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EUROBIKE CONVENTION | WHAT'S ON TODAY
GETTING AROUND THE SHOW | START-UP AREA
EXHIBITOR NEWS | PRODUCT HIGHLIGHTS**

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Hall 9.0/B15

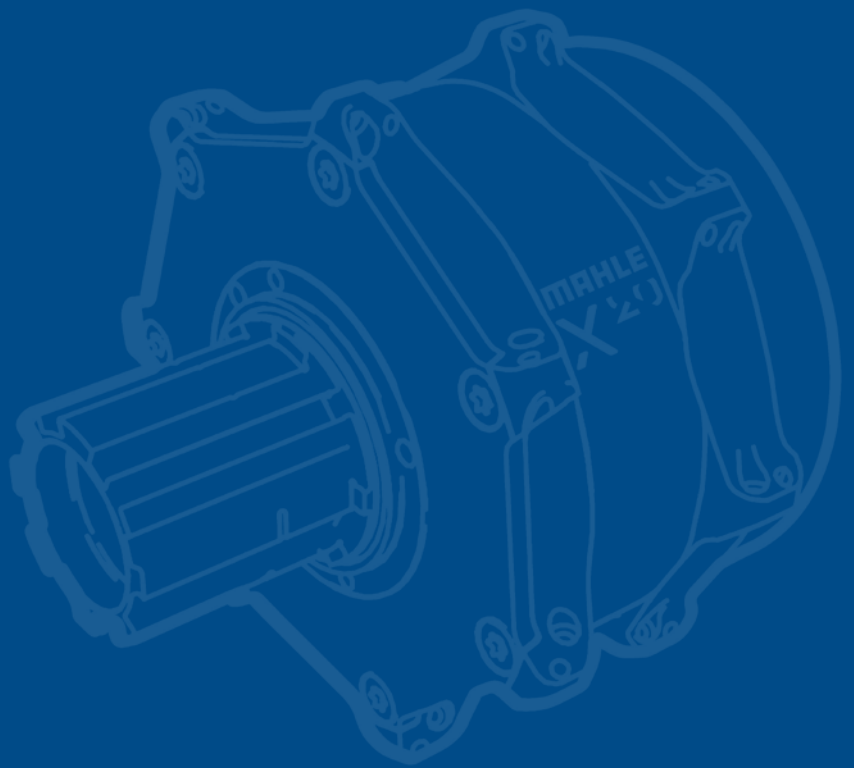
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Demo area
G24 - F12

MAHLE



Velo E-bike grips and parts

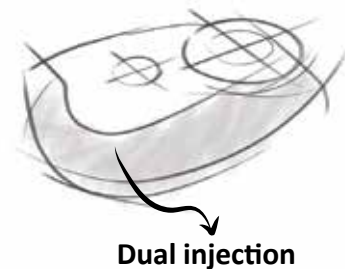
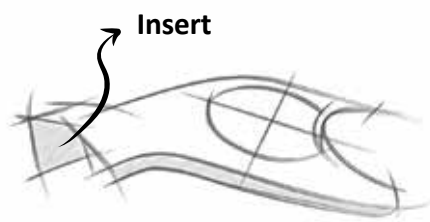
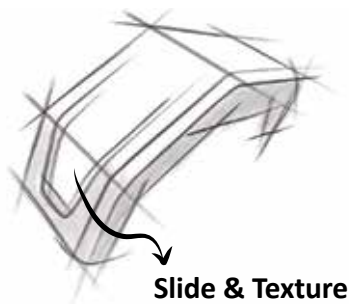
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NÜTZLICHE INFORMATIONEN FÜR BESUCHER

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MESSAGE FROM STEFAN REISINGER, FAIRNAMIC MANAGING DIRECTOR

WELCOME TO THE BIGGEST EUROBIKE EVER!



Stefan Reisinger

Dear exhibitors, trade show visitors and bicycle fans,

We would like to welcome you to the first Eurobike in Frankfurt – and the biggest Eurobike ever. The move from Friedrichshafen to Messe Frankfurt means: more space for the bicycle in one of Germany's metropolises. Centrally located and easy to reach by train or even by bike. The world's leading trade fair thus gets a new face: bigger, more international, more political and with a strong focus on the mobility of the future. The bicycle - pedelec included - is the mobility winner of recent years and has established itself as a primary means of transport, especially in times of crisis. With Eurobike, we are doing our part to give the bicycle and light electric mobility even more public attention. In Frankfurt, we are making sustainable mobility in a major city not only visible, but also directly tangible. We are counting on more trade fair visitors than ever before choosing a sustainable means of transport for their journey. To this end, we have launched a series of initiatives. Pop-up bike lanes allow visitors to roll

directly to the trade fair center as if on a red carpet. An extra infrastructure of modern parking facilities ensures safe bike parking during the fair. Integration with public transport also simplifies a more sustainable travel route to the fair.

Politics and society as new pillars

Eurobike in Frankfurt thus becomes a role model for other municipalities. Because now it's time to act and do more for a bicycle-friendly infrastructure so that cities remain livable. The focus of the trade fair is therefore expanding: In addition to industry, trade and media, politics and society are joining as new important stakeholders. Political representatives, city planners or tourism experts can get incentives for a better bicycle infrastructure in their cities in Frankfurt. We are therefore already looking forward to hosting the National Cycling Congress in 2023 and thus further promoting the fusion between political players and the cycling industry.

Future of Mobility in focus

One thing is clear: Eurobike in Frankfurt will be different from its predecessors in Friedrichshafen. A pure order and B2B trade show, as was practiced for many years at Lake Constance, is no longer up to date. Cycling is a social trend that needs to be catered to. Eurobike therefore appeals to many different players - including automobile manufacturers. In our Future Mobility Hall 8, we are bridging the gap between (e-) cargo bikes and light electric vehicles, or LEVs. The vehicle categorization between bicycle and automobile will certainly play a growing role in the transport mix in the future.



Making cycling an experience

Eurobike Cycling Week turns Frankfurt into Eurobike for a whole week. Throughout the week, various tours and activities in the city will invite visitors to enjoy cycling. A colorful cycling culture program with many different attractions will take place at the Mainkai - which will be closed to car traffic - and the BMX scene will meet at the Osthafen. Our recommendation: Seize the chance and discover the Main metropolis and its surroundings by bike.

Addressing the shortage of skilled workers

Despite strong sales figures, the bicycle industry also faces challenges. For example, the shortage of skilled workers has become a limiting factor for many industry players. The Eurobike Career Center will be the hub for all interested parties. From job offers and

applications to information platforms for graduates and career changers, the Eurobike Career Center provides information on the attractiveness of the bicycle industry as an employer.

Eurobike as an opportunity

Eurobike is therefore the perfect stage for improving the general conditions for the bicycle in Germany, Europe, and worldwide. At various conferences, the issues surrounding the mobility transition and future mobility are discussed and solutions are presented. Our claim is to be the global platform with Eurobike. With the move to Frankfurt, there are new possibilities and opportunities for Eurobike, the bicycle industry and the bicycle itself - let's use them together!

Stefan Reisinger,
Managing Director, fairnamic GmbH

BIKE BIZ REVOLUTION

WHAT DOES THE CUSTOMER WANT?

Yesterday the fifth annual Bike Biz Revolution brought together eight speakers from diverse sectors to explore the changes and challenges facing the bicycle industry. Changes included how we perceive our communities and how those changes influence the user experience with respect to a variety of factors, such as mobility. Among the challenges, market disruption and a deep divide between desirable and realistic outcomes for the bike industry in the future were cited by speakers. This year's edition attracted 90 registered participants.

Moderator Frank Puscher opened the half-day conference with an overview of various business models and how digital tools can be leveraged for the benefit of business, for example how to produce online events in a way that's both exciting and entertaining. To set the conference tone, he also pointed out how customers and their behavior are changing and how those key characteristics are driving commerce.

How we live in the future will be shaped by the steps we take now, according to Christiane Vargara, a

trend and futurologist, who deals with the different facets of this question. New, overlapping forms of working, living, commuting, and existing in shared spaces with more emphasis on "togetherness" are the innovation drivers. Digital platforms, such as reimagined bike sharing, which support this feeling of "neighborhood" will lead to totally different kinds of exchanges and commerce (both digital and analog) among consumers.

The future, however, has two incompatible outlooks, based on a survey conducted by White Octopus, a Berlin-based transportation-focused design and strategy firm. 21 experts with industry know-how were asked a range of questions for both a desirable outcome or a realistic one for the bike industry by 2042. Desirable scenarios included state funds used for infrastructure, improved bike infrastructure both in cities and rural areas, and competition for young talent to work in the bike industry on par with other major industries. There was no dominating perception of what a realistic scenario would look like. The one point that the contrasting



Elsa Homann, Mobility Expert at GfK, analyzes current macro trends in e-bikes



Frank Föge of Zuora explaining new business models and how they work

scenarios did agree upon was the bicycle's social acceptance by 2042, when the bicycle would be number one in terms of mobility.

What customers want is largely influenced by social changes and how a product or service can best serve the human need for connection. The transactional business model has

largely been replaced by the relationship business model, in which brands offer customers ongoing access and value in exchange for growth over the customer's lifetime, and revenue tied to customer usage. Today's consumers are shaping the mutually beneficial models for the future that were presented yesterday. ■ WB



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Controller 36V/48V



Color screen panel



LCD control panel

EUROBIKE BUSINESS TALK THE MOOD IS UPBEAT AS THE INDUSTRY REUNITES



A high-quality panel discussed current trends and challenges within the industry at yesterday's Eurobike Business Talk, and the mood was decidedly upbeat.

The show has a new venue at Frankfurt Messe as well as a new concept with a distinct focus on utility and e-mobility. "This year's show will see a record attendance with over 1,500 exhibitors from all over the world, and it feels great to be back to a full format fair with three days for trade visitors and two consumer days," Fairnamic general manager Stefan Reisinger said.

That sentiment was echoed by Gina Chang, Secretary General of the Taiwan Bicycle Association: "The pandemic and the closing of the borders has cut some of Taiwan's ties. As much as TBA has been supporting manufacturers

to do their business under these circumstances, it's great to be back at the global stage, with over 100 of our members visiting."

Known for catchy quotes, Specialized Bicycle Components' Executive Vice President, Bob Margevicius, did not disappoint. "At a WTO meeting, an executive told me that while many businesses are in decline, cycling is a sunrise business - it has proven its value in the pandemic, not only in terms of health and fitness but also in terms of mobility and sustainability. But at the same time, an automotive executive told me that cycling is the best-kept secret in transportation. So it's about time we make this secret known all over the world." ■ **LVR**

Find more on the Business Talk in the Day 2 issue of Eurobike Show Daily.

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VOX POP

How has Eurobike's move to Frankfurt worked out for you so far?



Ander Olariaga

Brand director, Orbea, Spain

"We're very excited [about the move to Frankfurt]. It shows that the industry is united and stronger than ever. It's a combination of things, there's momentum in the industry, and a new era with the move to Frankfurt. The first year is always tricky, but the more we come here, the better it will be. It's most important to show that we're united as an industry. I hope it will be beneficial for all brands, not just for us."



Henry Hsieh

Director, United Engineering, Taiwan

"It's easier to travel to Frankfurt as we have a direct flight from Taiwan. We didn't need to transfer, that was taking a long time. Also, the hotels are much easier to book here. Before, we never booked on our own, we always went through a travel agency. Now we just booked directly on a hotel site, and we even found a hotel within walking distance of the show."



Michele Tittone

R&D Coordinator, Cipollini, Italy

"Everyone is very excited about the change of location, for sure there are a lot more exhibitors than last year. The interest in Friedrichshafen was declining. For us, it was easier to drive from Verona to Friedrichshafen in five hours. We could drive there so we could make our own schedule. It's a bit more difficult now because the flights are in the middle of the day. But for many companies of Central Europe, it's easier to come here."



Teun Nissen

Head of sales, Newlook, Netherlands

"So far, everything is easy here. Frankfurt is more convenient for transport, it's a three-hour drive for us from Nijmegen, in the south of the Netherlands, instead of nine hours. Also building up has been really easy. So far, so good!"



Sesil Nalbant

Import manager, Belderia, Turkey

"It's a blessing that it's in Frankfurt this year. Friedrichshafen is very nice but it's too small, it's hard to find a hotel and difficult for transportation. There are no direct flights from Izmir. Here the accommodation options are fine, the transportation is convenient. It's important for us that Frankfurt is closer for most companies, and also for end consumers."



Ryan Hupfer

Director of consumer products, Bird Rides, USA

"I did get to drive on the Autobahn last year, that was fun. I booked a little VW, but when the guy at the rental place heard that I had never driven in Germany before, he upgraded me. This time I flew in directly from L.A. Then I went out last night to get dinner at 10 pm. Let's say there's more options here. And I took a Bird scooter to get here, it took ten minutes, in Friedrichshafen I had to drive a car to get to the show."



Otto Chrons

CEO, Revonte, Finland

"I feel very good about it. From a logistics point of view, it was very difficult to travel to Friedrichshafen from Finland. We had to book the hotel very early. It just grew too big. This location is quite ideal, all services are close by. Friedrichshafen is a nice place to visit, Frankfurt is a big financial city. We won't have the same after-hours experience, but the upsides definitely outweigh the downsides."

EXPERIENCE THE FRESHEST BIKES ON THE TEST TRACKS

Everyone knows the proof of any bike is in the riding. That's why a trip to the Demo Area outside Hall 10 in Messe Frankfurt is essential if you're to get a grip on the latest designs. Following the move from Friedrichshafen, a special effort has been made to expand the testing possibilities on offer.



With several dedicated test tracks to try this year, these allow you to preview the latest machines in their native habitat, whether mountain bike, e-cargo or even s-pedelec.

While thousands of new bikes will be on display inside, almost as many will be available to hop aboard outside. After registering, enthusiasts can then pedal these on one of the marked courses around the exhibition centre. With many demo bikes unavailable to the public, the focus will be on getting the first try of mod-

els for 2023. At the same time, you'll also be able to get up close with early-stage prototypes demonstrating some of the latest technologies on show inside the halls.

A particular focus at this year's Eurobike is the future of urban mobility. To reflect this, the indoor Cargo Area will directly connect to the test circuit for the first time. Allowing you to go seamlessly from discussing the bikes with their makers to experiencing them for yourself; it's proof of how easily such vehicles can be

integrated into busy environments.

In another first, the show's focus on the future of mobility means they'll also be more styles of electrically assisted vehicles to try than ever before. From practical four-wheeled delivery platforms to e-scooters for personal transport, the demo area will be the perfect place to decide for yourself what role these might play in shaping the future of mobility.

Electric motor technology will be another key reason to check out the

demo area. Created with the needs of e-bikers in mind, ramps and climbs will allow you to test manufacturer's claims regarding the performance of their latest products.

Running through the heart of the exhibition centre, the test tracks will also offer the opportunity to get outdoors. Combining with external areas dedicated to shows and competitions, they ensure even at the centre of Eurobike, there are plenty of opportunities to take in the fresh air and go ride a bike. **■ JD**

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 - It is one breadcrumb navigation gps ebike computer.
- It is 3 products but combined into 7 device.

E1=App+Ebike Display+GPS Ebike Computer

EUROBIKE GETS POLITICAL TO HELP DRIVE MOBILITY CHANGES

With Eurobike's move to Frankfurt, the event is intensifying efforts to build a platform for political discussion, helping to push policies that stimulate cycling for mobility.

"There was a demand from our exhibitors in the past to get politics more directly involved, but Friedrichshafen and the previous Eurobike concept were not the perfect setting for that," said Stefan Reisinger, managing director at Fairnamic, the joint venture that organises the show. "With the move to a big city in the heart of Germany and the new Eurobike concept, we took this up as an important strategic target."

This strategy is taking shape in part through the Eurobike Convention being held today, with participation of high-ranking officials from cities, German states, and the federal government. The program is held on three stages at the Future Mobility Forum in Hall 8, around the three topics of planned, business and integrated mobility.

Participants will hear about bold projects and practical solutions that helped to simulate commuting on two or three wheels in other markets. Among the keynote speakers is Janette Sadik-Khan, who led substantial investments in bike infrastructure and sharing during her six-year tenure as commissioner of the New York City Department of Transportation. The afternoon keynote will be delivered by Volker Wissing, minister for transport in Germany's federal government.

This stronger involvement of political decision-makers at Eurobike fits with the shift in the European bicycle market, where growth has been driven by demand for urban cycling. "This requires a lot of discussion about the right infrastructure for safe cycling, and how we can manage the growing number of bikes used for daily mobility," said Reisinger. "That means we also have to more actively engage with politicians and society."

Reisinger adds that Eurobike's move to Frankfurt should draw more media that are influential among policymakers, and that could give more resonance to the discussions at the show.

Another advantage of holding the show in a bustling city like Frankfurt is that it enables industry stakeholders to directly showcase their solutions for safe cycling in busy urban environments. "We want to show political leaders what the bike industry is, and what kind of products and services and opportunities it offers," said Reisinger.

Frankfurt's fast rail and flight connections to other cities should make it easier for such stakeholders to attend from all around Germany and many other countries – not least from Brussels, as the European Commission



Janette Sadik-Khan

is taking an increasingly active part in supporting green transport as part of its Green Deal.

Just a few days ago, it emerged that the European Commission and the European Parliament agreed to work together to create a European Cycling Declaration. It should pull all relevant cycling policies together and align

wider industrial and environmental legislation in the European Union. The plan was unveiled in Copenhagen last month by Frans Timmermans, executive vice president of the European Commission, who is leading its work on the European Green Deal. "A green Europe will be a cycling Europe," Timmermans said. ■ **BS**

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WHAT'S ON TODAY: WEDNESDAY JULY 13

G In German **E** in English



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11:30 a.m. - 12:00 p.m.

Future Mobility Forum, Black Stage, Hall 8

Keynote Speech - Janette Sadik-Khan

How is people-oriented urban planning possible through the redistribution of space and cross-stakeholder cooperation - and what role does cycling play in this?

11:45 a.m. - 12:15 p.m.

EUROBIKE CAREER CENTER, Halle 12.1

Quality standards "Workshop"

Dirk Zedler | Zedler Institut. **G**

12:00 p.m. - 01:00 p.m.

How to increase e-bike battery lifetime without sacrificing e-bike range

James Post, ECOpro Technology BV. **E**

12:00 p.m. - 12:45 p.m.

Cargo Area Stage - Hall 8

AI in the Bike Industry

Pete Cooper, Skillion. **E**

12:00 p.m. - 12:45 p.m.

Portalhaus: Room, Transparenz 1

Cycling contests for companies, municipalities and tourist regions

Achim Hennecke, Naviki. **G**

12:15 p.m. - 01:00 p.m.

EUROBIKE CAREER CENTER, Halle 12.1

The VSF..all-ride workshop

12:45 p.m. - 01:45 p.m.

Future Mobility Forum, Black Stage, Hall 8

Panel 1a | PLANNED Mobility | Forward-looking design options for the bicycle nation of tomorrow

Representatives from European municipalities and planners will come together in a first panel on planning and design.

12:45 p.m. - 01:45 p.m.

Future Mobility Forum, Yellow Stage, Hall 8

Panel 1b | CORPORATE Mobility | Corporate mobility as an opportunity for synergies between companies and municipalities

Corporate mobility concerns companies and municipalities alike and is a suitable playing field for new concepts and collaborations between actors.

12:45 p.m. - 01:45 p.m.

Future Mobility Forum, Pink Stage, Hall 8

Panel 1c | INTEGRATED mobility | All with their own app or one app for all? How can digital interfaces simplify local mobility?

In this panel, mobility providers, IT service providers, municipalities and others will discuss how digital interfaces can network local mobility and improve it for users.

01:00 p.m. - 01:45 p.m.

Portalhaus: Room Transparenz 1

Multichannel E-Commerce for Brands and Manufactures- 3 Roads to Success

Jonny Hofberger, plentymarkets. **E**

01:00 p.m. - 01:45 p.m.

Cargo Area Stage - Hall 8

How to Copenhagenize- Using sensor data and best practises for safe cycling infrastructure

Leila König, Dashfactory GmbH. **G**

02:00 p.m. - 03:00 p.m.

Future Mobility Forum, Black Stage, Hall 8

Panel 2a | PLANNED Mobility | A humane city - but fast! How can transformation processes be accelerated and simplified?

Representatives from planning, administration, science and business will address the question of how the transformation of the city can be simplified and accelerated. Where is creative bureaucracy needed, how can well-worn processes be given new energy? How can the economy and civil society support the faster and more sustainable transformation of the city?

02:00 p.m. - 05:00 p.m.

Portalhaus, Room: Frequenz 2

Workshop Circular Cycling Industry

Learn how to make sustainability a core part of your company in this 3 hour interactive workshop by Erik Bronsvort, author of the book From Marginal Gains to a Circular Revolution.

02:00 p.m. - 10:00 p.m.

Frankfurt, Mainkai

EUROBIKE CITY Programme

Participate, try out, meet, eat, drink, be inspired and entertained, do it yourself...

02:00 p.m. - 02:45 p.m.

EUROBIKE CAREER CENTER, Halle 12.1

Marketing and social media skills for your bike store

Mailin Busko | Rad & Tour Cuxhaven. **G**

02:00 p.m. - 02:45 p.m.

Portalhaus: Room Transparenz 1

Opportunities & Challenges of Digitisation in the Supply Chain

Anna Buchmann, NOCA mobility GmbH i.G. **E**

02:00 p.m. - 03:00 p.m.

Hall 9.1 / Stand C12

Liane Lippert - Team DSM - Weldtite

Optimised by Weldtite, Liane Lippert of Team DSM (Women's World Tour) is visiting Eurobike and will be at the Weldtite stand from 2pm - 3pm on Wednesday 13th July.

02:00 p.m. - 02:45 p.m.

Cargo Area Stage - Hall 8

What now? The next "big thing" in e-bikes

How will the e-bike evolve? What will be the next big thing? Could it be that this new "hybrid mobility" is the overture to something even bigger? Alex Thusbass, Kiska Munich. **G**

02:00 p.m. - 03:00 p.m.

