disc brake compatibility, giving riders the



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New Products 2018

Corratec Life CX 10s



A sports utility bike equipped with Fusion Tube Edge Technology. Rolling on reinforced spokes and rims, this results in a system capable for carrying 180 kg of weight. Regardless of load a strong Bosch Performance CX engine and 500Wh battery support the rider while a special S QLab saddle and Continental RaceKing tires provide comfort and grip. **B1-400**

CamelBak Podium Ice bottle

Claiming to keep your water cold four times longer, the Podium Ice bottle features excellent insulation properties, a high flow rate, and easy cleanability thanks to its wide top. Like the entire Podium collection it's 100% free of BPA, BPS, and BPF while also featuring the same secure cage fit and squeezability. **B3-401**



Ostand Wing Carrier

A front carrier with expandable wings. When not in use the design takes up a minimum of space, allowing for easy packing and uncompromised handling. However, once deployed the wings provide a wide and stable platform capable of supporting loads up to 10 kg. This year sees the release of an option which can be mounted directly to the front brake studs. **B4-312**



X-Fusion E-Slide Boost Roughcut HLR for E-MTBs

New from X-Fusion: the E-Slide Boost Roughcut HLR for 29ers weighs in at 2000 grams with travel of 100mm/120mm/140mm. Anodized aluminium 34mm stanchion. Air spring with HS comp/LS comp/Rebound/air spring adjustment. **B1-204**



Kryptonite KryptoLok Folding Lock

A compact, lightweight, moderate security folding lock aimed at commuters. Made of 5mm hardened steel links, Kryptonite's folding locks are designed to provide moderate security against theft, ideal for quick stops in a town or longer stops in lower crime areas. Holding a Sold Secure Silver certification, the locks include an easy to install bracket for compact and hassle-free transport on the bike. **B3-400C**



Guee Super Grippy Bar Tape

Thanks to a microtex surface Guee's new tape is highly resistant to sweat and changes in climate. Its patented triple layer design increases durability through the tensioned structure of its middle layer, preventing possible breakage. Elsewhere the high density cushioned base disperses shocks, giving an extra degree of comfort. Packaged with a locking end plug for neat and secure finishing. **A4-203**



Tracefy GPS tracker for E-bikes

A GPS tracker for e-bikes which can be used as theft protection by customers and as a fleet-management and data analysis tool for bicycle producers and companies that operate medium to large fleets. Small enough to be built into most e-bikes, power supply comes from the battery or motor, while the device is equipped with GPS, Wifi, shock, sim module, GSM/GPRS modem, and Bluetooth. **A1-420**



Comodule Diamond

An e-bike display that acts as a smart companion to open e-bike systems. Through its compact screen, it provides information and control over the bike while a companion app can individualize settings and track rides. Simultaneously, manufacturers can inform customers through the app when servicing is due, collect anonymous performance data, or provide remote firmware updates. **A1-606**



Roxim R2E Pedelec Rear Light

A compact rear light for e-bikes. The R2E is compliant with ECE R50 and designed to work with pedelec bikes. Flexible enough to be mounted in a number of different positions, such as on the rear rack, fender, or under the saddle, it uses a power input of either DC 12V or DC 6V and has an optional license plate holder. **A5-212**



Full Chee G62 Through-Axle

Making sense of the ever-increasing number of axle specifications. With Shimano, SRAM, Syntace, and DT Swiss all using slightly different threads, this mountain bike 12x142mm through-axle includes four different adaptors. With interchangeable end pieces, it's simple to switch between different thread pitches, allowing a single product to fit various brand systems using the same axle. **A5-233**





Solid E-system Solution



Compatibility with various systems

Persistent innovation of battery and smart battery management system



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New Products 2018

La Fonte Horizon 3x Man



An anatomic three-dimensional-shaped chamois made for long distances, the Horizon 3x Man promises elasticity and maximum freedom of movement combined with enhanced breathability and moisture management. It features a smooth and flat surface with a protective foam area on the underneath side of the pad, while an open-cell structure bi-density foam provides high stability support even in extreme situations. **A7-106**

Oechsler 3ve Drivematic

The first three-speed automatic powertrain. With integrated RFID and Bluetooth for connecting to other devices, your smartphone can serve as an optional display meaning just two wires are required to connect to the battery. Containing torque sensor, battery monitoring, pedaling analysis, braking detection, and inclination sensor its a sealed system for low maintenance. Its lack of a speed sensor means it's tamper-proof too. **A1-507**



