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TODAY

September 6
FRIEDRICHSHAFEN

17°C (62°F)

Cloudy



TONIGHT

10°C (50°F)

Cloudy



TOMORROW

18°C (64°F)

Mostly Cloudy



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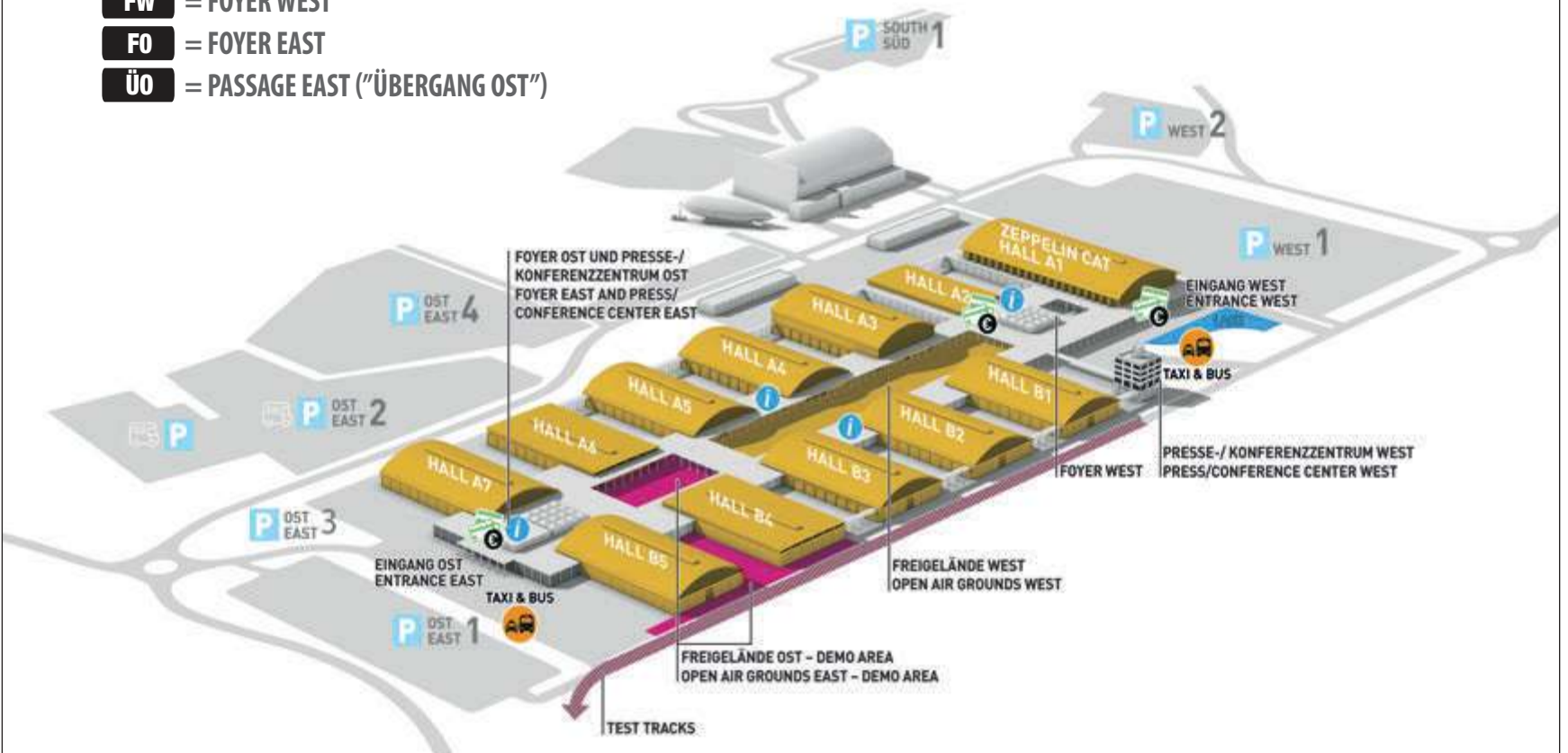
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A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- DA** = DEMO AREA EXHIBITORS COURTS
- FG** = OUTDOOR AREA WEST ("FREIGELÄNDE WEST")
- FG-O** = OUTDOOR AREA EAST ("FREIGELÄNDE OST") INCLUDING DA
- FW** = FOYER WEST
- F0** = FOYER EAST
- Ü0** = PASSAGE EAST ("ÜBERGANG OST")



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VOX POP

What's the biggest trend in mobility where you live?



Morten Ostli, Rollersafe
Oslo, Norway

City bikes, like three- or four-wheel cargo bikes, that's a big trend. I think it's a combination of transportation for families and also goods. It's consumers shopping, who want to replace a car for shorter rides, and also businesses. The trend in Norway, at least in Oslo, is to lock cars out of the city center, so basically you need a bike with more capacity.

More trouble are the small e-scooters. We have them in most of the cities. They are taking up too much space and they are destroying the city center. They're convenient, but there are too many of them, so they need to be more regulated. [Officials] have started to pick some that can be allowed to be in the city and some that are not allowed, so they're more regulated now.



Miguel Martinho, Polisport
Porto, Portugal

Bikes are just for tourism, not for daily use. It's very new in our city to use a bicycle for work. The city is not so friendly to bicycles, because we have many hills, and it's difficult. Now, with electric bicycles, they can be used, but it's too soon to say.

I hope soon we can use more bicycles, but our city is not prepared for them. It's very dangerous, because the streets are small. It's not like Germany where we can solve that with car lanes and bicycle lanes. I know that in some places they tried to put in bicycle lanes, but the city is not prepared for that.



Pavel Gajer, Author
Prague, Czech Republic

Prague is a very old city — it's built to medieval proportions. We have very small streets, so it's difficult to move around on a bike. We have some cycling paths, but they're not as nice as in some cities in Europe. It's still not common for people to go to work on a bike in Prague because there's not enough space, and it's very dangerous. It's very difficult to change anything in an old city. I don't think we have

the ability to change the infrastructure.

There are a lot of problems, because we have small streets and it's prohibited to use electric scooters on the pavement [sidewalk], because it's dangerous for pedestrians, yet it's very dangerous on the other hand for people to use scooters on regular roads.

A lot of cars have come into the city in recent years. I think that's very unfortunate. In the past, we had a lot of Segways, but they're prohibited now.



Lisi Hager, Bikeboard.at
Vienna, Austria

There are big [e-scooter] rental companies, so tourists go around with them. The problem is that they don't know the legal stuff surrounding e-scooters, because they're not allowed on the pavement [sidewalk]. They should go on the road, which is very dangerous. Still, it's a nice way to move around.



Emanuele Maggi, Hillraser.com
Vicenza, Italy

Oh my God, in Italy we have a terrible situation. It's very hard to move by bicycle around the city. If you work outside downtown, it's impossible to move by cycle. The car is the only way to go from home to the office, and from the office to home.

Politicians, you know, don't use bicycles. They have no idea how to design a cycle lane — no idea.

Campagnolo is in Vicenza, so we have a lot of framemakers. They use bicycles only on the weekend to train, not for daily mobility. ■ BS

EUROBIKE 2019

SHOW INFORMATION / EVENT CALENDAR

Show Dates:

Business Days: Wednesday, Sept. 4 – Friday, Sept. 6
Festival Day: Saturday, Sept. 7

Show Hours

9 a.m. – 6 p.m.

All Day / Every Day Events

Foyer East
15th Eurobike Award
Exhibition of the award-winning products

Open Air Grounds East/
Behind Halls B4 and B5
Demo Area
Choose from approximately 1,000 test bikes to ride on more than 10km (6 miles) of test tracks.

Foyer East
Recumbent Bikes and Velomobile exhibition

Hall A1
Cargo Area/E-Mobility Area

Foyer East
Blogger Base/The Writers' Club

Foyer West
Service Area

Passage East
Start-Up Area

Foyer West
Job Fair

FO-106
Velomobile Show
Vehicles that close the gap between bicycles and cars

A1-105
Greenstorm
Enter a lottery for a chance to drive a Tesla Model 3 for eight months, and many other prizes.

A7-400
Thule
Buy a Thule Vital hydration pack for 30 euros. All proceeds go to the Apa Sherpa Foundation of Nepal.

A4-303
Ortlieb
Jonas Deichmann prepares for the Cape to Cape Challenge of 18,000km (11,185 miles).

B1-509
Body Armor
Register to win a full product line to set up the ceramic coating service in your shop.

Scheduled Events Friday, Sept. 6

8:30 – 9:45 a.m.
Foyer East/Blogger Base
Writers' Club Supporter breakfast

9:30 – 11 a.m.
Conference Center East/Room London
Eurobike Academy: E-bike battery design for long life – introduction to safety monitoring

10 – 10:45 a.m.
Conference Center East/Room Rom
Eurobike Academy: The up-and-coming micromobility market grows – grow with it safely

10 – 11 a.m.
Foyer East/Eurobike Stage
Blogger Base: Let's talk about Instagram – How bloggers and the industry can make use of it

10:30 – 10:35 a.m.
Conference Center East/Rooms Berlin and Paris
Eurobike Travel Talk and welcome

10:35 – 11 a.m.
Eurobike Travel Talk: Zero emissions – maximum emotion!

11 a.m.
Yuba Bicycles/A1-715
Guided tour of Cargo Area for visitors and journalists

11 – 11:20 a.m.
Conference Center East/Rooms Berlin and Paris
Eurobike Travel Talk: Facts & Figures

11 – 11:45 a.m.
Foyer East/Eurobike Stage
Eurobike Academy: Being a self-confident woman in a male-dominated environment

11 – 11:45 a.m.
Conference Center East/Room Rom
Eurobike Academy: Local online marketing for bicycle retailers

11 a.m. – 12 p.m.
Conference Center West/Room Schweiz
Meet the world's first modular bike tire system (reTyre)

11 a.m. – 1 p.m.
Enervit/B5-207
Athlete appearance: Miguel Indurain

11:20 a.m. – 1 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: Coffee 'Brake' Pitch – Around the world in 10 cycling tourism ideas

11:30 a.m. – 12:15 p.m.
Conference Center East/Room London
Eurobike Academy: Battery and drivetrain research at KIT

11:30 a.m. – 1 p.m.
Conference Center East/Room Liechtenstein
Eurobike Academy: A mini course in e-bike battery theory, optimal storage and testing

12 – 12:45 p.m.
Foyer East/Eurobike Stage
LEVs @ Eurobike

12 – 12:45 p.m.
Conference Center East/Room Rom
Eurobike Academy: Qualified personnel, not only a lack but also a chance

1 – 1:45 p.m.
Foyer East/Eurobike Stage
Eurobike Academy: 20 Years 'Pedelec'

1 – 1:45 p.m.
Conference Center East/Room London
Eurobike Academy: Networking and digitalizing micromobility

1 – 3 p.m.
Open Air Grounds West/
Performance Area
Training dirt jump

2 – 2:10 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: #DeutschlandTrail

2 – 2:15 p.m.
Conference Center East/Room Berlin
Eurobike Travel Talk: Sportsmen inspire sportsmen – what role do apps and communities play?

2 – 2:30 p.m.
Conference Center East/Room Rom
Eurobike Academy: Innovation strategy

2 – 2:45 p.m.
Foyer East/Eurobike Stage
Eurobike Academy: The competitive edge – new opportunities in bike marketing and how you can capitalize on them

2 – 2:45 p.m.
Conference Center East/Room London
Eurobike Academy: FahrRad – a sensor-based bicycle assistance system

2 – 3 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: Cross-marketing Talk – How destinations benefit from bike events

2 – 3:30 p.m.
Conference Center East/Room Berlin
Eurobike Travel Talk Workshop: Cycling tourism 2.0 – digitization and social media

2:10 – 2:20 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: Individual supervising at Jedermann Radsport events

2:15 – 2:30 p.m.
Conference Center East/Room Berlin
Eurobike Travel Talk: The digital destination

2:20 – 2:30 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: How an association suddenly creates values for common interest with enduro races

2:30 – 2:40 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: One brand, two target groups – the success of the Stoneman Bike Challenge

2:30 – 3:30 p.m.
Conference Center East/Room Rom
Eurobike Academy Workshop: Building future scenarios

2:30 – 2:40 p.m.
Conference Center East/Room Berlin
Eurobike Travel Talk: Blogger relations as an additional marketing tool

2:40 – 2:50 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: Traillove – Alpine mountain bike festival

2:40 – 2:50 p.m.
Conference Center East/Room Berlin
Eurobike Travel Talk: How to find the fitting blogger – best practices, tips and tricks

3 – 3:30 p.m.
Foyer East/Blogger Base
Meet the bloggers!

3 – 3:30 p.m.
Foyer East/Eurobike Stage
Blogger Base: Meet the Travel Industry!

3 – 3:30 p.m.
Conference Center East/Room Paris
Eurobike Travel Talk: From Micro to Macro – New products for tourism

3 – 3:45 p.m.
Conference Center East/Room London
Eurobike Academy: Micromobility – who owns the street?

3:30 – 5 p.m.
Outdoor Area West/
Performance Area
Training dirt jump

4 – 4:30 p.m.
Conference Center East/Room Berlin
Eurobike Travel Talk: Visions for bike tourism – Analysis and outlook

4 – 4:45 p.m.
Foyer East/Eurobike Stage
Eurobike Academy: Women in the cycling industry – how to recruit?

4 – 4:45 p.m.
Conference Center East/Room London
Eurobike Academy: How does an e-scooter have to be tested?

4 – 6 p.m.
Foyer East/Blogger Base
Eurobike Blogger Walk & Meet

4:15 – 4:30 p.m.
Conference Center East/Rooms Berlin and Paris
Eurobike Travel Talk: Conclusion and feedback session

4:30 – 5:30 p.m.
Eurobike halls
Eurobike Travel Talk: VIP Tours

4:30 – 5:30 p.m.
Evoc/B3-303
Danny MacAskill signing session

5 – 5:45 p.m.
Foyer East/Eurobike Stage
Eurobike Academy: TYRY – Bikerafting in Yakutia

5 – 8 p.m.
Open Air Grounds West/
Performance Area
Dirt Jump – 1st qualification rounds

EUROBIKE PARTY 5 p.m. – midnight
Open Air Grounds West
Eurobike Party I – Dirt & Sound
Let the Dirt Jump professionals warm up the crowd for tonight's party.

6 p.m. – midnight
Foyer West/Atrium
Eurobike Party II – House beats and cool drinks to facilitate networking and celebrating

6 p.m. – midnight
Foyer West/Room Österreich
Eurobike Party III: Drop bars – one handlebar, a thousand possibilities



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IT WAS SUNNY SIDE UP AT THE LEADERS' BREAKFAST

Talk about a power breakfast. The Cycling Industry Leaders' Breakfast on Thursday not only broke attendance records with a crowd of nearly 300, but brought many of the industry's bigwigs together with other advocates for getting more people on bikes.

The future looks bright, as soaring pedelec sales have led the European Cycling Federation to significantly boost its projections for future bicycle sales.

Adam Bodor, the ECF's advocacy and EuroVelo director, made a presentation on growing cycling as a mode of transportation. According to a recent survey, he said, 60 percent of Europeans would consider cycling as a means of transportation, equaling a potential market of 340 million people.

Because of strong e-bike sales, the ECF has already adjusted its 2030 projections for annual bike sales across the EU to 18.5 million units from 12 million.

He noted that proper infrastructure and financing for transportation is an important component of growth, along with legislation and tax structures that favor cycling.

Martin Gibbs, director of Sports Resolutions, moderated a panel discussion after Bodor's presentation with Tony Grimaldi, chairman of Cycling Industry Europe; Erhard Büchel, president of CONEBI; and Robbert de Kock of the World Federation of the Sporting Goods industry.

Grimaldi, whose day job is being CEO of Cycleurope, said unified lobbying efforts can have results, citing recent proposals to mandate that all e-bikes carry insurance, and that electric cars — but not e-bikes — get a break on VAT.

"Our lobbying has successfully mobilized a majority in the European Parliament against the insurance proposal, and we now hope to turn the VAT proposal around as well," he said.

Büchel said one problem hindering e-bike sales are disparate rules and regulations across EU member countries. Overly restrictive laws in many countries have prevented speed pedelecs in particular from living up to

their potential, he said.

Yet the market potential is attractive enough to draw the attention of such huge companies as General Motors, which has launched a new e-bike brand, Ariv; and the American motorcycle icon Harley-Davidson, which has launched a new electric motorcycle and recently announced it would branch out into e-bikes as well.

De Kock said the industry has a huge opportunity among people who are not very active in their daily lives.

"Getting the couch potatoes off their digital devices and into the bicycle saddle by promoting an active lifestyle may sound like a big challenge, but it comes with huge potential rewards," he said.

He also challenged companies to take more social and environmental responsibility for their supply chains.

Büchel praised Europe's small and medium enterprises as the backbone of a vibrant bicycle industry that supplies a far greater proportion of domestic bicycle demand compared to the North American market, which relies almost entirely on imports, mostly from China and other Asian manufacturers.

An impressive number of industry leaders joined the breakfast, including Ton Anbeek, CEO of the Accell Group; Bob Margevicius, executive vice president of Specialized; Giant Manufacturing chairwoman Bonnie Tu; and Claus Fleischer, CEO of Bosch eBike Systems.

As Eurobike head Stefan Reisinger said in his opening remarks, one important function of a large trade show is to bring people in an industry together. The Cycling Industry Leaders' Breakfast did just that — leading one participant to joke that Eurobike is going to have to provide a larger room for next year's event. ■ LVR



Leaders' Breakfast panelists were (from left) Tony Grimaldi, Erhard Büchel, Robbert de Kock, and Martin Gibbs.



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NEW ASEANBIKE TRADE SHOW TARGETS FAST-GROWING SOUTHEAST ASIA

Organizers of the inaugural ASEANBike trade show in Bangkok, which include Eurobike, say they want to turn the event into a platform to reach the growing Southeast Asian bike market, and highlight “assembly-ready” sourcing partners in the region.

Officials outlined their plans for the new show Thursday on the Eurobike stage.

“It might become a platform for Southeast Asian brands to show their products and show their potential to interested buyers from Europe or the Americas,” Eurobike head Stefan Reisinger said. “It can also be a platform which works for Western brands to show up there and to find new customers and new target groups.”

The show, a 50/50 joint venture between N.C.C. Exhibition Organizer (NEO) of Thailand and Messe Friedrichshafen, will take place in the Thai capital on Oct. 3-5. Organizers said the first edition should attract more than 100 exhibitors, filling about 7,000 square meters of space (75,350 square feet). They believe the show can grow into a regional hub.