Future Mobility Forum, Yellow Stage, Hall 8

Panel 2b | CORPORATE Mobility | Commuting 2.0 - how do we change the way we get to work?

Around 20% of journeys represent work and education routes - so commuting holds enormous transformation potential with regard to the mobility transition.

02:00 p.m. - 03:00 p.m.

Future Mobility Forum, Pink Stage, Hall 8

Panel 2c | CONNECTED Mobility | Discovering the city from the kerb - Attractively designing spatial interfaces of mobility

The sidewalk edge forms the point of intersection between pedestrian traffic and other forms of mobility. This panel explores the question of how the limited space can be divided up and designed in such a way that local mobility is networked and the quality of stay in the public space is improved at the same time.

03:00 p.m. - 03:45 p.m.

Portalhaus: Room, Transparenz 1

Liability in case of e-bike battery fire

Rutger Oldenhuis, RecallDesk. **E**

03:00 p.m. - 03:45 p.m.

Cargo Area Stage - Hall 8

Asphalt Art Initiative in Europe, supporting cities in transforming streets

Andreas Schmich, Asphalt Art. **G**

03:00 p.m. - 03:45 p.m.

EUROBIKE CAREER CENTER, Halle 12.1

Girls wanted! Dream job bicycle manufacturer

Stephanie Römer | CEO Tout Terrain. **G**

03:30 p.m. - 03:50 p.m.

Keynote: Federal Minister für Digital and Transport, Dr Volker Wissing, MP

Cycling without stress - this is our goal

03:50 p.m. - 04:15 p.m.

Future Mobility Forum, Black Stage, Hall 8

Keynote Speech

Viva la Fahrradnation

04:00 p.m. - 04:20 p.m.

Cargo Area Stage - Hall 8

Digital Solutions to Personalise Bikes

Geert Van den Hole, Roland DG EMEA. **E**

04:00 p.m. - 04:45 p.m.

Portalhaus: Room, Transparenz 1

E-bikes testing and certification requirements for Europe and North America

Frank Stegemann, UL International Germany GmbH. **G E**

04:00 p.m. - 04:45 p.m.

Cargo Area Bühne, Halle 8, Standnr.: B20

Cargo bike tour with Arne Behrensen from the Berlin Think and Do Tank

Tours in English with changing routes and talks with exhibitors. Duration 30 - 45 minutes each.

04:00 p.m. - 04:45 p.m.

EUROBIKE CAREER CENTER, Halle 12.1

The VSF..all-ride workshop

04:15 p.m. - 05:00 p.m.

Future Mobility Forum, Black Stage, Hall 8

Closing Discussion

Time for a little recap! What synergies are emerging across disciplinary and thematic boundaries? What concrete steps must now follow?

05:00 p.m. - 05:45 p.m.

Cargo Area Stage - Hall 8

The bike industry, trends and regulations shaping the future of mobility

Christopher Vincent, ESSAX. **E**

05:00 p.m. - 06:00 p.m.

Room Transparenz 2

"Bridging the Gap" - the results of CIE's European Supply Chain project

Announcing the results and implications of CIE's unique research into European Supply Chain challenges, from consumer to supplier. **E**

05:00 p.m. - 07:00 p.m.

Frankfurt, Mainkai

Beer2Burger Gravel Ride

EUROBIKE Gravel Ride by Gravel Collective Start: Gravel Club Lounge at Mainkai

06:00 a.m. - 10:00 p.m.

Frankfurt, Mainkai

KOMument

A bike race made entirely of Strava segments.

09:30 a.m. - 10:00 a.m.

EUROBIKE CAREER CENTER, Halle 12.1

The sustainable specialty store: climate balance "bicycle" thought from start to finish.

Sabine Zickgraf | VSF, Andrea Groll | Fahrrad Fuchs e-bike Erlebniswelt. **G**

10:00 a.m. - 10:45 a.m.

Future Mobility Forum, Black Stage, Hall 8

Opening of EUROBIKE and of EUROBIKE CONVENTION

10:00 a.m. - 11:30 a.m.

Portalhaus: Room Transparenz 2

CSR & Sustainability Breakfast: Setting the scene for a sustainable cycling industry

CONEBI & CIE. **E**

10:00 a.m. - 10:45 a.m.

Portalhaus: Room, Transparenz 1

How to Sell Bikes Online (Fast) - 3 Marketing Hacks

Hannes Widmann, ALPSTÜRMER GmbH. **G**

10:15 a.m. - 10:45 a.m.

EUROBIKE CAREER CENTER, Halle 12.1

Girls wanted! Dream job... Bicycle dealer

Sandra Appel | Pedalwerk Baunatal Andrea Groll | Fahrrad Fuchs e-bike Erlebniswelt. **G**

10:45 a.m. - 11:30 a.m.

Future Mobility Forum, Black Stage, Hall 8

Opening Panel - 13 questions for the mobility transition

An interdisciplinary glance at best practice examples in order to jointly create the bicycle city of the future.

11:00 a.m. - 11:45 a.m.

Portalhaus: Room, Transparenz 1

Plan or Die: A Crash Course in Digital Media Planning

Wyatt Wees, Wyatt Wees Consulting. **E**

11:00 a.m. - 11:45 a.m.

Cargo Area Stage - Hall 8

Dos and Don'ts of successful public bike sharing

Mareike Rauchhaus, Nextbike. **G**

11:00 a.m. - 11:30 a.m.

EUROBIKE CAREER CENTER, Halle 12.1

Digitalization & Co.: Why more industry outsiders (have to) enter the bike biz.

Gunnar Fehlau | bootcamp.bike. **G**

2022



2011



2003



2001



1999



1997



1993



Pioneers of eBike Systems

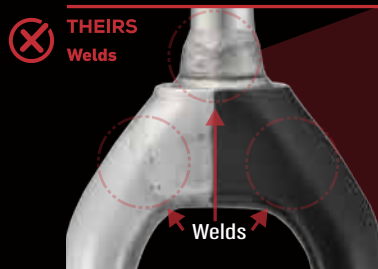
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Hall 8, Stand B09

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UNIVERSAL TRANSMISSIONS UNCHAIN YOUR BICYCLE

The name Universal Transmissions may not ring a bell right away. But as the supplier and service partner of Gates Carbon Drive (celebrating its 15th birthday at this year's Eurobike show), and an OE partner of Bosch eBike Systems, this company is without a doubt an important player.



The origins of **Universal Transmissions (12.1 / B13)** go back to the year 2006 when Karlheinz Nicolai was developing his G-Boxx gearboxes. Since Nicolai wanted to make his solution available to other high-end frame builders as well, he founded the company Universal Transmissions with the goal of developing alternative drivetrains for bicycles and e-bikes. This openness to new approaches brought the young company and Gates as a large industrial player from the United States together as early as 2007. The Americans were looking for new applications for their Carbon Drive belt technology, and bicycles were identified as one potential new market for a product that promised more longevity, less need of maintenance and most importantly less weight when compared to conventional bicycle chains.

As a consequence, Universal Transmissions started a partnership with Gates to become the exclusive European distributor for all Gates Carbon Drive products. This alternative to conventional bicycle chains has become increasingly popular with e-bikes and cargo bikes in particular recently, leading to a steady growth in business. As an OEM supplier, Universal Transmissions supports and supplies all European bicycle manufacturers and brands wanting to mount the Carbon Drive System on their products or include it as an option in their product range. The company offers comprehensive technical support for manufacturers who want to develop new bicycle models with Carbon Drive as well. Other important tasks are product testing, training, after-sales service and marketing activities, including exhibiting at Eurobike.



Gates Carbon Drive MTB

Thanks to another partnership with Bosch eBike Systems started in 2015, Universal Transmissions supplies small to medium-sized bicycle manufacturers with motors and drive technology from Bosch. The company also offers comprehensive technical advice on the integration of those systems and the development of new e-bike models. All these activities have brought the number of staff up to 45 employees, with still some vacancies to fill in logistics, field service and customer service. Another sign of the constant growth is the 2000-square meters warehouse at the company's headquarters in Mühlhausen that has been completed this year. The next planned expansions include an additional office building and an own on-site test track to experience the capabilities and advantages of the Gates Carbon Drive technology first hand.

To celebrate the 15th birthday of the Gates Carbon Drive brand in style, Universal Transmissions is inviting guests to a booth party at the end of the first day of Eurobike (Wednesday July 13), starting at 6pm. **LVR**

V-GRIP SHOWCASES NEW TWO-MODE WAVE SPORTS BOTTLE AT EUROBIKE

V-Grip (Chen Whua International) **[9.1 / E04]** has been supplying high-quality bike accessories to the industry since 2006. Specializing in plastic injection techniques, V-Grip is known for their proprietary HET™ or High Elastic Technology and their commitment to creating recyclable products.

V-Grip's product range includes bottles and cages, handlebar grips, bar ends, fenders, mirrors, chain covers, wheel covers, handlebar tape and more.

The new Wave water bottle offers two modes to cyclists in the saddle. The high flow stream makes it easy for riders to get water into them fast. The cooling spray mode makes it easy to deliver a cooling spray on days when the mercury is soaring.

"We've designed it so that you can switch between modes on the go with ease and in safety," said Edward Huang, V-Grip General Manager. "It's safer to switch modes with just the one action." As with the bottle range as a whole, the base material is BPA free and FDA/Rohs approved. The cap disassembles for easy cleaning and has more capacity than the standard.

The Wave bottle is the fruit of V-Grip's ongoing commitment to



Edward Huang, V-grip General Manager

the research and development of products made from their highly elastic and non-toxic food grade HET™ materials. In line with the trend to e-bikes, the company also applies their technology to produce battery cases and covers from certified recycled materials for e-bike batteries.

70% of their business is ODM; the remaining 30% is OBM. V-Grip's customers are not only in the bicycle industry. They have also been working closely with motorcycle and medical brands for more than 15 years. ■ GR

Announcing
the New **Twin Mode**
High-flow and Cooling
spray mode
"V-Plaid" Sports Bottle
from V-Grip



HET™

HALL 9.1, BOOTH E04



BPA free
and FDA/Rohs approved



Recyclable HET
provides easy-squeeze high water flow



Cooling spray mode
delivers a refreshing shower on hot days



High flow stream mode
makes it easy for riders get water into them fast



Dishwasher friendly



Global Recycled
Standard



Email: vg@v-grip.com.tw www.v-grip.com.tw

GET UP TO SPEED WITH THE LATEST START-UPS EUROBIKE'S START-UP AREA GIVES YOUNG COMPANIES A PLATFORM TO PITCH THEIR VISION OF THE FUTURE



With its urban setting and increased media exposure, this year's Eurobike offers a fantastic opportunity for start-ups to get their ideas in front of the public, the industry, and key decision-makers. Helping them do this, Hall 8 will host the new Start-Up Area, with July 14th dedicated as Start-Up & Innovation Day.

"The start-up topic isn't new to us as we've always offered possibilities to young companies," explains Stefan Reisinger, Head of Eurobike.

"However, with the move to Frankfurt, we've created a new setup to maximise the opportunities to network and gain exposure".

Bringing together some of the most innovative brands and products under the future mobility banner, the show's familiar physical elements will also be supported by a series of panels and conferences.

Allowing for cross-pollination between different disciplines, like sci-

ence and technology or infrastructure and legislation, Eurobike promises to be a great place to formulate solutions to the pressing problems of sustainable mobility.

A forum for young companies

"There's a lot of enthusiasm from young companies and young people to approach this field and come up with new ideas, products, and services," says Reisinger.

"As a tradeshow organiser, we want to support these initiatives and ensure these companies gain momentum. It's crucial for the future to try to create an environment where we can help young companies grow their businesses".

With the cycling and e-mobility sectors receiving particular attention from start-ups and investors, the newly introduced Eurobike Innovators' Prize will highlight the most radical products, services, and ideas at Messe Frankfurt.

Voted on by a jury of experts, including investors, engineers, and tastemakers, plus those attending the show, prizes will be awarded in the categories of vehicles, components, equipment, services, and infrastructure.

With successful teams invited to pitch their projects live at Eurobike,

it'll be an excellent opportunity for companies to hone their presentation and gain media attention.

A new format for new ideas

"There are so many young and enthusiastic people engaged with cycling," explains Reisinger. "Many of them have grown up surrounded by digital services and devices, and that's now reflected in the products at the show".

These less tangible digital products look set to play a massive part in the future of cycling. Including apps for navigation and rental, through to traffic management solutions, these now find a dedicated home in the Start-Up area.

Helping anyone interested get up to speed quickly, Start-Up & Innovation Day will also see a full schedule of workshops dedicated to helping companies early in their development. Part of Eurobike's extensive conference programme, these will cover topics as diverse as how to attract new riders or secure early-stage investment.

All combining to ensure exhibitors and visitors gain a headstart on the competition, Eurobike's Start-Up Area promises to be the perfect launch pad for those looking to shape cycling's future. ■ JD

STATE OF THE INDUSTRY

WHAT'S NEXT AFTER THE BIKE SALES BOOM?

While sales numbers for bicycles and e-bikes went through the roof in 2020 and 2021, the euphoria within parts of the bicycle industry has taken a dip in recent months. What should we expect from bike sales in 2022, and is the recent boom a sustainable trend or has it been a short episode?

Whether as a sport or as a mode of transport: cycling has been one of the big winners of the Covid pandemic, with demand skyrocketing in 2020 and still on a high level in 2021. At the same time the industry had to scramble all of its resources to meet this high demand, with delivery times going through the roof. The fact that many bicycle manufacturers had tried to hastily cancel large orders with suppliers in the first weeks of the pandemic only to renew those orders at a much higher level shortly after sent additional shockwaves through the supply lines. As did Covid-related restrictions in factories such as social distancing that reduced the number of staff allowed to work in one shift. Unsurprisingly industrial output suffered from these issues, and as a consequence not all potential buyers could get the product they were asking for.

When pandemic-related restrictions for traveling and other sports were gradually lifted, consumers redirected their spending to flights, hotel stays and memberships at fitness studios that had reopened rather than buying bicycles and related accessories. With the recent sharp rise in inflation, both in the United States and Europe — the world's most important markets for quality bicycles, many consumers are postponing spending on big-ticket items, preferring to save their money instead. In short, the continued, dynamic growth of the market for bicycles and e-bikes in particular that took place for much of 2021 has become less of a certainty this year.

Component giant Shimano added to this sentiment when presenting its numbers for the first quarter of 2022. The Japanese component maker pointed to high raw materials and transport costs, inflation, and Russia's war in Ukraine as the main issues. And they warned that demand could drop this year and that the bicycle market could face a significant cool-down in the months to come. The managing director of a large Swiss distributor went as far as to lament that the bicycle industry had missed out on a unique chance to cash in on an extraordinary situation, likening the high demand to a large wave and the bicycle industry to a surfer who had not been agile enough to catch that wave and actually ride it. In a similar manner the bicycle industry had not managed to scale up its production in time as it faced various squeezes along the supply chain — apart from rising costs for raw materials and sea freight.

As far as bicycle dealers are concerned, many are frustrated by long delivery times and lengthy discussions with consumers waiting for their long-ordered bike. Making the situation worse is the fact that some bicycle dealers in Europe had not received the bulk of their seasonal



pre-order by May when they were already asked to commit to the next pre-order and still were waiting to see many bicycles show up in their shop in the first place. At the same time, demand slowed down significantly due to the quickly deteriorating consumer sentiment. Many bicycle dealers are facing the worrying combination of low sell-through and big pending seasonal orders for the 2022 model year — with the 2023 model year just around the corner. In the past, similar scenarios have led to a wave of discounts to dispose of old inventory, eroding margins as a result.

Despite all these challenges, the bicycle industry is still in a promising position. After all both the European Union and the United States have clear intentions to improve cycling infrastructure as part of their policies to fight climate change, which should further grow the use of bicycles for transport. The investments flowing in from other industries are a clear indicator for the potential of the bicycle industry. While the numbers for 2021 may not have been that impressive when compared to 2020, they still exceeded the numbers for 2019 by far. So rather than focusing on a drop in growth and a loss of momentum, the big story should be that the sales of bicycles reached a new level in 2020 and that this level has been successfully maintained since despite all the issues and challenges along the supply lines.

As a member of the board at Germany's independent bicycle retailer federation **Verbund Service und Fahrrad (VSF) (12.1 / C02)**, Uwe Wöll



According to VSF's Uwe Wöll, the German e-bike market is far from saturated.

echoes this exact sentiment, stating: "While 2021 did not see further growth on average, it saw a consolidation at the high level of 2020 which saw an extraordinary boom. In talks with both suppliers and retailers the dominating sentiment I have been witnessing is that of a normalization, a calming of the market rather than a cool-down. The mood within the bicycle business still is positive and optimistic, and I expect 2022 to perform on roughly the same level as 2021. We may see some erosion in numbers, but not in turnover." One reason for Wöll's optimism is the fact that many cities have been restricting access for motorized traffic and investing in cycling infrastructure as of late and will continue to do. Also, the market for e-bikes in Germany is far from being saturated.

These views of Wöll are confirmed from within the industry by Magura's



Although forecasts are admittedly difficult, Magura-CEO Michael Funk expects further growth.

CEO Michael Funk: "For 2022 we expect the numbers to be on a par with 2021, possibly even slightly increasing. The current geopolitical situation coupled with inflation and other challenges is leaving its mark nevertheless. In other words, a reliable forecast is almost no longer feasible. This means we increasingly have to proceed carefully given the constantly changing situation." Funk dares to look ahead as well: "Still we expect the market to continue to develop positively, but at a more moderate level than what we have seen so far. If we look at the figures for the current year and 2023, we do not see any substantial cooling or reduction of the market. However, we can certainly see shifts in certain world regions and markets, and it is difficult to estimate what this will ultimately mean for global demand." ■ LVR

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Ride UBN.



UBN Five singlespeed

RIESE & MÜLLER

CYCLING INDUSTRIES EUROPE

THERE HAS NEVER BEEN A BETTER TIME TO LOBBY THE EU FOR CYCLING

Climate change, energy crises due to war in Ukraine, mobility inequalities: this is a crucial moment to show the highest policy makers that our industry holds the cards to address the continent's challenges.

Cycling Industries Europe (CIE) is Eurobike's European Innovation Partner, bringing the latest updates from EU research to the Frankfurt stages. But it's not just product innovation, the Brussels based trade association's packed programme brings together company leaders, experts and partner associations to share the key transitions for the industry of the future, from sustainability to supply chains. "A united voice is needed" says Tony Grimaldi, CEO of Cycleurope and President of CIE, "We have had great success in our recent lobbying work, but we must show the politicians that we are an industry that is ready to go to a higher level, in terms of riders, sales, technological innovation, supply chain reforms and sustainability. Eurobike 2022 is where we must gather all the companies in our industry and map out our path for the future."

CIE's programme at Eurobike has

no less than six different themes, each bringing together different partnerships. The peak gathering will be the return of CIE's Leaders' Breakfast which has become a must-attend event for company presidents, CEOs, senior managers and partners such as CONEBI, ECF, ADFC and ZIV to pick up on the key advocacy and political needs of the industry.

The update for industry leaders in 2022 will show how political support is growing as sales are increasing and jobs are being created every week, making cycling the best performing mobility industry despite supply challenges. Elected officials advocating for more cycling are no longer limited to the Netherlands or Copenhagen; they can now be heard throughout Europe, from Lisbon to Ljubljana, via Lyon or Leipzig. At the highest level, the European Commission is not left out, and now recognizes the

bicycle sector's ambition to be a highly professional, resilient and sustainable industry. As a result, we have secured from them the pledge of almost two billion euros for the bicycle, in the final outcome of two years of work during the pandemic.

As the political momentum is with us, our ambition is that we can collectively achieve much more. An additional eight million bikes sold each year now appears to be a reachable target as CIE aims to get another 50 million Europeans in the saddle in the coming years. For example, by doubling the EU promise of two billion euros for cycling we will be instrumental in drastically reducing our fossil fuel consumption and getting rid of Russian oil. Other sources of European funding are also in sight, in areas as timely as the EU Green Deal, or supply chain and innovation funds.

To fill out the details on these

opportunities CIE, Eurobike and other partners are holding events and meetings under five other headings (see panel). Cargo bikes and cycle logistics have their own dedicated programme over three days and will be joined by sessions hosted by the industry's top thinkers on innovation, supply chains, sustainability and gender diversity.



CIE's president Tony Grimaldi at CIE Summit in Brussels, May 2022

LEARN FROM THE CITY CHANGER CARGO BIKE PROJECT

There is probably no one to convince at Eurobike of the near unlimited potential of cargo bikes. Back in 2018, the City Changer Cargo Bike (CCCB) project was hatched, pushed by many dedicated partners, including Cargobike.jetzt and Cycling Industries Europe, winning €4million support from the European Commission via the Horizon 2020 program. Cities, NGOs, research institutions and industries all participated in studying a phenomenon going from niche to mainstream in such a short amount of time. As a result, the project went beyond expectations and blazed new trails: it has explored the implementation in cities without any cargo bikes (Gdynia, Poland), the experimentation of new cargo bike parking racks (Strasbourg, France), or even being the subject of a political debate in the German



The CCCB project final conference is in partnership with the Eurobike convention

federal elections of 2021! The stage is now set to move towards one million more cargo bikes on our streets each year. Eurobike 2022 is therefore the only and last opportunity to highlight all the key takeaways of the CCCB project for its final conference, to better prepare the future. Members of CIE and CONEBI will also be meeting for an expert look at forthcoming regulations and standards.

MEET THE EXPERTS TRANSFORMING EUROPE'S CYCLING INDUSTRIES

Expert groups are not just for experts. During the three days of Eurobike, expert panels will be on exclusive tour, showcasing the work that has been achieved in the industry's think-tanks and research groups over recent months and the ambitious goals for the future. On Wednesday we will look at the sustainability and corporate social responsibility of our industry, at **Sustainability breakfast: Setting the scene for a sustainable cycling industry**, to make sure that our production line is as green as the finished product. It will then be a logical transition to the challenges posed by today's supply chain. At **"Bridging the Gap"** – the results of CIE's European Supply Chain project event, we will hear how European players and institutions can organize themselves to address them. On the occasion of Start-up and Innovation Day on Thursday, we will look at the new generation of consumers, their new cycling practices, and how

to support them. Friday will finally be dedicated to the **Women in Cycling** initiative, aiming at visibility and a fair impact for all women working in this sector. Come with your notebook and your questions!