ITM Bike Components Pathom2 Matt UD

An aerodynamically shaped carbon handlebar with a compact drop. Employing a flattened top section, it's designed to provide maximum riding comfort while permitting several different possible grips across the length of the bar. A special non-slip treatment on the relevant areas ensures your brake levers remain resolutely in position. Made of high-modulus material with a unidirectional matt finish. **B5-104**



Qu-ax GmbH Twin Unicycle

Twin unicycles with a limitless range of party tricks. Consisting of two fully independently usable unicycles, once joined one or two people can ride simultaneously. Pivoting around the connection bar, progress isn't limited to forwards or backward but can snake spaghetti-style. Fun to learn, but tricky to master, it's a great way to make friends and improve your balance skills. **B3-101**



Ahooga Electric Folding Bike

In 2015 Ahooga released its hyper-lightweight electric folding bike. This year the Brussels based company is adding two new options. First, a 36v motor that features a vibration and noise-free drive system and allows for assistance up to 25km/h. Secondly, a rear carrier to provide more room for luggage or carry a child as a passenger. **A2-211**



Bike Machinery Mercury C

One for the bike makers. An automatic machine designed to perform all the different machinings of the down tube in a single workstation. Automatically loading and unloading the tubes, it can shape, bend, notch, miter and calibrate both ends of the work simultaneously. **B5-105**



CHAOYANG E-liner

Chaoyang offers a wide range of tires for electric bikes in its E-liner series. The Offroad AT (pictured) is an all-rounder built for light off-road use. Tight center knobs ensure a low rolling resistance. Other tires in the E-liner range include the Offroad MT for aggressive riding; Plus AT for sandy or tarmac tracks, Plus GP, Road, City for commuting, Tour, Erban and Folding. **A3-209**



Ying Paio Thumbs Up Bicycle Repair Kit

Tire repair kits suitable for all kinds of vehicle tires and tubes. Featuring everything you need to fix a flat, along with a burst of CO2 to get you inflated and rolling again in double quick time. More modern than most and doing away with the need for a pump, they should help ensure that fixing your own punctures doesn't become a lost art. **A4-416**



Wizz Racing Bikes T2

Australian manufacturer Wizz Racing Bikes is expanding into Germany, along with Europe, the Middle East, and Africa. Its T2-model is available in both male and female specific versions and comes equipped with Shimano electronic Di2 gearing, the user having a choice between Ultegra and Dura Ace. For all bikes purchased during Eurobike, Wizz will be offering a free fitting at STAPS institutes across Germany. **FG-A9/5**



Gaciron W08 Series Bike Light

A compact series of strap-on bike lights. Using a built-in micro USB rechargeable 700mAh battery they're visible at distances of up to 1,000 meters. Producing between 40 to 80 lumens their design provides an extended view angle of over 220°. With an IPX6 waterproof rating, they're ready for day in day out use. **FG-A5/7**



New Products 2018

Smart Co., Ltd.

Rays 150

The Rays 150 is the ultimate compact bike headlight by Smart. A combination of Cree LED, li-polymer rechargeable battery and reflecting optical design yields an output of 30 LUX and German approval ~k1439, making it well-suited for German roads. Charging and low battery indicators show battery status. At just 33 grams and durable body casing, it won't clutter your handlebar. **B3-210**



Polisport

Pedelec Helmet

Speed E-bikes require the use of a helmet that complies with NTA Standard 8776. Polisport's E'City helmet was developed to meet NTA 8776: this speed E-Bike helmet looks like a normal helmet, but with a greater area of protection of the head and absorption capacity for larger impacts. The E'city combines a casual design and contains enough air channels to ensure good ventilation. It is available in 2 colors –dark and clear – both designed to match your daily outfit. **A4-403**



Motion Ride Anti-Dive Fork

Imagine an anti-dive MTB fork that keeps 100% of its travel in all circumstances including braking. Imagine a suspension that pushes your limits with confidence. Imagine a suspension as sensitive and progressive in curve as in straight line. Imagine a maintenance-free MTB fork that adjusts itself in an instant. Now, open your eyes and look. Here is the Motion fork. You do not have to imagine anymore! **B2-507**