The Thai Cycling Association estimates that the country’s bicycle market could grow to \$280 million by 2020. The show is also an opportunity to reach manufacturers and consumers

in the other nine nations that, with Thailand, make up the Association of Southeast Asian Nations (ASEAN). The fast-growing region is home to nearly 650 million people.

“It’s not only the road bike and the mountain bike, but now we see the e-bike and mobility, so I see more segmentation coming to Southeast Asia,” said Bike Sukanjanapong, brand director at Vee Tire, a large Thai tire maker. He said the regional bicycle market should grow as more bike trails and events create demand for more specialized products.

He said Vee Tire produces about 18 million bicycle tires a year from factories in Thailand and Vietnam. The U.S.-China trade war could also benefit ASEAN suppliers, Sukanjanapong added.

Indonesia alone boasts some 120 million middle class consumers, said Arif Havas Oegroseno, the Indonesian ambassador to Germany. He said Indonesians buy more than five million bicycles a year, a number that could



Caption: (From left) Gerhard Vanzi of Hero, Sakchai Pattarapreechakul of NEO, Arif Havas Oegroseno, Stefan Reisinger, and Bike Sukanjanapong are pumped for the inaugural edition of the ASEANBike trade show in Bangkok.

grow as they adopt healthier lifestyles and become more concerned about environmental issues.

Economic growth in the ASEAN region, which consists of Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand, and Vietnam, is outpacing the global average.

According to a recent ASEAN economic brief, GDP growth reached

5.1 percent in 2018 across the 10 member countries, compared to the global average of 3.6 percent.

The 2020 edition of ASEANBike could also benefit from the presence of the popular Hero bike race, which calls itself the world’s toughest bike marathon. Hero plans to hold the third stage of its 2020 World Series in Chiang Rai, in northern Thailand, on Oct. 8-11.

■ BS



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RIESE & MÜLLER

ERGON FOUNDER SETS HIS SIGHTS ON THE 'CA GO' MARKET

The trending cargo bike market has become so competitive that players known for their performance-oriented products are now joining in.

For proof, check out the Ca Go from German company **Lastkraft**. [A1-716] If the Lastkraft name is unfamiliar, its parent company is very familiar: RTI Sports, the company behind the Ergon brand.

"I'm an entrepreneur with 30 years of experience in the bicycle business, and I see a lot of potential in the fast-growing cargo bike segment," RTI founder Franc Arnold, the CEO of Lastkraft, said Thursday. "Urban mobility is the overarching topic here and it is changing quickly. With Ca Go, we want to be part of this change and offer a high-quality cargo bike that offers a great riding feel for all family members, riders and passengers alike."

While commercial cargo bikes are in the spotlight, Lastkraft focused on a family-oriented bike that was designed from scratch for safety and comfort, both for the driver and for young passengers.

Sidewalls, made of extruded polypropylene, are high enough to protect children sitting inside. Instead

of a typical bench seat, the Ca Go accommodates up to two safety seats. Each seat attaches to the bike with a five-point harness using the Isofix standard — which means parents can safely mount a baby seat in the box as well. Articulated armrests inside the box and a suspension fork in front further ensure a young rider's comfort.

Safety features don't stop there. The box, from cargo box specialist Schumpeter, "extends over the front end of the alloy frame so any collision with a pedestrian or other cyclist causes as little damage and pain as possible," said Justin Clause, lead developer of the Ca Go, who also works for iD Worx.

"Another important aspect was safe and intuitive handling," Clause continued. "We've placed the battery as low and far forward as possible, so it sits below the cargo box in its own compartment that sits on rubber bumpers to isolate it from vibrations and that we call 'battery-safe.' To make sure the front wheel tracks well

even when the box is empty, Schwalbe has used an extra-soft compound for the front tire."

Lastkraft sources the 6061-T6 alloy frame from Europe, and has equipped the Ca Go with the new Bosch Cargo Line mid-drive motor system. It's compatible with a Gates belt drive.

For easy operation, the Ca Go is equipped with the Enviolo 380 SP hub, with the Automatiq version as an option. The hub has proven that it can stand up to the high torques dished out by mid-drive motors. "The frame's boost dropouts also allow for the use of a Rohloff Speedhub or a derailleur-based drivetrain, depending on the customer's preferences," Clause said.

The battery box has space for two PowerTube batteries, allowing for a maximum capacity of 1,250Wh.

Finishing touches include the neat and powerful Supernova M99 head-



The Ca Go family cargo bike accommodates two children's safety seats.

light; wide Schwalbe Super Moto-X tires; Magura disc brakes; sturdy alloy fenders; and grips and a saddle from Ergon. Lastkraft has unmistakably positioned the Ca Go for the upper end of the family cargo bike market.

Lastkraft plans to begin Ca Go production next spring, and will distribute it with an omnichannel approach, where customers can order through IBDs or online. ■ LVR

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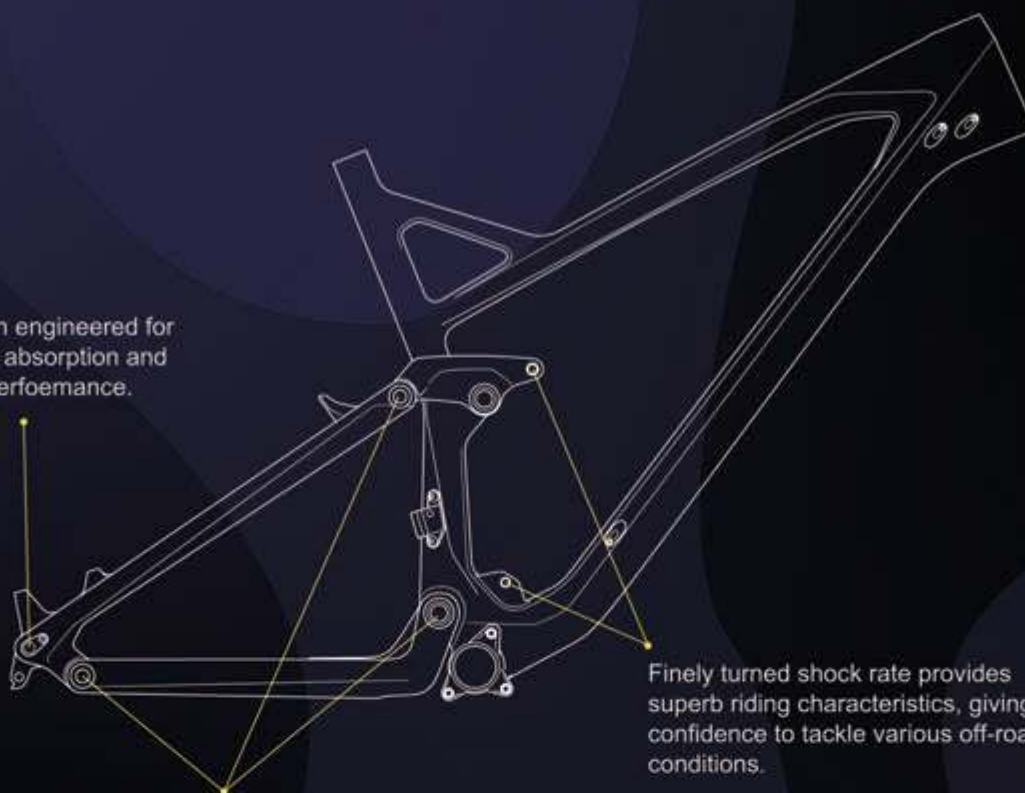
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Size : 29
Motor System : Brose
Battery : BMZ UR-V7
Travel : 6.3" / 160mm



ERDP6.0A-B 29

Size : 29
Motor System : Bosch Gen4
Battery : PT 500 / PT 600
Travel : 6.0" / 150mm



TOMMASINI'S NEW BIKES ARE OLD SCHOOL

They're unplugged, unconnected, and so uncool that they're cool again.

With all of the "e" this and "smart" that and "connected" whatsis that every Eurobike exhibitor seems to be flogging, it's nice to see a bikemaker get back to building classic bikes.

After nearly 15 years of making bikes from carbon fiber, 2019 marks the year that **Tommasini [B5-100]** stopped using carbon. Instead, it's returned to the art of crafting custom bikes out of steel.

"Our mission is to provide something custom for our clients, and this is very difficult to do in carbon fiber because it is too expensive," Alessandro Malentacchi, general manager of Tommasini, said Thursday. The company also makes titanium and alloy-framed bikes.

The fit, components and finish of Tommasini bikes are customized to each customer's request. The company's biggest market is the United States, followed by Asia. Most customers opt for the understated Gran Fondo X-Fire, with a frame made of TIG welded stainless steel Columbus XCR tubing.



Alessandro Malentacchi with the Tommasini Gran Fondo X-Fire

The X-Fire frame can accommodate as many mounts for bottle cages and racks as a customer may want for touring or long-haul events. Customers who want to go full retro can even choose cantilever brakes.

Tommasini also offers a seemingly endless choice of finishes, but if one of their stock options isn't sufficient it takes requests for custom finishes. The X-Fire appeals mostly to Gran Fondo riders who want a bike that's responsive without giving up comfort. Pricing for frame, fork, and thru-axes starts at 3,490 euros (\$3,850). ■ **WB**

EGIDE'S 'MEGA FRENCH' HELMETS ARE MEGA ELEGANT

Two French entrepreneurs believe your headgear should be as elegant as your bike. Their helmets incorporate full-grain leather and linen.

"We have all these electric bicycles and scooters, many beautiful mobility products," said Benoît Denis, co-founder of **Egide, [FO-102]** "but there were no elegant, quality helmets with high-end materials."

Far from the geeky look of the latest connected head gear, Egide's helmets are resolutely analog products that offer lightweight protection with vintage flair.

The small company, named after Zeus' shield, turns out several thousand helmets a year from a workshop in Brittany. Helmets are covered with leather, carbon fiber or with linen that has been reinforced with resin.

"It's very resistant. It's used to absorb vibrations in tennis racquets or skis," Denis said of the linen material. He and Etienne-Marie de Boissieu created Egide five years ago in Nantes, in a part of France that is known for its skilled craftsmen because of a once-thriving shoe industry. Egide calls itself a "mega French" company.

This year, Egide launched a customization program allowing customers to



Egide founders Etienne-Marie de Boissieu (left) and Benoît Denis

pick their favorite color of leather, or to combine the leather with another material. Cyclists can order online or through one of about 150 European retailers that sell Egide helmets. Most of them specialize in urban e-bikes.

Last year the two partners launched an equestrian range, and next winter they plan to launch a winter sports line. ■ **BS**

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**IT'S TIME TO PARTY TONIGHT
AT THE EUROBIKE PARTY**

Today is the third and last day of the Eurobike business days – and that means it's time to party. It's the final opportunity to get together with friends and colleagues from the industry before Eurobike throws the doors open to the public for tomorrow's Festival Day.



off on the Open Air Grounds West, where the professionals taking part in the Dirt Jump will be going through the qualification rounds for Saturday's main event. DJs Ice Cap and Chris Crisp will be providing the entertainment.

For a different vibe, the Foyer West Atrium will host Party II featuring the band Friends. This party provides more of an opportunity for networking while you celebrate, with house beats, cool drinks and a special ambience.

Party III is hosted by the German cycling culture magazine Fahrstil in Room Österreich, on the first floor of Foyer West. Fahrstil is celebrating drop-bar bikes with its "Drop bars: one handlebar – a thousand possibilities" party, celebrating all varieties from track bikes to gravel bikes, and even kid's bikes with drop bars.

Free party shuttle buses will run every 20 minutes from the West Entrance to the ferry station and train station until 1 a.m. ■

All Eurobike trade visitors are welcome to shift from work mode to relax mode at the Eurobike party, which kicks off at 6 p.m. tonight. Eurobike is providing free shuttle bus service to the Friedrichshafen city center until 1 a.m., so you can relax and enjoy the festivities.

The Eurobike Party is actually three parties in one. The "Dirt and Sound" party, sponsored by Ruff Cycles, kicks

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OVERVIEW: HYDRATION

SUSTAINABLE HYDRATION SYSTEMS ENSURE THERE'S WATER, WATER EVERYWHERE

We're all walking around with reusable water bottles these days because we're learning how bad store-bought plastic bottles of water, and single-use cups, are for the environment.

For cyclists, hydration systems have always been green and convenient, and product managers are now putting them into all sorts of products.

Paul Rosenquist, regional manager for technical backpacks for **Thule**, [A7-400] said the company makes a huge variety of backpacks for everything from commuting to mountaineering — and nearly all of them now incorporate hydration systems.

"It could be collapsible or not, hidden or not. In any case, it's a feature that people should not do without anymore," Rosenquist said.

Thule's range of urban packs is the latest to incorporate hydration systems. Some of its crossover packs

also have sleeves that can be used to carry a computer or tablet during the workweek, and a hydration bladder for a weekend ride.

Thule has also upgraded its Vital range of packs to add women's models. The packs also include hands-free hydration systems, which use a Thule ReTrakt hydration hose with a magnetic return, so it gets out of the way between sips and stays there until needed.

Thule builds the Vital packs with light materials and a low center of gravity. Designers have improved weight distribution for better bike handling and less muscle strain. A new construction for pockets on the hip belt makes them as convenient as a



Thule Vital packs with hands-free hydration bladder

commodious jersey pocket, so it's easy to grab something without slowing down or having to remove the pack.

The 3-liter Vital, with a 1.75-liter HydraPak, is intended for rides of one to three hours. The 6-liter pack carries a 2.5-liter HydraPak to keep you hydrated for longer excursions. The same HydraPak appears in the 8-liter version, which has an expandable cargo space.

Thule has also added Vital packs designed with a female fit in 3- and 8-liter sizes.

Ortlieb [A4-303] has expanded into the backpack category with an updated Atrack, for hiking, cycling and other outdoor activities. The waterproof backpack has four zippered inner pockets and an internal compression strap to help organize your stuff. It comes with an optional hydration bladder created in partnership with Source, an Israeli specialist.

Ralf Vogt, marketing manager at Ortlieb, said the hydration system is custom-made for the Atrack's construction. For its newest version,

Ortlieb has added a padded cover.

"There's insulation around it to keep your drink warm or cold," he said. "It's a bit more sophisticated than the hydration system we had before."

Another update from Ortlieb are shorter versions of the Atrack for women. The Atrack ST, for "short torso," comes in 25- and 34-liter sizes, with an adjustable padded back, shoulder straps and hip wings that are made for a woman's anatomy.

The family-owned company says the Atrack does not include PVC and is sustainably made in Germany. The specialist in bike bags has its own factory in Heilsbronn and prides itself on repairing and upgrading older products to increase their longevity. ■ BS



Ortlieb Atrack

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The TWIST bottle revolutionized the bike bottle. Without the conventional bottle cage this magnetic-mechanical bike bottle system offers a new kind of freedom in handling and application. The all-new TWIST bottle 590 comes with a fresh design and an improved connection technology that provides a strong hold on every ride. The ergonomic design with the rounded edges offers a bigger frame compatibility and makes the twisting off and snapping to the TWIST base even more intuitive. The new bottle cap with a high flow valve is self-sealing and leak-proof. It comes with an optional dirt

cover, so the mouthpiece stays clean even when mounted on the downtube at the standard bottle cage mounts.

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OVERVIEW: ROAD TIRES

SKINNY ROAD TIRES FILL OUT AS DISC BRAKES, TUBELESS GAIN GROUND

In the last decade we've seen road tires move from their traditional 23mm standard toward wider chambers that offer more comfort. Even the pros are running 25mm tires as standard these days, often going up to 28mm sizes for races with more challenging parcours.



Hutchinson Fusion 5

For the rest of us, the increasing prevalence of disc braked road bikes means bigger tires can be more easily accommodated. Now, 30mm and 32mm widths are now fairly common as OEM



Chaoyang TLR

spec on endurance bikes. Tubeless systems are also gaining ground as bigger air chambers mean lower standard pressures.

As always, the development of a road tire involves the pursuit of three goals that are sometimes mutually exclusive: decreased rolling resistance, increased puncture resistance and better grip, both in the dry and the wet.

Hutchinson [B3-207] calls its new Fusion 5 Performance tire "the perfect harmony for all cyclists wishing to go fast and far."

Available in 700c in 23mm, 25mm, 28mm and 30mm widths, the Fusion 5 Performance is handmade in France using a 127tpi casing. The tire features Kevlar reinforcement under the tread, to reduce punctures by up to 50 percent without adding significant

weight; the Fusion 5 Performance weighs 200g in a 25mm size. For the tread, Hutchinson uses a new Eleven-Storm Infernal Compound.

When Hutchinson benchmarked the tires at the Wheel Energy Lab in Finland, the results were impressive: the company says the Fusion 5 Performance showed a 14 percent decrease in rolling resistance over the previous model. It's available in folding bead only, with a choice of black or tan sidewalls.

Chaoyang Tire [A3-103] makes a huge range of tires for everything from road bikes to fat bikes.

Its new road tire, the TLR (H-494TR), uses a silica compound outer layer that balances rolling resistance and grip on the road.

Underneath the tread is a bead-to-bead protection layer to resist punctures, both from intrusions and pinch flats. By using a minimal tread, the TLR maximizes its contact patch with the road, but the lightning-shaped grooves on the shoulders help divert the water and dirt for cornering stability.



Goodyear Eagle F1



Schwalbe Pro One

The TLR weighs 280g and is available in 700x25c for road bikes.

The **Goodyear [A3-202]** name first appeared on a bicycle tire back in 1898, so the company has a longer history than nearly anyone else in the market. At Eurobike the company introduces a new Ultra-High Performance range consisting of the Eagle F1 and the Eagle F1 Supersport.

Both use Goodyear's new Dynamic:GSR compound, with GSR standing for Graphene-Silica-Road.

"Our all-new Dynamic:GSR compound has been developed with the specific purpose of expanding the 'magic triangle' with improved rolling efficiency, enhanced wet and dry grip and increased durability," the company says.

In tests, Goodyear said rolling efficiency improved by more than 10 percent, with wet and dry grip showing improvements as well. Goodyear adds what it calls R:Shield under

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casing, Kevlar Pro Tech reinforcement, folding beads, black/tan sidewalls, 200gr. Handmade in France.

B3-207





Evolvo Tubeless Conversion Kit

the tread for puncture protection, yet the tire is supple enough to maintain performance and comfort.

The Eagle F1, with a slightly sturdier build, is more of an all-round tire. It's also available in a wider size range of five widths: 23mm, 25mm, 28mm, 30mm and 32mm.