Women in Cycling expert group taking the streets in Brussels

THE PROGRAM

Wednesday 13 July

- Sustainability breakfast: Setting the scene for a sustainable cycling industry**
10:00-11:30AM Transparenz 2, Portalhaus (Registration required)
- "Bridging the Gap" – the results of CIE's European Supply Chain project**
5:00-5:45PM Transparenz 2, Portalhaus
- CIE/CONEBI CSR & Sustainability Expert Group meeting**
5:00PM-6:00PM Transparenz 1, Portalhaus (Invitation only)
- Cargo bike party with CCCB Project**
6:00PM – late. Cargo Bike Area Hall 8

Thursday 14 July

- Leaders' breakfast**
8:00-10:00 AM Pink stage (Registration required)
- Launching Eurobike Start-up & innovation day**
11:00-11:30AM Black stage
- City Changer Cargo Bike final conference – from niche to mainstream**
10:15AM-1:00PM Pink Stage, Hall 8
- Cargo Bike Academy**
2:00-6:00PM Pink Stage, Hall 8

Friday 15 July

- Women in Cycling networking breakfast**
8:00-9:30AM Catering area of the conference centre in Hall 8 (Registration required)
- CIE/CONEBI expert meeting on Cargo Bike Regulations and Standards**
2:00-3:30PM Sequenz, Portalhaus (Invitation only)

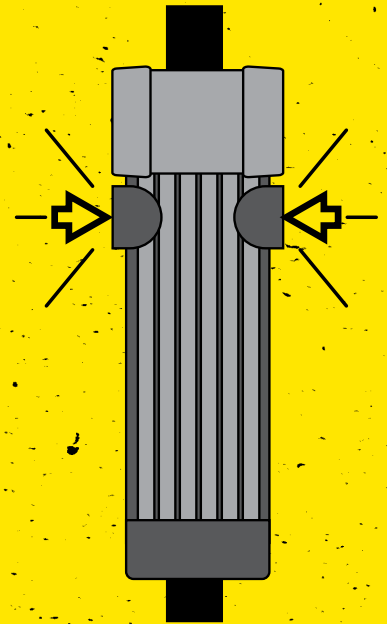
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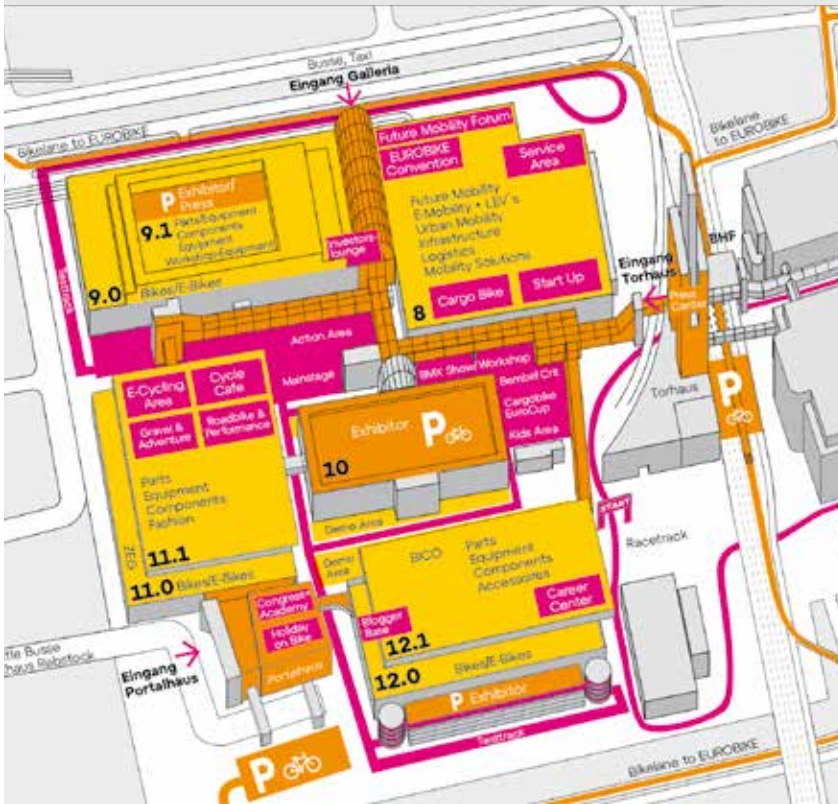
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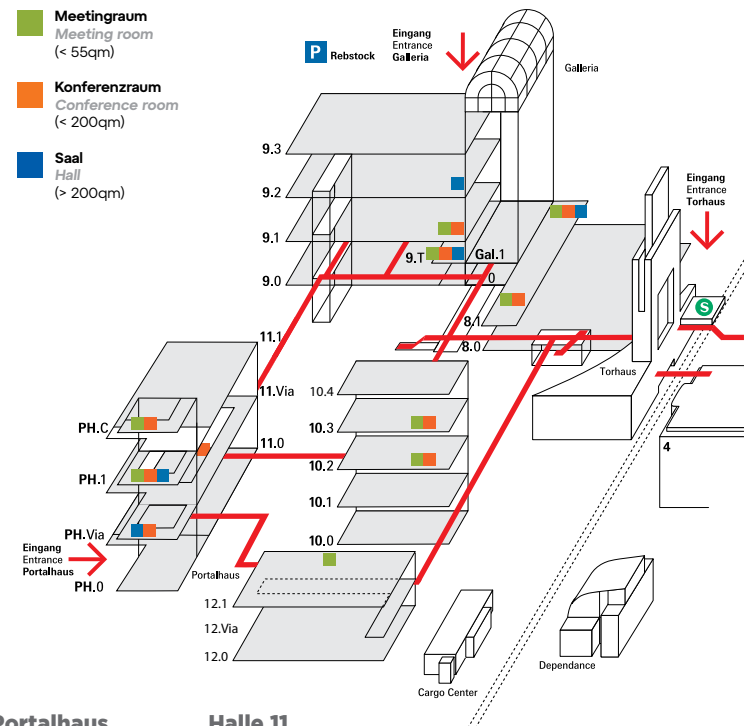
NEW CITY, NEW SHOW GETTING AROUND EUROBIKE

HALL ALLOCATION EUROBIKE SHOW



Event areas Special exhibition areas Logistics, routes, entrances

CONFERENCE ROOMS



Portalhaus

Ebene PH. Via

- Frequenz 1
- Frequenz 2
- Frequenz 1 + 2

Halle 11

Ebene 11.0

- Korall
- Karmesin
- Granat

Ebene 9.T

- Cosmopolitan
- Lounge

Halle 8

Ebene 8.1

- Symmetrie 1
- Symmetrie 4
- Symmetrie 2
- Symmetrie 3
- Symmetrie 2 + 3

Halle 12

Ebene 12.1

- Achat
- Amethyst
- Aventurin
- Jade
- Jaspis
- Lapis
- Onyx
- Opal
- Pyrit
- Rubin
- Saphir
- Smaragd

Ebene PH.1

- Sequenz
- Transparenz 1
- Transparenz 2
- Transparenz 1 + 2

Halle 10

Ebene 10.2

- Inspiration 1
- Inspiration 3
- Inspiration 2
- Inspiration 1 + 2
- Inspiration 2 + 3
- Inspiration 1 - 3
- Atelier

Ebene 9.1

- Impuls
- Ratio
- Logos
- Genius
- Logos + Genius
- Esprit
- Motiv

Ebene 9.2

- Dialog

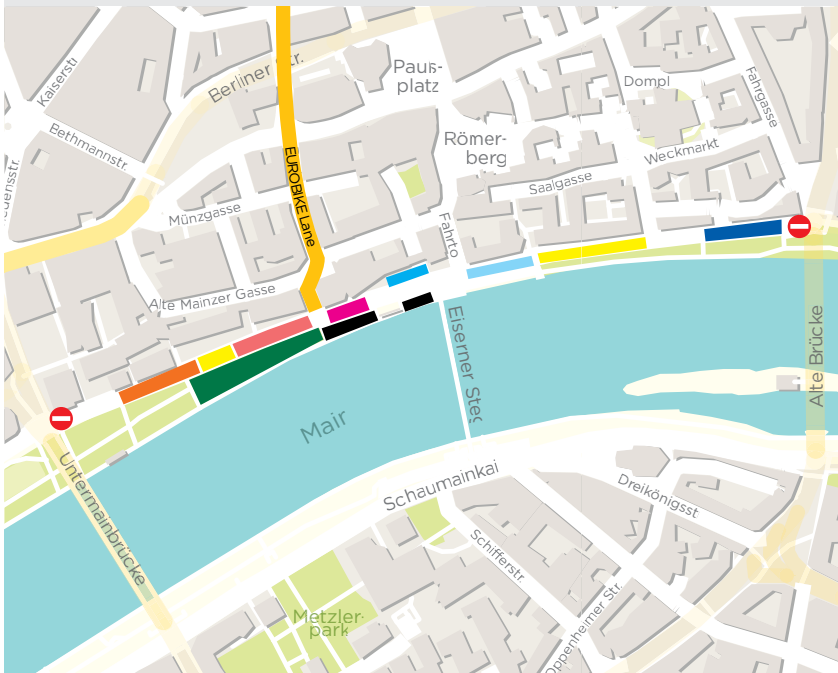
Ebene PH.C

- Lumen
- Lux
- Candela
- Focus
- Prisma

Ebene 10.3

- Reflexion 1
- Reflexion 3
- Reflexion 2
- Reflexion 1 + 2
- Reflexion 2 + 3
- Reflexion 1 - 3
- Halle 9

EUROBIKE CITY



Bike Flea Market Bike Parcours Chill Area Exhibitors Street Painting Food & Hub & Stage Bike Parking Pumptrack Storage Space

Whether as a contact point for the bike scene, a weekend program for the family or to wind down after a hard day at the trade fair - the EUROBIKE CITY Mainkai becomes a relaxed meeting place - right on the beautiful banks of the Main. There, all bike fans can look forward to a colorful bike culture program with a bike flea market, children's parcours, street food, information stands from initiatives as well as lectures, workshops and movies on the stages.

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EVOC INTEGRATES AIRBAG TECHNOLOGY INTO A COMMUTER CYCLING BACKPACK

Stuntmen and software developers were roped in by **Evoc Sports (11.1/D09)** to create a unique commuter backpack with integrated airbag technology. The backpack reduces the risk of injury by deploying an airbag when it detects an imminent fall.

The project was led by Anne Schwarz, who developed the pack for her masters' thesis in partnership with Evoc's team and Minerva-AS. This German company previously created a safety vest with airbag for workers, and it suggested a similar system for mountain biking. That turned out to be tricky, because mountain biking involves plenty of movements that aren't easily translated into an algorithm. But after nearly four years of development, Evoc and Minerva managed to integrate the system in an urban backpack, the Commute A.I.R. Pro 18. Supervised by Simon Scherer, Evoc's product manager for backpacks, Schwarz worked out that the airbag system should be placed at the top of the backpack, to provide optimal protection. Evoc then used a quickburst zipper from YKK to ensure that the airbag reliably opens within 200 milliseconds, faster than the blink of an eye.

"That was the key fact that we were concerned about," said Schwarz, who has become product manager at Evoc Sports. "It's quite

fast, and we had to ensure that the airbag would come out just as rapidly and in the same way every time." To create the algorithm that should trigger the deployment, Evoc and its partners studied hundreds of falls, with dummies and a stuntman, to research how the movement translated into sensor readings.

The sensory unit in the backpack analyses its position up to 1,100 times per second, and the airbag only deploys when it spots specific combinations of movements. Evoc says this reduces the impact forces and braking acceleration on the cyclist by up to 80%. Schwarz hastens to add that riders wearing the backpack should still use a helmet.

The Commute A.I.R. Pro 18 is central to Evoc's move into the urban market, which includes several commuter backpacks. The backpack has a chest strap with a special buckle to activate or turn off the system. The inflatable airbag protector has a capacity of 18 liters, and the technology is combined with an integrated

Liteshield Plus back protector.

Made with recycled polyester, the backpack has a laptop compartment with lateral quick access, along with other compartments and pockets, a height-adjustable hip belt and seamless shoulder straps. ■ **BS**

Urban backpack with integrated airbag, the Commute A.I.R. Pro 18 from Evoc Sports.



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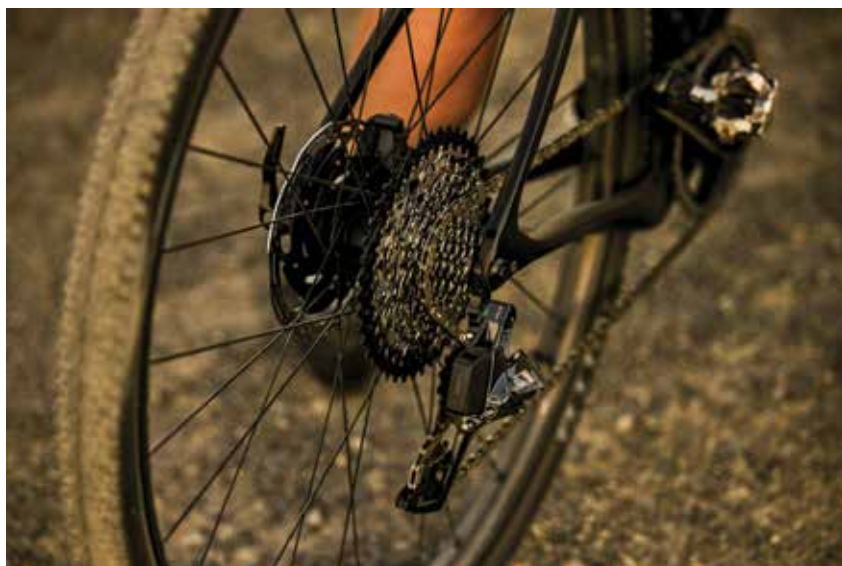
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OVERVIEW: DRIVETRAINS 1

LATEST DRIVETRAIN COMPONENTS DEBUT AT EUROBIKE

In the competitive and highly patented world of drivetrain components, coming up with new concepts faces a lot of obstacles. Patent infringement, product failure, and mass production each have their own challenges, which haven't stopped major brands from charging forward.



SRAM's XPLR collection is specifically for gravel, starting with reimagined gearing in a 10-44T cassette and matching derailleur.

Last year **Shimano (11.0 / B15)** presented its next, semi-wireless Di2 generation with the new Dura-Ace and Ultegra road bike groups. For 2023 this electronic shifting technology trickles down to the volume group 105 for the first time ever, lowering the entry-level price point for Shimano's Di2 technology. Just as with the more expensive groups, the 105 Di2 uses the rear derailleur as the brain of the entire drivetrain and for charging. While both the front and rear derailleur are connected to a central battery unit by cables, the brake and shift levers are wireless and run on two cell batteries. Fitting existing 11-speed bodies, the 12-speed cassettes are available ranging from 11 to 34 or from 11 to 36 teeth and the cranks come with either a 50/34 or a 52/36 set-up. The hydraulic

disc brakes have received upgrades as well, such as a larger distance between the rotor and the pads to prevent rubbing and an easier way to bleed the system. For e-MTBs, Shimano has come up with the choice of an XT Di2 or an SLX-level Cues Di2 drivetrain. These are meant to be synced with the EP-series mid-motors to add novel functions such as Auto Shift and Free Shift. With these you can either let the electronics choose the right gear for you or change gear without pedaling. More details on these technologies can be found in the overview of new e-drive systems from the big players on page 48.

Miranda Bike Parts (9.0 / B15) has been fortifying itself against snapped links in the supply chain for decades and now the Portuguese



Shimano's brand new 105 Di2 drivetrain debuts at Eurobike



Too good to be true? Miranda presents the lightest carbon fiber crank on the market that's made entirely in Europe with renewable energy and can be delivered in two months or less.

company has big news at Eurobike, starting with a crank. New carbon fiber cranks on display at the Miranda stand are the first to be made entirely in Portugal using renewable energy. If that's not enough to spark interest, Miranda is also announcing that lead times for delivering carbon cranks for gravel, road, MTB, city, e-bike etc. will be two months at maximum. In addition to being the lightest carbon fiber cranks on the market, Miranda will also manufacture cranks with lengths starting at 150 mm.

Miranda has literally forged (and machined) its reputation by producing aluminum cranks, chainrings, and chainguards at its massive facility in Águeda, Portugal. The company is a dominating regional presence and could have gone on with business as usual with its stronghold on the e-bike parts market. But the company recognized its responsibility to promote sustainable mobility – not just through the parts it produces but also through its production processes – which is why the company invested €337,000 in 2019 to install a new wastewater treatment plant and hundreds of photovoltaic panels. The new carbon

and strong belt-drive solutions to a broad spectrum of two-wheel and other micro-mobility applications,

Gates added the new CDX:BLACK sprocket line for high-torque applications, and introduced the completely new CDC belt designed specifically for mid-drive e-bikes typically found in commuting applications.

The flagship premium CDX system was designed to meet the higher demands of e-biking, like more strain on drivetrain components due to heavier bikes. The CDX:BLACK sprocket line is positioned to meet new demands in the emerging field of geared mid-motor e-bikes and mid-gearbox bicycles. A wide range of rear and front sprockets will accommodate a variety of interfaces, including Shimano Inter-5e, Enviolo, Kindernay, and Bafang hubs, as well as the Valeo geared mid-motor, Pinion gearbox, and more.

The new CDC belt features a new combination of highly engineered carbon-fiber tensile cord, high-stiffness ethylene elastomer materials, and nylon tooth fabric. It claims all the known belt-drive benefits of cleaner, quieter and more convenient operation plus boasts two to three times the life span of traditional chain drives. With this new belt line Gates significantly expands its application coverage and market opportunity in mid-market bicycle applications. To accentuate the benefits of belt drives and make it easier for manufacturers to convert from belt to chain, Gates has unveiled a new tensioner compatible with the CDX and CDC product lines. The tensioner's simple, elegant



fiber crank from Miranda is significant as the start of more efficient and sustainable bicycle component manufacturing in Europe.

The leader of the "chain-to-belt" movement, **Gates Carbon Drive (12.1 / B13)**, recently expanded and upgraded its carbon drive product line to enable advances in bicycle drivetrain design and to meet growing global demand. With its mission to bring low-maintenance, clean, quiet,

Gates Carbon Drive makes good on its mission to bring low-maintenance, clean, quiet, and strong belt-drive solutions to two-wheel and other micromobility applications with its recently expanded and upgraded carbon drive product line.



Don't worry if you've never heard of S-Ride - you'll know them soon enough for their high quality yet extremely economical drivetrain components.

ily held onto its rank as a leader in components with the XPLR, a gravel collection that brings together the best of the brands under the SRAM name. The names are well known: SRAM; RockShox; and Zipp, as are the individual components in the collection. Red, Rival, Force, eTap AXS, Rudy, and Reverb are all there to help riders define their own ride style with products that have a reputation for quality to maintain. The real showstopper is new gearing for gravel, which SRAM has manifested in a 10-44T cassette and matching derailleur. The big gear range has been optimized for gravel climbs and tight jumps for fast riding on the road.

While the titans of drivetrain components tirelessly strive to innovate and/or improve upon 1x (and 2x) systems, **S-Ride Bicycle Components (9.1 / F22)** has been able to rework some of its existing products to deliver rival 12- and 13-speed systems to a booming Chinese market at prices well below expectations. For instance, the M610 trigger shifter and the RD-M610 long cage 12s/13s rear derailleur are designed to work with an 11-50/52t cassette without chain vibration or ghost shifting. Also, the derailleur's eccentric guide pulley structure can automatically adjust the gap between the guide pulley and cassette thanks to its offset. Road and gravel components are equally as current with dual control levers, responsive derailleurs, and high strength alloy cassettes. The total price for the S-Rides MTB components (shifter, rear derailleur, cassette) comes in at a lean €119.

design is purpose-built to streamline assembly and adjustments; it requires little to no maintenance.

SRAM (12.0 / B10) has eas-

S-Ride has just entered the category of components for smaller wheels (14", 16", 18", and 20 inches) with the K500 drivetrain. It's intended for folding and urban bikes and is a new idea in development that S-Ride is looking forward to discussing with current and potential customers during Eurobike.

The brief history of **L-Twoo** goes something like this: when SRAM relocated its factory from Guangzhou to Kunshan, China, the skilled and talented workforce that stayed behind regrouped and formed L-Twoo. Given the collective experience among the employees, the decidedly Chinese brand began producing components with certain levels of quality and technical know-how. The company has gained significant traction in the large and demanding Chinese market and now L-Twoo looks to be making inroads into western markets.

New this year is the TX 1x13 series with its conspicuously named Zero Gap technology for smooth, lossless shifting. The TX system has a two-way aluminum shifter and aluminum rear derailleur body with carbon fiber cage. The maximum gear is 52T.

L-Twoo's RX series is its flagship 2x12 mechanical road component collection consisting of shifters, front, and rear derailleur. The shifters are carbon fiber with a black, gold, and white laminated finish. The front derailleur can accommodate up to a

56T chainring, while the aluminum and carbon fiber rear derailleur is suited for an 11-34T cassette. Both the mountain bike and road series are only compatible with L-Twoo components.

Regarding other big names in bicycle drivetrains, **FSA (12.0 / A10)** politely kept us in suspense until we could wait no longer so don't hesitate to see what's in the works by dropping by FSA's stand. ■ **WB**



L-Twoo brings a familiar level of precision and quality to its components for road and mountain bike.

Meet Portugal Bike Value at **Hall 9.0**

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For two consecutive years, Portugal has been the number one bike producer in Europe. And the bicycle powerhouse continues to grow. Portugal Bike Value was created in 2015 as a collective brand that aims to promote the Portuguese two-wheeler and soft mobility sector. Bringing Portuguese manufacturers to the attention of the world through integrated communication and promotion, Portugal Bike Value acts as a catalyst for the growth of the industry since the beginning of this century.