Joe's no flats Joe's Podium sealant

Joe's no flats, the manufacturer of world leading tubeless sealants line, lubes, cleaners, self-sealing tubes, and accessories announces their latest sealant: The Podium sealant. A "sealant on steroids," it will close holes and cuts up to 1cm, faster than any other sealant in the market. Designed for races, the sealant only needs to be changed every 300km. Among others, Joe's no flats is the sealant sponsor of DH world champion, Aaron Gwin and the XCO teams: JB Brunex and BWR. **A3-108**



Bergamont E-Trailster

Ready for adventure: With its potent 160 mm suspension, balanced allmountain geometry and powerful Shimano E8000 drive unit, the E-Trailster will take the edge off even the most awesome trails. The E-Trailster is the perfect companion for challenging rides in alpine terrain, here the versatile platform comes into its own. With 27.5" and 29" wheel variants as well as a women specific model this e-MTB fully can cater to any offroad-preference. **B1-300**



Shadow-R
The bike the wind can't see!



Eurobike booth B3-302



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.
2. Better Strength, Better Stiffness, Easier Manufacture.
3. Integrated looking suspension bike.

TOTAL SOLUTION



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Integrated Battery E Bike Frames

Eurobike
ASTRO
Booth **A4-308**



Bosch & Shimano system

open topside or downside of down tube.

Driven to distraction by a radical drivetrain design

Derailleurs have been around for nearly 80 years, but CeramicSpeed says it has found a way to do away with them — along with the bicycle chain.

The Danish company calls its new concept Driven, and it's certainly been driving a flood of attention to **CeramicSpeed**. **B3-205**

Driven is a pinion-style drive shaft system. Torque from the front ring is transferred through the driveshaft and then onto a rear cog with the help of 21 low-friction CeramicSpeed bearings.

Instead of grouping the gears horizontally, the cog does so vertically, making good use of the lever principal.

"We have proudly accomplished what many have said couldn't be done, achieving a 99 percent efficient multi-

speed drivetrain while eliminating the chain and complex rear derailleur," said Jason Smith, CeramicSpeed's chief technology officer. "This concept has the ability to change the way the cycling industry views drivetrain design and drivetrain efficiency."

CeramicSpeed partnered with the Mechanical Engineering Department of the University of Colorado on the Driven's design.

CeramicSpeed officials said many high-profile managers from the bicycle industry have come by the booth to take a close look at the Driven concept. **LvR**



Driven drivetrain concept from CeramicSpeed

Ceepo's new tri bike casts a long shadow at the show

The new Shadow-R triathlon bike from Ceepo gets people talking long before they reach the booth.

The Shadow-R looks like no other bike at the show thanks to its unique front fork with an integrated aero fender. **Ceepo** **B3-302** won a Eurobike award for the bike at Sunday's ceremony.

"The goal was to reduce the size of the rim and still have the aero gain," said Gilles Camtin, one of three designers of the Shadow-R.

The original idea for the aero fender came from Damon Miller, an ex-Formula 1 engineer and aerodynamics expert. But Ceepo's industrial designer, Sean Chou, made the leap of turning the fender into the bike's actual fork.

"The luck we had was that Ceepo was crazy enough to consider even making the thing," Camtin said.

The design improves the airflow at the interface of the tire and the fork crown, and reduces the egg-beater effect of the spokes against the inside of the fork blades. There's also a big aerodynamic gain from the beam sections shielding the hub.

Ceepo hasn't done wind tunnel tests with riders, but Camtin is confident that the gains promised by analysis will be borne out.

"In CFD there's a huge gap," he said. "Now we need to translate that into real life with one of our team riders in the wind tunnel."

Ceepo is not worried about fork strength; it's broken handlebars in load tests, and Camtin said Ceepo may be able to use less material in the next iteration of the fork.

Other clever features include a fully enclosed tool storage space at the bottom of the frame that uses F1 closures. A bento box in the toptube can also house the controller for a SRAM eTap wireless system. **DA**