The more race-oriented Eagle F1 Supersport is available only in the three narrower sizes. These are tubed clinchers, but Goodyear says a tubeless system is coming in the first quarter of 2020.

The Pro One has been in the **Schwalbe [A5-300]** lineup for years, but here at Eurobike it debuts a new version of what's been a hugely popular road tire.

"The new Tubeless Easy high-end road bike tire Schwalbe Pro One combines 'souplesse', speed and control at the highest level," the company says.

Schwalbe has been using its Addix compound in mountain bike tires since 2017, and it's now making the transition to road.

Schwalbe says its Addix Race compound provides outstanding grip on wet surfaces. A V-Guard belt sits under the tread; it's a high-tech fabric layer that protects against cuts and punctures.

Schwalbe's Tubeless Easy system is regarded as one of the easiest tire systems to set up tubeless, and Schwalbe offers a full range of supporting products for tubeless setup including rim tape, sealant and an air booster for popping the tire onto the rim.

Anyone making the switch to tubeless-ready tires needs more than just new tires. The TLX-812 tubeless conversion kit from **Evolvo [B4-311]**

contains pretty much everything else needed to get up and running. The kit includes a new formula TPU rim tape that's rated for pressures up to 10bar/145psi, and is stable through a wide range of temperatures from -20 degrees to 92 degrees Centigrade (-4 degrees to 194 degrees Fahrenheit).

Evolvo has changed the formula for the TS-512 sealant that's included in the kit. The company says it will instantly seal punctures up to 3mm in diameter. It's also very stable across a wide range of temperatures, and the liquid is eco-friendly, non-flammable, and easy to clean. It won't corrode rims, and Evolo says it has an operating life of eight to 12 months.

The kit also includes tubeless valves, with extenders for deep section rims, and a set of tire levers. The only other thing a tubeless convert needs is a pump!

Another company that's embracing road tubeless is **Innova, [A3-714]** which has brought its new Dash tubeless ready road tire to the show. With a 700x30c high-volume carcass and a unique antler-cut tread, the tire is designed to inspire confidence on surfaces from road to gravel. The slick center line on the tread pattern gives low rolling resistance and a fast feel on smoother surfaces.



Continental Contact Urban

Continental [A1-505] brings a new city tire to the show that's available in a wide range of sizes. The Contact Urban is ECE-R75 certified, so it's suitable for both pedelecs and speed pedelecs. It uses Continental's PureGrip compound, which is more durable than the company's race-spec BlackChili compound while still offering exceptional grip on city surfaces.

A SafetyPro breaker layer sits underneath; this cross-woven nylon textile netting is robust and flexible, and adds puncture protection without increasing the weight by much.

Reflective sidewalls add visibility in the city at night. The Contact Urban is available in 19 sizes, all the way from 16 inches to 700c, and will be available in the first quarter of 2020. **DA**



Innova Dash



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OVERVIEW: NUTRITION

NUTRITIONAL SUPPLEMENTS KEEP UP WITH CHANGING DIETARY TRENDS

Like all athletes, advanced cyclists know that the effort they put out is only as good as the food they take in. Nutritional supplements are an important component of many athletes' diets. But as dietary preferences change in society, supplement makers have to keep up.



Enervit

"We're detecting that more and more consumers are asking about gluten-free products, and they are starting to ask about vegan nutrition," said Andreas Granata, international sales account manager at **Enervit. [B5-207]** All Enervit gels are gluten-free, as are the majority of its bars.

PreSport is an Enervit jelly that is meant to be eaten 30 to 45 minutes before the start of a race. Granata said PreSport uses a slow-releasing sugar that's mixed with vegan gelatin. The fat-free jelly comes in orange, cranberry or cola flavors.



Enervit "one hand" sports gel

"You take it in advance, so you don't have the stress of taking nutrition just before the start of a race," Granata said. "Then it goes slowly in your system."

Enervit is highlighting another supple-

ment that does almost exactly the opposite: It's an isotonic gel that is designed to give riders a short burst of energy. Athletes can consume it with one hand without water, so it's practical for endurance athletes or cyclists who need to eat on the go.

Enervit, an Italian company, makes more than 30 million units a year, with one factory for gels and powders and another for bars. Because it is a significant manufacturer it can quickly jump on trends. It has launched so-called "lifestyle" products with high protein content, little sugar and zero gluten.

In the past two years, **Nutrend [FG-A8/3]** has made a significant investment in expansion. It's building a new factory and warehouse that has a fully automated production line for bars.

The new plant will join an existing facility in Olomouc, in the Czech Republic, that has nearly 25,000 square meters (269,000 square feet) of manufacturing and warehousing space. Last year it opened Nutrend World, a complex with a meeting center, training facility, restaurant, and a hotel with a wellness spa.

All of this helped support this year's launch of its Endurance range, which complements Nutrend's existing lines of supplements for fitness and bodybuilding, and lifestyle products.

Tomas Oklestek, marketing and



Namedsport Total Energy Recovery +

event manager at Nutrend, said the company spent nearly two years testing the Endurance products, with input from team Katusha Alpecin. The new range includes drinks, energy gels, tablets, bars and recovery products.

Another trend is elaborate recovery products, including the Energy Recovery Pro +, which **Namedsport [B5-405]** launched at the start of this year's Tour de France.

Namedsport, from Lesmo, Italy, says the protein-based recovery drink regenerates and refreshes while it quenches a rider's thirst. It's supposed to be taken immediately after a workout.

There's no preparation time, and a water-based formulation makes it easy on the palate. It's fat- and sugar-free but provides 30g of high-quality whey protein in a 500ml bottle.

"The pro athletes are enthusiastic about the drink because it is very helpful in the recovery phase, it is very convenient and tastes great," said Alessandra Fedrigo, Namedsport's marketing and innovation manager.

Greens endurance capsules, the latest from **UltraSports [FG-B10/2]**, are intended to boost a rider's endurance. They are packed with nutrients that, the company says, boost fat metabolism and help create mitochondria, which are often described as the energy factories of the cells.

UltraSports markets the capsules for competitive endurance cyclists and for riders who want to lose weight. UltraSports recently developed a 10-day "slimming cure" that it says helps users metabolize fat cells. The company offers online support where riders can receive nutritional advice based on their training plans, such as



Ultra Sports Greens endurance



Ultra Sports Beetster

when to engage in intermittent fasting, or when to consume carbohydrate-rich or low-carbohydrate foods.

At Eurobike, UltraSports is also showing a new vegan supplement called Beetster, a drink powder made with red beetroot and

extracts from other plants. Because Beetster is vegan and has no lactose or fructose, it is well tolerated during exercise. UltraSports says Beetster provides a kind of "clean energy" for long rides. It gets a natural kick from green tea and is not overly sweet.

Sponser [FG-AK/7] drew inspiration for its latest product from a recent conference in Newcastle, England, where scientists discussed the cooling impact of mint.

The German company figured that this could be useful at the 2020 Tokyo Olympics, where cyclists are expected to have to compete in relatively warm temperatures.

"The cooling effect was confirmed by cyclists who tested the product in warm conditions," said Christian Amstutz, sales manager at Sponser. The company works with the Swiss national team and with individual athletes including Nino Schurter, Sina Frei, Anne Terpstra and Jan van Berkel.

The cooling effect apparently comes from menthol, an ingredient in mint extract.

"Recent studies show that menthol, ingested through taste receptors in the mouth, creates a cooling sensation and this effect can also improve athletic performance in heat," the company wrote in a blog.

At Eurobike, Sponser is displaying its Competition Cool Mint powder. A 1kg can makes 12 to 17 liters of drink.

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OVERVIEW: URBAN/COMMUTER/LIFESTYLE APPAREL

URBAN RENEWAL PROJECTS

To get more people on bikes more often, they have to feel safe and comfortable, especially if they live in urban areas. While infrastructure has a lot to do with that, so do smaller things, like safer helmets, better lights, and even more comfortable clothes.



POC Ventral Air NFC

True to its mission of protecting lives and reducing the consequences of an accident, POC [B3-402] debuts a helmet with an embedded NFC (Near Field Communication) Medical ID. Called the Ventral Air SPIN NFC, it takes the features of the award-winning Ventral Air SPIN helmet and adds the ability for the helmet to communicate with first responders at the scene of an accident.

The Medical ID provides immediate access to a cyclist's vital medical information. A first responder merely holds an NFC-enabled smartphone over the helmet to read the cyclists' information. That helps the responder decide how best to treat a serious injury during that vital "golden hour" immediately after an accident.

For cyclists, a big part of being safe is being seen. Livall [A4-200] debuts its BH51M Neo helmet, derived from the BH51, with three new safety functions.

New front lights on the Neo are visible from 360 degrees and can act as turn signals so oncoming traffic can see which way a cyclist is turning.

Another innovation is a braking function built into the helmet's rear light. Sensors know when the rider is

slowing down and illuminate bright red LEDs.

And if the helmet loses its connection with the rider's phone, both helmet and phone will sound an alarm alerting the cyclist to a possible theft.

Other built-in functions include a media player, Bluetooth connectivity, loudspeaker, microphone, and fall sensor that sends an SOS alert, with GPS coordinates, to a rider's emergency contacts

Sometimes it's what you can't see that can hurt you. Air pollution in traffic-dense cities adversely affects



Livall BH51M Neo helmet

the one group of people that are trying mightily to reduce it: cyclists.

Eurobike newcomer Airinum [UO-410] is showing a line of anti-pollution face masks that can keep a lot of the bad stuff out, while managing to be stylish.

A five-layer filter system protects against particles as small as PM2.5. The mask also filters out dust, pollen, and bacteria.

PM2.5 refers to particulate matter, which is a mixture of solid particles and liquid droplets, that are smaller than 2.5 micrometers in diameter. PM2.5 levels are commonly monitored to help measure air quality.



Airinum face mask

Replaceable filters last for more than 100 hours, depending on pollution levels. The mask skin is washable and reusable so it can be worn every day.

If safety tops an urban cyclist's priority list (as it should), then comfort, style, and practicality compete for second place. Combine all three and a brand will have loyal customers for life.

Husqvarna, [B2-400] already well known for yard and workshop machinery, chainsaws, and sewing machines, enters the apparel category with a collection of bikewear crafted by known apparel makers but bearing the famous Husqvarna name. Pexco licenses the Husqvarna name for bikes and bikewear.



Husqvarna Live parka

The Husqvarna collection is divided into three lines: Ride, Explore, and Live, for the casual cyclist, gravity enthusiast, and lifestyle rider, respectively.

Outerwear in the Live line possesses all the desirable attributes for someone who lives by bike. Pieces are breathable and waterproof and have tapered sleeve cuffs, concealed zipper pockets, and reflective details.

Live's casual wear pieces include a merino wool T-shirt, summer weight T-shirt with contrasting raglan sleeves, all-purpose pants with side pockets, and button-down shirts with a rear box pleat for men and inverted box pleat for women.

The Live color palate is neutral gray and navy blue with a subtle logo, so pieces accessorizes well.



Pearl Izumi Rove Barrier Jacket

Pearl Izumi [B5-302] wants to build new barriers, at least when it comes to foul weather. Its new Rove Barrier Jacket for spring 2020 is full of protective touches concealed by a casual appearance. The Rove Barrier Jacket is made with PI Dry permanent water-shedding technology, stretch woven fabric made from recycled polyester, and a magnetic BioViz droptail for daytime and low-light visibility.

A stretch shoulder design is comfortable in many riding positions, while a removable hood and two-way zipper are obvious assets for any bike rider. ■ WB

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EUROBIKE OPENS UP FOR TOMORROW'S FESTIVAL DAY

Stunt jumpers, BMX wizards, and the great Danny MacAskill and his Drop and Roll show will again thrill audiences at Festival Day tomorrow, when Eurobike opens its doors to the public.

While not all Eurobike exhibitors sell directly to the public, many welcome the exposure to thousands of consumers, most of whom come from southern Germany and neighboring countries, including Switzerland, Austria, France, and northern Italy.

The Performance Area will generate plenty of oohs and aahs as top mountain bikers compete in the Dirt Jump Contest. They'll take on a big launch ramp and two stunt jumps to try to convince the judges with their athleticism. Preliminary rounds start at 5 p.m. today, with finals during Festival Day tomorrow.

Danny MacAskill and fellow stunt riders Fabio Wibmer, Duncan Shaw and Ali Clarkson return to Eurobike with their Drop and Roll trials show. MacAskill founded Drop and Roll tour in 2014 and is a regular guest at Eurobike.

For another type of artistry on bikes, see what talented BMX riders can do on a flat surface with the BMX Flatland shows, featuring riders from

Berlin's deepBMX crew.

Young athletes from the Puky Ride Team from Kazan, Russia, will show the kind of tricks they can do on childrens' balance bikes.

Just as trade visitors have been testing bikes during the show, so will members of the public get to try out the latest models at the Demo Area, on more than 10km (6 miles) of roads and trails.

As part of the Eurobike Academy of lectures, Festival Day will feature talks by people who have done some amazing feats on bikes, including Monika Sattler, who rode the 3,300km (2,050-mile) Vuelta a España route ahead of the male professionals.

Tanja and Denis Katzer will provide a video presentation of their 17,000km, unsupported e-bike trip through Siberia, Mongolia and China, while Andrea Freiermuth will describe her nine-month e-bike journey through 16 countries, where she covered some 16,000km.

And because family bike tours are



Danny MacAskill at Eurobike 2017

big business, several tour companies will be on hand to help Festival Day visitors plan a bike holiday.

While Eurobike's three business days are intended for adults in the industry, Festival Day has plenty of opportunities for the little ones.

The youngest visitors can tackle a gentle obstacle course on the Balance Bike Track, and get a first taste of climbing ramps, waves and seesaws.

The famous TSG Nipper Race lets

children between the ages of 2 and 5 go for broke. Every child has a chance to participate, and organizers will provide bikes and helmets. The focus is on fun, and every kid who participates will take home memories.

The Bicycle Track lets kids and adolescents improve their safe-cycling skill in a playful way, while at the Bicycle Creativity Workshop, they can get artistic by painting, gluing and wrapping bikes. ■

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OVERVIEW: SADDLES

SADDLES KEEP EVOLVING EVEN THOUGH OUR BODIES DON'T

Other than getting a little older, our bodies stay largely the same year to year. So it's surprising to see how drastically different today's saddles are compared with those that were considered trend-setting a decade ago.

New materials and a better understanding of biomechanics continue to drive new saddle design. Other innovations, like the addition of electric motors to our bikes, means the saddle market is never static even if human anatomy is.



ISM Adamo Island Reef

ISM, [A5-508] famous for its radical twin-pronged shapes and cutaway sections, has been making saddles for more than 22 years. A new e-bike saddle, the Adamo Island Reef, joins the brand's established Adamo line. Like all ISM saddles, it's nose-less to relieve genital numbness.

The Island Reef promises all-day comfort for e-bike riders, along with the health benefits that, ISM says, derive from its stubby design. At 271mm long and 150mm wide, it features a standard steel rail.

Also unafraid to challenge convention is **Seatylock [B2-111]**. It made



Spyd 2.0

a name for itself with the original Seatylock, a saddle that detaches to form a bike lock.

Now it's debuting the detachable SeatyGo saddle, with an instantly removable top. Riders will never have to return to their bikes to discover a saddle that's either soggy because of rain or missing because of theft.

SeatyGo is available in three models: the flat and rigid Dynamic; the narrow, ergonomic Urban; and the wide, deeply padded E-bike. Each can be removed in seconds, and all come with a water-proof microfiber cover that's bonded to a flexible base.

Seatylock plans to launch the SeatyGo in November with a crowd-funding campaign on Kickstarter.

Selle Repente [B3-202] is also showing a saddle with a removable top, but this one serves a very different purpose than the SeatyLock.

A unique locking system lets riders swap between several uppers on the



SeatyGo



Selle Italia SLR Boost Kit Carbonio Superflow

same saddle base, so riders can choose the best upper for weather conditions or for whatever riding style they plan to embark on.

Changing tops is fast, and the new top assumes the same position as the old one. Selle Repente offers the system on the Prime 2.0, with an anatomical cutout, and the Spyd 2.0, with a wider supporting surface.

The system is not only convenient but saves riders money and is better for the environment. The use of long carbon fibers in the base ensures it will keep its rigidity and shape over time.

Short on length but big on technology, the SLR Boost Kit Carbonio Superflow from **Selle Italia [B3-100]** uses very light CarboKeramic rails that help it clock in at a minimalist 122g. It's an update of the classic SLR, long a favorite in the pro peloton. The compact shape and unprecedented lightness should see it support more racers to victory.

For those who like to ride in a low, aggressive position, a short saddle can be a comfortable choice because it eases pressure on soft tissue areas and provides less of an impediment to sprinter-sized quads. Nearly 25mm stubbier than the traditional SLR, this new version certainly fits the short and racy description.



Brooks C-17

Another new — and radical — saddle is the new carbon version of the SP-01 Boost. Created in collaboration with Formula One contractors Dallara Compositi, the new saddle will please riders who use a dynamic and aggressive pedaling style. It weighs 110g.

In business since 1866, the **Brooks [A5-301]** brand is associated more with very traditional styles that for most of its history have been crafted from leather.

However, its more recent Cambium designs have brought Brooks into the modern age. They use vulcanized rubber for their tops, and the saddlemaker, now owned by the Selle Royal Group, is releasing many of its C-series models in new colorways, along with matching grips and tape.

The full-featured C17 Special has a top made of vulcanized rubber and organic cotton atop a copper-plated aluminum structure. Tubular steel rails



Selle Monte Grappa Lyra

and copper anodized rivets add to its classic look.

The brand's newest line of bar tape has gone from cowhide to a material that's more tactile — and palatable to vegetarians. With lock-on grips also available for flat-bar riders, both sets of contact points are available in such punchy colors as bright red and octane blue, or in more traditional muted shades.

From another long-standing saddle maker, **Selle Monte Grappa, [B5-209]** comes a new saddle it calls the Lyra. A copious amount of padding gives it a rather zaftig appearance as well as plenty of comfort for trekking bike owners. But its plushness shouldn't hide its

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SLR BOOST KIT CARBONIO SUPERFLOW

The SLR Boost Kit Carbonio Superflow, with CarboKeramic Rail $\varnothing 7 \times 9$ mm, revolutionizes and renews the unmistakable values of the classic SLR. The perfect combination of comfort and performance which has always distinguished this model, is further underlined by its compact shape and unprecedented lightness. Thanks to the highest quality technology and materials, at 122 grams the SLR Boost is unsurpassed for its lightness in comparison to any other available short-fit saddle. In addition, the unmistakable elegance and a length of almost 25 mm less than the traditional version of the SLR (248 mm against 275 mm), qualify the

new SLR Boost for the title of leader of the new short saddle category.