Over the past 22 years the Portuguese two-wheeler and soft mobility industry has expanded in a continuous and sustained way. 2019 was a milestone for Portugal, when we reached the first position in bicycle production, and we repeated the achievement in 2020.

The sector's exports in 2021 reached €594M and registered a growth of 39%. There are currently 51 Portuguese companies dedicated to the production of conventional and electric bicycles, as well as other vehicles related to soft mobility.

In Portugal we say that "alone we can go faster, but together we go further."

Portugal Bike Value's participation in Eurobike takes place through the ABIMOTA Portugal Fest 2020 project, co-financed by Portugal 2020 Compete and ABIMOTA.



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OVERVIEW: CARGO BIKES: COMPACT AND CAPABLE SMALL IN SIZE, BIG IN PAYLOAD

Not all cargo bikes are long rigs that take some time to get used to and even more space to park or store. A growing number of manufacturers has models in its line-up that combine utility and a compact build, making the use of these cargo bikes a lot more intuitive for less skilled riders.

While the capability to transport children or large bits of cargo may be welcome, the size of many cargo bikes and the handling that comes with this size is less convenient in dense urban traffic or for less skilled riders. For this reason, many bicycle manufacturers are looking to combine a large payload with a small size and agility to pack the best of both worlds into one bicycle. Following the example of Tern's GSD model, many of these compact cargo bikes rely on a longtail configuration, creating a lot of space on the extended rear rack that can be used for kiddie seats, super-oversized pannier bags or various containers and boxes. And many of those bikes come with telescopic seat posts and steerer columns so they easily fit in the back of standard station wagons and can be stored vertically in small offices or apartments when needed.

With the GSD model launched in 2017 and then the HSD model, **Tern [12.0 / B04]** pretty much pioneered this kind of compact cargo bike that seeks to maximize utility and payload while still keeping a small footprint. This is not only key to an agile handling but also highly welcome with owners who do not have a lot of space to store such a bike. In the years since the launch of the first GSD models, Tern has come up with an impressive range of accessories to optimize their

bikes for the transport of various goods, children or even adults. And the second generation of the GSD has seen a number of improvements that further add to the bike's utility and reliability for transports of all kinds.

The latest addition to Tern's range of compact loadmasters are the Quick Haul and the Short Haul respectively. Both models share the same geometry, alloy frame with deep instep and 20-inch wheels, and both models have been built to a total weight of 150 kilograms and can be fitted with various racks, bags and crates up front and in the back. Also, the frame comes with a telescopic steerer column and seat post, so one size fits riders from 150 to 195 centimeters. The big difference is that the Quick Haul is a pedelec with a Bosch mid-motor and an external Power Pack battery whereas the Short Haul comes without electric assistance, trading in that convenience for a retail price of just a bit over 1000 Euros for the bare bicycle without accessories.

While Tern can lay claim on having pioneered the compact cargo bike

Befitting Riese & Müller's premium approach, the Multitinker does not take any shortcuts and can be customised as well.



category, **Yuba Bicycles [8.0 / C59]** can be considered a pioneer in terms of longtail cargo bikes. This type of cargo bikes has been popular with surfers on Northern America's West Coast to transport boards. With the Fastrack model Yuba Bicycles presents a downsized version of its longtail cargo bikes. It rolls on 20-inch wheels with 2.4 inch wide tyres and relies on Shimano's Steps E-6000 mid-motor for electric assistance. Anchoring points with threads at the head tube allow for the mounting of a front rack, while the long rear rack can be outfitted with a variety of accessories depending on the task at hand. With a derailleur-based ten-speed drivetrain and four-piston hydraulic disc brakes from Magura, the Fastrack is ready for daily chores, and thanks to the telescopic seat post and stem the bike can be adjusted to a large variety of body sizes. When not in use, this cargo bike can be stored vertically to save some extra space.

German premium e-bike brand **Riese & Müller [12.0 / A11]** clearly has noticed the trend towards compact and capable utility bicycles as well. And it has come up with its own interpretation of this concept called the Multitinker. Designed to carry up to two children, a serious amount of groceries or cargo of various kinds,

this model can replace a car in urban surroundings and rolls on small 20-inch wheels with voluminous tyres. The small wheels make for a low center of gravity, a relatively short wheel base and a correspondingly agile handling. Personal items fit into a bag integrated into the deep-instep alloy frame, while an optional cargo rack up front and an interface to attach a trailer in the back further increase the payload of the Multitinker. In typical Riese & Müller fashion, this model does not cut any corners and comes with Bosch eBike Systems' state-of-the-art Smart System, while the details of the specification are up to the respective buyer's likes and preferences.

As the first cargo bike of French pedelec specialist **Moustache Bikes [12.1 / C03]**, the Lundi 20 comes with a low-slung frame made of rectangular alloy profiles. And it has been built to accept an overall weight of 200 kilograms. To keep going at full payload, the Lundi 20 comes with Shimano's Steps Cargo mid-motor and one external battery pack as a standard, with a second battery pack being available as an option. The extra long rear carrier offers plenty of space for two kiddie seats, and a wide choice of accessories can be mounted to suit different kinds of cargo. To

Tern Short Haul



The Quick Haul is Tern's latest compact cargo bike with electric assistance - and the most affordable so far.



The Lundi 20 is the first cargo model of French e-bike specialist Moustache Bikes.

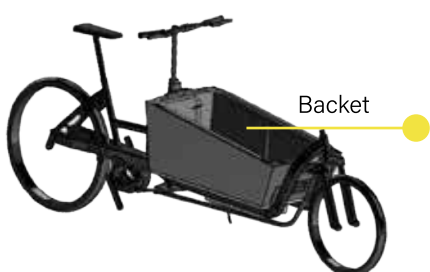


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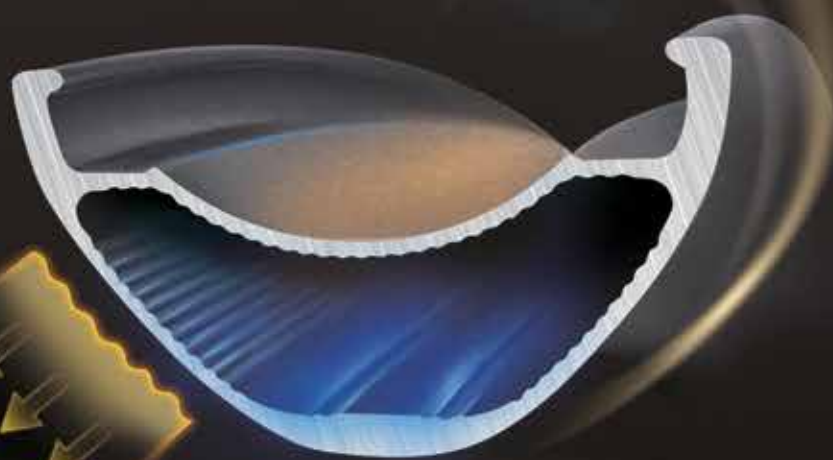
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AddBike U-Cargo: two children and groceries can fit on a compact cargo bike as well.



Frankfurt-based start-up Convercycle goes its own way to reduce the footprint of a cargo bike.

The Eins+ of Qio comes with racks up front and in the back as a standard and can handle a system weight of up to 180 kilograms.



keep children safe and cargo out of harm's way, the Lundi 20 features large covers for both the chain and the rear wheel. Wide tyres and a short-travel vario post make for a comfortable ride while hydraulic disc brakes make sure you can stop on a dime even with a full payload on board. As for the specification, the Lundi 20 is available either with a derailleur-based 10-speed drivetrain or Enviolo's Automatic internal transmission and a belt drive from Gates.

Taiwanese manufacturer **Joyland** (www.joylandsports.com) also has a fitting compact longtail design with the EB N50LM model. Its low-slung alloy frame is built around 20-inch wheels with voluminous tires and Bafang Electric's M400 mid-motor unit. For additional range Joyland mounts two LG batteries, one on the

down tube and the other behind the seat tube. While footrests come as standard for the oversized rear rack, additional accessories such as child seats, monkey bars, wooden decks and luggage racks are available as add-ons. As for the components, you get a 7-speed drivetrain from Shimano's Altus group and hydraulic disc brakes from Tektro.

Further examples for compact longtail cargo bikes that have already been on display at last year's Eurobike are the U-Cargo Family model of French manufacturer **Add Bike** [8.0 / B12] and the LT series models of their compatriots **Douze Cycles** [8.0 / B75], the Just Long model of Italian cargo bike brand **Biccapace** [8.0 / A12] and **Qio Bikes's** [12.0 / B04] Eins platform that can be ordered in a variety of specifications



Frankfurt-based start-up Convercycle goes its own way to reduce the footprint of a cargo bike.

ranging from the budget-friendly Nexus 8-speed model to a top-end model with Rohloff's E-14 hub.

Convercycle [8.0 / A46] is breaking the norm and existing cargo bike categories with its innovative design. The clever cargo bike of this Frankfurt-based start-up can be ridden as a conventional bicycle with a short wheel base, 28-inch wheels and a somewhat funky looking carrier in the back. Without any tools or adding any parts and within a couple of seconds, the rear wheel can swing backwards to create a loading bay measuring 60 cm x 40 cm and capable of carrying up to 80 kilograms behind the seat tube of the steel frame. Apart from its obvious versatility the design of the Convercycle Bike positions the cargo low and centrally which improves the bike's handling when it is fully loaded. Speaking of fully loaded, Convercycle offers this model both with electric assistance or without. If you opt for the electrified

version, the hub motor supplied by Bafang sits in the front wheel.

Last but not least an honorable mention goes out to Cologne-based manufacturer **Muli Cycles [8.0 / B25]** who is offering a very own and distinctive version of the compact but capable concept with its award-winning muli model. While this cargo bike is based on a Long John configuration with the cargo bay being placed between the front wheel and the handlebar (also commonly known as a front loader), it puts a strong emphasis on being compact. A key ingredient for this are the 20-inch wheels up front and in the back that make for a short wheelbase and a reduced turning radius. Further reducing the size of the muli's footprint is the loading tray that can be folded when not in use. Both this tray and the frame of the bike are robot-welded at Muli Cycles' headquarters in Cologne, reducing the carbon footprint of this compact front loader as well. **■ LVR**

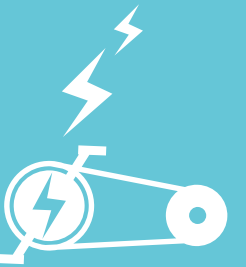


With oversized racks up front and in the back, Tern's Quick Haul can carry quite a lot.



With 20-inch wheels and its foldable cargo tray, Muli's Cargo Steps model is likely the most compact front loader on the market.

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PORTUGAL AT EUROBIKE

THE EUROPEAN BIKE PRODUCTION POWERHOUSE

Portugal is the biggest bicycle producing country in Europe, thanks to its proximity to European markets, a tradition of manufacturing and a relatively low cost base. As well as offering radically shorter lead times compared to Asian manufacturing hubs, Portugal has also been boosted by the high tariffs on Chinese bike imports to the EU. More than 50 companies, mainly in central Portugal, are involved in bike-related manufacturing, and their collective efforts under industry association **ABIMOTA (9.0 / B15)** have seen exports reach €594 million in 2021 – a 39% increase from the previous year. In the first two months of this year, exports were up nearly 50% on

the same period in 2021.

Now the industry is making the next step in consolidating its position and moving further up the value chain: ABIMOTA and 35 individual firms are establishing a state-of-the-art technology centre for innovation and development in the two-wheeler sector.

Around 20 Portuguese bike-related firms are exhibiting at Eurobike in Frankfurt, ten of which as part of the industry's Portugal Bike Value initiative, including **Miranda, Rodi, Ciclo Fapril, Jasil, Sangal and Tabor (all in Hall 9, area B15)**. Bringing Portuguese manufacturers to the attention of the world through

integrated communication and promotion, Portugal Bike Value acts as a catalyst for the growth of the industry, which continues to go from strength to strength. The delegation at Eurobike is led by industry association ABIMOTA, under secretary-general Gil Nadais. Nadais reports that "All the companies in Portugal are growing export sales. In 2020 bike-related exports grew about 6% in value, but in 2021, the numbers were up 35%. We exported more e-bikes in July 2021 than we did for the whole of 2020."

The country's industry is not prepared to rest solely on its advantages as a relatively low-cost production centre that is close to European markets: the aim is to move up the value chain by developing innovative home-grown technologies and a more comprehensive cluster of components suppliers to feed the burgeoning assembly factories. Portugal has become the largest manufacturer of bikes in the European Union. In 2020, more than 2.6 million bikes were made in Portugal, according to EU figures. Italy, the next biggest producer, was at 2.1 million units and Germany at 1.3 million. But almost all of the bikes assembled in Portugal are for foreign brands. The biggest assembler, RTE, turns out bikes for Decathlon of France. The industry is concentrated in the central part of Portugal, including Agueda, an area with a long metal-bashing tradition an hour south of Porto. As bike-related factories have expanded, they have been able to hire a skilled labour force left behind as other industries closed down their plants or moved elsewhere. The sector employs more than 8,000 people directly and more than 24,000 indirectly.

Meeting the massive growth in demand spurred by the pandemic has not been plain sailing. Component shortages, especially of vital parts sourced from Asia, have hampered output. "We need Shimano to come to Portugal to produce parts," said Nadais, laughing.

Looking at Taiwan as a model for development, could attracting Taiwanese manufacturers help build a more comprehensive bike-making cluster? "We already have some enterprises from Taiwan, such as Fritz Jou, and we know of other companies from Taiwan that want to set up in Portugal. We need their knowledge to make Portugal Bike Value more powerful. And to develop the technology here, we're going to work closely with universities and the companies. We want to foster even more cooperation among the companies here, especially in the area of product development," replied Nadais.

"We have a project at the moment to make more types of components. But we don't have the capacity to make some top-level technical components," Nadais told the Show Daily. To close that gap, ABIMOTA and 35 companies established a non-profit association in March this year to develop a technology interface centre dedicated to innovation and development. Dubbed Bikinnov (Bike



TRIANGLE'S ADDING FULL SUSPENSION FRAMES

Europe's first high-quality, high-volume alloy frame manufacturer is set to produce full-suspension frame models. Cofounded in 2015 by three local parts makers (Miranda, Rodi and Ciclo Fabril), **Triangle's Cycling Equipments SA** operates a fully automated plant in Borralha. Substantial investment coupled with burgeoning demand have seen the firm's sales jump from about €8 million in 2020 to around €19 million in 2021, and the company expects sales of about €30 million this year.

The current production capacity is 200,000 frames per year, but this is steadily increasing. Luis Pedro, Triangle's general manager, said the company aims to add about 50,000 full-suspension frames to its annual output by the end of 2023. "We started six years ago with simple frames, but now we can handle complex designs," Pedro said.

The plant is working at full capacity, as demand for the company's frames ramped up quickly due to the supply chain issues that have dogged the industry in recent years. The plant is notable for the degree of automation – not only the 18 welding robots but an automated paint shop using robots. The paint shop was installed three years ago due to customer demand for painted frames.

All of the plant's frames are for e-bikes and are exported to Germany and The Netherlands. The company is adding staff and expects the total workforce to be around 320 workers this year. Although there is no problem finding workers, Pedro emphasizes the importance placed on internal training, as well as the company's engineering team, who make up about 15% of employees: "Here in Portugal we have very good schools of engineering, so we are able to recruit excellent engineers."



Luis Pedro



SUSTAINABLE PRODUCTION AT MIRANDA BIKE PARTS

With ultra-short lead times (even in the current conditions) and an enviable reputation for quality, **Miranda Bike Parts (9.0 / B15)** has been going from strength to strength in recent years. The Agueda-based company is showing new carbon cranks at Eurobike, the lightest on the market. In addition, the booth will have new stems specially designed to be used on e-bikes, these allow 12Nm of torque for maximum stiffness and safety. The company also promises lots of news on the Gravel bike front.

But just as notable is the company's effort to become more sustainable, not just in terms of the recyclability of its products, but in how those parts are manufactured in the first place. Already one of the most sustainable suppliers in the industry, the firm's Chief Marketing Officer João Filipe Miranda emphasises that "We want to reach CO2 neutrality as soon as possible." Miranda is determined to ensure that product materials and packaging can be easily separated for end-of-life recycling. The firm

has invested heavily in a wastewater treatment plant and internal recycling to reduce emissions, as well as solar panels which now provide about half the energy used at the factory (the rest comes from a certified renewable energy provider).

The aluminum used at the plant is from recycled sources, and the overall supply chain is over 80% in the EU (60% in Portugal). "We have been implementing a circular economy approach since 2011. So for example we automatically separate the waste from injection molding and aluminum forging and reuse it," said Miranda. Among the many measures that the company has taken to reduce emissions is to lower the temperature of the paint shop ovens to reduce energy consumption. "Our paint shop uses powder painting, a very clean and sustainable process," said Miranda. Compared to anodizing, it uses no chemicals or solvents that damage the environment and unused powder can be fed back into the process.

PORTUGUESE INDUSTRY'S EXPORT GROWTH CONTINUES

Export sales by Portugal's two-wheeler sector reached almost €110 million Euros in the first two months of 2022 – a growth of around 50% compared to the same period in 2021.

Last year's sales set a record for the industry, at a total of €594 million Euros, but the indicators for the first two months of this year exceeded all expectations, according to ABIMOTA.

January and February this year saw sales reach just under €110 million, a jump of almost 50% over the same period in 2021 (€73.78 million). "These are frankly positive numbers and we are very optimistic. We predicted that this year we might have a slowdown (in growth), because in 2021 we grew by about 39%. However, the numbers for the first two months of this year seem to reinforce that growth is a reality and, if this trend continues, we will continue to rise and, above all, grow again, in percentage, compared to

the previous year." said Gil Nadais, Secretary General of ABIMOTA.

"Yes, the pandemic, the shortage and the consequent rise in fuel prices, explain the acceleration we have felt. I think these were the catalysts. However, the numbers we are reaching only happen because in Portugal, since the last decade, there has been integrated work and investment from the whole sector. This way, when the crises happened, we were already prepared to respond positively," said Nadais, who also highlights "the importance that the brand Portugal Bike Value plays in this whole plan. The sector itself is repositioning itself, betting on quality and cutting-edge technology, thus growing in the value chain."

Value Innovation Center), it will be a shared 4,000 square meter centre, supported by EU and government funding, "aiming to research new designs, new technology, and new concepts," says Nadais. "There are automotive suppliers here that could produce some components for the bike sector, some of them have already expressed interest in working with the Centre. We're looking at different types

of materials – for example we have some enterprises that are testing new aluminium alloys that are especially suitable for bicycles."

Land of 16,000 square meters has been purchased for the centre, which will be provisionally installed at ABIMOTA's premises until the new building is completed. The €20 million project will result in the creation of 20 jobs within three years. ■ TK

RODI EXPANDS TO MEET DEMAND BOOM

Rodi, one of Europe's largest manufacturers of bike wheels and rims, is building an extension to its factory in Aveiro to increase capacity and handle high-end products. Rui Mendes, General Manager Cycling, said that at the beginning of the pandemic many of the company's clients postponed orders and **Rodi (9.0 / B05)** was forced to shut down production and employees took a three-week holiday. But when the first lockdown ended a month later, "orders started to come in non-stop." The increase in demand is such that Rodi will soon open a 6,500m² addition to its production area.

"We're investing €15 million in the expansion, including latest machinery and new processes to allow for the production of high-end products that are currently only available from Asia." Rodi is working with a partner to develop a special alloy for high-end wheels. The new area will allow for a reorganization of the layout to optimise production flow as well as facilitating internal logistics and compliance with all environmental requirements.

The company's main markets are France, Germany and the Nether-



GM Rui Mendes & Diago Marques



lands. "I think our strongest point is ease of customization of product," said Mendes, "We can provide exactly what the customer needs, when they need it – they do not have to wait on a container from Asia."

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OVERVIEW: URBAN E-BIKES

URBAN EBIKES GET SMARTER AND MORE CAPABLE

Some ebikes can now give you data on the environment you're riding through, while others focus on keeping you safe as you ride, and making sure you can carry everything that you need.



The City One from Plinius can choose the best route for your health

Making an ebike has always meant integrating technology, but there are plenty of companies looking beyond motor control and app integration. One of the emerging trends is bikes that are looking to cycle through the cleanest air that they can on their commute. One such bike is the City One from **Plinius (8.0/H26)**. The bike integrates a PM2.5 fine particle analyser, and as the data is processed and made available to the Plinius community, riders will be able to choose the best route for their health via GPS. The City One also includes an integrated tracker and Abus locks, and there's also a crash sensor that can alert an emergency contact in the event of an incident. The City One is built around a seamless aluminium frame, with front suspension integrated into the steerer of the fork. The bike is powered by a Brose mid-motor and uses a Gates CDX carbon belt for low maintenance.

Noordung (9.0/B14) is another company that's using in-built technology to measure air pollution. "The heart of Noordung bicycle is the Boombox", says Noordung, "a smart multifunctional device which measures air pollution on your route and plays your favourite music from your iPhone". At time of going to press full details of the bike were not available but a production-spec bike will be on Noordung's stand.

Totem (12.0/C07) is also utilising smart technology in its new Cobra, which it says is "the coolest and safest bike ever". The Cobra integrates a rear-view camera system that works as an electronic rear-view mirror and collision alert system. The camera can



Totem's rear-facing camera has AI to detect approaching traffic

stream the video on your phone and it uses AI to detect vehicles behind and notify the rider in case of dangerous situations using audio alerts to reduce rider distraction. In addition, the Cobra is equipped with a Navigation system that's optimised for cycling, prioritising traffic-free routes and cycle lanes wherever possible. The Cobra is lightweight at 15.5kg, with a simple singlespeed transmission and a 70km range.

Even as ebikes get more technologically advanced and futuristic on the one hand, on the other there's a



The Ruffian's battery is hidden in its 'fuel tank'

movement that looks to the past for its design cues. The Ruffian from **Ruff Cycles (12.0/A05)** is a good example of this, with the styling inspired by the Indian Scout motorbikes of the 1920s and 1930s. The look may be retro but the technology is right up to date, with Bosch motors, Gates Carbon belt drives and hydraulic disc brakes. The Bosch battery is hidden inside the Ruffian's fuel tank. Ruff Cycles offers a range of leather luggage to complete the look.