Ceepo Shadow-R

PEYCO ORDER DAYS
8 - 13 JULY 2018

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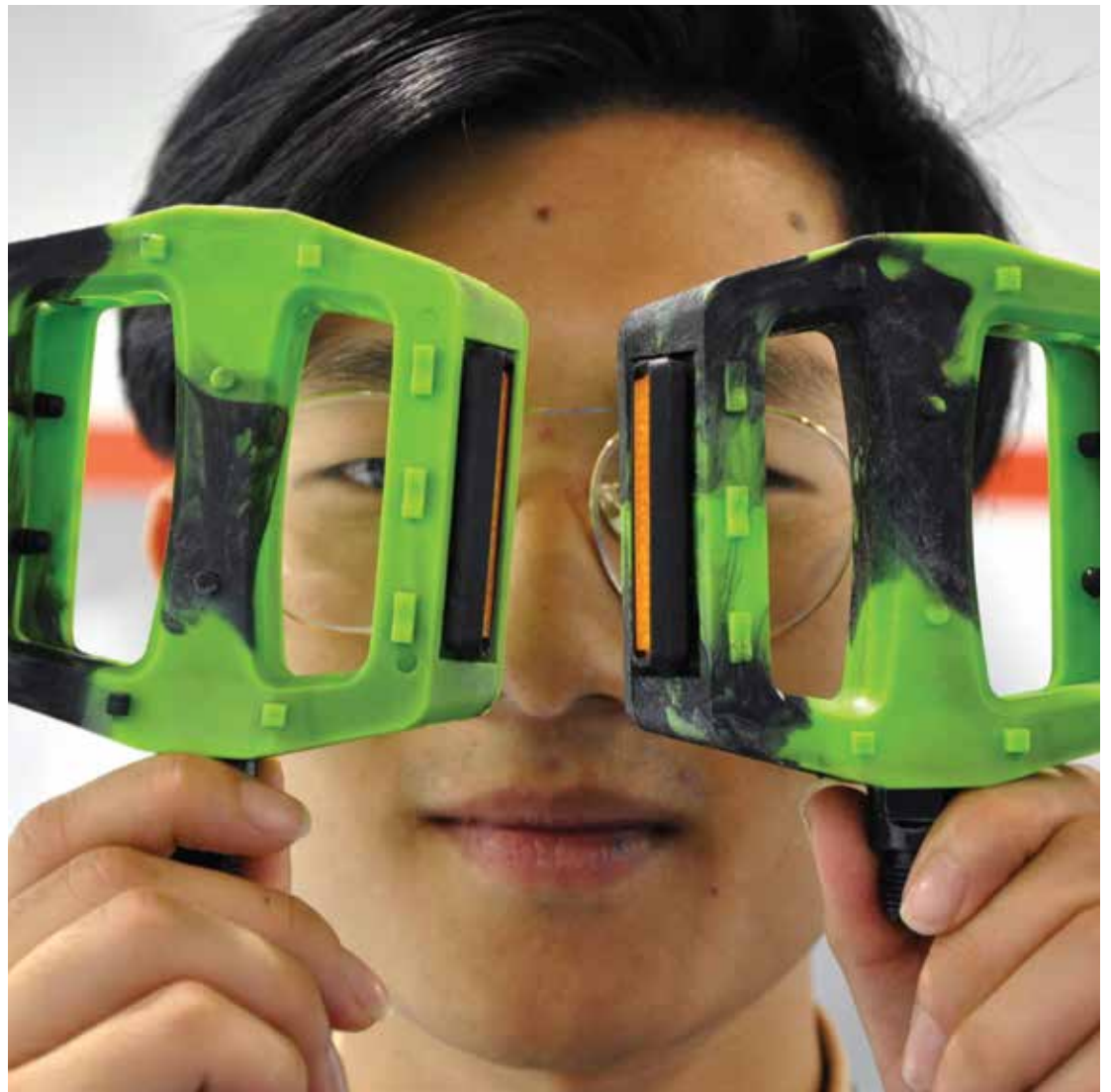


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Eurobites: Where to feed your hungry team

And now, we feast...

It's been a long day at the show — now, where do you go to eat and relax? If you are with a big group of colleagues and friends, it's not always easy to find a Friedrichshafen restaurant that can seat everyone.



The bar at the Hotel City Krone in Friedrichshafen

We asked the helpful staff at the Friedrichshafen Tourist Information office (<http://en.friedrichshafen.info>) for advice, and they provided a detailed list of the restaurants, cafés and beer gardens on the lakefront in downtown Friedrichshafen, along with other places away from the lake and in the Zeppelin City's suburbs.

Our list shows what kind of food they serve — and, more important, how much seating they have. (A “winter garden,” by the way, usually refers to an enclosed patio.)

Of course, always call and make a reservation before heading out. With nearly 50,000 industry people in town for Eurobike, even the big restaurants fill up fast!

Hours and times apply to the week of the show. Phone numbers are listed for international visitors.