More info at:

WWW.SELLEITALIA.COM

B3-100





Oxford Contour Flow

functionality. An anatomical shape features a central gap to alleviate pressure peaks on the genital and perineal areas while boosting airflow. Completely handmade in Italy, it's trendy in design and lighter than it looks.

Also for trekking riders is the new Contour range from **Oxford Products. [B3-312]** Models include the Flex, Flow, and Relax, all of which benefit from a vacuum-formed construction and waterproof top layer along with reflective detailing.

The Flex is the raciest, while the Flow has a pressure-relieving central airflow channel. For riders with a more upright position, the Relax spreads out to offer support via a sizable serving of mono-foam padding and supplementary elastomer springs. Each model comes in men's and women's versions, so everyone can find one that suits the particulars of their posteriors.

The D-Spyder EVO Carbon BMX is a niche product, but a very cool one from **Tioga. [A5-406]** At 125g the saddle, with an integrated post, is purely for racing. It's as light as possible, and its carbon fiber construction isn't intended for extended sitting. Complementing the visual proportions of modern BMX frames, the D-Spyder EVO is 5mm longer than comparable racing saddles and 25mm narrower.



Tioga D-Spyder EVO Carbon BMX

WTB [A3-303] has updated the graphics across its entire saddle line. Its new, subdued designs won't clash with the color palette of your bike. WTB has also upgraded its saddle materials, with microfiber material now used on all models. Narrow saddles with steel rails now feature HLX padding, which WTB says is 30 percent more shock absorbent than polyurethane. Medium and wide saddles get extra comfort courtesy of a new HLX+ Gel padding. WTB also introduces its Fit Right System, which



WTB has updated the materials and graphics across its saddle line.

is based on a correlation between one's wrists and sit bones. WTB says riders can find the right saddle based on nothing more invasive than their wrist measurements and answers to a few simple questions. Who knew?

Ergon [B4-102] adds to its huge range of rigorously designed saddles with the SM E-Mountain Core Prime models for women and men. Designed for the ride position typically used by e-mountain bikers, they feature sex-specific cutouts. The two share a supportive ramp design, where the back of the saddle is extended for more stability when pedaling uphill.

Also new for the mountain bike market is the SM Enduro men's saddle, for performance-oriented enduro and gravity riders. Its shape is made for



Ergon SM E-Mountain

maximal freedom of movement, and 360-degree edge padding enhances steering control through the inside of the thighs. Riders will probably be just as excited by the stunning oil-slick treatment on the rails.



Velo saddle

As more companies pile into e-bikes, **Velo [A4-302]** is keen to remind bikers it's been tailoring its technology to the segment for some time. Because e-bikes provide additional power, Velo realized their riders spend more time seated and put less weight on the pedals and more onto the saddle.

Velo then added a bunch of e-specific features to its saddles, including a Reverse Arctech rail mounting system that allows the saddle shell to conform to the rider's weight and pedaling style; Atmos Shaping Technology, which enables the saddle cover to smoothly integrate with the shell; and the i-Carry design that incorporates a handle at the back of the saddle, so riders can lift the e-bike by its seat.

Velo then incorporated these features across a broad range that caters to everything from electric racers to upright commuters. **JD**



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OVERVIEW: E-BIKE CRANKS

BETTER CRANKS MAKE E-BIKE RIDERS A LOT LESS CRANKY

Once upon a time, e-bike cranks were an afterthought. No one cared that the crank interface was outdated or that the alloys used to make them were soft. And so what if they were heavy — that's what the motor was for.



Miranda carbon fiber cranks for Bosch Gen 4 motors

The electric assistance was supposed to reduce pedaling forces exerted on the cranks, so there was no need to make them more durable.

What sounded good in theory soon fell apart in the real world. When an e-bike rider switched off the motor and pedaled under his or her own power, the amount of force needed to propel a bike weighing 18 to 22kg, instead of one

weighing 12 or 13kg, was far greater.

When crank arms started snapping, or their threads started stripping on relatively mild terrain, e-bike manufacturers and their motor partners had to upgrade their crank specs to avoid failures and to cut down on the cost and quantity of replacing cranks that were still under warranty.

It didn't take long for OEM crank

manufacturers from the conventional side of the business to begin offering new e-bike cranks that were better suited to the rigors of these new types of bikes.

Some brands, like **Praxis [A5-501]** and **FSA [B3-401a]** are recognizable value additions on some high-end e-bikes. Other brands, like **Miranda, [A4-319]** supply several e-bike brands with no fewer than 14 models of e-bike cranks, spiders, and chainrings.

Stronglight, [B4-307] which makes components that are mostly CNC'd or forged from aluminum, offers a smaller, well-thought-out selection of e-bike cranks, spiders, and chainrings.

All of these brands now offer aftermarket aluminum e-bike cranks and components that are compatible with the best-known e-bike drive systems from the likes of Bosch, Bafang, Brose, Panasonic and Yamaha.

With **Bosch [A6-207]** debuting its fourth generation of motors this year, most crank manufacturers have extended their range of e-bike cranks to produce models that are compatible with these new drives.

Stronglight is introducing its Magan 4, a cold-forged and CNC-machined



Stronglight Magan 4

6061-T6 aluminum crank for Bosch Gen 4 motors. The Magan is available in 160mm and 170mm lengths.

Other suppliers have decided to release compatible carbon fiber e-bike cranks as an aftermarket upgrade. These are particularly popular with enduro riders who want to lighten their load.

Miranda first announced its carbon fiber e-bike cranks at last year's Eurobike, making the claim that, at 288g, its 170mm crank arms were the lightest dedicated e-bike cranks on the market.

Now, Miranda has bested itself with its new carbon fiber cranks for Bosch Gen 4 motors. Its patented ChainFlow 3D chainrings have gotten a Bosch update as well, and are available in Direct Mount or BCD104 varieties.

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Bosch and Yamaha motors). All models weigh approximately 375g.

Perhaps a little late to the e-bike crank game, **Rotor [B3-403]** has started developing e-bike cranks in collaboration with Bafang and Fazua. The project is in its early phases, but Rotor's objective is to adapt its current crank families — Kaptic for mountain bikes, and Aldu and Vegast for road — for e-bikes. It will initially offer the new cranks as OE products for the two drive suppliers.

As e-bikes continue to evolve, so do their components, which need to meet greater expectations for weight, durability, or both. ■ **WB**



FSA KFX E-bike Super Light

FSA is cranking up its aftermarket e-bike crank offerings with new models for Bafang, Polini, and Shimano motors. FSA already collaborates with Bosch, Brose, Fazua, Yamaha, and Nidec. These new partnerships are bringing aftermarket crank options, in carbon fiber and in aluminum, to a wider range of users.

At Eurobike, FSA is giving visitors their first peek at its new KFX E-bike Super Light CNC'd aluminum cranks.

Praxis has gone all out on carbon fiber e-bike cranks as it looks to extend its signature high performance to the world of e-bikes.

It has announced a full line of carbon e-bike cranks for Bosch, Brose, Yamaha, and Fazua motors. Intended as aftermarket upgrades, the cranks are all based on ISIS motors and are available in 165, 170, and 175mm crank lengths (172.5mm is also available for



Praxis carbon e-bike crank

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TRAVEL TALK IS WHERE CYCLING, TOURISM MEET

Travel Talk brings members of the bike and tourism industries together for a day of presentations, panel discussions, and networking opportunities intended to grow cycle tourism.

It's the 18th year for the popular program, which kicks off at 10:30 this morning in Rooms Berlin and Paris in Conference Center East.

Focus topics for this year's event include digitization (see related story on next page); cross-marketing at bike events; and bicycle innovations that are relevant to the travel industry.

The opening presentation, by Markus Lobis from Tyrol, will take a look back at the history of bike tourism, which he says is now enjoying a "new heyday."

Lobis said cycle tourism had its first era of popularity in the 1920s. Although the post-war years were dominated by "mass motorization" due to the rise of the automobile, Lobis said cycle trips are back, and represent a "mega trend with enormous development potential."

One of the most popular sessions is likely to be the Coffee "Break" Pitch session, which starts at 11:20 a.m. in Rooms Berlin and Paris.

Last winter, Travel Talk organizers Messe Friedrichshafen and Velokonzept put out a call for submissions of innovative concepts and special projects relating to cycle tourism. Out of more than 30 applications, they invited the top 10 to come to Travel Talk and make their pitches to the audience.

Each of the 10 participants will have 150 seconds to persuade the audience, which will then vote for the top three.

One pitch is to create a "Middle East Peace Trail" that would rebuild the ancient Spice Route with a trail connecting Saudi Arabia, Egypt, Jordan, Palestine and Israel.

Another, for the "Wild West in Andalusia," proposes taking cyclists on tours of Spanish movie locations used in spaghetti Westerns like *A Fistful of Dollars* and *Once Upon a Time in the West*.

Later, Darco Cazin of Allegra Tourismus Switzerland and Tilman Sobek of Mountain Tourismusforum Deutschland will share figures, data, and facts regarding bike tourism.

Sobek will also lead a discussion on how destinations and event organizers can collaborate and participate in the "megatrend" of mountain biking.

"Almost every guest is looking for a very special quality of experience," Sobek said. "What most sports enthusiasts are yearning for, and the real heart of mountain biking, is to blend in fully with the situation, lose track of place and time and simply go along with this flow."

Another afternoon workshop will delve into the all-encompassing topic of digitization, and how destinations and event organizers can establish effective digital presences.

The session "From micro to macro: innovations and potential for tourism" will expose participants to the latest trends on display at Eurobike such as cargo bikes, e-mobility and micro-mobility, followed by VIP tours of key exhibitors in these segments.

Travel Talk is free to all Eurobike visitors. Discussions are simultaneously translated between German and English.

See our events calendar for a detailed Travel Talk schedule.

■ **Story courtesy of Velokonzept**

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TRAVEL TALK PANEL FOCUSES ON THE 'DIGITALIZATION' OF TRAVEL

Today's Travel Talk examines the "digitalization of travel" and how destinations can use online tourism portals to connect with customers.



A German travel blogger helped defuse a controversy when a Davos resort banned downhill mountain biking on a popular stretch of trail, allowing only e-MTB riders to use its uphill sections.

There will also be a discussion of the role bloggers can play in helping destinations get their marketing messages to the right target audiences.

Thomas Froitzheim of Naviso Outdoornavigation (and a columnist for the Show Daily), will lead a workshop and panel discussion from 2–3 p.m. on "Cycling Tourism 2.0." The event takes place in Room Berlin.

Tourism portals — websites and apps that help cyclists and hikers discover and rate trails and plan routes — are completely different in Europe than in the United States.

"The demand for online tour portals varies greatly from continent to continent and even from country to country," Froitzheim said.

Sites like Outdooractive in Germany, which cooperates with regional tourism authorities, reports that users have downloaded its app more than 10 million times.

Another popular German-based site, Komoot, says some 4 million of its 7 million users live in German-speaking countries.

The U.S. site AllTrails, which has been acquiring several of its competitors, reports more than 10 million users but is almost unknown in Central Europe.

As part of the panel discussion, Komoot's managing director, Markus Hallermann, will discuss the role of apps and communities and talk about Komoot's unique rating system.

Hartmut Wimmer, managing director of Outdooractive, will explain the interaction between digital databases, platforms, Open Data and individualism in tourism, and give tips on how destinations can practice "Digital Leadership."

Travel Talk is also focusing on

the role bloggers play in the tourism industry, and how destinations can work with them as a new form of online marketing.

"Bloggers can help convey offers to the right target group, and optimize communication between destinations and customers," Froitzheim said.

He cited an example from July, when the resort of Davos banned mountain bikers from a popular downhill trail. Instead, only e-mountain bike riders were allowed on an uphill section of the trail.



Eurobike hosts more than 100 bloggers during the show at a special area it calls the Wriders' Club.

The ban stirred up a storm of controversy from riders who thought the resort was unfairly favoring e-bikes. But blogger Janet Weick, who runs the www.mythos-ebike.de site and has some 37,000 followers on Facebook, was able to clarify that the ban stemmed from a conflict with property owners along the trail and had nothing to do with e-mountain bikes.

Weick, who will be one of the

panelists, will discuss how bloggers can be an additional marketing tool for destinations.

But how can resorts find the right bloggers to work with?

Matthias Schwindt, who operates GPS Cyclist, one of the most popular cycling blogs in the German-speaking region, will join the panel to present some tips from personal experience.

At 3 p.m. Travel Talk will host a networking meeting with the bloggers who attend Eurobike as part of the Wriders' Club, an initiative of Eurobike and of the PR agency *pressdienst-fahrrad*. Eurobike's Blogger Base is a dedicated area in the East Foyer for cycle industry bloggers to work during the show. ■ **Information courtesy of Thomas Froitzheim**



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OVERVIEW: INDOOR TRAINERS

HI-TECH TRAINERS TURN A LIVING ROOM INTO A PERSONAL CYCLING STUDIO

Take a sophisticated indoor trainer, combine it with a realistic virtual reality app, and it's no wonder that even seasoned cyclists prefer to do much of their training at home. Many of these trainers are definitely not aimed at casual riders.



Wahoo Kickr Bike

Wahoo [B3-504] took the wraps off of its newest trainer on the opening day of Eurobike, and all we can say is, wa-hoo!

Wahoo calls it the Kickr Bike, and it's tried to make the ride sensation as close as possible to that of heading outdoors.

With the Kickr Bike, you can mimic the geometry of your favorite outdoor bike by dialing in saddle height, crank length, reach and more. It even matches the exact gearing of leading drivetrains with its "programmable virtual group set," which includes Shimano Di2, Campagnolo, and SRAM systems. Choose your bike's exact gear ratios, number of speeds, and even the cassette tooth count.

To feel even more at home, the Kickr Bike accepts your favorite saddle, bars, stem and pedals. A silent belt-drive motor provides more than 2,200 watts

of resistance, and a built-in power meter is accurate to plus or minus 1 percent.

A linear actuator changes the grade to replicate ascents of up to 20 degrees and descents of 15 degrees, and its downhill simulation allows riders to maintain speed on their virtual descents.

And it connects with all leading training apps, from Zwift and TrainerRoad to the Sufferest – and, of course, the Wahoo Fitness app.

The similarly full-featured NEO Bike Smart from **Tacx [B3-305]** is for riders who like indoor cycling so much they want to take the experience home with them. It's a plug-and-play trainer that is



Saris MP1 platform with H3 trainer and desk



Kurt Kinetic R1 trainer

far more customizable than units you find at the gym.

Riders can swap pedals, handlebars, saddle, and adjust crank length. It incorporates many features of the Tacx NEO 2 Smart trainer, including a realistically rendered road feel, dynamic inertia when coasting, and freewheeling descent simulation.



Tacx NEO Bike Smart

To these, Tacx adds virtual shifting and custom gearing that riders set up with an app. With its setup app, you can select the exact ratios you prefer, while the gear-feel function provides a small vibration to simulate shifting. Fans on the handlebars adjust airflow based on your speed, power, and heart rate.

Programmable control buttons and a tablet holder let you train with a favorite app.

The NEO Bike Smart doesn't neglect hard data, either. It analyzes right and left pedal strokes to help you improve your power distribution. A built-in screen displays many other key metrics.

Saris [A3-302] has also stepped up its game. It's changed the CycleOps brand name to Saris, and launches a



TrueKinetix TrueBike

range of innovative products that form an entire training eco-system.

The flagship MP1 trainer platform complements any pain cave. Its steel, aluminum, and birch wood platform looks great, and serves as an analog link to virtual cycling with the Saris Nfinity movement technology.

Nfinity allows for a better feeling of natural movement while being compatible with any trainer on the market.

Don't own a trainer? Saris will be happy to sell you its H3 direct-drive smart trainer, which promises to be five times quieter than the previous H2.

The H3 measures speed, cadence and power to within plus or minus 2

Continued on next page...

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MP1 TRAINER PLATFORM WITH NFINITY MOVEMENT TECHNOLOGY

Saris introduces the next era of indoor training with the MP1 trainer platform. Harnessing proprietary Saris Nfinity Technology, the MP1 provides an unparalleled way to train and move indoors. Distilled down to a combination of mechanical ingenuity and physics of movement, the Saris MP1 with Nfinity Technology is the first and only trainer platform capable of producing a responsive and natural training experience. Plus, anyone can use it. Designed to be universally compatible, the Saris MP1 can be used with any trainer currently on the market and every trainer that's ever been produced.

All Saris bike racks, infrastructure systems and formerly branded CycleOps indoor bike trainers now carry the Saris name.

A3 302



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THE WAVE DELINEATOR- POP-UP BIKE LANES FOR CITIES

Saris presents a simple but very smart solution for today's urban cycling demand. The Wave delineator is ideal for temporary pop-up bike lanes, creating a safe and inspiring bike or pedestrian lane or for directing bike traffic for events or safe routes to school. A patented flat strip ABS thermoplastic platform, turning into a wave when compressed. Modular for easy transportation (one adult can carry up to 30 meter of bike lane at once) and easy set up with no tools. The thermoplastic material is optimized for weight and deflection, with chamfered edges and reflective decals added safety.

The Wave delineator in action can be seen on the 2019 Eurobike Test track, on the Saris booth or on Saris.com

A3 302



OVERVIEW: INDOOR CYCLING APPAREL BIKEWEAR BRANDS EYE THE TRENDY INDOOR CYCLING MARKET

Indoor cycling is booming. Peloton, which lets cyclists work out at home to livestreamed classes, has filed to go public, and Fortune magazine said it will seek a valuation of \$8 to \$10 billion. It's now expanding in Europe. SoulCycle, another trendy indoor cycling chain, attracts a cult-like following for classes, and just opened a studio in London. And traditional cycle trainers continue to be popular (see story on the previous page).



Castelli Insider line

For cycling apparel brands, indoor cyclists are an attractive market, so they are tweaking their regular cycling ranges to attract the SoulCycle, Peloton and Zwift addicts.

Castelli [A7-323] leads the way with its Insider range, which consists of a particularly light and breathable combination of jersey and bibshorts. The polyester mesh wicks moisture and dries quickly — which can be pretty useful, considering the soggy condition of riders after an intense indoor cycling class.

“We made it on the limit of not being too transparent in case you want to wear it for group training sessions,” the company said. “If you’re using it at home and want to take it off after

warming up, the long zipper means it comes off easy.”

Also to enhance cooling, the Insider jersey has a low collar and short waist. It's got pockets where cyclists can stash their AirPods, phones and other workout accessories.