The Ryde Kart from **Ryde Culture (9.0/C18)** is another bike that apes the look of classic motorbikes, this time it's more the Monkey Bikes of the 1960s and 70s. "This model is inspired by vintage cafe racer culture with an urban twist", says Ryde Culture, and it uses a Bafang rear hub motor with a 14Ah Samsung battery. The aluminium



The Ryde Kart takes its design cues from motorbike culture



The Electric Avenue from Johnny Loco has the lines of a classic path racer

frame is rated for a 150kg load, and you get hydraulic discs front and rear, with 160mm rotors. Designed in Italy, the bike is manufactured in Thailand.

The **Johnny Loco (8.0/C15)** Electric Avenue (€3,699) takes a slightly different inspiration, with the swept bars and shallow seat tube reminiscent of path racer bikes from the middle of last century. Again, while the styling is backward-looking you get a Shimano STEPS motor system with the control unit positioned on the double top tube to keep the clean look of the handlebars. Tan Schwalbe Big Ben tyres, faux leather grips and a double spring leather saddle finish the look.

Cargo ebikes have made a huge impact in cities over the past decade, but not everyone needs the versatility that a full-size cargo bike brings. In the past few years there's been a move to more compact solutions. **Benno bikes (12.0/C01)** has a name for these ebikes that aren't quite cargo bikes but are more versatile than a normal bike: Etility. "What people really need is an everyday ebike engineered with the perfect blend of ride dynamics, cargo capacity and good looks", it says. The 46er is the latest addition to Benno's range. With a 24" rear wheel and a 26" front wheel it's designed to be stable under load whilst also delivering a smooth ride. The heavy-duty rear rack is compatible with Benno's range of accessories for load and passenger carrying, and the bike is driven by a powerful Bosch Performance Line CX motor with a 500Wh PowerTube



The Benno 46er blurs the lines between urban bike and cargo bike



The UD3 from HNF Nicolai uses Enviolo's continuously-variable hub

battery integrated into the down tube. If the rear capacity isn't enough for you, then there are front mounting points to increase the load space.

Another such bike is the **Tern (12.0/B04)** Quick Haul. After the success of the GSD and HSD models, the Quick Haul is a more compact bike still, but still keeping the same basic format of 20" wheels and an extended load area behind the rider. "Think of it as the multitool of e-bikes", says Tern: "small and unassuming, yet capable of handling big jobs with finesse." The rear rack is rated to 50kg and is compatible with many of Tern's existing accessories, as well as YEPP Child seats. The Quick Haul is available with hub and derailleur transmissions, and the bike is Bosch-powered like the rest of the range.

Tern will also be debuting a new bike at Eurobike, the NBD, which epitomises another trend in urban bikes. Like the Quick Haul it's a bike designed for urban living, but the NBD gets an ultra-low step-through frame to make it easier to access. Step-through frames aren't new, of course, but



The NBD is the new low-step city bike from Tern



The Quick Haul from Tern can take many of the accessories of its larger siblings

there seems to be an increasing move towards offering them as a sensible, unisex solution. The low centre of gravity and longer wheelbase make the NBD very easy to handle. It's a great bike for smaller riders and anyone with balance issues, but the frame design make it easy to ride for anyone. Again, it's a Bosch-powered bike, and keeps much of the functionality of the more cargo-oriented bikes: you can stand it on its end and fold the handlebars down for compact storage, and the rear rack is compatible with child seats and other accessories.

HNF Nicolai (11.0/C11) has the low-step UD3 in its urban range, which it describes as "a robust and powerful low entry bike in a class of its own." The UD3 utilises Enviolo's continuously-variable hub, with a Gates Carbon belt drive connecting it to Bosch's most powerful motor. The stepless shifting hub works equally well under load or at a standstill, making it ideal for city riding, and the 380% gear range will mean that the UD3 is at home in even the hilliest cities. Builds are available from €3,995, and the UD3 can be specced with any of Bosch's displays, or the new smartphone hub.



Kuma's S2 boasts integrated lighting and Tektro Hydraulic disc brakes

Yadea (8.0/F09) is the world's largest manufacturer of electric two-wheeled vehicles, from kick scooters to delivery mopeds. Its e-bike range is expanding and includes the YS500 e-MTB which uses a mid motor that Yadea has developed in-house. The CT26-01 is a hub motor city step-through bike that features fully internal cable routing for a clean and modern look. The 45Nm motor system has a maximum range of 150km in eco mode, and the bike also packs in GPS and intelligent anti-theft technology, with smartphone app pairing.

The latest step-through bike from **Kuma (9.0/E07)** is the S2, which retails for €2,250 / £1,995. "With a Shimano drivetrain and Tektro Hydraulic disc brakes, and fast-rolling Kenda tyres the S models are the perfect bike to cruise in comfort and style", says Kuma of the new model. The bike uses

a Bafang H400 front hub motor and a 504Wh Samsung battery integrated into the frame. Front lighting is also integrated into the head tube. The bike has five levels of assistance from the handlebar-mounted remote, and uses a simple and dependable Shimano Nexus three-speed hub transmission.

The **eSPEEDER 400 EQ from Merida (12.0/B09)** is a bike that the company calls "A consummate urban professional". It uses the Mahle ebikemotion X35 motor system with its 250Wh battery, and is fully kitted out for urban duties with lights, chainguard, mudguards, a kickstand and a frame lock fitted as standard. Continental's Contact Urban tyres and a suspension fork and seatpost will help to keep you comfortable in the saddle. To tackle the hills you get a high-quality Shimano 10-speed drivetrain.

Urban mobility specialist **Bird (8.0/F05)** started in shared electric scooters before moving into bikes, and now offers a low-step version of its popular ebike. The V-Frame model uses the same Bafang rear hub motor and fully integrated backlit handlebar dash display as the diamond-frame



Bird's V-Frame model is a new addition to its range

bike, and features full mudguards and integrated lighting. The 12.8Ah battery is removable for charging indoors, and offers a range of up to 100km depending on conditions.

If the roads in your city aren't in the best condition, or you just like to travel in maximum comfort, then there are a number of full-suspension urban bikes to see at Eurobike. The **Riese & Müller (12.0/A11)** Homage has been in the range for a number of years and is very well-regarded. The frame uses a low-step design, and the 625Wh Bosch battery



Yadea's CT26-01 uses fully-internal cable routing for clean lines



The eSPEEDER 400 EQ from Merida uses Mahle's popular ebikemotion X35 motor



The Riese und Müller Homage is available in a variety of builds

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The Åska speed pedelec is built around a Belgian frame and battery

is hidden in the downtube; there's an option to spec two batteries to double the capacity. Other options include a dropper seatpost for even easier access, and Bosch's ebike ABS system which acts on the front wheel to avoid spills on slippery surfaces. Prices start from €6,499 depending on configuration.

Velo De Ville (12.0/B03) has also combined the low-step frame and full suspension in its FEB 990 city bike. Also available in a diamond frame, the FEB 990 uses Bosch's powerful Performance Line CX motor and a fully integrated battery, with a high-spec Shimano Deore derailleur transmission. Lighting and mudguards are included for year-round use, and the bike rolls on Schwalbe's ebike-specific Jonny Watts tyres. RRP is from €4,199 depending on configuration. Velo de Ville prides itself on its ability to customise your bike to your exact needs. "There are countless possibilities to configure the bikes", it says, "from the colour to details such as the headlights or pedals, so everyone can find their own dream bike."



Velo de Ville allows you to customise nearly every aspect of your bike



Vello's folding bike platform is light and compact

Åska (12.0/D32) is very proud of its European Supply Chain. The Åska speed pedelec is built with a Belgian full-suspension frame and battery, with Swedish and Italian suspension and Portuguese wheels. The bike is powered by a German Neodrives Z20 RS 1,200W motor, powering the bike to a maximum speed of 45km/h. Gearing is supplied by a Pinion C1.6 gearbox at the bottom bracket with a range of 295%. Åska says the bike is "Built for adventurous commuters that enjoy life off the grid", and the big chamber tyres mean that it's capable outside the city limits too.

If you're looking for something a bit different in your urban ebike then there are some eye-catching bikes at this year's Eurobike show. The

VELLO (12.0/D13) Bike+ TITANIUM uses a titanium main triangle and a cromoly rear with an elastomer shock between the two that acts as suspension and also as a folding point. It uses the Zehus BIKE+ hub motor, an integrated motor/battery that's capable of charging itself on the downhill and on flatter sections in order to assist you on the climbs. The bike uses a Gates carbon belt and weighs in at just 12.9kg; VELLO has a showstopper build of the bike that uses a titanium rear end and lightweight finishing kit, and sneaks under 10kg. The standard Bike+ TITANIUM build costs €4,490; you can spec an optional Schlumpf two-speed system if the single gear doesn't work for you. ■ DA

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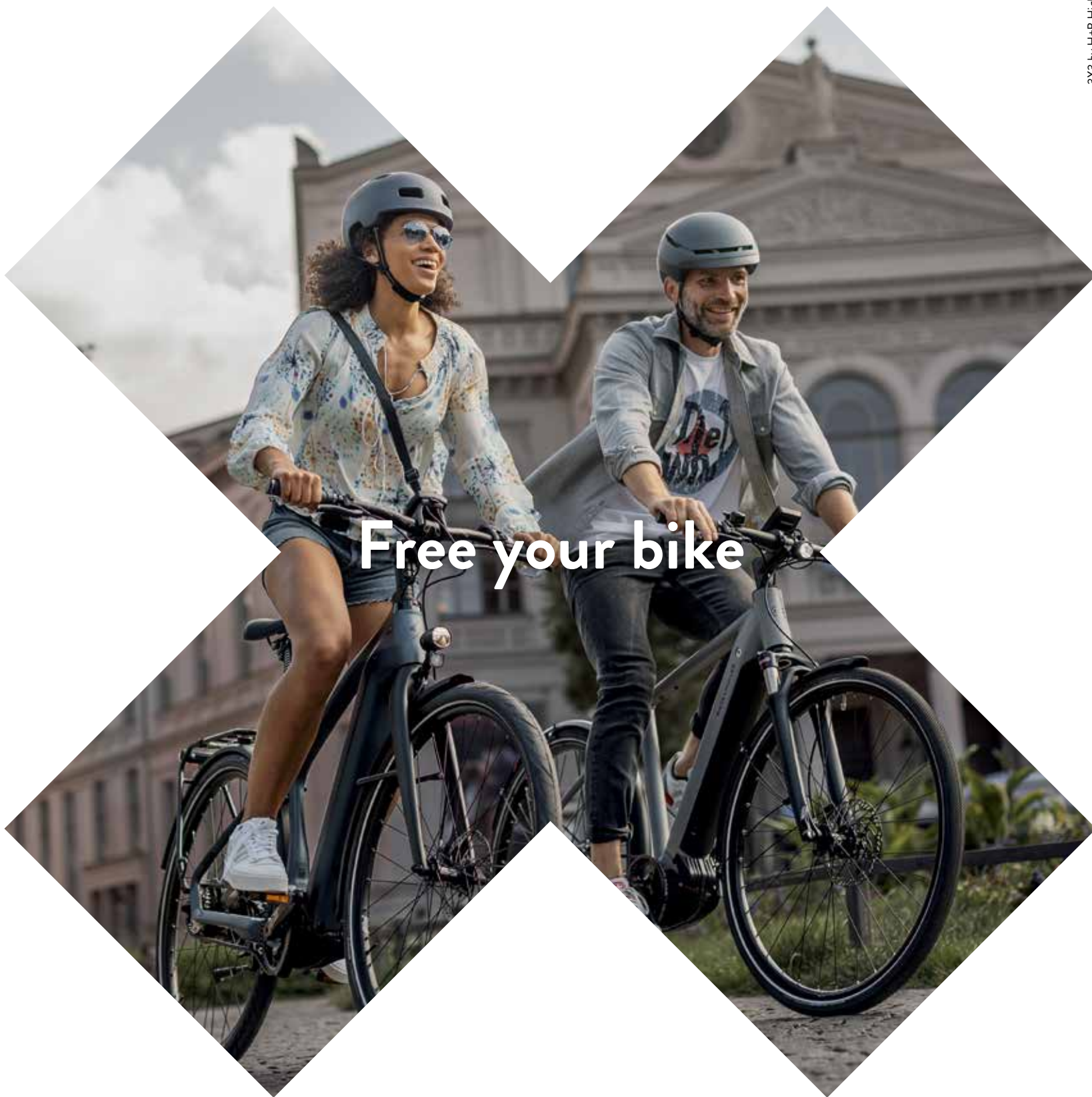
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OVERVIEW: BICYCLE TRAILERS

CARRYING CAPACITY ON DEMAND

As bicycles evolved to serve specific needs and got electrified too, bicycle trailers followed suit. Whether you plan to transport your dog, a fully loaded europallet or a child through technical terrain, you'll find the right trailer to do so at the Eurobike show.

Cargo bikes may be the big trend, but bicycle trailers still command a dynamic market of their own, allowing you to simply add carrying capacity to your existing bicycle when needed with a few simple steps. This product segment sees interesting innovations big and small every year. Think of Swiss trailer specialist Leggero (www.leggero.de) who rolled out an electronic over-run brake for their children trailer as a world premiere at last year's Eurobike. Or German manufacturer Carla Cargo (www.carlacargo.de) who were the first to bring a three-wheeled trailer capable of hauling a europallet to the market.

Another trailer well capable of taking on europallets with a weight of up to 200 kilograms is the charmingly named "EU-Palettenwagen" from German manufacturer **Baumeister (8.0 / C11)**. This four-wheeled trailer is built from industrial alloy profiles and rolls on 14-inch alloy wheels with heavy-duty axles, pneumatic tires and a brushless hub motor in two of the wheels. According to its designer Karl-Heinz Baumeister, the unique feature

of his trailers is the high-tech, round tongue with built in precision sensors. This part of the hitch constantly and precisely measures the relative forces between the bicycle and the trailer – detecting acceleration, braking or drifting. The software then adjusts both hub motors in a flash to either deliver support or recuperate power, resulting in a king-size trailer that according to Karl-Heinz Baumeister just follows the bicycle's trail without impeding its handling in any way. The German manufacturer also builds two-wheeled trailers for smaller loads.

The one-wheeled Singletrailer still is considered the most terrain-worthy children trailer on the market – you may have seen Danny MacAskill do a backflip with this trailer hitched to his mountain bike in one of his videos. This is remarkable since the original design of this trailer from Swiss custom frame builder Florian Wiesmann dates as far back as 2001. Demand overweighed Wiesmann's production capacities by far from the start however, so **Tout Terrain (12.0 / D31)** licensed the



Carrying this giant crate of German beer is an easy task for Baumeister's EU Palettenwagen.



Baumeister's EU Palettenwagen is built to handle europallets.



The tongue with its built-in sensors is key to Baumeister's heavy-duty trailers.



The new Sport model of the Singletrailer II sports a 24-inch wheel.

design and brought it to the market successfully. More than twenty years later, Tout Terrain presents the Singletrailer II as the next generation and adds a second model. The Singletrailer II Sport safely follows the trail of the mountain bike it's hitched to and it has also grown in size just like the bikes. It's lone wheel measures 24 inches rather than 20 inches as with the Tour model, and travel has grown by another 20 mm, sitting at either 180 or 220 mm depending on the shock used – that's right, for a children's trailer. The sole passenger is well protected, strapped to a seat and getting a prime view of the terrain adventures of the parent. Apart from transporting

groceries and children, one of the most common uses of bicycle trailers is to transport pets – mostly dogs. While some small dogs may fit in a basket mounted to either the handlebar or the rear rack and the biggest dogs may challenge the capacity of a true cargo bike, the new Bark Ranger trailer from **Burley (12.0 / D24)** hits a sweet spot in the middle as it is built to transport dogs with a weight of up to 75 pounds or 34 kilograms. The trailer offers a roomy interior to accommodate your canine buddy and a large rear tail gate with low clearance for easy loading and unloading. The leash, some toys and treats can be stored in an exterior storage pocket, and the entire Bark Ranger trailer can be easily transformed to serve as a stroller as well. Of course you also get a parking brake and multiple roll-up zippered panels for proper climate control. **LVR**



No bike trailer for kids handles terrain like the Singletrailer II.



Burley's Bark Ranger works both as a trailer and as a stroller.



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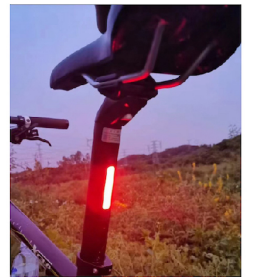
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OVERVIEW: GRAVEL BIKES

GRAVEL BIKES GET SERIOUS ABOUT RADICAL IMPROVEMENTS

All-road, multi-surface drop bar, monster road...these all fit into the catchall category of bikes for both on- and off-road, however there will always be new additions to the ever-expanding definition of “gravel bikes.” Some bikes are evolving laterally into commuting and loaded touring categories while other bikes are gaining improvements to make them leaner and faster. These bikes mostly trend toward a so-called “classic” style of gravel bike (drop bars, wide tire clearance, disc brakes) but with a few proprietary elements and/or refinements that put them each in a category of their own.



Rondo's variable TwinTip axle has a LO setting for making the bike more forgiving on uneven and off-road terrain.

Rondo (12.1 / B06) has engineered how to sustain a higher speed with wider tires into both its new Ratt and MYLC gravel bikes. A specially designed fork with extended offset results in less trail at the front wheel and a steeper head tube angle. This cleverly compensates for the sluggishness of wider 650b tires. Rondo asserts that the result is a mix of race-like high agility, direct feedback, and greater riding comfort. Narrower tires can also be used as an option. To achieve longer trail, the bike's variable TwinTip axle has two settings: HI and LO. Switching to the LO position decreases the offset, making the trail longer, the head tube angle flatter and the bike more forgiving on uneven and off-road terrain. The switch between LO and HI position is possible in a few minutes – even mid-ride.

In addition to the fork, another unique feature of the Ratt's frame is the strategic positioning of various carbon fiber structures at the dropout, the lower part of the seat tube, and the rear part of the top tube. These passive suspension zones provide added rider comfort.

While some may argue, Rondo asserts that the general evolution of gravel bikes has been more conservative with a strong road bike influence. For the MYLC, Rondo took inspiration from mountain bikes to completely reimagine the MYLC's frame geometry. The result is a gravel bike with generous tire clearance (up to 47 mm), a shorter seat tube that's dropper post compatible, and a frame with a lower stand over height. If you were wondering what “MYLC” stands for, that's a company secret but you are invited to the Rondo stand if you think you know what it stands for. If you guess correctly (only one guess)

you could win a beer! If not, you owe Rondo a beer.

The MYLC comes in four models all with a TwinTip carbon fork and Vittoria 40 mm tires. Rondo has chosen both Shimano and SRAM groupsets for the MYLC, depending on the model. The suggested retail price is 2399€ for the alloy frame; 3199€ for steel; and 3699€ and 4899€ for the two in the upper end of the range.

The Ratt is available in two models, the CF1 and CF2. The CF1 is equipped with a **Shimano (11.0 / B15)** GRX RX800 groupset, RONDO X HUNT 650b wheels, and 47 mm Vittoria Terreno Zero tires. The CF2 has a Shimano GRX RX400 groupset and Rondo Lit wheels. The suggested retail prices are 4,499€ for the CF1, and 3,599€ for the CF2. Rondo plans to expand its Ratt family for the 2023 season.

Basso Bikes (12.0 / A06) has rejected any attempt to corner it with a definition of gravel bike and has



Basso's Volta integrates a lightweight Polini E-P3+ compact motor and battery into a practically artisan frame for all the benefits of electric-assisted pedaling.

The first of its kind: mixed-material, semi-suspension, performance-oriented carbon Tera gravel bike from Basso



instead introduced three different gravel models that inhabit their own definitions. The Tera claims to be the first mixed-material, semi-suspension, performance-oriented gravel solution on the market. All Basso bikes start with precise sizing that best benefits the bike's performance. From there they are constructed by hand with the same high-quality carbon (3K Torayca HMC7 T700-MR60) that's used on all Basso gravel bikes. The Tera's standout feature is its fixed pivot at the seatstays, which provides comfort and enough suspension to embolden the rider to take a few more risks than usual. Tire clearance up to 45 mm on all three models also helps with comfort over rough terrain but it's the highly versatile Palta that offers riders the most options for customizing their ride. The current Palta is an evolved version of an earlier model and has exploited all the positive elements of its predecessor to become more comfortable and appealing for a more diverse range of uses. For example, mounts hidden in the top tube accommodate compatible bags, and three different bottle cage positions are there for long haul rides. The Palta's extreme versatility inspired Basso to add a powerful electric motor by **Polini (8.0 / F21)** to give us the Volta e-gravel bike.

The Volta integrates a lightweight Polini E-P3+ compact motor and battery into a practically artisan frame to give the rider all the benefits of electric-

assisted pedaling in a bike meant for riding in the wild. All three gravel bikes feature integrated cable routing. Prices for Basso's gravel models vary based on personal configurations.

For brands with extensive experience in the off-road sector, like **Scott Sports (12.0 / B11)**, creating gravel bikes seemed obvious, if not expected. Scott has no fewer than 15 gravel models that range in frame geometry and technologies, components, and of course, price. The latest addition to its gravel collection is the Scott Addict Gravel Tuned, a gasp-worthy carbon fiber gravel bike with **SRAM (12.0 / B10)** Red AXS 24 Speed, **DT Swiss (12.0 / C19)** GRC 1100 disc wheels, up to 45 mm tire clearance with enough mounts for gear and accessories to make it ready for serious adventure rides and races. Scott created its Tuned collection for those who like to ride fast in rough, steep terrain without holding anything back and, at only 8.12 kilograms, the Addict Gravel Tuned punches above its weight. Suggested MSRP is 8999€.