On the Eurobike grounds

Buffalo Steakhouse FN

Messestr. 134
Steaks and seafood, accompanied by a large wine list. Seats 110 in panorama hall; Gondelzimmer room seats groups of up to 60. Accepts online reservations.
+49 7541 700 5868
www.buffalo-steakhouse-fn.de
Open daily

Seepromenade (Lakeside Promenade)

Restaurant-Café-Bar Felders at the k42

Karlstr. 42
Dishes are crafted from locally sourced ingredients.
Sun terrace seats 100; restaurant seats 80.
+49 7541 391955
www.felders-restaurant.de
info@felders-restaurant.de
Open daily

Lammgarten

Uferstr. 27 (by the marina)
Located on the marina with a spacious beer garden and a winter garden.
Restaurant seats 50; beer garden, 400; winter garden, 100; sunshade bar, 20.
+49 7541 9558027

www.lammgarten.de
Open daily in good weather

Restaurant Seehof

Olgastr. 6
Seasonal cuisine with fresh, regional specialties. Seats 100 indoors and 90 by the lake. Also has a winter garden.
+49 7541 27264
www.seehof-friedrichshafen.de
Closed Tuesday

Restaurant Ferdinand at the Graf-Zeppelin-Haus

Olgastr. 20 (on the lakeside promenade)
Fresh local food and international dishes. Accommodates groups of up to 70.
+49 7541 6033930
www.gzh.de
info@zehrerr-gastronomie.de
Closed Mondays

Restaurant-Café-Bar at the Zeppelin Museum

Seestraße 22 (on the lakeside promenade)
Regional delicacies, reasonably priced lunches and lake specialties in an historic space. Seats 120, with more seats on lakeside terrace.
+49 7541 9530088
www.zeppelinmuseum-restaurant.de
info@zeppelinmuseum-restaurant.de
Open daily

Town Center

Hotel-Restaurant Buchhorner Hof

Friedrichstr. 33
International fine dining, dishes from the Lake Constance region, fish specialties and wines from an historic wine cellar.
Four rooms seat 120.
+49 7541 2050, www.plazahotels.de

Lukullum Lounge

Friedrichstr. 21
Friendly service in a comfortable restaurant with cozy wood paneling.
Six rooms seat 250; beer garden seats 140.
+49 7541 6818
www.lukullum.de; info@lukullum.de
Closed Mondays

Hotel-Gasthof Schwanen

Friedrichstr. 32
In the pedestrian zone. Serves Swabian specialties, snacks, fresh Lake Constance fish, and fresh draft beer. Seats 80.
+49 7541 38550
www.hotel-schwanen-fn.de
info@hotel-schwanen-fn.de
Closed Wednesdays

SEEhotel Restaurants Bodega and Uferlos

Bahnhofplatz 2
Contemporary international and regional dishes. Close to the train station, city center and lakeside promenade. End the night with cocktails at the Sonderbar.
Seats 100 in three rooms.
+49 7541 3030
www.seehotelfn.de, info@seehotelfn.de
Open daily

Friedrichshafen and nearby

Hotel Gerbe

Hirschlatter Str. 14, Ailingen.
Fresh, regional and creative food, including an extensive children's menu.
Four rooms seat 100; garden seats 120.
Offers a playground for kids and a bar for adults. Bus parking.
+49 7541 5090
www.hotel-gerbe.de; info@hotel-gerbe.de
Closed Sundays and Monday

Hotel-Restaurant Knoblauch

Jettenhauser Str. 32, Jettenhausen
Serves fresh Swabian and regional dishes, fish and pasta, in a big garden terrace.
Three rooms seat 120. Plenty of parking.
+49 7541 6070
info@hotel-knoblauch.de
www.hotel-knoblauch.de
Open daily

Hotel-Wirtshaus Krone & Tenne

Ettenkircher Str. 28, Ettenkirch
Enjoy Swabian cooking in a big, cozy beer garden. Seats about 120. Smoking and non-smoking areas available.
+49 7546 92320
www.krone-ettenkirch.de
info@krone-ettenkirch.de
Open daily

Hotel-Gasthof Rebstock

Werastr. 35, Friedrichshafen
Serves regional and international dishes and is close to town.