The shorts are equally cool, with an 80 percent polyester construction that boasts strong wicking properties. Since there's less need for padding on an indoor bike, Castelli keeps it light.

Nalini [B5-210] offers the



Nalini Innsbruck short

Innsbruck strapless women's short for indoor cycling wear. Not that there's anything wrong with using the Innsbruck for an outdoor ride, but the construction allows for a combination of movement and support best

suited for indoor sessions, which often incorporate time in the saddle with other exercises that provide a full-body workout.

“For the waistband, the shorts have a construction with two fabrics together that function as an elastic but are more breathable,” said Alessandra

Agostini, sales manager at Nalini. “The construction makes this part thicker. It hugs your belly and keeps the shorts in position without cutting into your belly like an elastic would do.”

Nalini uses another dual construction for the hem of the leg.

Agostini said the external piece is elastic with silicon dots, while the inside piece is a double layer of fabric that's perforated for better breathability. This prevents the shorts from sliding or rolling up the leg and cuts friction on the inside.



Pearl Izumi Wander tights

Pearl Izumi [B5-302] turned to some of its employees, who regularly head to their local cycle studios, to help design its Wander range of indoor cycling apparel.

One conclusion is that many studios don't have proper changing rooms, and that riders often combine a workout with errands. So Pearl focused on making garments that would work in and out of the studio.

For the Wander tights, Pearl wanted to ensure that they would withstand the abrasion of an intense workout without slipping. It borrowed some of the techniques it uses in its women's road shorts.

“The tights should stay nicely in place. When you're in the cycling position or stepping on and off the bike, female riders shouldn't have to hike their back into place,” said Andrew Hammond, global marketing manager for Pearl Izumi.

The tights have a rear internal

waist band pocket for small essentials like keys and credit cards, and side stretch pockets on the legs.

The Wander range includes two tops, made with a soft mixture of recycled polyester and Spandex.

The tank top has a geometric jacquard mesh in the rear for ventilation and a flattering V-shaped back with cross straps. The crop top stays in place at the gym, and won't look out of place outside.

Shimano, [B5-300] Pearl Izumi's parent company, is also moving into indoor cycling this year. Instead of apparel, Shimano is focusing on footwear.

It's offering two models in its new IC category of indoor cycling shoes. Because indoor cycling shoes are used, well, indoors, Shimano eliminated some of the constructions needed to protect outdoor shoes from wet and cold.

Instead, indoor cyclists need lots of ventilation. “You can do away with a lot of padding and protection. That way there is less material and the shoe is lighter,” the company said.

The IC5 shoe, for women, has a breathable mesh upper, a flexible sole and a Boa dial so cyclists can precisely adjust the tension without having to jump off the bike.

The IC3 has a similar closure, but the sole is stiffer. Because the upper combines mesh and leather it looks almost like a training shoe.

Both models have SPD-style cleat-fitting systems recessed in their soles. ■ BS



Shimano IC5

INDOOR TRAINERS

... Continued from previous page

percent without external sensors. And with ANT+ and Bluetooth connectivity, the H3 connects with virtual training apps and is Zwift-ready.

The TD1 stand is made of the same Baltic birch as the MP1 trainer platform, and an integrated powerstrip keeps training necessities charged and close at hand.

Also chasing the perfect road-feel is **Kinetic By Kurt, [B3-304]** which has lots to show at its booth, including the R1 bike trainer.

An interactive, direct-drive smart bike trainer allows the bike to move naturally, recreating the side-to-side swing familiar to all riders.

The R1 syncs with your favorite apps, and the unit's resistance

matches what's happening on the screen. The R1 can simulate slopes of up to 20 percent and generate up to 2,000 watts of resistance. It measures power to plus or minus 3 percent. A six-month subscription to the Kinetic Fit power training app comes with the purchase of an R1.

The TrueBike from **TrueKinetix [B3-308]** is visually similar but takes its own approach to creating a perfect home training bike.

TrueBike has no flywheel or other conventional resistance unit but relies instead on advanced robotics to create a realistic sensation. The TrueBike's motor makes hundreds of adjustments per second to bring road sensations indoors. It can generate up to 1,500 watts of resistance. A self-learning computer system

analyzes thousands of measurements per second and uses sophisticated algorithms to learn from your pedal strokes how to optimize the performance of the motor.

It adjusts to match almost any bike geometry and comes with a choice of crank lengths.

Behind much of this growing interest in home training is **Zwift, [B3-306]** For those who have somehow escaped the cult of Zwift, it's an online cycling video game-like program where users can interact, train and compete against one another in virtual worlds.

For a monthly subscription fee, users can jump into a competitive ride or individual workout at any time. The element of competition, twinned with the stimulation of its immersive virtual environ-

ments, can be a big motivator.

It works best with smart trainers, like those outlined above, that vary the resistance level to simulate the effect of drafting or riding uphill. Zwift also sponsors virtual competitions, sometimes with real pros. Swing by the Zwift stand and try it for yourself.

■ JD



Training with the Zwift simulator

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Hall B1 Stand B1-106

OVERVIEW: BATTERIES TO GIVE POWER TO THE PEOPLE, START WITH THE BATTERIES

From energy sources that remain hidden within your bicycle to ones that can be exchanged at a local power bank, e-bike battery technology is getting ever more diverse.



Swobbee sharing point with Greenpack batteries

Greenpack [A1-700] provides energy for everyone on the go. It's not just a supplier of batteries, but an infrastructure provider. At its energy "stores," users can swap out a depleted battery with a fresh one so they can keep on going.

The Greenpack system is running as a pilot project with eight locations in Berlin. Greenpack offers green, suitcase-shaped energy packs that are collected, charged, and used to power anything from an e-bike to a lawnmower.

The Greenpack system is based around a single battery that can be used for many applications. Greenpack is working in collaboration with battery sharing experts Swobbee and envisions creating a network of sharing points that could someday be as ubiquitous as gas stations are today.

These mobile energy solutions can also be delivered to their users for off-the-grid applications.

Doctibike, [A1-109] another ambitious company, is a one-stop-shop for all e-bike needs. It provides a huge range of batteries.

More unusually, this French company also provides diagnostic and refurbishment services. With its dedicated hardware, Doctibike technicians can lift the veil on the state of a battery by diagnosing it, and allow the battery owner to make an informed decision on next steps.

Doctibike also stocks a huge range of chargers and other e-bike parts including controllers and display units to help



Doctibike



Bafang 43V battery

keep e-bikes on the road.

The company looks after a battery through its entire lifecycle. Once it reaches the end of its usefulness, Doctibike can recycle it or may even offer to buy it.

By establishing a marketplace for trading, repairing and recycling e-bike parts, the Doctibike project could go a long way toward keeping e-bikes in service longer, and help reduce their environmental impact.



Trend Energy battery

Well-known as a supplier of e-bike drive systems, **Bafang [A1-304]** is now releasing several new batteries and related products.

The new battery design stands out from the standard 36V or 48V options typically used for e-bike drive systems. Instead, Bafang has chosen a battery design using an odd-numbered 43V system. The company says this has two significant advantages over other batteries.

One is heat efficiency. For batteries of

Continued on page 36...

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Yamaha battery

... continued from page 36

the same capacity, the higher the voltage, the higher the working efficiency and, thus, the longer the range.

Because a higher voltage leads to a lower working current, the battery and other components produce less heat and are more efficient.

This leads to a second benefit, size. While a 48V battery is very heat-efficient, it's also large. A 43V battery instead uses a cell arrangement of 12S3P, 12S4P or 12S5P, which results in a more efficient use of space than can be achieved by 36V or 48V alternatives.

"When you take both of these efficiency parameters into account, there's a clear overall advantage to the 43V battery design", said Sunny He, Bafang's director and deputy general manager.

Because it's more space-efficient, a 43V battery can fit in a more compact downtube, the company said.

Bafang will make the batteries available across its range of products. It's also about to introduce three new batteries that can be semi-integrated on light e-bike frames, and a long-range battery for its M800 drive system.

Simplo, which started as a specialist in portable battery packs, is now the world's biggest supplier of

batteries for notebooks. **Trend Energy Technology [A4-310]** is a subsidiary of Simplo that's dedicated to e-bikes.

Trend Energy provides customized and off-the-shelf battery solutions for the e-bike market. It collaborates on custom units for manufacturers, and produces products that support



Neodrives 48V battery

systems from Shimano, Yamaha, Panasonic, and Brose.

Trend Energy's newest 630Wh and 504Wh batteries are housed in the same casing to simplify fitting. Brands can extend the range of one of these batteries with a supplementary 360Wh range extender battery.

Along with its mid-drive motors, **Yamaha [B2-400]** is also helping riders tailor the power supply for their e-bikes.

While many e-bike batteries are getting bigger and bigger to squeeze out as much range as possible, Yamaha is

offering something a bit smaller with its new 410Wh M-L 400 battery.

One benefit is that it is a less expensive replacement battery for e-bike owners on a budget. Yamaha also markets the smaller battery as an ideal range extender for those who don't need a second full-capacity unit.

Because the smaller battery is also shorter, it can be integrated in

that can many a conventional bike into an e-bike. While conversion kits have been around for decades, Swytch is also investing heavily in researching new types of batteries.

Its current conversion kit uses a slick looking battery pack that attaches to the handlebars of the converted bike.

The pack has a display screen



Swytch battery for conversion kit

smaller e-bike frames. The M-L 400 also complements Yamaha's existing 600Wh M-L 600.

For its latest Z20 RS S-pedelec system, **Neodrives [FG-O/202]** has boosted the system's battery voltage to 48V from 36V, which required it to create a new battery to power the system.

By increasing the voltage, the system is easier on the battery cells and offers longer range. Neodrives says it makes the drive system feel more responsive.

Neodrives calls its new battery the V8. It delivers enough power for speed pedelecs, and the capacity to cover long distances.

Installed, it sits seamlessly within the frame, but the pack is robust enough to withstand transport outside of the bike. When it is paired with the Neodrives integrated battery management system, the unit should be highly stable.

The London company **Swytch [ÜO-405]** produces conversion kits

on top and a light in front, and the package can be removed and carried with the included shoulder strap.

Because it can also charge a cyclist's personal electronics, it's a pleasingly urbane design.

Highly water-resistant, the current pack is available in versions that offer a range of 25 or 50 miles.

At Eurobike, Swytch is launching a much smaller version with a smaller battery that's made to cover the majority of short commuter trips. It has a built-in display and e-bike controller but is small enough to fit in a handbag.

Another conversion kit boasting a radical design comes from **Pendix. [A1-401]** Its eDrive150 takes the brand's regular features and streamlines them. Housed in a sleek black and chrome-look housing, the 1.4kg battery is only slightly larger than a standard 500ml drink bottle.

It attaches to the frame where riders would normally keep a bottle and provides a range of up to 28km, more than adequate for most commuters. ■ **JD**

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A4-310

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BACKGROUND REPORT: STANDARDS

INNOVATION OR SAFETY — WHY CAN'T THE BIKE INDUSTRY HAVE BOTH?

Most bicycle brands like to brag about how innovative they are; it's an important part of their marketing messages. But too much innovation can be dangerous when it comes to consumer safety.

While innovation is healthy, a constant push to invent new products and new categories can cause problems, as products go beyond the bounds of established technical standards that are supposed to ensure that consumer products are safe when used as intended.

Among bicycle safety experts, there is broad agreement that many of the safety standards for bicycles and components are no longer relevant.

We talked to several of these experts about these outdated standards, and how the bicycle industry should address them going forward.

Left behind. “The dynamics of the market have left the regulations behind in many ways, and throughout the history of bicycle safety standards, there are many examples of how obsolete such technical rules can become in a short time,” said Marcus Schröder, managing director of EFBE, a German testing lab and safety institute for bicycles.

From mountain bikes to road and

cargo bikes, a multitude of niches and subcategories have popped up in recent years.

While the niches are defined according to different criteria — suspension travel for mountain bikes, tire width for road bikes, and maximum allowed load capacity for cargo bikes, as examples — a number of issues all arise from the same underlying problem: The basic norms and regulations that govern safety considerations, such as ISO 4210, have become outdated. The pace of technical evolution has simply left many of these standards behind.

Yet there is a strong argument for ensuring that manufacturers find agreement on new norms for these products, especially in an industry as globalized as the bike industry.

“Standards have been defined and implemented to make sure that commercially available bicycles and components are as safe as possible,” said Erhard Büchel, president of the World Bicycle Industry Association, which represents the global bicycle, e-bike and bicycle parts and acces-



Marcus Schroeder, EFBE

“If one company cannot afford to pay for tests like that and invest in safety, team up with others and share the costs!”

sories industry. “At CONEBI and WBIA, we have noticed a stream of innovations throughout all segments of the industry — conventional bicycles, pedelecs, parts and accessories.”

Büchel said CONEBI, which represents European bicycle manufacturers, and the WBIA are working to set new standards.

“Both on a European and an international level, new norms and regulations are being developed and old norms are being examined on a regular basis in order to keep up with the latest technical developments,” he said.

All eyes on Germany. Many of these new regulations will come from Europe — and, particularly, from Germany, which is the biggest single market in Europe. Regulations set by the European Union and by German authorities often end up providing the template for new global rules.

The European Union has recently updated its pedelec and e-bike regulations. Regulation 168/2013 and EN 15194:2017 are the new norms for all pedelecs that adhere to the 250W motor limit and 25 kph speed limit.

The new regulations and norms also define pedelecs as machines, which means that an e-bike has to be tested as a complete unit, instead of just relying on tests of individual components.

“The European Machinery Directive forces the manufacturers to maintain stringent documentation and procedures — none of which would raise an eyebrow in other industries, to be honest. Frankly, the whole industry has benefitted from this,” Schroeder said.

A heavy lift. Cargo bikes are a striking example of a category that evolved more rapidly than most could have anticipated.

From being a car alternative for families, cargo bikes are now a serious option for commercial logistics companies, as a walk through the cargo bike area in Hall A1 demonstrates.

Some of these commercial cargo bikes are big, brawny workhorses that have little in common with family-friendly bikes.

“Apart from e-scooters, this is the area where we have seen the situation develop most dynamically in recent

years,” said Ernst Brust, the founder of Velotech, another established testing lab for bikes. Brust has since turned the company over to his son and now works for the German pedelec brand Fischer.

He has been involved from the start with an industry working group that is developing the new DIN 79010 standard for e-cargo bikes.

DIN 79010 is a good example of how standards can lag behind the market; the group started the process more than four years ago, and is still working to resolve some 300 objections that have been raised by various stakeholders.

The standards-setting process in most industries, like the one now ongoing for DIN 79010, typically requires broad consensus from all stakeholders before they can go into effect.

One of the challenges is creating a test that can apply to two-, three-, and even four-wheeled e-cargo bikes. Another challenge comes from logistics companies, who want to push the maximum allowed weight for commercial e-cargo bikes far beyond the limits that have traditionally defined bicycle parts.

We are, after all, still talking about bicycles that should be easy to operate.

Safety first. To reflect the complexity of loads as they occur on a cargo bike, the Zedler Institute for Bicycle Technology and Safety, a German bicycle testing and certification lab, is developing a dynamic test bay that can handle all types of cargo bikes.

“Norms and regulations can give manufacturers some certainty and guidelines throughout their innovation process, but they can also become a problem,” founder Dirk Zedler said.

He added, “Too many norms and regulations can kill off the innovative drive within the industry, and that would be a real pity. After all, the bicycle industry has come a long way and has evolved the simple bicycle into a multitude of sophisticated types mainly based on passion and commitment.”



Erhard Büchel, WBIA

“New norms and regulations are being developed and old norms are being examined on a regular basis in order to keep up with the latest technical developments.”



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Worth emphasizing is the capacity of the technologically well-equipped two-wheel industry and exceptional lead times for the sector, thus making Portugal the preferred choice for setting up new companies.

I also highlight the proximity to universities, allowing for the development of cutting-edge products and technologies; the existence of skilled labor and highly qualified workers; the availability of a test laboratory meeting UCI's competition requirements; the tradition of the sector; and, no matter where your plant is located, it is never further than two hours from a seaport or international airport. It definitely places the world two days away.

Portugal is today a player that cannot be ignored in the global market. Those who want to locate here will find support, namely via Portugal 2020. So our advice can only be: "go west". Come get to know us better. We are waiting for you.

João Miranda,
Chairman of ABIMOTA

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TABOR SADDLES

Tabor was established in 1965, specializing in hand manufacturing leather bicycle saddles made from chrome-free vegetable-tanned leather.

As the leading manufacturer in Portugal for several years, Tabor is now promoting its brand and products in European markets including Germany, Holland and Belgium as well as in Scandinavia. Although the leather saddle market underwent a crisis during the mid-90's, today it has become a very interesting market niche, almost a gourmet product, especially in the northern European countries due to this type of saddle being very comfortable and also because of the exponential growth of urban/city bicycles. These models are usually equipped with a larger, springier saddle where product weight is less important, with customers opting for the ultimate quality comfort and a more traditional look. Tabor never stopped producing leather saddles, giving priority to maintain its handcrafted processes, thus keeping alive the memory of past times when the bicycle was the principal means of transportation.

Now, once again the bike is perceived, along its comfort, as a symbol of status and personal identity. Sustainability, integrity, customer satisfaction and social awareness are some of the values that allowed Tabor to keep manufacturing high quality bicycle saddles until today.



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We help our partners to design frames, electric systems (EN-15194:2017) and of course a complete program of (electric) bicycles.

The popularity of cycling is increasing dramatically. Factors such as the environment, motor vehicle congestion and health benefits are driving this increase. With recent changes and investment in our company we have increased our capacity and are looking for more partners. Our capacity has increased by an additional fifty thousand a year, so don't hesitate: we may fill this quickly.

Should your company be a start-up and you are not yet able to buy large volumes, we can offer our own brand of e-bikes under the SPHERE label. Also, with this brand range, the lead-times are short.

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Founded in the late 1990s in Vagos, INTER BIKE specializes in the UNIBIKE was born in 2018 from European market demand for the assembly of E-Bikes and custom painting of carbon frames, which local industry is unable to fully meet.

With the introduction of new rules (customs tariffs) in the EU on electric bicycles and bicycle components imported from Asia, with the growing demand for E-Bikes motivated by urban mobility and environmental awareness, Portugal has become an extremely important country. It is attractive for assembling e-bikes for various reasons, such as its geographical location that allows you to receive and place finished product anywhere in Europe in 48 hours and for labor costs.

From 2020 Unibike will have a technological and production capacity which will provide two-wheel bike painting and assembly services to the European market.