Another no-brainer for the gravel class, **Stevens (12.1 / C13)** forged

This year Eurobike has embraced gravel riding like never before. Two and a half hours have been dedicated to this #1 trend topic in lectures and talks during two Gravel Talk sessions in Hall B2 on Thursday and Saturday (1:30pm – 4:00pm) that will answer all questions about the discipline. Attendees can also learn all about the e-gravel boom, road biking formats, from route planning to the stars of the adventure scene. Afterward there will be events in real time on gravel and guided by the Gravel Club, a community that's been organizing gravel races, tours and events for two years.



Merida's Silix gravel platform represents the past, present, and future of gravel.



Inspired by mountain biking, the Rondo MYLC is designed to go so far off-road that the road might not even exist.



The Scott Addict Gravel Tuned is a knee-buckling combination of premium materials and top-of-the-line components. Would we expect anything less from Scott?



The Camino from Stevens has flowy tube shapes, integrated cable routing, and top shelf Shimano components to take you down any path...or camino.

its reputation in mud and snow on the world cup cyclo-cross circuit and brings its brand of racing prowess to its new gravel models, the Camino and Camino Pro. The 2022 carbon racer models represent a climb to the next level for Stevens's gravel bikes and, while they are positioned as bikes "made for any path," their flowy tube shapes, integrated cable routing, and top-of-the-line Shimano groupsets indicate that they run with the fast crowd. Carbon frame and fork, Oxygen handlebar, saddle, and seatpost,

Shimano GRX groupset, and up to 45 mm tire clearance on both bikes cater to the rider's need for both speed and comfort.

Fulcrum (11.0 / D07) Rapid Red 900 wheels and a 2x11 drivetrain make the difference between the Camino, which retails for a recommended price of 2649€, and the Camino Pro with DT Swiss G1800 wheels and a 1x11 Shimano drivetrain with a suggested price of 3159€.

To know what's next in gravel, first you have to know what's now, which is what you'll see over at

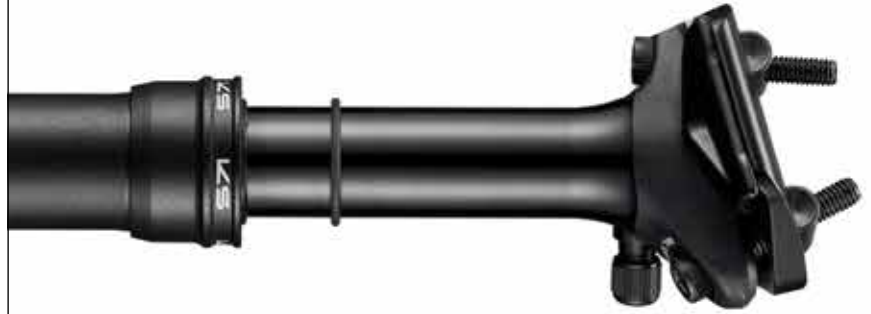
Merida (F12.0 / I27), another key player in the gravel category. The Silex range is composed of eight models all with MTB-inspired geometry (long top and head tubes, short stem) to offer the rider nimble, confidence-inspiring handling. The Silex 200 hardly seems entry-level with its full carbon fork, internal cable

routing, and components by Shimano, **FSA (12.0 / A10)**, and **Maxxis (12.1 / C06)**, yet it's easy to tell the difference in pedigrees once you check out the Silex+ Limited. This model is Merida's top-of-the-range, full carbon gravel and rough road specialist featuring more rugged 650b wheels and a wireless SRAM drivetrain.

For those looking for a little support, Merida adapted the versatile Silex to a **Mahle (8.0**

/ F18) rear hub motor to give us the eSilix, which was launched last year. If you like what you see in the Silex, Merida will present an all new Silex next year.

Since the Show Daily first started reporting on gravel, the category has left the door wide open to interpretation because – without a lot of widespread regulation to stifle innovation and as long as the bikes are compliant with safety and manufacturing requirements, we're still a long way off from the end of the gravel road. ■ **WB**



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OVERVIEW: OFF-ROAD APPAREL

OFF-ROAD CYCLING WEAR GETS MORE VERSATILE AND DURABLE

From clifftop trails to dusty gravel and bike parks, the growing diversity of cycling activities away from asphalt has encouraged apparel makers to come up with more versatile off-road gear. They often target younger riders with unpretentious but functional and durable garments.



Some of the fabrics in Vaude's Moab Pro range for men use discarded tires.

Vaude (11.1/C9) has opted for sustainable materials to put together a set of mountain biking pants and shirts in its Moab Pro range. Vanessa Crazzolaro, Vaude's product manager for bike apparel, explains that the entire Moab Pro range is created with clever functional touches and a sustainable approach. Some of the fabrics are made with yarns using recycled PET bottles, or with recycled post-consumer tire polyamide. "They target the younger off-road riders, who don't need thousands of zippers," said Crazzolaro. "They want simple features that are highly functional, and they tend to be more aware of sustainability topics."

The Moab long-sleeved shirt for men is robust yet lightweight, breathable and quick drying. With its modern appearance, this hybrid shirt could be used for downhill or uphill riding, the trails or the bike park. The men's pants are both technical and cushy, most suitable for performance on the trail. They are adjustable, due to an elastic waistband and a closure without zip. Laser perforation at the back and inside of the pant legs lets air flow in and out. The legs have close-fitting leg cuffs with stretch, making it easier to put on and take off the pants.

Another durable pant is the Elevate from **Pearl Izumi (11.0 / C04)**, which is billed



One10 pants from SQlab.

as the brand's toughest for mountain biking. The company has simplified its assortment of off-road apparel and expanded the Elevate range with trousers for more versatile use. "We've made it wearable for a pretty wide range of cycling applications," said John Pepper, senior product line manager at Pearl Izumi. "It's durable but so light that you should be able to reach for it for the park in the summer." The Elevate pants are made with recycled stretch-woven nylon fabric, aligned with the brand's environmental commitments. The nylon is ultra-light from the knee down, and slightly heavier in the upper part. There's a double panel on the knees, which gives the pants a "very bold, durable look," according to Pepper. Pearl Izumi has used the same material for the back, with some laser perforation. An eco-friendly durable water repellency (DWR) treatment sheds light moisture. Pearl Izumi has switched from Velcro straps to an adjustable G-hook for the waist closure.

Durable pants from Pearl Izumi.



The mountain biking pants launched by **SQlab (11.1/C21)** use the same structure and material as its popular OX-Short. "They're almost the same shorts with legs," said Lukas Bucht, head of research at SQlab. The German company says it has made its One10 pants with very thin, water-repellent and quick-drying fabric. The cut is optimised for cycling, the waistband is adjustable, and the same applies for the leg cuffs. Both pockets have zippers and one of them reduces electromog, meaning the electromagnetic radiation coming from mobile phones and other wireless devices.

It helps to enjoy the ride without untimely pings and calls.

While the pants are unisex, SQlab has also come up with a female version of its One10 cycling underpants. The legs have been shortened and the waistband has been adjusted, to make it more comfortable for women. The waistband is wide and double-layered, slightly slanted and overlapping toward the navel, to hug the waist without folding or cutting in – with the added benefit of a smart, slightly curvy appearance. The pad consists of a dense yet breathable foam. There's a thin layer of thermoplastic elastomer gel underneath, for extra absorption of shear forces. "It's so thin that you can wear it under anything," says Bucht.

Another option for bottoms, the combination of bib shorts and loose shorts created by **Scott Sports (12.0/B11)** targets gravel riders. The padding and straps take care of function, while the attached shorts make sure you don't look overly dorky when taking a break at the coffee shop. "It's made to give you all-day performance and comfort on the bike while also giving you the casual look when going into town during your adventures," as the company puts it.

The padding is assembled in partnership with Elastic Interface, one of the leading Italian suppliers, with high-density inserts that help make long-distance off-road rides smoother. Scott explains that it has multidirectional curvature and a smooth surface, which improves the fit and

Scott's combination of bib shorts and shorts.



makes the shorts more stable in the saddle. The X-Tract fabric and the perforations on the surface help to reduce moisture. These hybrid shorts could go with the Tuned shirt, Scott's half-zipped short-sleeved jersey for men. It's made from a comfortable, quick-drying fabric, with a breathable panel on the side. With three back pockets and two extra side pockets, there's plenty of space to stash snacks and other stuff.

Endura's new-look Hummvee shorts.



Endura (11.1/ C20) reckons that it delivers the "ultimate performance package" with its own Pro SL EGM 3D bib shorts, which are built around the three-dimensional Matrix EGM pad. The supplier reckons that they provide enhanced compression, an improved fit and unrivalled comfort. "The revolutionary new pad with state-of-the-art 3D printed core delivers levels of comfort never experienced before, no matter how far or hard you ride," Endura boasts. "The open Matrix construction keeps weight to a minimum while providing maximum breathability."

At the same time, Endura has gone for a makeover of its popular Hummvee shorts. Among the earliest "baggy" shorts for mountain bikers, the multi-pocketed cargo short has served as a trusted workhorse to riders on the trail and in the city. What remains unchanged is the versatile aspect of the shorts and its Clickfast liner. The updated Hummvee comes with a new belt, to ensure that it fits just right.

For off-road cyclists who won't be deterred by wind or drizzle, apparel makers have been working on smartly cut outerwear that delivers climate and moisture management, preferably with greener materials.

Jack Wolfskin (11.1/C17) is using its own Texapore Ecosphere membrane for the Morobbia three-layer jacket, helping to make it water and

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Jack Wolfskin's Morobbia jacket.



The Cascade, an insulated jacket by Giro.



The Noworry Pro hardshell jacket from Northwave.

windproof as well as more sustainable. The German outdoor company has been using this membrane for several years in its hiking and trekking garments. It integrated the technology for the relaunch of its bike apparel, with a focus on bike packing. While keeping out the wind and the rain, Texapore Ecosphere is highly breathable, and the jacket has multiple extra ventilation options. The hard-wearing shell is made from fully recycled and reused materials. Its green credentials include the Green Button and Bluesign certification.

Another smart product in the Morobbia range is an ultra-light windbreaker that is cut precisely for the riding position. The garment uses Texashield Ecosphere Pro Ripstop, made with fully recycled polyester. Other technologies provide function

without chemicals, such as brrr^o for natural cooling and Microban for long-lasting freshness. The Loop fabric structure is said to reduce microfiber shedding.

The **Giro (11.1/A14)** Cascade insulated jacket is meant to keep riders warm in chilly descents, without getting too warm on strenuous climbs. The heat management is in the combination of insulation panels on the front panel and sleeves, with openings to let the heat out. The jacket integrates Polartec Alpha insulation, which consists of 78% recycled polyester. The wind-resistant outer layer allows for ample breathability, and the entire back panel is un-insulated, so the heat can escape where it's most useful. Giro's Cascade is part of the Renew Series, which uses 50% recycled poly-

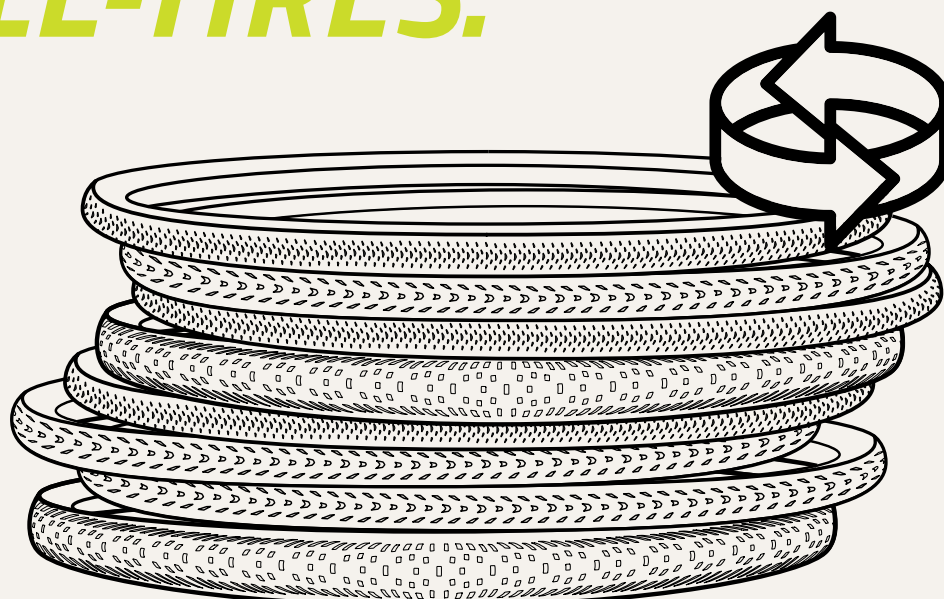
ester, and the durable water resistance system is without perfluorinated or polyfluorinated chemicals (PFCs). Closing with a two-way front zipper, the jacket has a relaxed fit.

The aptly-named Noworry Pro hardshell jacket by **Northwave (11.1/C13)** has some of the same characteristics. While the design is remarkably clean, the garment packs in plenty of function to provide protection from rain and wind as well as over-heating. The Italian company used a three-layer waterproof fabric in a fully seam-sealed construction, with double cuffs for wind and water protection. It added ripstop protection from scratches and environmentally

friendly DWR treatment, again without PFCs. Pit zips ensure that the heat won't accumulate in the jacket. The hood and the tail are adjustable.

For cooler days and perhaps less perilous terrain, Northwave has a slim fit jersey that hits the mark for comfort and function. The Italian company reckons the fabric on the Extreme 2 is so thin it's imperceptible to the touch. It helps that the jersey has reduced seams. The sleeves are made from stretchy breathable 3D mesh. Other features are the elasticated silicone insert at the bottom of the shirt, to keep it in place, the pockets gusseted for more capacity, and the reflective details. ■ **BS**

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DIRK ZEDLER

CARGO BIKES – A SUCCESS STORY WITHOUT A DARK SIDE?

Rapidly increasing numbers of cargo bikes are being sold and used on the road. What do dealers and manufacturers have to learn from the first product recalls and the continued testing of car magazines and automobile associations?



photo@zedler.de

One look at our roads on any day shows that the demand for cargo bikes has increased immensely in recent years. According to the industry association Zweirad Industrieverband e.V. (ZIV), the sales numbers of cargo bikes in Germany rose from approx. 60,000 in 2018 (of which 39,200 were electrified and 20,900 were not) by 72 percent to 103,200 in 2020 (78,000 electrified, 25,200 not), and by another 62 % to 167,000 in the last year (120,000 electrified, 47,000 not).

All the while the segment is becoming more diversified. The traditional models with two wheels and one cargo area in front of the rider are increasingly getting competition from new and interesting variations. Two wheels at the front and one at the rear, or the other way around, tilting technology or not, four-wheeled designs with cargo area or cargo box systems – the possibilities seem limitless.

The term 'cargo bike' has actually lost some of its pertinence by now, since we see these bikes used more and more to transport children. When transporting kids, widely accepted as one of the groups most in need of protection, all parties involved – designers, sales teams and customers – have a special duty of care. With that in mind, it seems positively reckless that most models sold come with underpowered (drum) brakes and wooden boxes to seat the children. Manufacturers even deck out their ad copy with images of several youngsters sitting in one box, not belted in, arms hanging out so that hands can easily reach into the spokes.

It is these models that provoke the ire of many players from the automotive industry, who waste no time in taking up arms against this up-and-coming bike segment. As they see it, they have been making strenuous efforts to protect children in the event of an accident while the bike industry

is jeopardising the youngsters' health in the most negligent ways. Something the car lobbyists conveniently ignore in all this is that the actual hazard for children in the road does not come from bikes but motorists.

Statistically, the number of accidents involving these bikes is still close to negligible. And yet, every accident with severe consequences is one too many, and the sensationalist crash tests performed by the likes of DEKRA and ADAC are causing immense damage to the image of transportation bikes. We as bike manufacturers, but also as advisers to our customers, should use our insights by recommending and advocating for more active features like bright daytime running lights and strong (disc) brakes, as well as passive safety devices, such as solid seats with three-point or (better yet) five-point belts and headrests. If we're being honest with ourselves as an industry, the safety of child seats and cycle trailers for children has overtaken that of transportation bikes in recent years.

Transportation bike standard DIN 79010

From an international point of view, there is currently no EN or ISO standard regulating the safety of a transportation bike. The only existing standard is DIN 79010:2020-02, developed in Germany. This standard sets out requirements for the fatigue strength and, as far as the transportation of passengers is concerned, makes reference to EN 15918:2017 for cycle trailers for children. One can be assured that reading and, better yet, implementing these requirements will be worthwhile.

Like for all other bike and e-bike categories, the standard provides a minimum of safety and usability. But more than that it cannot do.

Due to the vast diversification of the segment, it cannot cover all

models. For instance, models with a standard wheel in the front and an extended rear, commonly referred to as 'longtails', are experiencing strong growth. The large racks can take on spacious panniers, the bench provides enough space for one or two kids or a combination of child and cargo.

Bikes with a short front and a long rear offer a riding experience that is much closer to that of a 'traditional' bike (at least when not loaded with cargo) while taking up less parking space compared to the popular bikes whose cargo space is in the front, often called 'Long John bicycles'. But this does not mean they don't have quirks of their own.

Failure in use despite successful DIN 79010 testing

The centre tube breaking during a ride, with both mother and child going down: a scary thought that unfortunately has already become reality.

Some of the damage cases in the field, i.e. during use, occurred with transportation bikes that been successfully tested by their manufacturers in accordance with DIN 79010.

Our experts performed field tests to look for root causes and found harmful loads that the standard tests had failed to reproduce. As a result, we were able to reproduce these failures from the field in the lab only after developing our own testing systems specifically for such cargo bikes.

For a two-wheeled cargo bike with the wheels in a single line, the standard sets out four different dynamic load tests for the frame. In contrast to this, our experience shows that the damage mechanisms found in longtails up to now can be reliably precluded only after 42 different test loads with 11 different load types.

This can already be seen as proof that the staggering variety of transportation bikes needs not just brilliant developers but also the committed test engineers to match. Other load types must be added to the ones specified in the standard's requirements and each load type from the standard must be adapted to fit the special needs of each transportation bike category or design. In other words: Lumping Long-John bikes and longtails together when it comes to testing is dangerous and could lead to disaster.

Let us take pleasure from the fact that the cycling world is becoming more diversified every day. But let us also be careful and professional and only bring transportation bikes into circulation that are safe in all respects. This will make us less prone to attacks from the car lobby, which keeps trying to give transportation bikes a worse name than they deserve. Dealers, for their part, would do well to ask their suppliers if and how their cargo bikes were tested. ■ Dirk Zedler



Dirk Zedler (photo©Bernd Lammel)

DIRK ZEDLER

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

Courts have recognized Zedler as an officially appointed and sworn expert on bicycles since 1994, and on electric bicycles since 2014.

The Zedler – Institute for Bicycle Technology and Safety has used this wealth of knowledge, derived from his and his teams work in thousands of court proceedings and expert's reports not only in Germany but from the US to all over Europe, to enhance research and development in the bicycle industry.

The Institute sets the standards for the bicycle industry. It develops and builds testing equipment that is used by manufacturers to improve the riding performance and safety of their bikes, and by leading European bicycle magazines to test them. The Institute's work provides a basis for European and American manufacturers to communicate with their Asian suppliers. Manufacturers can buy test equipment from the Institute or use its state-of-the-art testing labs.

The Zedler Institute also prepares risk analyses, conformity papers, workshops, recall papers und user manuals for bicycles and pedelecs. These manuals, now available in more than 40 languages, help consumers use their bikes properly — and in many cases have protected manufacturers from liability.

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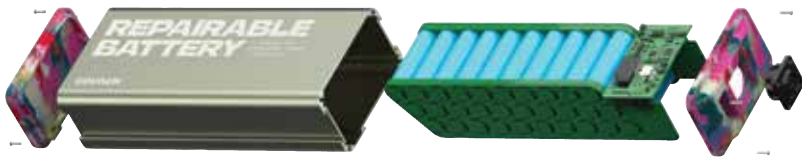


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OVERVIEW: E-BIKE BATTERIES AND COMPONENTS

SERVICEABILITY AND LONGEVITY ARE NOW KEY BATTERY SELLING POINTS

Along with squeezing ever more power into smaller and smaller batteries, sustainability and servicing have become increasingly important to many electric bike users. Partly driven by the need for better sustainability, the trend is being driven by makers, fleet operators, and individual riders alike.



Pretty packaging is far from the only standout feature of Gouach's eco-friendly rebuildable battery

One company that's making significant efforts to keep its products on the road for longer is French firm **Gouach (8.0 / G29)**. With a stated mission to build sustainable batteries and fight battery obsolescence. Its current battery pack can be fitted to a wide range of bike designs and features cable and solder-free construction, making it easy to maintain and repair. When defective, individual cells or electronic components can be easily and safely replaced in under 10 minutes. With an attendant app that gives insight into the health and lifecycle of the system, offline diagnosis is also possible. Meaning the unit requires a minimum of expertise to work on, when its cells do eventually need replacing, Gouach gives them a second life to help power off-grid solar lighting. Already producing an aesthetically striking-looking battery pack with multiple mounting options, the firm can also collaborate on custom products if needed.

Also making significant efforts to maximise the lifespan of its batteries is **Econo (8.0 / L47)**. Its InTube SmartBatteries are available in 504, 630, 750, and 880Wh capacities. Sharing the same casing, CANBUS compatibility, and BLE connectivity for remote assessment and monitoring, particular attention has been given to creating their battery management system. While most manufacturers obsess over headline specifications, Econo thinks that focusing on range too often comes at the expense of overall service life. With this in mind, it's purposefully limited the de-

fault state of charge range for its InTube SmartBatteries. So while this means the distance users can travel is marginally reduced, the product's lifespan is significantly enhanced. Should the user disagree with the firm's assessment, it's still possible to set the battery management system to the maximum range if required. Based in Slovenia, the firm also offers battery-related consulting, design, prototyping, and certification services.