Three rooms seat 160; beer garden seats 120. Smoking allowed in heated winter garden. Parking for cars and buses.
+49 7541 9501640
www.gasthof-rebstock-fn.de
info@gasthof-rebstock-fn.de
Closed Fridays

Restaurant Traube am See

Meersburger Str. 13, Fischbach
Creatively prepared regional cuisine.
Three rooms seat 200.
+49 7541 4741
www.traubeamsee.de
info@traubeamsee.de

Heuschobler Ristorante e Pizzeria

Allmannsweilerstr. 108.
Pizza, pasta and Swabian dishes; menu changes daily. Will stay open past regular hours for groups.
Seats 130; roofed garden terrace seats 90.
+49 7541 9413141
www.heuschobler-ristorante.de
Closed Mondays

Ringhotel-Restaurant Krone Schnetzenhausen

Untere Mühlbachstr. 1, Schnetzenhausen
Lake Constance fish, locally hunted game, and regional wines. Menu changes monthly. The Kronenbar serves cocktails.
Seats 180.
+49 7541 4080
www.ringhotel-krone.de
info@ringhotel-krone.de
Restaurant is open daily; Kronenbar opens at 8:30 p.m. Tuesday – Saturday.

Hotel-Restaurant Maier

Poststr. 1-3, Fischbach
Modern country cooking from mostly regional suppliers. Three rooms seat up to 150.
+49 7541 4040
www.hotel-maier.de; info@hotel-maier.de
Open daily

Spicy-Grill Taverne

Zeppelinstr. 140
Pizza and fresh grilled specialties including steaks and burgers.
Parking in front. Seats 100.
+49 7541 31077
www.spicy-grill.de; info@spicy-grill.de
Closed Tuesdays



Buchhorner Hof Friedrichshafen

The Sachs name returns, now to e-bike technology

Three significant companies have teamed up in a joint venture to develop technology for e-bikes under the Sachs Micro Mobility Solutions banner.

Sachs Micro Mobility AG-401a

is a joint venture of Magura, BFO, and ZF, the major shareholder. ZF owns the Sachs brand name — once used on the legendary internal gear hubs but which has passed through several hands in its long history.

Sachs Micro Mobility began doing business in earnest in June after approval from antitrust authorities and is now rolling out several new products for e-bikes and other e-mobility products, including a drive system and an ABS braking system.

At Eurobike, it's showing the new Sachs RS mid-drive motor unit for electric mountain bikes. The compact drive unit puts out an impressive 110Nm of torque.

"The motor block has great heat dissipation," said Marc Sommer, Sachs' R&D manager. He said the drive system includes two freewheels so pedaling is completely resistance-free when the motor is not engaged.

Sachs is also launching a commercial version of its anti-lock braking system, marketed as Sachs ABS, which BFO had shown as a prototype at last year's show.



E-bike components from Sachs Micro Mobility Solutions, a new joint venture of ZF, Magura and BFO

The ABS system weighs just 300g (10.5 ounces) and works on front and rear wheels for both conventional and speed pedelecs.

Magura needs no introduction to the industry. BFO, formally known as BrakeForceOne is, like Magura, a manufacturer of hydraulic disc brake systems. The two joined forces with ZF, which may not be well known in the bicycle industry but is a powerhouse in the automotive industry.

ZF, whose blue-and-white logo adorns several buildings in Friedrichshafen (its official name is ZF Friedrichshafen), has more than 145,000 employees and annual sales exceeding 36 billion euros (\$49.5 billion). ■ GE

R&M preps its bikes for a internet-connected future

Riese & Müller doesn't want to just be an e-bike brand; it aims to become a "mobility player of tomorrow."

The high-end German brand is demonstrating its new digital strategy at the show, organized around what it calls the "Rider Centric Experience," or RX.

Sandra Wolf, general manager of Riese & Müller AG-300 said the company's three-pronged strategy "places the rider and his needs at the center of development."

The first prong is a collaboration with connected e-bike expert Cobi.bike AG-103. The second is a tie-up with IoT Ventures, starting with an internet-connected chipset in selected bike models. The third is a new digital service portal that links the bike owner more closely with the vehicle and the IBD.

Riese & Müller becomes "one of the first to develop customized modules for the Cobi.bike app and use the system across all models," company PR manager Jörg Lange said. "The goal is to provide R&M riders with additional benefits through digital services."

The partnership with IoT Ventures offers the kind of anti-theft features that are becoming common on e-bikes, but R&M is thinking ahead to other possibilities.

"The installation of a GPS tracker isn't just about theft protection. R&M

customers receive a premium service package, from communication with the police and insurers, to the replacement of the bike. An attractive insurance offer completes the service," Wolf said.