UNIBIKE OEM Factory, SA, in 2020 will be fully operational with a capacity of 1400 aluminum painted frames (gloss / satin / matt), 350 aluminum painted frames / day, 400 mounted electric bikes / day and 500 normal bikes / day UNIBIKE's logistics system will also start operating in 2020 allowing customers to manage their stock from the warehouse located in Portugal.



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Dirk Zedler, Zedler Institute for Bicycle Technology and Safety

“Now that the bicycle has grown up, it is time to step up the game for the industry. Get out of the garage workshops and professionalize your business.”

As an expert in product testing and safety — and in investigating bike accidents that result from product failures — Zedler has helped several companies limit damages caused by faulty products through recalls.

He says companies shouldn't rely on existing norms and regulations that haven't kept up with new product categories.

Instead, he believes bikemakers should take responsibility for ensuring that their products can stand up to real-world use, even if it costs them more time and expense than merely meeting the standard. They should insist their suppliers do the same.

“From my point of view, rules and regulations are less important than a safety-conscious mindset on behalf of the manufacturers and their suppliers,” Zedler said. “Serious and independent testing on a regular basis may cost some money, but it also saves a lot of costs for companies, as a recall costs much more and also can do damage to a company's reputation.”

He added, “My message is to better be safe than sorry: Now that the bicycle has grown up, it is time to step up the game for the industry. Get out of the garage workshops and professionalize your business.”

EFBE's Schroeder strikes a similar tone. He believes gravity-oriented mountain bikes are as much of a problem as pedelec and cargo bikes.

“So far, the default procedure within the bicycle industry has been trust rather than control — but that is a sure way to get into trouble,” Schroeder said. “At EFBE, we strongly advise manufacturers of entire bicycles and components to invest in meaningful independent testing that exceeds existing ISO and CE norms wherever necessary, taking into account the mode of use and the overall system weight.”

Schroeder said some brands have done pioneering work on e-enduro bikes, and a handful of component manufacturers test their parts to “way more stringent demands” than called for in the relevant standards.

For those who complain about the expense, Schroeder offers a simple solution: “If one company cannot afford to pay for tests like that and invest in safety, team up with others and share the costs!”

How Humpert does it. With its Ergotec brand, **Humpert [A6-100]** has shown how a responsible bike-maker has gone beyond the standards and established its own system of Safety Levels for handlebars, stems and seatposts.

The Humpert system assigns levels, from one to six, reflecting the types of uses and total weights that are appropriate for a particular component.

“Humpert has a century worth of experience in building these kinds of parts. Apart from the usual load cycle tests we also do breaking tests to see where the weakest spot of the respective construction is. Naturally we also keep close track of any broken parts in the field, trying to reconstruct how they were used and why they failed,” said Rolf Häcker, head of product development for Humpert.

Humpert relied on studies by the Technical University of Hamburg-Harburg, and by Velotech, to help develop its Safety Levels system.

“Most recently, field tests with strain gauges have shown that the forces as defined by existing norms are being exceeded with increasing overall system weights, thus not reflecting real-life use properly anymore. For this reason we expose all of our parts to fittingly higher forces,” Häcker said.

Experts wanted. As Germany's elder statesman for bicycle safety and testing, Ernst Brust offered some closing thoughts on the matter.

“Naturally, innovations do slow down this process of setting new standards, but on the other hand new norms need to reflect current develop-

ments on the market in order to be relevant,” said Brust, who has been involved in establishing most of the bicycle standards over the years.

“With heavy pedelecs and large cargo bikes, tire manufacturers need to step up their game and define maximum weights for different tire models,” he added.

In general, Brust said, the industry can take several steps right now to improve its safety record. “First of all, do not touch any goods without a CE marking,” he said. “Second, make sure to use quality hardware and a torque wrench as a standard procedure.”

Brust concluded, “Third, closely observe the market to get precious feedback. And last but not least, education and expertise are investments for the future. The bicycle industry needs more experts.” ■ **LvR**



Ernst Brust, Velotech

“Education and expertise are investments for the future. The bicycle industry needs more experts.”

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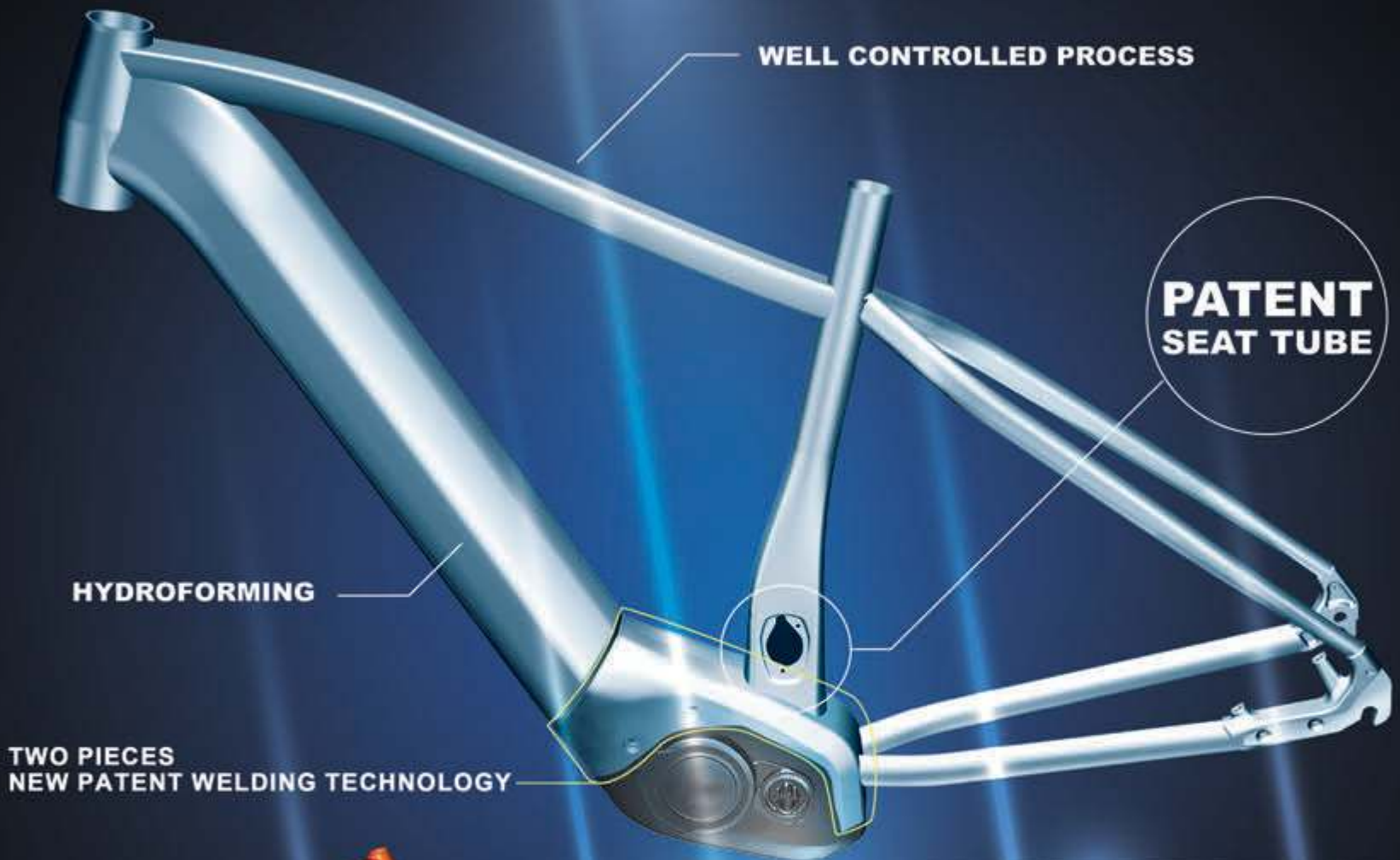
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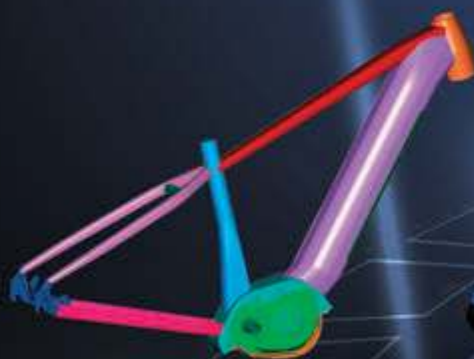


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NEW PRODUCTS

BROSE SERVICE TOOL



This new digital tool simplifies diagnostics, maintenance, and updates, while offering a way to adjust Brose drives. Manufacturers can create and save important data configurations for each model of bike and develop specific production parameters. Retailers can use it for diagnostics and maintenance, and for adjusting the drive to suit customers' needs. **A1-504**

KRYPTONITE KRYPTOFLEX CABLES (8MM - 15MM)

Check out the new KryptoFlex line of key and combination cables from Kryptonite. From 8mm - 15mm cables, the line includes a fresh new design and Easy-Click locking — no need for keys when locking. All key cables come with two reversible keys. Select models include a new easy-to-use transport bracket. **B3-200**



BIKERTOP RAIN COVER

The world's first pop-up shield cover for bikes is a groundbreaking system that protects cyclists from rain and wind. The cover pops open from the handlebar in a few seconds to provide shelter from the elements. It will be launched on the crowdfunding platform Indiegogo after Eurobike. **U0-202**



LA FONTE ZENITH 3X ECO MAN CHAMOIS

Made with Eco ProTech fabric, a system of recycled polyester filament yarns made from post-consumer bottles, plus high-density recycled foam, the Zenith 3X ECO Man chamois is made of materials that were otherwise destined for the landfill. Instead, they combine for a pad that's as good for the rider as it is for the environment. **A7-326**



AMPLIFI HAVOK KNEE PROTECTION

Amplifi's articulated, ergonomic Havok knee guard has the latest in hex-vented laminate construction. Kevlar-reinforced panels improve durability and performance, and a non-slip silicone hem keeps the Havok locked in place. It protects limbs to EAN Level 2. Integrated Sas-Tec pads are combined with the newest breathable technical fabrics. **FG-B10/2a**



BAD BIKE BEACH VINTAGE E-BIKE AND SIDECAR

This fun 1940s style e-bike has a sidecar for a child or pet. The alloy-framed bike weighs 33kg but can carry 115kg of cargo, supported by four-inch-wide tires. Oversized Tektro Auriga hydraulic disc brakes provide stopping power. **B2-205**



KS SOUTHPAW REMOTES

Kind Shock's new Southpaw and Southpaw-C remotes work with the brand's modular clamps. Choose from a direct handlebar mount clamp or MatchMaker, I-Spec-II, and I-Spec-EV fitments — the Southpaw body uses the same interface for all of them. The paddle shape remains the same as in the previous version for comfortable ergonomics, while the new interface allows for lateral reach adjustment. **B1-504**



CHAOYANG TIRE E-LINER SERIES: URBAN, CITY, AND TOUR TIRES

The E-Liner range of puncture-resistant tires for e-bikes features the E-Maxx compound for low rolling resistance and excellent grip. On the Urban model, a smooth center allows for speedy progress while grooves provide wet-weather traction. On the City, a 5mm Rhino Skin layer keeps punctures away. The Tour is the tire for longer rides. **A3-103**



TRIOBIKE TAXI

The Taxi is a three-wheeled taxi bike for carrying adults. It has one of the most spacious passenger seats on the market, and its ergonomic design ensures a relaxed sitting position. It accepts a Brose Drive S motor. Its box module has a removable middle plate so people with walking difficulties can sit down without lifting their feet. **A1-702**



PENDIX EDRIVE150 RETROFIT SYSTEM

The Pendix eDrive150 streamlines the brand's regular features to create a system that's lighter and cheaper than its siblings. Weighing 1.4 kg, its battery is slightly larger than a standard half-liter beverage can. Yet, together with the gearless mid-motor, it provides a range of up to 28km — plenty for most commuters. **A1-401**



NEW PRODUCTS

WELGO CUSTOMIZABLE CNC PEDALS

Custom pedals from Wellgo have a one-piece aluminum body for high performance and durability. The replaceable pin design provides traction and stability for more stable riding, while the sealed bearing design prevents dust from entering the pedal. Available in various styles and bright anodized colors to match your bike. **A4-301**



SELLE MONTE GRAPPA LYRA SADDLE

This anatomical saddle has a central hole to alleviate pressure peaks on the genital and perineal area, something all riders will agree is a very worthy aim. Entirely made in Italy, and done-up in two-tone black, it's aimed at upright riders in search of additional seated comfort. **B5-209**



BARBIERI BCH7 CHAIN CLEANER

A compact mechanical chain cleaner designed for everyday use, the Barbieri BCH7 Chain Cleaner has twin rotating brushes that clean the interior of the chain's links. A fixed scraper takes care of their sides. Complete with a robust steel spring closure, it's a cleaner, more efficient, and faster way to maintain chains. **A4-517**



OLMO E-BRO

In 2019 the Giro d'Italia introduced a non-competitive e-bike race for the first time. Olmo raced its new E-Bro model, which is now on display at the Montana stand. It's equipped with Ultegra Di2 2X11, full carbon monocoque frame and fork, Polini EP3 motor and Polini 500WH battery. The wheels are Fulcrum R700 DB models. **B5-308**



ROXIM ZHRK-02 HORN

Traditional horns require over five watts of power, so they're incompatible with many e-bike systems. Roxim's low-power alternative complies with ECE R28 regulations. Small and remotely controllable, it has improved acoustics for a softer sound. More important, its one-watt draw means it can often be integrated without the need to redesign the bike's power circuit. **A5-212**



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NEW PRODUCTS

SHULZ WANDERER BIKE



Made for adventure, the Wanderer is a new addition to the range from Russian bikemaker Shulz. With a strong and light chromoly frame and mechanical disc brakes, it's tough and low maintenance, something backed up by the simple bar-end shifters. With capable tires and multiple luggage mounts, it's versatile and keen to explore. **FG-A9/9**

JOYLAND SMART LOCK

This smart solar-powered lock is for personal or fleet use. With GPS and GPRS providing a precise location fix, it can be unlocked using an iOS or Android phone and a QR code, or via a simple IC smart card. With voice prompt functions, its low power consumption means it requires no charging and therefore less maintenance. **B4-311**



BAFANG NEW BATTERY OPTIONS

In addition to its various drive system options – front, rear and mid motors – Bafang extends its battery portfolio to offer not only rack mounted and fully integrated inTube batteries, but also semi-integrated versions. The new BT F07.450.C and BT F08.600.C apply the same design and main technical features from premium battery cells (type 18650) to capacity indicators (LED) on top of the battery. They're meant for demounting sideways (to the left) and can be charged on or off the bike – with two charger options to choose from (2A/3A charging current). **A1-304**



ALEXRIMS BEAR PAWLS BEB004 HUB

This rear disc hub with Power Stroke technology is Bear Pawls' solution for the increased power and torque requirements of e-bikes. Its hardened steel cassette body is mated with a mid-flange hub shell for wider spoke angles, resulting in a stronger wheel. Inside, four sealed cartridge bearings are spaced to distribute internal forces, while still maintaining high rolling efficiency. **A5-206**



ELASTIC INTERFACE PALM TECHNOLOGY

The three-dimensional, seamless palm is designed for road, gravel, and mountain bike gloves. Engineered to relieve pressure from the ulnar nerve and vascular structures, the construction also improves grip and control. A thermo-molding process eliminates extra material and wrinkles while holding the handlebars, yet still provides high levels of protection and a close fit. **A7-222**



V-GRIP V-441 MAGNETIC BOTTLE CAGE AND MOUNT

Ideal for bikes with small frames, or for use underneath bikepacking frame bags, this magnetic mounting adaptor facilitates rotation for easy entry and removal. With left and right side operation, the cage slides sideways to allow you to return your bottle, before pivoting into place and securing via a magnetic fitting. **A5-110**



THOK E-BIKES MIG-HT E-BIKE

This MIG-HT 29er e-mountain bike comes with a RockShox Recon RL fork with a 120mm of travel and wide Maxxis Ikon plus tires. It excels off-road or around town. An optional "tourer kit" with mudguards, rear carrier, lighting system, kickstand, and Schwalbe Big Ben road tires adds versatility. **B1-211**



LAS HELMETS VIRTUS

The Virtus and its sibling, the Virtus Carbon, both feature a design that naturally follows the shape of the head, and large holes that funnel passing airflow. For better performance, the Carbon version has a carbon fiber frame that guarantees high impact resistance at a low weight. **A4-105**



AMPLIFI E-TRACK BACKPACK

The E-Track is a backpack designed for e-mountain bike riders. It includes a secure space for a spare battery that's made of high-strength insulating neoprene and features a roll-top closure to fit the majority of batteries on the market. The pack aligns with the user's posture to reduce fatigue when full, while a modified interior harness system keeps everything in place and close to your back. **FG-B10/2a**



BRECHIN C21-F ROAD BIKE

The C21-F is a premium road bike that collapses for easy transport. It packs into a suitcase without having to disconnect the chain or cables, folding at or near the commonly used 158cm length/height/weight baggage dimensions. It weighs 8.5kg and includes a 2x11-speed groupset, 700c wheels, and disc brakes. **B3-109**



NEW PRODUCTS

HUTCHINSON SKELETON RACING LAB

XC riders seeking performance, response, and grip will find it in the Skeleton. A new 53mm cross-section offers more deformation and lateral floor contact for aggressive and challenging conditions. Intermediate and progressive side knobs add safety, and make sense on a wide rim. The new tan-wall version is more comfortable because the tire is more flexible. **B3-207**



SHAKES BRACKET HOOD

The Shakes range of hood covers and grips is made with injection molding, applied to exacting manufacturing accuracies. Every step of the process, from shape molding to coloring, is done by hand in Japan. The brand believes its white options will be the most on-trend this season. **A4-317**



BY.SCHULZ BAR EXTENDER

The Bar Extender is a universal adapter for lights, display mounts, bicycle computers, and other items. The aluminum adapter is black anodized and available in three widths. With a by.schulz' SDS link and a compatible stem, it can be placed in the middle of the faceplate. **A3-109**



HUSQVARNA BICYCLES EXC10

The Husqvarna ECX is a high-end downhill machine with 200mm of travel thanks to the Fox Float Factory Series fork and damper. Made for medium to hard terrain and demanding trails, the EXC10 is powered by a Shimano Steps E8000 with 70Nm of torque and an integrated 630Wh battery from Simplo. The choice of components is also high-end: Shimano Saint 10-speed gears and brakes, DT Swiss wheels and Schwalbe Magic Marry tires. **B2-400**



MIRANDA E-BIKE CRANKS FOR BOSCH GEN 4 MOTORS

These award-winning aluminum and carbon fiber e-bike cranks are made for Bosch Gen-4 motors. Carbon fiber versions are available in 160, 165 and 170mm lengths. Weighing just under 290g per pair, they offer a light solution for e-bikes. The aluminum version offers a broader range of offsets, along with even more lengths ranging from 150 to 175mm. **A4-319**



OBVIOUSLY INVISIBLE

Discover what makes a great e-cargo bike at Eurobike 2019: sensor precision by Thun (booth no. A2-107), motor power by HEINZMANN (booth no. FG-0/210) and cargo expertise by Radkutsche (booth no. A1-724).