Darfon offers a range of design services plus off-the-shelf products like this new 21700 cell series battery

Taiwan's **Darfon Energy Technology Corp (8.0 / F29)** positions itself as a world-leading specialist in eco-friendly technologies delivering innovative IT peripherals, passive components, and green energy solutions. As such, it offers extensive services for makers looking to collaborate on smart products, including the most intelligent of connected e-bikes. At the same time, it also provides bikemakers with a vast range of off-the-shelf components. These include its new 21700 cell series batteries, which come in multiple capacities between 360 and 835Wh. Based on a detachable in-tube design, each can also be complemented by



A pragmatic approach to its state of charge range should see Econo's latest battery enjoy a far longer lifespan



This charger is part of Darfon's huge range of e-bike peripherals

Higo wants to ensure makers don't undermine their designs with low-quality connectors



a separate 360Wh range extender battery. Using the CANBus / Uart communication protocol, like all the firm's products, they're supported by dedicated European, American, and Asian service centres. But Darfon doesn't just make batteries; it makes matching accessories too. Perfect for adding juice to the firm's power packs is its new Smart Charger. This reliable solution offers quicker charging to save its users valuable time. It also promises higher efficiency, allowing for the best charging of 36V/48V platforms up to 1KW. With complete safety certification compliance, including IPX5 waterproof credentials, it's of proven quality for outdoor use and is compatible with all motor systems.

Trend Power Technology (8.0 / J43) is another large-scale firm offering various battery products. Its new Slim-Tube 540/630 battery promises a compact and lightweight solution for powering the next generation of e-bikes. Compatible with several 36-volt drive systems, it includes smart charging support for safe and efficient refuelling, while an inbuilt battery level indicator shows you the status of the charge remaining. Also supporting the firm's REX-360 range extender battery technology, the system can offer up to a durable 900Wh in total.

While big-ticket items often get the most attention, no integrated electric bicycle is stronger than its weakest component. It's why it would be a shame to let down your design with sub-standard connectors. With plenty of experience in the sector, **Higo (8.0 / E18)** claims it offers the ultimate connector solution for fully integrated cable routing. Its new micro M connector series is

Trend Power Technology's Slim-Tube 540/630 battery can be supplemented by an optional range extender



designed with crimp contacts. Reducing both the cable's mating length and diameter by 50% compared to standard signal connectors; they offer a neat way to link up all your components. With the crimping process also ensuring more reliable connections, equipped bicycles should be less susceptible to the effect of vibrations and rotational strain on their cabling.

Another clever cabling concept for e-bikes is offered by **Gearsensor.com (8.0 / E09)**. Designed and produced in the Czech Republic, its products marry the mechanical and the electronic. Its compact sensor sits on the gear cable to detect when you shift. Connecting to the bike's motor control, it cuts the drive for the duration of your gear change, ensuring better shifting and reduced wear to the drivetrain. Trusted by more than 120 individual bikemakers, the firm is now launching models incorporating speed sensor and gear indication functions.

Also getting little credit for the key work they do in creating an enjoyable

Cutting off the drive as you shift, Gearsensor offers an easy way to add value to your e-bike



Torq sensors might go unseen, but their impact can be huge



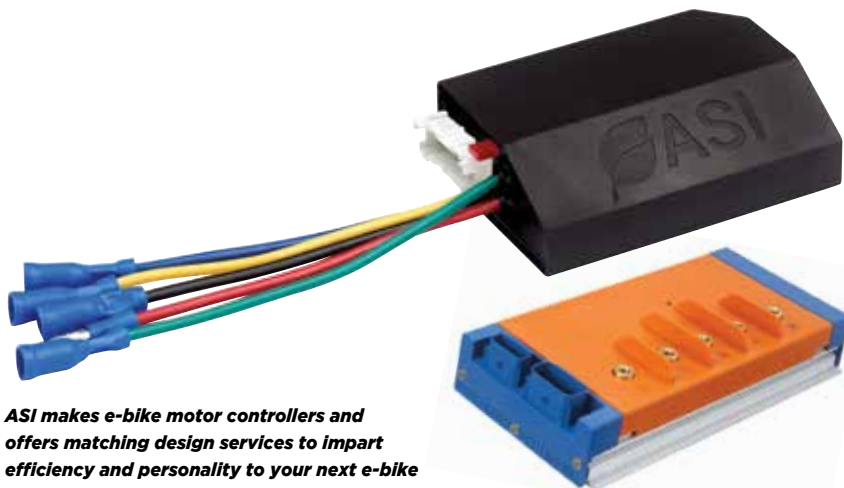
the bicycle makes use of its battery, they have an enormous effect on how any e-bike behaves. Helping build brand

affinity, ASI can design an effective and distinctive personality for your e-bike. Specialising in developing hardware, firmware, and software, it aims to help e-bike brands that want to create unique brand appeal but lack the engineering expertise to realise a distinct ride persona.

Finally, what if the entire relationship between rider power and electrical power were rethought? **Pendix's (8.0/F19) eDriveIN** rear-drive system is unique in that no mechanical drivetrain is required to transfer the energy created by the rider's pedalling to the motors that drive the vehicle forward. Instead, energy contributed by the rider is fed to the rear motors via a generator. Using technology already found on the firm's e-bike conversion kits, the Pendix eDriveIN has been designed as a B2B product for the bicycle and micro-mobility sectors. Part of a new generation of rear-drive systems, its unique method of power transfer and internal hub motors claim to offer a powerful, noiseless, and intelligent alternative to conventional drive systems. **JD**

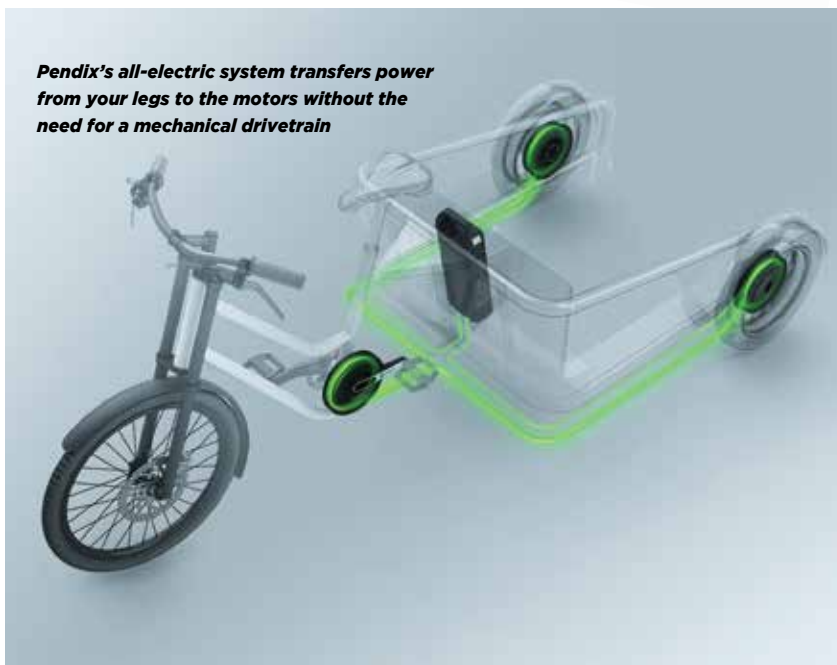
e-bike experience are torque sensors. Essential to creating a naturalistic ride feel, **Autorq's (12.0 / G09)** bottom bracket-based units use active magnetostrictive technology to provide a wide torque range with linear and stable signals. Unaffected by other bending movements or axial forces, they ensure the bike's motor response perfectly matches the rider's pedalling inputs. Waterproof and resistant to harsh conditions, the range has recently expanded to include models to fit the increasingly popular splined T47 ISIS drive standard.

Taking input torque and other data streams and using it to improve user experience, **ASI (8.0 / G11)** develops e-bike motor controllers. While consumers may focus on brand-name components, a poor motor controller can undermine their enjoyment, regardless of the headline items in the bike's specification. Determining acceleration intensity and smoothness, as well as governing how efficiently



ASI makes e-bike motor controllers and offers matching design services to impart efficiency and personality to your next e-bike

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ECONO Hall 8.0 / L47

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OVERVIEW: E-BIKE DRIVE SYSTEMS

MUCH MORE THAN JUST ELECTRIC SUPPORT

An e-bike drive system is more than just an engine. It's a system consisting of engine, battery, sensors, a display and a remote control and connected to the smart phone and to other components on the bicycle. Some of the big suppliers are making the best of this connection.



Thanks to Bosch's ABS cyclists can brake and swerve to avoid danger easily.

The first e-bikes looked like contraptions from a shack, with motors, batteries and sensors attached to an existing conventional bicycle. In little more than ten years, suppliers and manufacturers alike have pushed the integration of the different components of their e-bike drive systems forward significantly. The next step is to link the drive system to the smartphone and the cloud to get more data on the daily use of the product in order to improve after-sales service and to offer over the air updates. Making good use of their in-house know-how, some suppliers are also connecting their drive systems to other components on e-bikes such as the brakes or the drivetrain.

As one of the leading suppliers of electric assistance drives for bicycles, naturally all eyes are on **Bosch eBike Systems (12.0 / A13)** at Eurobike. Last year's big news was the Smart System, a next generation system that opened up many possibilities for additional connectivity-related functions. In April this year Bosch eBike Systems presented a Smartphone Grip that fits on the same cradle as the Smart System's Kiox 300 display, positioning the smartphone centrally on the bars. Using the eBike Flow app, the phone can show all relevant information and also do turn-by-turn navigation with enhanced maps. Another novelty presented back in April was the eBike Lock as a safety feature that allows for the smartphone to work as an

additional key to lock and unlock the support on an e-bike equipped with the Smart System.

For 2023 Bosch eBike Systems is rolling out additional features to work with the Smart System. The first is called eBike Alarm and once activated through the eBike Flow app is designed to detect unauthorized movements of an e-bike locked with the eBike Lock function and with the retrofittable Connect Module onboard. As long as the movements are only slight, the e-bike emits a series of short, subtle alarm tones. If the movements continue and get more intense despite this warning, the Smart System sounds a full alarm and also alerts the owner through the smartphone app, allowing for real-time tracking and retrieval of a stolen e-bike.

Another new safety feature that works with the Smart System is the second-generation ABS from Bosch



With eBike Alarm, Bosch extends its connected theft-protect functions.



A close-up look at Bosch's much smaller second-generation ABS unit.

eBike Systems, hitting the markets this summer. This is claimed to be the smallest e-bike ABS, developed on the basis of motorcycle technology. According to Bosch eBike Systems the second-generation ABS is 77 percent smaller and weighs 55 percent less than the first iteration. Bosch offers four different modes for the new e-bike ABS, each optimally tailored to the braking requirements of different e-bike types

and surfaces, ranging from cargo to touring, allroad and trail. The available ABS mode depends on the e-bike category defined by the respective OE customer and is not retrofittable.

Two years ago **Shimano (11.0 / B15)** launched the EP8 as its next-generation mid-motor drive unit that delivered a maximum



The EP6 is a more affordable version of Shimano's EP8 motor unit.

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The all-new EP6 motor unit and the Cues Di2 drivetrain are a perfect match

torque of 85 Nm at a weight of just 2.7 kilograms and with more compact dimensions. For 2023, the Japanese component giant rolls out the EP6 as a more affordable version that offers the same performance as the EP8 at just 300 grams more weight. The E-Tube Project app offers 15 modes of assistance support customization to make the mid-motor behave exactly as you wish. And just as with the EP8, there is a cargo version of the EP6 mid-motor as well that comes with firmware that has been tweaked to deliver more torque and support from the get-go, making that first couple of pedal strokes on large cargo bikes so much easier.

The EP6 mid-motor is not the only pedelec-related news from Shimano for 2023 however. After rolling out the Linkglide drivetrain technology that works particularly well on e-bikes last year thanks to the more durable cassettes and chains, Shimano now sets out to combine its latest generation of EP mid-motors with its electronic Di2 shifting technology. This results in two new technologies: Free Shift and Auto Shift. Free Shift allows for gear changes without pedaling while Auto Shift relies on a number of sensors and data

Bafang M410 is 18% lighter than its predecessor, the M400.



Bafang found ways to chop 500 grams from its M510 drive system.



from the EP motor to automatically put in the right gear for the situation. The Auto Shift technology works with both the new XT Di2 drivetrain and the Linkglide-specific Cues Di2 drivetrain, while the Free Shift technology only works with the new XT Di2.

As China's most prominent supplier of e-bike drive systems, **Bafang Electric (8.0 / H40)** covers all the bases, offering both mid-motors and hub motors. For e-mountainbike pilots looking for powerful, dynamic support at low weights, the new M510 mid-motor is the best choice. Thanks to the redesigned rotor and stator and the magnesium housing, the weight of

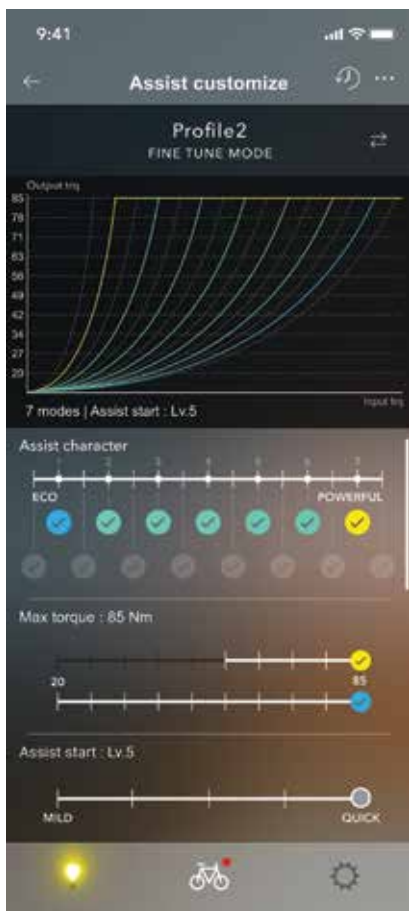


Yamaha adds a digital service and support program for 2023.

year as well. Weighing in at 3.2 kilograms, the motor unit has shed 700 grams in weight while still delivering 80 Nm of torque at a cadence of up to 120 rpm. It can be synced with Enviolo's Automatiq system and has an identical connection interface to the M500, M510 and M600 motors. As a result, it also works with Bafang Electric's new app that offers riding mode customization and over-the-air firmware updates. And as with other e-bike drive systems from this manufacturer, the M410 can be combined with a selection of displays, controllers and batteries, including an in-tube option with a capacity of 630 Wh.

Under its corporate slogan of 'Switch On', **Yamaha Motor Europe (8.0 / B09)** has announced a selection of new electric vehicles ranging from e-bikes to electric scooters that the Japanese supplier intends to sell under its own brand in the near future. In a bid to give emerging markets access to e-bikes, Yamaha has joined forces with Hero Motors Ltd as India's largest bicycle maker. The goal of this joint venture is to produce affordable and reliable hub motors in India. With its PW series mid-motors, Yamaha is also known as a supplier of the bicycle industry. As an example Pierer E-Bikes show what can be done thanks to Yamaha's open approach towards OE customers with R

Raymon's Air Ray models : by reducing the torque to 50 Nm, R Raymon can put a smaller battery into the frame, reducing the weight of the overall package significantly. At Eurobike, Yamaha will introduce its new services and support program to OEM partners and dealers. Called YESS (Yamaha e-Bike Systems Service), it is based on four key pillars: technical support, warranty, training and spare parts. YESS is a comprehensive back-up program that provides fast and effective support via locally-based teams to support all partners, from OEM to customers through IBDS. **LVR**



Shimano's E-Tube Project app offers more customization options than ever.

the motor unit has been reduced by 500 grams compared to its predecessor M500. The software has been tweaked to deliver progressive support at cadences up to 120 rpm and more subtle support at low speeds and cadences. With a peak torque of 95 Nm, this mid-motor packs some serious power to make it up the steepest ramps. The M510 motor can be combined with various displays, in-tube batteries and sensors from Bafang.

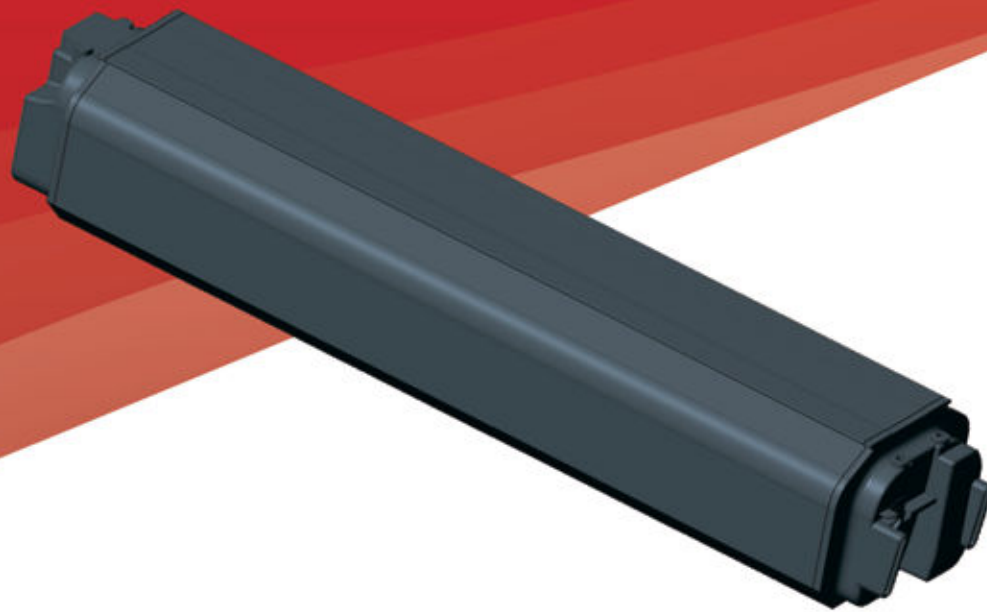
As a more affordable volume model for cargo bikes, e-mountainbikes and touring models with electric support, Bafang Electric's M410 has seen a lot of improvements for the 2023 model

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418W
E2C09



360Wh
Range Extender, E2C0C

Voltage	36V
Nominal Capacity	23.2Ah / 20Ah
Type	Integration
Dimension (L x W x H)	410 x 88.4 x 74 mm
Weight	3.8kg
Communication Interface	CANBus/ Uart

Voltage	36V
Nominal Capacity	17.4Ah / 15Ah
Type	Integration
Dimension (L x W x H)	410 x 78.2 x 63.8 mm
Weight	3kg
Communication Interface	CANBus/ Uart

Voltage	36V
Nominal Capacity	10Ah
Type	Integration
Dimension (L x W x H)	365 x 68 x 64 mm
Weight	2kg
Communication Interface	CANBus/ Uart

Voltage	36V
Nominal Capacity	11.6Ah
Type	In Tube
Dimension (L x W x H)	393 x 58 x 52 mm
Weight	1.9kg
Communication Interface	CANBus/ Uart

Voltage	36V
Nominal Capacity	10Ah
Type	On Tube
Dimension (L x W x H)	303 x 100 x 79 mm
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OVERVIEW: LIGHTS

THE BEST AND BRIGHTEST LIGHTS FROM MAKERS AROUND THE WORLD

Consumer electronics are getting smarter and better connected. Bike lights are no exception. Whether it's wirelessly linked systems that use a single button to switch on an array of lights, or individual devices that can sense motion or ambient light levels, riders now expect much more from their lights. We've rounded up the best of the show.



lights. At this year's show, it's highlighting two products. The first is a new addition to the X&O line. Known as the X&O 50, this top-of-the-range headlamp has a 50 lux output and offers multiple features designed for e-bike users. These include a high-beam operable via an offset handlebar switch and a daytime running light function. Made from aluminium, the whole unit is not only attractive but also robust and heat resistant. Compatible with e-bikes with a voltage range from 6-36VDC, the light includes an adjustable fork mount making it easy to fit. Even more slickly integrated is the brand's Glow brake light. Created exclusively for MIK carriers, it features ground-breaking Contour Lighting Technology (CLT). Its design sees an illuminated panel closely following the line of the carrier. Yet, despite its slim size and unobtrusive styling, the Glow light still features an automatic brake light function, a high output for maximum visibility, and a previously unattainable level of light diffusion.

Kryptonite is rapidly becoming as well known for its lights as its locks

Known for its tough locks, **Kryptonite [12.1/C01]** can also protect you while riding. It manages this through an expanding range of lights that have been growing smarter year on year. Fresh for this year's show, the firm's Incite X6 Front Torch features double lens technology to provide precise light distribution. Offering seven separate modes, many of these use the light's ambient brightness sensor, which allows it to automatically adjust its output. With a powerful 60 lux beam, it also includes side ports for oblique visibility. Using LED lights on the top of the unit to indicate the mode selected, a separate numerical LCD shows the charge or run-time remaining. The matching Incite XBR Rear Light is also very clever. It features a deceleration sensor that illuminates an additional light when you brake to alert any following traffic to your changing velocity. It also shares the front light's memory function, returning it straight to the last mode used when you switch it on.

Spanninga [9.0/B11] is well known for creating quality



New headlamps and integrated carrier lights from Spanninga



One button is all you need to control both of Sigma's latest duo of lights

Two lights working as one. **Sigma's [12.1/A20]** intelligent Aura 100 and Blaze Link lighting system can be controlled easily via just the front unit. Connected via Bluetooth, this makes it easy to turn on both lights when needed without pausing your riding. Even more intelligent is the system's auto mode. Used in this way, an integrated brightness sensor automatically switches both units on and off. Responding to ambient light levels, they'll know when the sun has gone in and will also instantly activate as you pass through tunnels or dark forest paths. An award-winner at last year's show, both products are now commercially available.

Using a high-power Osram LED to produce up to 100 lux, the Aura 100 Link is Sigma's most potent StVZO-compliant front light. Backed by the Blaze Link, this rear unit is visible to around 500 metres and features an integrated brake light function to increase the rider's safety when in traffic.

Working with both dynamo and



Jiashan Shengguang Electronics' JY-7250 promises warm and soft light

e-bike systems, **Jiashan Shengguang Electronics' [9.1/D06]** JY-7250 series light combines a powerful white LED with an exquisite and modern shape. Employing the firm's double lens technology, this allows it to emit a warm, soft light to ensure the rider benefits from illumination that's dispersed over a larger area. Aiming to balance brightness against energy consumption, it offers a maximum output of 50 lux. Adding additional side-on lighting through its optical design, a detachable reflector provides another line of defence when riding in low light conditions.