R&M is offering this feature as an option in the line's Nevo touring pedelec model for 2019.

Wolf said the service portal will offer "warranty registration and vehicle management, to manuals and instructions as well as service scheduling. Everything is in one central location."

The upgrades come as R&M prepares for another round of growth. "We want to continue our e-bike business expansion, especially in Europe," Wolf said. "We are also seeing increasing business in Australia, New Zealand and the USA." ■ JB



Riese & Müller managing directors (from left) Heiko Müller, Sandra Wolf and Markus Riese. (Photo: JB)



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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 at 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

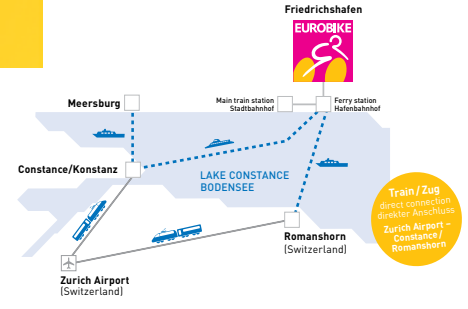
at your hotel, or close by. Ten shuttles from Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!



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 10:00
EUROBIKE Entrance West / Eingang West	11:00 13:00

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST	
EUROBIKE Entrance West / Eingang West	14:00 16:00
Munich Airport / Flughafen München	17:00 19:00

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 Konstanz Stadt / Konstanz Stadt – Meersburg

DEPARTURE / ABFAHRT		
Departure Konstanz / Abfahrt Konstanz	From / Von	Till / Bis
Mon – Fri / Mo – Fr	00:05 every / alle 40 min	5:05
	5:35 every / alle 15 min	20:50
	21:05 every / alle 30 min	23:05
Sat – Sun / Sa – So	00:05 every / alle 40 min	6:05
	6:35 every / alle 15 min	7:05
	7:35 every / alle 15 min	20:50
	21:05 every / alle 30 min	23:05

DEPARTURE / ABFAHRT MEERSBURG		
Departure / Abfahrt Meersburg	From / Von	Till / Bis
Mon – Fri / Mo – Fr	00:35 every / alle 40 min	5:35
	6:05 every / alle 15 min	21:35
	22:05 every / alle 30 min	23:35
Sat – Sun / Sa – So	00:35 every / alle 40 min	6:35
	7:05 every / alle 30 min	7:35
	8:05 every / alle 15 min	21:35
	22:05 every / alle 30 min	23:35

Duration of the journey approx. 15 min. Subject to a charge / Fahrzeit ca. 15 min. Kostentpflichtig, www.bsb-online.com

Messe Express

Messe Express Main train station / Stadtbahnhof – Ferry station / Hafentbahnhof

ARRIVAL ENTRANCE WEST / ANKUNFT EINGANG WEST			
Bus Stop / Haltestelle	From / Von	Time / Takt	Till / Bis
Main train station / Stadtbahnhof	7:30		13:02
EUROBIKE Entrance / Eingang West	7:41	02 / 15 / 30 / 45	13:13

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
Ferry station / Hafentbahnhof	7:22	Time / Takt	Till / Bis
EUROBIKE Entrance / Eingang West	7:32	00 / 12 / 30	13:10

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST			
Bus Stop / Haltestelle	From / Von	Time / Takt	Till / Bis
EUROBIKE Entrance / Eingang West	7:37		12:37
Main train station / Stadtbahnhof	7:47	00 / 20 / 37	12:47

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST			
EUROBIKE Entrance / Eingang West	7:45	Time / Takt	Till / Bis
Ferry station / Hafentbahnhof	7:55	15 / 30 / 45 / 58	12:55

CATAMARAN / KATAMARAN Konstanz / Konstanz – Friedrichshafen

DEPARTURE / ABFAHRT		
Departure Konstanz / 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 FRIEDRICHSHAFEN FERRY STATION / HAFEN		
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. Kostentpflichtig, 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 Romanshorn – Friedrichshafen

DEPARTURE / ABFAHRT		
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 FRIEDRICHSHAFEN FERRY STATION / HAFEN		
Departure / Abfahrt Friedrichshafen Ferry Station / Hafen	From / Von	Till / Bis
Mon – Fri / Mo – Fr	5:41 every / alle 60 min	20:41
Sat – Sun / Sa – So	7:41 every / alle 60 min	20:41