X-CELL RT 3.0 is compatible with HEINZMANN's most powerful wheel hub motors resulting in the most reliable motor support possible.



NEW PRODUCTS

LEM HELMETS BOULEVARD



This lifestyle helmet features in-mold technology for excellent impact energy management, yet it remains durable and has a light, comfy feel. Designed for commuting and casual riding, it includes an easy-to-use snap-on reinforced visor for road and trail versatility, along with a thermo-formed and washable inner padding. And it's got 15 vents to keep you cool. **A4-309**

R RAYMON TOURRAY E 6.0

For long day trips or short excursions, Tourray eBikes are reliable companions. The line comprises five models, all of which are equipped with the new and significantly quieter Yamaha PW-ST drive. The high-quality eTourers belong to the classic trekking bike category, with comfortable frame geometries and sporty equipment. The Tourray E 6.0 comes with a semi-integrated Yamaha DT500 battery, Shimano Deore 10-speed gears and high-quality Tektro disc brakes. **B2-400**



YAMAHA M-L 400 BATTERY

Range is one of the hottest topics for e-bike riders. While other suppliers seem to struggle with bringing larger capacity batteries to bike stores, Yamaha has offered its M-L 600 option, a frame-integrated battery with just over 600Wh of energy content ("capacity"), since the beginning of model year 2019. The launch of a new battery option for MY2020 seems contradictory, as the M-L 400 has a capacity of only 410Wh. But it makes a lot of sense as a cheaper replacement battery, a range extender for an already existing e-bike, or for a smaller frame size. **FG-O-404**



NOVATEC E-DIABLO XL 29

Novatec's new wheelset for e-bikes, the E-Diablo XL 29, has an inner width of 30mm. The D902SB-B12 e-MTB hub is equipped with oversized pawls with a wide press-fit ratchet ring design. Its oversized steel axle and steel freehub body are durable and capable. The standard spec for the D902SB includes 12x148mm side cups with four bearings for speed and smoothness. Weight: 2,292g. **B1-203**



BOSCH EBIKE SYSTEMS SMARTPHONEHUB

This SmartphoneHub connects e-bike riders with the online world using a smartphone and the COBI.Bike app. Its smart control center offers a range of useful functions, including navigation, music control, fitness tracking, and hands-free calling, and it connects to other services such as Strava or Komoot. An integrated display shows important data even when not paired with a smartphone. **A6-206**



ITM BIKE COMPONENTS X-ONE BLACK UV COCKPIT

With a new reach design to help riders find the most comfortable position while maintaining full control, ITM Bike Components' new cockpit blends sinuous shapes with unyielding stiffness. Made of high-modulus carbon fiber, the complete range includes handlebar, stem, and seatpost, all of which sport a matte unidirectional finish and UV decals. **B5-106**



TERN BICYCLES TERN HSD FOLDING BIKE

The electric HSD is mighty but mini. Easy to handle, easy to share, and comfortable to ride, it carries a whole lot of cargo. Its compact design is shorter than a standard bicycle. With a maximum gross vehicle weight of 170kg, it'll easily carry a kid plus a week's worth of groceries, or camping equipment for the weekend. **B4-403**



B&W INTERNATIONAL B3 BAG

This big bike pannier is the perfect companion for trips to the supermarket or for transporting bulky items. With two smooth-running wheels and a telescopic handle, it makes loads of up to 15kg easy to manage. With the help of Vario hooks, the B3 Bag can also be attached to the luggage carrier of your bike. **A2-317**



CYBIKE CYLOCK

An innovative anti-theft and bike-finding module fits inside the handlebars, so it's invisible from the outside and tamper-proof. CyLock notifies you on its app if someone tries to move your bike, and can help track it down should the bike go missing. Thanks to NB-IoT connectivity, its low-energy design means a standard battery lasts for over a year. **FW-216**



SUOMY SMART STRAP

Smart Strap is a helmet safety solution developed by Suomy. Its patented, light system increases safety by allowing the helmet's chinstrap to absorb shocks. Slipped across the chinstrap, the absorption device bunches it together in a wavelike formation. In the event of forces acting on the helmet, this absorbs energy and delays tension on the strap by allowing it to expand. **A4-408**



NEW PRODUCTS

BURLEY TRAVOY

For 2020, bike trailer specialist Burley updates its award-winning Travoy. The compact model, which can also be used as a trolley, now has an innovative Quick Hitch for more flexible use such as with bike-shares. Other innovations include an elongating tow arm that allows more clearance for rear racks and larger wheel sizes, integrated wheel guards to corral and protect cargo, and an expanded kickstand that provides a sturdy footing when freestanding.

A4-502



HEXLOX UNIVERSAL ADAPTABLE THRU-AXLE

This thru-axle has an anti-theft option that can keep your wheels from getting nicked. Its patent-pending system also simplifies the selection process for customers and shops. Servicing over 30 standards, this one-fits-all product uses just three items to replace any thru-axle on the market, both front and rear fitting.

A2-509



HAUTEWORKS DAZE LIGHT

The wearable Daze light uses artificial intelligence algorithms to sense whether you're riding or running, then adjusts its brightness and color for the best visibility. With multiple LEDs, the Daze light will flare red and cyan through 270 degrees for wide visibility. It charges fully in just three minutes.

A3-506



TEKTRO TRP DH7

TRP enters the drivetrain category with DH7 shifting components made for the gravity-focused rider. The TRP DH7 series is the result of teamwork between TRP R&D Taiwan, TRP USA, and 5 x DH World Cup Overall Champion Aaron Gwin, in cooperation with his mechanic, John Hall. Hall designed the "Hall Lock," a key DH7 derailleur feature that separates it from existing products.

This is a lever integrated into the derailleur mount that locks the movement of the B-knuckle around the mounting bolt when closed. Thirteen riders from four World Cup downhill teams have already raced the product in 87 race-days in 2019.

A3-203



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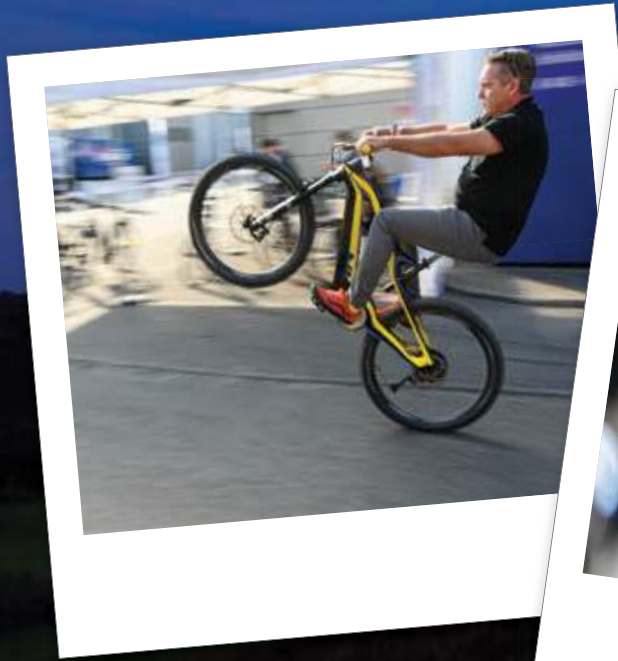
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DAY 2 SNAPSHOTS





OVERVIEW: COMPUTERS/CONNECTED DEVICES

BIKE COMPUTERS ARE GIVING WAY TO CONNECTED DEVICES

Traditional bike computers and GPS displays are gradually giving way to smart devices and other types of connectivity systems. But there are still plenty of computers to see in the halls of Eurobike.



New integrated display from Bosch operates without a smartphone

Garmin [A5-202] presents its new Fenix 6 line of smartwatches at Eurobike, with different versions offering displays of between 1.2 and 1.4 inches.

The high-end, all-in-one watch, which combines GPS functions with a music player, fitness tracking, and many other features, now reportedly

has better battery life of more than 80 days thanks to new power saving functions, solar technology and a new GPS chip. The top model in the Fenix 6 line has an upgraded display so it's easier to read.

Garmin is not releasing new cycling computers, but continues to focus on its Edge 530 and 830 models.

CONNECTED SERVICES NETWORKING MEETING

Developers working on hardware and applications for the range of connected services are invited to an informal networking meeting today from 9 - 9:50 a.m. in Room Lissabon, near the East Foyer entrance.

The meeting, organized by Dirk Sandrock of **Momes, [A1-600]** is intended to be an exchange of ideas among developers, users and distributors on developing a system architecture that would be open to

all, with data that can be validated and shared among different devices.

One goal of this morning's meeting is to create a database of developers interested in working on this project. ■

Instead of launching new computers, **Wahoo [B3-504]** is staying focused on the basics. "Price stability, margins and service are our messages for the bicycle trade," spokesman Frank Jeniche said. The U.S. company has been expanding rapidly in Europe, especially in Great Britain and the German-speaking market, he added.

Wahoo makes the Elemnt Roam and Elemnt Bolt cycling computers. The focus is on simplicity and displays that are easy to read, making their devices a more customer-friendly alternative to more complex products from rivals like Garmin.

Lezyne [A3-300] brings a completely revised Super Pro GPS to the show, with better resolution and contrast, a new map page for navigation, additional data fields and a USB port that is better protected from water. The Super Pro uses Bluetooth and ANT+ to communicate with sensors. It's built with a GPS/Glonass chip, barometer and accelerometer on board, and its grayscale display allows a battery life of up to 28 hours.

From **Bryton [A3-402]** comes the new Bryton Rider 420 with a new integrated display for better visibility. It now connects with Strava, Komoot, and other online services and offers more than 80 functions. With built-in Bluetooth and ANT+ it connects to power meters. For navigation around the world, the Rider 420 can connect with five satellite systems so it knows where you are.



Wahoo Elemnt Roam



Garmin Fenix 6X

Sigma [A5-200] brings two new smartwatches to the show that prioritize design and ease of use. The iD.TRI is for triathletes, while the iD.FREE is a more versatile watch for several sports. They both connect to phones, sensors and power meters via Bluetooth Smart and ANT+.

The German company **Ciclo, [A4-200]** known mostly for small and compact cycle computers, launches the redesigned Navic 400 for cyclists and hikers. It's got a 4-inch display but is relatively inexpensive. The Navic 400 comes with pre-installed maps of Europe that can be updated for free. While it accepts imported gpx files via a cable, Ciclo has not added Bluetooth or ANT+ connectivity, to keep things "as simple as possible," Ciclo project manager Andreas Hochschorner said.

Bosch [A6-207] is still one of the few e-bike manufacturers that can afford to develop its own navigation hardware, the Nyon. In its latest version, Bosch has upgraded the smartphone mount that works with its Cobi system. The mount now has its own display so it can be used without a smartphone, and is supplied without a headlight.

Teasi/Tahuna [A1-501] didn't bring new computers to Eurobike, but product manager Matthias Arnold said the system is doing well in German-speaking markets.

"The Teasi One 4 has established

Continued on page 52...



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...continued from page 50



Bryton Rider 420

itself in sales alongside the Teasi Classic, and in combination with the heart rate belt the device has also performed well," Arnold said. "We are thinking about further bundles, for example with additional sensors and brackets for additional bikes."

The Hungarian firm **GPS Tuner, [A1-501]** which develops the software used in the Teasi/Tahuna systems, is putting more of a focus on e-bike controllers and has developed apps for systems from Continental, Marquardt and Fischer. At Eurobike, it is showing a new system, called Ranger, that it is offering to OEMs for uses on mobility products such as electric scooters. Its OE partners can brand the system as their own.

Momes, [A1-600] which specializes in sensors and other connected devices, announces a partnership with L7drive on a new system that does away with traditional battery management systems.

Its CoachSmart bike computer is now compatible with Shimano Di2 and Steps

systems, and with the Yamaha mid-drive motors used on Giant e-bikes.

Momes has also redesigned its Tri-Eye sport glasses that incorporate a rearview mirror and now offers photochromic lenses as an option.

Comodule [A1-604] celebrates its fifth birthday this year. The Estonian company has grown to more than 50 employees, and says more than 100,000 vehicles in more than 60 cities now use its technology.

The company focuses on what it calls "connectivity-as-a-service," and produces communication units for vehicles, the software and smartphone apps for consumers, and the data analytics platforms for suppliers.

Two companies have teamed up on new displays and controllers that are based around a replacement for traditional torque meters.

AVS Electronics of Hong Kong and **Velocomp [A2-408]** are showing their Vtorque system that combines a torque sensor with sensors for temperature, wind, acceleration, slope, altitude, and other measurements.

The displays are BLE connected and as options include apps, cloud services, GPS receivers and data modems.

It should begin shipping in the second quarter of 2020. ■ **TF**



Sigma iD.FREE

SHOW DAILY NAMES NEW TAIWAN AD REPS

KB Media, publisher of the Eurobike and Taipei Show Dailies, has appointed new advertising representatives for Taiwan. Sabinna Den and Glenn Reeves will represent the Dailies as the contact window for Taiwanese exhibitors at the world's two leading bike events.

Sabinna Den is well known to many in the industry. She began her career at Giant Bicycles as personal assistant to King Liu and Tony Lo, and eventually moved to the sales department. As an account manager, she worked closely with the product purchasing and product planning departments and served clients including Trek, Specialized, and Giant subsidiaries around the world.

After working for other companies in the industry, Sabinna founded Primavera Cycles in 2004, which produced OEM carbon fiber frames for European customers.

Sabinna can be reached at sabinna@smartdigibiz.com.

Glenn Reeves, an Australian who has lived in Taiwan since 2005, worked for Primavera, where he gained technical experience in bike design, assembly, testing, and maintenance. He's also skilled at digital advertising

and copywriting for the web.

In 2017, Glenn created DigiBiz (Taiwan), a digital marketing agency that helps Taiwan's OEM/ODM bicycle sector navigate the complexities of online marketing and advertising, with a focus on content marketing.

DigiBiz offers website design optimized for English-speaking customers along with advanced SEO and digital advertising. DigiBiz also offers video production services, specializing in YouTube content and corporate videos.

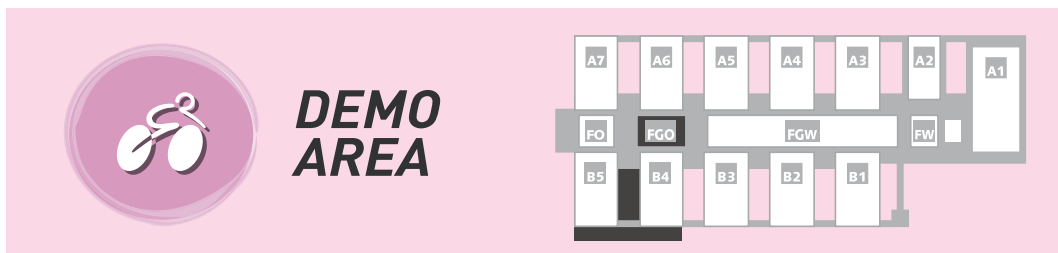
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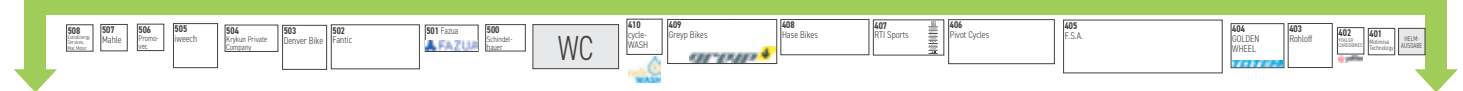
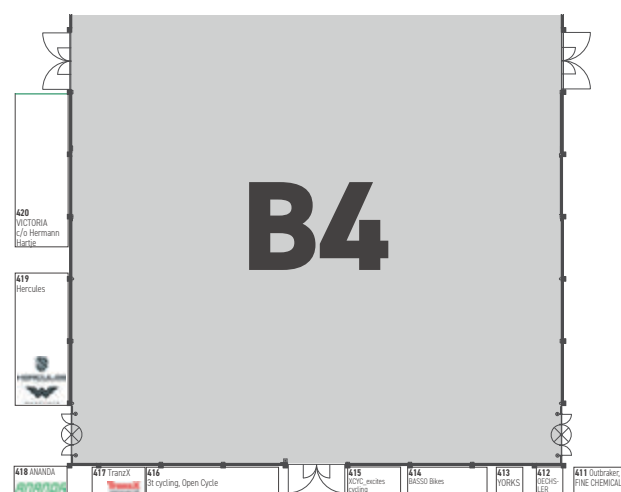
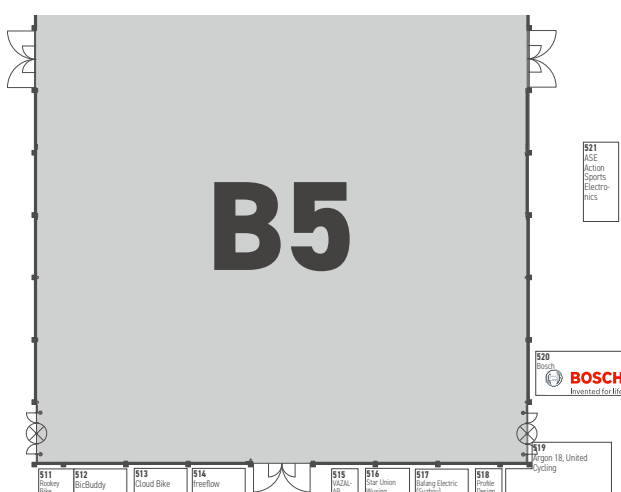
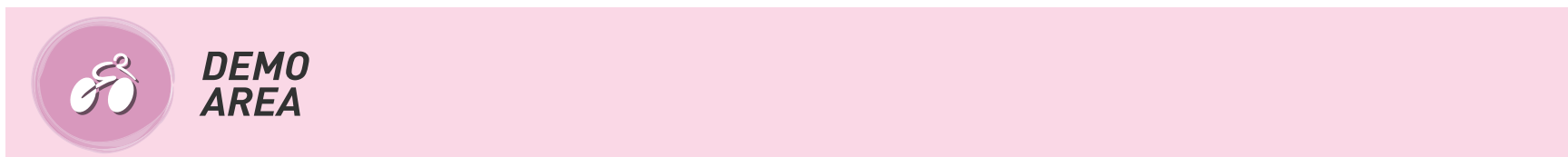
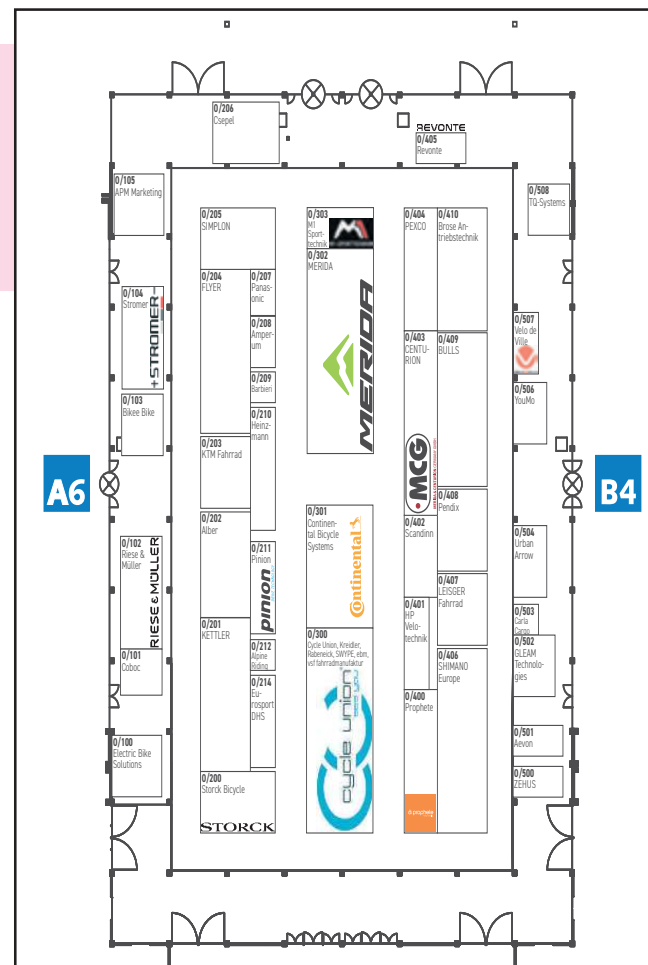
Sabinna Den

Glenn Reeves

GUIDE TO EUROBIKE DEMO AREAS



COMPANY FIRMA	STAND	COMPANY FIRMA	STAND	COMPANY FIRMA	STAND
0/100	Electric Bike Solutions	0/211	Pinion	0/404	PEXCO
0/101	Coboc	0/212	Alpine Riding	0/405	Revonte
0/102	Riese & Müller	0/214	Eurosport DHS	0/406	SHIMANO Europe
0/103	Bikee Bike	0/300	Rabeneick	0/407	LEISGER Fahrrad
0/104	Stromer	0/300	vsf fahrradmanufaktur	0/408	Pendix
0/105	APM Marketing	0/300	ebm	0/409	BULLS
0/200	Storck Bicycle	0/300	Kreidler	0/410	Brose Antriebstechnik
0/201	KETTLER	0/300	Cycle Union	0/500	ZEHUS
0/202	Alber	0/300	SWYPE	0/501	Aevon
0/203	KTM Fahrrad	0/301	Continental Bicycle Systems	0/502	GLEAM Technologies
0/204	FLYER	0/302	MERIDA	0/503	Carla Cargo
0/205	SIMPLON	0/302	M1 Sporttechnik	0/504	Urban Arrow
0/206	Csepel	0/400	Prophete	0/506	YouMo
0/207	Panasonic	0/401	HP Velotechnik	0/507	Velo de Ville
0/208	Amperum	0/402	Scandinn	0/508	TQ-Systems
0/209	Barbieri	0/403	CENTURION		
0/210	Heinzmann				



COMPANY FIRMA	STAND
500	Schindelbauer
501	Fazua
502	Fantic
503	Denver Bike
504	Krykun Private Company
505	iweech
506	Promovec
507	Mahle
508	ExtraEnergy Services
508	Mac Motor

COMPANY FIRMA	STAND
511	Rookey Bike
512	BicBuddy
513	Cloud Bike
515	VAZALAB
516	Star Union Wuxing
517	Bafang Electric (Suzhou)
518	Profile Design
519	Argon 18, United Cycling
520	Bosch
521	ASE Action Sports Electronics

COMPANY FIRMA	STAND
401	Motinova Technology
402	YOKLER CARGOBIKES
403	Rohloff
404	GOLDEN WHEEL
405	F.S.A.
406	Pivot Cycles
407	RTI Sports
408	Hase Bikes
409	Greyp Bikes
410	cycleWASH
411	Outraker

COMPANY FIRMA	STAND
411	FINE CHEMICAL
412	OECHSLER
413	YORKS
414	BASSO Bikes
415	XCYC_excites cycling
416	3t cycling
416	Open Cycle
417	TranzX
418	ANANDA
419	Hercules
420	VICTORIA c/o Hermann Hartje

TRANSPORT GUIDE

EUROBIKE COMMUTER SERVICES

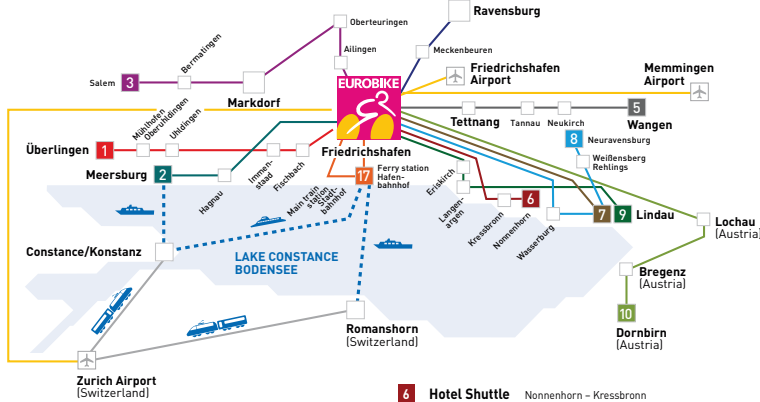
Whether you're arriving in Friedrichshafen by plane, ship or train, Eurobike offers many shuttles that bring you to the international hub of the bicycle world at Messe Friedrichshafen, and back again.

HOTEL SHUTTLE

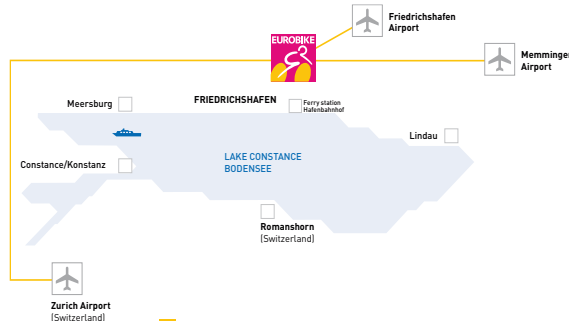
NO STRESS AND NO COST

Take your time at breakfast. The Eurobike hotel shuttle will pick you up at your hotel, or close by. Ten shuttle lines connect the region between Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!

Overview / Übersicht



AIRPORT SHUTTLE



Airport Shuttle Airport/Flughafen

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST

Bus Stop / Haltestelle	From / Von	Till / Bis
Airport / Flughafen	8:00	every / alle 30 min
EUROBIKE Entrance East / Eingang Ost	8:10	11:10

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure / Abfahrt	From / Von	Till / Bis
EUROBIKE Entrance East / Eingang Ost	8:15	every / alle 30 min
Airport / Flughafen	8:25	11:25

Zürich Airport / Flughafen - EUROBIKE

Departure / Abfahrt	From / Von	Till / Bis
EUROBIKE Entrance East / Eingang Ost	11:15	every / alle 40 min
Airport / Flughafen	11:25	15:25

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

Departure / Abfahrt	From / Von	Till / Bis
EUROBIKE Entrance East / Eingang Ost	15:15	every / alle 30 min
Airport / Flughafen	15:25	18:55

DEPARTURE ZÜRICH / ABFAHRT ZÜRICH

3.9.	8:00*	9:00	10:00	11:00	13:30	16:00
4.9.	7:30	8:00*	9:00	10:00	11:00	13:30
5.9.	7:30	8:00*	9:00	10:00	14:30	
6.9.	7:30	8:00*	9:00	11:00	14:30	
7.9.	8:00*	9:00				

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

3.9.	17:00	19:00**
4.9.	16:00	17:00
5.9.	14:00	15:00
6.9.	14:00	15:00
7.9.	14:00	15:00

Memmingen Airport / Flughafen - EUROBIKE

DEPARTURE / ABFAHRT MEMMINGEN

3.9.	8:30	9:00	10:00	10:30	13:30	15:30	16:00	18:30
4.9.-7.9.								

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

4.9.-7.9.	7:00	9:00	12:00	14:00	17:00
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MESSE EXPRESS

17 Messe Express Main train station / Stadtbahnhof - Ferry station / H

ARRIVAL ENTRANCE WEST / ANKUNFT EINGANG WEST

Bus Stop / Haltestelle	From / Von	Till / Bis
Main train station / Stadtbahnhof	8:10	Takt: 10:20 / 30:30 / 50
EUROBIKE Entrance / Eingang West	8:21	Takt: 21:41 / 44:01

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

Departure / Abfahrt	From / Von	Till / Bis
Ferry station / Hafenbahnhof	8:00	Takt: 00:10 / 40
EUROBIKE Entrance / Eingang West	8:10	Takt: 10:20 / 50

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure / Abfahrt	From / Von	Till / Bis
Ferry station / Hafenbahnhof	13:10	Takt: 00:10 / 20 / 30 / 40 / 50
Main train station / Stadtbahnhof	13:16	Takt: 04:16 / 26 / 36 / 46 / 56

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

Bus Stop / Haltestelle	From / Von	Till / Bis
Main train station / Stadtbahnhof	18:56	Takt: 16:36 / 56
EUROBIKE Entrance / Eingang West	19:07	Takt: 21:47 / 07

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

Bus Stop / Haltestelle	From / Von	Till / Bis
Main train station / Stadtbahnhof	8:15	Takt: 15:22 / 37:55
EUROBIKE Entrance / Eingang West	8:25	Takt: 25:32 / 47:05

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

EUROBIKE Entrance / Eingang West	From / Von	Till / Bis
Ferry station / Hafenbahnhof	8:34	Takt: 10:34 / 53:58
EUROBIKE Entrance / Eingang West	13:00	Takt: 00:10 / 20 / 30 / 40 / 50

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

EUROBIKE Entrance / Eingang West	From / Von	Till / Bis
Main train station / Stadtbahnhof	13:15	Takt: 15:25 / 35 / 45 / 55 / 05
EUROBIKE Entrance / Eingang West	19:20	Takt: 20:40 / 00

DEPARTURE ENTRANCE WEST / ABFAHRT EINGANG WEST

EUROBIKE Entrance / Eingang West	From / Von	Till / Bis
Main train station / Stadtbahnhof	19:29	Takt: 29:49 / 09
Main train station / Stadtbahnhof	19:35	Takt: 35:55 / 15

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

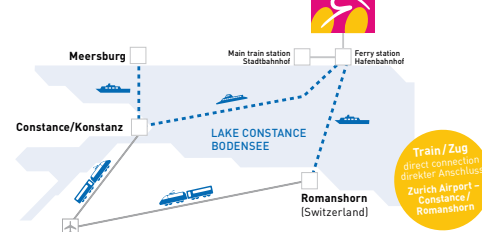
Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

AIRPORT, TRAIN & FERRY SHUTTLES

At left is a table for bus shuttles running from several airports and back. Memmingen Shuttle Booking at Foyer East. Zurich Shuttle Booking at Foyer West. Online booking: www.eurobike.com



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.

FERRY/BODENSEEFÄHRE Konstanz Stadt / Konstanz Stadt - Meersburg

DEPARTURE / ABFAHRT

Departure / Abfahrt Konstanz	From / Von	Till / Bis
00:05	Takt: 05	04:05
05:05	Takt: 05 / 35 / 50*	05:50
06:05	Takt: 05 / 20 / 35 / 50*	06:50
07:05	Takt: 05 / 20 / 35 / 50	07:50
08:05	Takt: 05 / 20 / 35 / 50	19:50
20:05	Takt: 05 / 20 / 35 / 50**	20:50
21:05	Takt: 05 / 35	23:05

DEPARTURE / ABFAHRT MEEMINGEN

DEPARTURE / ABFAHRT

Departure / Abfahrt Meersburg	From / Von	Till / Bis
00:35	Takt: 35	05:35
06:05	Takt: 05 / 20 / 35 / 50*	06:50
07:05	Takt: 05 / 20 / 35 / 50	07:50
08:05	Takt: 05 / 20 / 35 / 50	20:50
21:05	Takt: 05 / 20 / 35	21:35
22:05	Takt: 05 / 35	23:35

* Nur Montag bis Freitag an Werktagen / Only on Monday to Friday on working days.

CATAMARAN / KATAMARAN Konstanz - Friedrichshafen

DEPARTURE / ABFAHRT

Departure / Abfahrt Konstanz	From / Von	Till / Bis
Mon - Fri / Mo - Fr	6:02	every / alle 60 min
Sat - Sun / Sa - So	8:02	60 min

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
Sat - Sun / Sa - So	8:02	60 min

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.

FERRY/BODENSEEFÄHRE Romanshorn - Friedrichshafen

DEPARTURE / ABFAHRT

Departure / Abfahrt Romanshorn	From / Von	Till / Bis
Mon - Fri / Mo - Fr	5:22	every / alle 60 min
Sat - Sun / Sa - So	7:22	60 min

DEPARTURE / ABFAHRT FRIEDRICHSHAFEN FERRY STATION / HAFEN

Departure / Abfahrt Friedrichshafen Ferry Station / Hafen	From / Von	Till / Bis
Mon - Fri / Mo - Fr	5:22	every / alle 60 min
Sat - Sun / Sa - So	7:22	60 min

Duration of the journey approx. 41 min. Subject to a charge / Fahrzeit ca. 41 min. Kostentpflichtig. www.bsb-online.com

AFTER-PARTY SHUTTLE

Why worry about how to get back to the hotel when you'd rather be partying? Relax. On Friday, September 6, 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 19:20 every 15 minutes until 01.00 (last one).

1 Hotel Shuttle Überlingen - Urdingen - Immenstaad - Fischbach

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST

Bus Stop / Haltestelle	Tour 1	Tour 2
Überlingen ZOB*	6:54	8:39
Mühlhofen Hotel Kreuz*	6:59	8:44
Mühlhofen Hotel Kreuz*	7:12	8:57
Oberuhldingen Markt/Höhe Parkplatz*	7:18	9:03
Unteruhldingen Meersburgerstraße/ Höhe Kreuzung Bergstraße*	7:21	9:06
Immenstaad Rathaus*	7:37	9:22
Immenstaad Rathaus*	7:40	9:25
Fischbach Hotel Maier*	7:43	9:28
Friedrichshafen Hotel Fehr / Albrechtstraße*	7:49	9:34
EUROBIKE Entrance East / Ankunft Eingang Ost	8:00	9:45

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

2 Hotel Shuttle Meersburg - Hagnau

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST

Bus Stop / Haltestelle	Tour 1	Tour 2
Meersburg ferry station / Fähranleger*	7:30	9:00
Meersburg Kirche*	7:33	9:03
Meersburg Sabahiem / gegenüber der Agip Tankstelle*	7:35	9:05
Hagnau Mitte / Höhe Fußgängerampel*	7:39	9:09
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:30

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen -

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST

Bus Stop / Haltestelle	Tour 1	Tour 2
Salem Hotel Schwann*	7:11	8:41
Salem Hotel Recks*	7:16	8:46
Salem Hotel Apfelblüte*	7:18	8:48
Bermatingen Markdorferstraße / Höhe Hausnr. 9*	7:23	8:53
Markdorf Bahnhofstraße (Reisebüro Lippmann)*	7:28	8:58
Markdorf Hotel Wirthshof*	7:33	9:03
Oberteuringen Hotel Adler*	7:41	9:11
Allingen Hauptstraße / Höhe Hellers Twenty Four*	7:49	9:19
Allingen Rathaus*	7:51	9:21
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:30

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST

Bus Stop / Haltestelle	Tour 1	Tour 2
Weingarten post office / Post*	7:17	8:47
Weingarten Charlottenplatz / Höhe Best Western*	7:20	8:50
Weingarten Linse*	7:21	8:51
Ravensburg Marienplatz / Busbahnhof*	7:30	9:00
Meckenbeuren sports ground / Sportplatz Lenbachstraße	7:41	9:11
Meckenbeuren Hotel Wieselntal*	7:42	9:12
Meckenbeuren Buch / Kreuzung Max-Eyth-Straße*	7:43	9:13
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:30

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettng

ARRIVAL ENTRANCE EAST / ANKUNFT EINGANG OST

Bus Stop / Haltestelle	Tour 1	Tour 2
Wangen Hotel JUFA*	7:00	8:45
Wangen Bahnhof*	7:05	8:50
Neukirch Rathaus*	7:23	9:08
Tettng Tannau*	7:30	9:15
Tettng Bärenplatz*	7:35	9:20
Tettng Seestraße / Höhe Kreisverkehr*	7:37	9:22
Arrival Entrance East / Ankunft Eingang Ost	8:00	9:45

DEPARTURE ENTRANCE EAST / ABFAHRT EINGANG OST

Departure Entrance East / Abfahrt Eingang Ost	From / Von	Till / Bis
Wed - Sat / Mi - Sa 4.9. - 7.9.		18:30

FREE RENTAL BIKES

Visitors and exhibitors can make their way to the exhibition center easily and quickly on a bike. And the best thing about the bike rental service: it's free. For more details, see www.eurobike.com/en/your-visit/arrival/bicycle/

Get the Movelo app on your preferred app store.

Movelo in [GooglePlay Store](https://play.google.com/store/apps/details?id=com.movelo) [App Store](https://www.apple.com/ios/app/movelo/id1441111111)

The bikes can



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5

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8

ONE-PIECE HEAD PARTS

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FRONT LOCK

Patented quick
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**BOOTH
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2019**



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13S cassette

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INNOVATIVE

11

USB PARTS

Innovative Design that Simplifies
Traditional Sturdy Parts

Wenn das E-BIKE keinen Strom hat, kann es 4
Stunden lang beleuchten.



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INNOVATIVE

4



Dynamo Hub
Power Generator
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