Duration of the journey approx. 41 min. Subject to a charge / Fahrzeit ca. 41 min. Kostentpflichtig, 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*	4:34	8:19
Überlingen ZOB*	4:39	8:24
Mühlhofen Hotel Kreuz*	7:52	8:37
Oberuldingen Marktplatz / Höhe Parkplatz*	7:58	9:43
Unteruldingen Meersburgerstraße / Höhe Kreuzung Bergstraße*	7:01	9:44
Immenstaad Rathaus*	7:17	9:02
Fischbach Hotel Maies*	7:23	9:08
Friedrichshafen Hotel Föhr / Albrechtstraße*	7:29	9:14
EUROBIKE Entrance East / Ankunft Eingang Ost	7:40	9:25

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

2 Hotel Shuttle Meersburg - Hagnau

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Meersburg ferry station / Fähranleger*	7:10	8:40
Meersburg Kirche*	7:13	8:43
Meersburg Sabaheim / gegenüber der Asp Tankstelle*	7:15	8:45
Hagnau Mitte / Höhe Fußgängerampel*	7:19	8:49
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Salem Hotel Schwann*	6:51	8:21
Salem Hotel Recks*	6:56	8:26
Salem Hotel Apfelblüte*	6:58	8:28
Bermatingen Markdorfstraße / Höhe Hausnr. 9*	7:03	8:33
Markdorf Bahnhofstraße (Reisbüro Lippmann)*	7:08	8:38
Markdorf Hotel Wirthshof*	7:13	8:43
Oberteuringen Hotel Adier*	7:21	8:51
Ailingen Hauptstraße / Höhe Helters Twenty Four*	7:29	8:59
Ailingen Rathaus*	7:31	9:01
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Weingarten post office / Post*	6:57	8:27
Weingarten Charlottenplatz / Höhe Best Western*	7:00	8:30
Weingarten Lins*	7:01	8:31
Ravensburg Marienplatz / Busbahnhof*	7:10	8:40
Meckenbeuren sports ground / Sportplatz Lenbachstraße	7:21	8:51
Meckenbeuren Hotel Wiesental*	7:22	8:52
Meckenbeuren Buch / Kreuzung Max-Eyth-Straße*	7:23	8:53
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettngang

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Wangen Hotel JUFA*	6:40	8:25
Wangen Bahnhof*	6:45	8:30
Neukirch Rathaus*	7:03	8:48
Tettngang Tannau*	7:10	8:55
Tettngang Bärenplatz*	7:15	9:00
Tettngang Seestraße / Höhe Kreisverkehr*	7:17	9:02
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:25

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

6 Hotel Shuttle Nonnenhorn - Kressbronn

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Nonnenhorn Hotel Zum Torkele*	7:05	8:35
Nonnenhorn Hotel Haus am See*	7:10	8:40
Kressbronn Seehotel Nonnenhorn Straße*	7:12	8:42
Kressbronn Rathaus / Hauptstraße*	7:15	8:45
Söhlen Langenargenerstraße / Höhe Hausnr. 52*	7:20	8:50
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

7 Hotel Shuttle Lindau Island / Insel

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Lindau Bahnhof (Insel / Insel)*	6:52	8:27
Lindau Casino / Spielbank*	6:55	8:30
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

8 Hotel Shuttle Neuravensburg - 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 / Ankunft Eingang Ost	7:40	9:15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

9 Hotel Shuttle Lindau - Oberdorf - Langenargen - Eriskirch

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Lindau Casino / Spielbank*	6:55	8:30
Langenargen Oberdorf / Höhe Hausnr. 22*	7:10	8:45
Langenargen Marktplatz / Hotel Engel*	7:20	8:55
Eriskirch Moos Hotel St. Theresia*	7:30	9:05
Arrival Entrance East / Ankunft Eingang Ost	7:40	9:15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria)

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST		
Bus Stop / Haltestelle	Tour 1	Tour 2
Dornbirn Rathaus (Marktplatzseite)*	6:30	8:50
Dornbirn Sagerbrücke*	7:10	8:45
(Zustieg für Gäste Hotel Bischof, Hotel Krone)	6:33	8:53
Dornbirn Messkreuzung (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 / Ankunft Eingang Ost	7:45	10:05

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST		
Departure Entrance East / Abfahrt Eingang Ost	Sun – Tue / So – Di 8.7. – 10.7.	19:00

All timetables are also available on www.eurobike-show.com (Info Center) or the **EUROBIKE** app

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