Another brand known for both its dynamos and lights is **SON Nabendynamo [12.1/A09]**. For over 30 years, it's developed and produced high-quality lighting systems in Germany. Among its many products is the new Edelux DC 170 lamp, which is approved for all common e-bike drive systems ranging from 5 to 15 volts. Offering 170 Lux brightness and a wide and homogeneous light field, this aims to provide good close-up visibility along with illumination into the distance. Housed in a beautiful and compact housing in four shades, the unit is water and dust sealed with a membrane ventilating system, while its LED benefits from a copper heatsink.



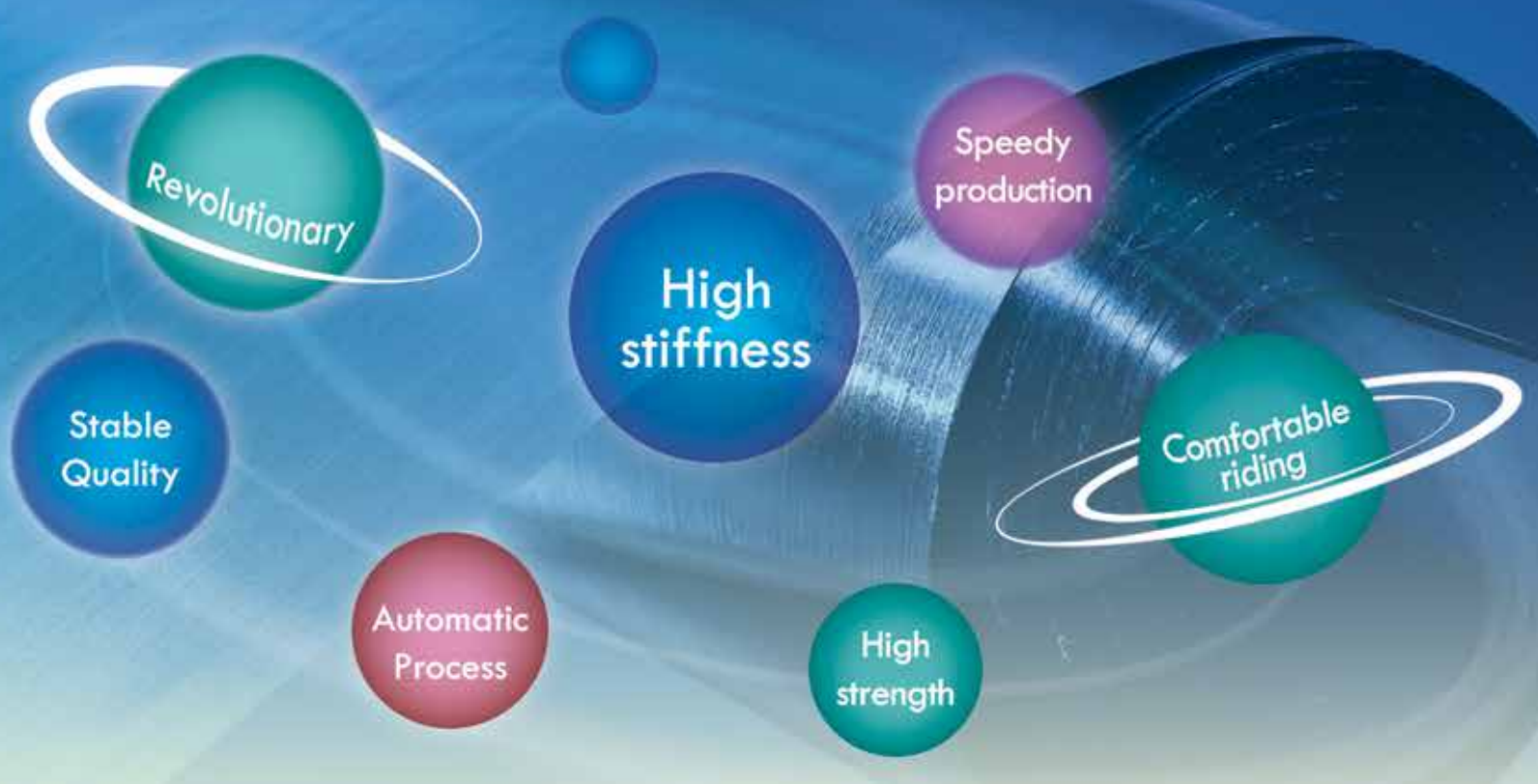
Son offers a very modern take on ever-ready lighting



The Gaciron V22-800 offers a neat design and optional remote operation

Gaciron [9.1/F14] makes a host of smart lights with unique fixings and features. Among these is its V22-800 bike headlight. This compact 800 lumen light attaches via a GoPro-type mount and is ideal for situating below a cycle computer. It supports the brand's wired remote control, allowing it to be remotely operated. Also offering remote activation, the more conventionally mounted 200 lumen V18-200 Bike Light & Horn provides illumination and volume in equal measure. Its friendly-sounding horn has a maximum output of 120dB and is adjustable between four sounds and five-volume levels. For the back of the bike, and also supporting remote activation, is the W03A Bike Laser Smart Brake Taillight. This neat unit shines a laser onto the road behind the rider to help create space for them on the road. Further protection is imparted by an automatic brake light and motion sensor, while mounting and charging are taken care of by a slick magnetic system.

Ensuring you leave the darkness behind you, **Litemove [12.1/A08a]** has a trio of new headlights at the show. The most punchy of the three is the high-end SEW-170 e-MTB unit. A multi-aspherical lens is designed to offer optimised close-range illumination across a broad ten-metre spread. Also allowing the rider to see as far as 250 metres ahead, it's been created especially for off-road use. With a 170 lux/550 lumen output, it draws power directly from the bike's battery and comes with a handlebar remote allowing it to toggle between



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This year Litemove is majoring on e-bikes specific lights covering multiple market sectors

Oxford's range covers a huge spectrum of products and is increasingly recognised for its lights

As part of its broad spectrum of accessories, **Oxford Products [9.1/A18]** produces several interesting lighting products. Among our favourites is the pairing of it the UltraTorch Headlight CL1000 front and R75 rear lights. With 1,000 and 75 lumen outputs, respectively, both benefit from extruded aluminium bodies. Fitting to the front of the bike via the firm's CLIQR Mini handlebar brackets

modes. For those needing a little less power, the keenly priced RX-E90 e-bike headlight claims to be the smallest StVZO-approved e-MTB headlight with a high-beam function. Attached to the handlebar, fork, or many other locations thanks to its small size, it's designed for 6V and 12V systems and produces between 50 and 90 lux depending on its beam mode. Similar to its bigger brother, the RX-E50 is a very compact 50 lux e-MTB headlight that can be easily attached in multiple positions without interfering with other parts. It also shares the same reflector design for optimal illumination on and off-road.



Lezyne is showing three new helmet-mounted lights



Meilan's Cute eye offers automatic turn signals, laser lanes, and a brake light

for simple and secure attachment, the front light has a run-time between 1-80 hours. Powered by two USB rechargeable 2400mAh lithium batteries, these can also be called upon to charge your gadgets thanks to the lights powerpack function. At the back of the bike, the tough Ultratorch R75 rear light uses 24 individual COB LEDs to provide 270-degree visibility. Strapping into place via an integrated silicone strap, it also features a low battery indicator and is IP65 waterproof rated.

Helmet-mounted lights offer excellent line-of-sight illumination, whether acting as a fill-light in conjunction with a handlebar unit off-road or used in traffic to add some high-level illumination. **Lezyne [12.0/C16]** has a range of three helmet lights at the show, the 500-lumen Helmet Hecto Drive 500XL, the 800-lumen Helmet Micro Drive Pro 800XL, and the 1,000-lumen Helmet Lite Drive 1000XL. Each uses a machined aluminium construction with built-in cooling fins and attaches via a GoPro-style mounting interface. Thankfully for their user's necks, each

light's punchy output is married to a conversely minimal weight. With eight modes, including daytime flash to select from, the Hecto Drive 500XL offers up to 20 hours of burn time, while the two larger models max out at a massive 87 hours.

This year **Meilan [9.1/D16]** has a clever new bike taillight called the Cute Eye. This punchy 90 lumen light claims to be visible up to a kilometre away. Despite this high output, its built-in 2500mAh rechargeable battery means it's capable of lasting up to ten hours in flashing mode. But it's not just bright; it's smart too. Cleverest of its many functions is its turn signal mode. In this mode, it can be connected to a Meilan computer to automatically indicate when a turn is coming up on your GPS route. Alternatively, its BLE4.0 transmission mode allows a control unit on the handlebar to achieve the same ends. Mounted directly to the bicycle or underneath the saddle, it also features laser distance markers and a brake warning light. ■ **JD**

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SEE ME BRAKE - GLOW BRAKE

The GLOW BRAKE is an integrated high-visibility solution with ground-breaking Contour Lighting Technology (CLT®), exclusively for MIK carriers. Developed by Spanninga and inspired by automotive lighting, CLT enables a previously unattainable level of light diffusion. Extremely tight and precise, the GLOW BRAKE strip

design underlines the curved lines of the carrier and the new built-in stop-light function enhances safety of e-commuters by producing a bright and large beam of 8 candela, while detecting when the rider slows down, brakes and stops in traffic.

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Hall 9/B11



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OVERVIEW: BAGS AND PANNIERS

STYLISH & CLEVER SOLUTIONS FOR CARRYING YOUR STUFF

Whether e-bike commuter or gravel adventurer, suddenly everyone wants to transport things by bicycle. Changing fashions and new technology are combining to transform the way we carry our luggage. From the strictly utilitarian to the suddenly fashionable, whether traditional panniers or trendy bikepacking bags, every market sector is getting shaken up. It could be the commuter with extra carrying capacity thanks to electrical assistance or the touring cyclist relying solely on their legs; either way, both are likely to make the ability to haul cargo a consideration when choosing their bike. With this in mind, we check out some of the best ways to do just that.



Gofluo's Houston pannier aims to keep groceries cool and riders visible

Julie Vets started making bags on her kitchen table in Belgium. Now the company she formed, **Gofluo [11.1/A10]** makes a wide range of stylish yet highly visible cycling wear and accessories. This 28-litre Huston pannier is inspired by an old-school grocery bag. To keep your perishables safe, it features a removable inner thermal bag that ensures your groceries stay hot or cold for up to three hours. Great for shopping or picnics, its outside is also designed to ensure you reach your destination just as safely. To achieve this, it's decorated with reflective neon ribbons that complement the bag's range of four pretty shades.

Established in 1948, **Clarijs [8.0/B14]** offers a vast range of stylish bike bags, many with the option to customise their design before they're put into production. The Dutch firm is now also offering an ecologically sound range, produced partly from its own production waste. Created from the off-cuts

generated during the creation of its popular cargo bike tents, this reCYCLED line includes two different styles of pannier based on the firm's VarioBag and SoloBag designs. First up, its VarioBag is a single pannier that also features straps allowing it to be used as a backpack. By comparison, the SoloBag is another single pannier that also doubles as a shoulder bag. Perfect for days spent commuting or exploring, both packs are waterproof, have several pockets inside, and use the magnetic Fidlock closing system. The VarioBag also includes a handy laptop compartment. Fitting into the brand's extensive range, this includes options for expeditions both on and off the bike.

Having begun in a back bedroom in 2010, UK firm **Restrap [11.1/A13]** has expanded massively alongside the interest in bikepacking. Still what the brand is best known for, it's nevertheless recently broadened its range to include city-style products and conventional panniers. On show alongside the brand's bikepacking bags, it's now also producing accessories, including the Bumper Bar. Made from CR4 Steel with a durable powder-coated finish, this clever design serves multiple purposes. First, it's a hard point for mounting lights and other accessories. At the same time, it also acts as a spacer for out-front bags, pushing them upwards and away from the wheel and cables. Fitting onto the bike's steerer, it's compatible with all 1 1/8th" forks. Also debuting this year is Restrap's new Full Frame Bag. Sure to keep core fans happy, it comes in three sizes, the larger of which will happily accommodate bulky items including hydration packs. Also on show is the lightweight Adventure Race range. As used by pro rider Mitch Docker, these products are at home both on and off-road.

Aeroe's [11.1/B31] unique systems of cradles and drybags offers a robust



Keeping your packs in perfect position, Restraps Bumper Bar solves the potential problem of bag sag



Restrap Full Frame bag

and versatile option for adventurous cyclists needing to transport luggage. Fitting to any bike, they've proved a hit with bikepackers, whether they're riding rigid drop handlebar gravel bikes or full-suspension mountain bikes. Based on a quick-to-fit yet extremely secure system, including front cradles and rear racks, one of Aeroe's key selling points is the ease with which these can be fixed to the bike. The same goes for its drybags, which are similarly speedy to fit and remove from their holders. Allowing you to get set up quickly, another key trait is the readiness with which the system can be tailored to different bicycles and load carrying requirements. Potentially offering a single modular system that can work across multiple bikes and for numerous different expeditions, it's unlike anything else on the market.

For those looking for traditional style panniers, **Ibera's [9.1/F02]** Adjustable Panniers are designed to fit almost any rack. They manage this thanks to an adaptable top section that's able to fit over even extra-wide rear carriers. Looking like a single throw-over style design, the two

panniers are, in fact, separate. With a capacity of 24 litres, they're ideal for bike touring, commuting or shopping trips. Made from water-resistant 600D Nylon, they feature a reinforced base, hand-carry handles, easy attachment straps, and reflective trim for night safety. Boosting their usability further, they're also compatible with spring clip-equipped racks.

Well known for its backpacks, **Evoc [11.1/D09]** has recently branched out into bikepacking bags. Launching next year, the Eurobike show is a chance to get a sneak peek at the brand's extensive offering. Covering every possible eventuality, the range includes multiple size handlebar, seat, and frame bags, along with a top tube bag and tool wrap. All waterproof, many also utilise the wired BOA closure system to provide secure attachment and speedy removal. Created using welded seams, the front and rear portions also feature vents allowing them to be compressed when needed. The material used across the whole range also makes for easy cleaning. Also of interest to gravel racers and many other rider styles is the brand's Hydro Pro backpack.



Beautiful and sustainably produced bags from Dutch firm Clarijs



Mounting to any bike, Aeroe's rack and drybag system is popular with serious adventurers



Traditional looking panniers with an adjustable twist from Ibero



For your bike or for your back, Oxford's waterproof Aqua range covers both panniers and backpacks



Ten new bikepacking products from respected touring saddlemaker Brooks



Known for its wearable products, Evoc has a huge range of bikepacking bags launching at Eurobike



With an integrated mudguard, SKS's saddlepack promises to protect both rider and kit



between 'bikepacking adventure', 'ride around the world', and 'short day trip' categories. Infinitely interchangeable, each of the ten items uses waterproof materials and welded construction. Another key focus has been durability and ease of interaction. This sees lightweight aluminium fixings, including those made by Klickfix, employed where needed. Other features found across the range include easy to pull tabs, daisy-chain attachments for adding extra items, and clever storage dividers. Despite using a mixture of modern materials and technologies, all products still retain the classic Brooks aesthetic. As a result, they'll be just as at home on carbon bikes as they will on more retro steel touring or gravel designs.

Well known for its traditional panniers and increasingly as successful with its bikepacking bags, **Ortlieb [11.1/D13]** is now narrowing the gap between the two genres. Depending on the trip you choose, its new waterproof Handlebar-Pack Plus can be used with all five of the firm's separately available handlebar mounting systems. A great addition to any cyclist's kit, its 11-litre volume is married to a low weight of just 500 grams. Slim enough to sit neatly on your handlebars, its 32cm width can be easily accessed via roll closure, while twin hooks



A new multi-fixing compatible handlebar pack from Ortlieb is designed to have the widest appeal possible

with CamLock closure on the front provide opportunities for compression. Capable of carrying up to a maximum payload of five kilograms, there's the option to organise your essentials with the addition of a quick-release inner pocket. At the same time, a detachable shoulder strap makes carrying off the bike easy. Created from abrasion-resistant Cordura fabric, the entire unit is produced sustainably in Germany.

Bike bags need to be practical, but many people would also like them to be stylish. You won't find many more stylish than those made by **Weathergoods [11.1/B33]**. Founded by two sisters from Malmö, its products are aimed at urban cyclists and use sustainable fabrics whenever



Weathergoods makes products both stylish and practical for on or off the bike

possible. Its best-selling product is the City Bikepack, a business-ready commuter pack made of waterproof 100% recycled polyester and featuring a 15" protective laptop sleeve and several inner and outer pockets for organisation. With a roll-top and comfy shoulder straps, it transfers seamlessly from carrying on your back to being transported on the bike, thanks to cleverly hidden hooks. Following a similar style, the firm's new WKNDR collection features casual backpacks and totes that mix waterproofing with multi-function design and stylish muted colours. ■ **JD**

This slimline product aims to combine the best of a hydration backpack with a well-ventilated vest. You'll be kept hydrated with a 1.5 or 3-litre capacity, while the quick-access main compartment also offers storage for smaller items. Keeping your energy levels up, two small mesh pockets on the shoulder straps provide a perfect stash point for bars and gels.

UK-based **Oxford Products [9.1/A18]** make a wide range of backpacks and panniers. Among the toughest is its Aqua line, which is made from PVC tarpaulin and features welded waterproof seams. Available both as backpacks and panniers, these span 16 and 20-litre capacities in the case of panniers and 12 or 22 litres in the case of backpacks. Each closing with a simple and secure roll-top, all models also benefit from extensive reflective detailing. Attaching to the bike via an adjustable QR fitting system, those carrying the load on their backs will appreciate the Airtech design, which allows airflow between the pack and its wearer.

The ever-practical **SKS [12.1/A27]** has created a saddlebag and integrated mudguard. Keeping both rider and luggage dry and secure, the Explorer Saddlebag features mounts for the included mudguard. Allowing it to be screwed on and off at the bottom of the bag without the need for tools, the bag itself is attached to the saddle post with a frame-preserving, rubberised bracket using hook and loop fasteners. With a maximum volume of 13 litres and a carry limit of 5kg, the bag's capacity can be easily tailored thanks to a vent valve. Rigid enough to hold its shape, it promises to provide ample storage space, while its waterproof construction means your kit will be safe whether you choose to use it with or without the accompanying mudguard. A little more conventional, SKS also offers the Explore Straps, a small and robust saddlepack perfect for transporting tubes and tools.

With its saddles long popular among touring cyclists, **Brooks [12.1/C18]** has recently launched a massive range of panniers and bikepacking bags. Known as the Scape range, they're designed for all-condition use and are divided

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HANDLEBAR-PACK PLUS

Inspired by the bikepacking line, the Handlebar-Pack Plus closes the gap between bike trips and bikepacking.

This 11-litre waterproof handlebar bag, weighing in at only 500 grams, can be used with every handlebar mounting system. The Handlebar-Pack Plus is loaded from the top and uses a roll closure to achieve a waterproof seal. Outer side pockets provide space for stowing small items that need to be accessed during the ride. Reflective logo and reflectors increase

visibility and a detachable shoulder strap also makes the bag an ideal companion away from the bike.

hall 11.1 / D13



NEW PRODUCTS

VELO ANGEL TT SADDLE



This short racing saddle features a total length of 241mm, just enough to conform to the UCI requirements regarding saddle length. Weight has been similarly cut back in search of performance, with lightweight foam combined with a carbon base and rails to result in a total mass of just 135g. Keeping things comfortable is Velo's patented Y-shaped design which keeps the base flexible and relieves pressure on the contact points between the rider and saddle. Finally, atmospheric moulding technology means the cover, filling material, and base fit closely together, allowing for svelt looks and a 100% waterproof finish.

12.1 / A19

V-GRIP PASS CAGE

A bottle cage designed with three different entry points. Allowing you to remove your bottle from the right, left, or centre, it's ideal for use on bikes with limited frame space. Securely hold the bidon; its durability and level of retention mean it's suitable for gravel or mountain biking. At the same time, a low weight of 23g should also win it fans in other disciplines.

9.1 / E04



GATES CDX BLACK REAR SPROCKETS

Gates' CDX line is designed for demanding applications, including extended distances in extreme settings. Promising three times the life of traditional chain drives, plus quieter operation and less maintenance, it's ideal for rigorous adventures. Gates has now added the CDX:Black sprocket line for high-torque applications, including geared mid-motor e-bikes and mid-gearbox bicycles. Featuring a comprehensive range of rear and front sprockets, each is compatible with a wide range of common interfaces.

12.1 / B13



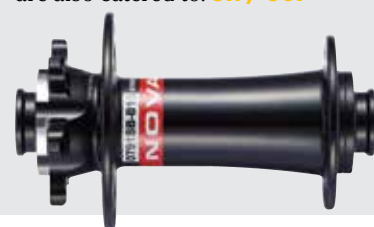
TERN BICYCLES LOCKSTAND QUADSTRUTS

Stability is vital when loading and unloading kids or cargo. Especially when a wiggly child or a heavy box might potentially upset the bike's balance. These new Lockstand QuadStruts are an additional set of robust legs for the Tern GSD Gen 2 bike. With a patented design that gives the GSD a big stability boost, they're a great way to add extra security.

10.0 / D04

NOVATEC D791SB FRONT HUB

This new front hub from Novatec promises to be an excellent option for various gravel, MTB, and e-MTB applications. With a high-rigidity hub shell made of T6 aluminium alloy, it's designed to withstand multiple impacts. Available in the commonly requested 110mm Boost thru-axle specification, it also comes in regular 12x100mm and 15x100mm versions. Both Centerlock and six-bolt rotor fixings are also catered to.



A-PRO EG4A-B11 ELECTRIC CARGO BIKE

This versatile electric cargo bike aims to help promote sustainable transport. With its motor neatly integrated into the downtube, its sleek and robust form is accentuated by integrated cable routing. Driving forward a modular cargo platform, the bike can also be adapted to accept a child seat. With the option to tailor its range via a dual battery setting, it promises to make outdoor living more enjoyable.

9.0 / E23

SAMOX EMG01 CHAIN GUARD

This smart-looking chain guard from Samox is forged from 6061 aluminium and fits Bosch Cargo, CX Performance, and CX Performance Line motors. Protecting its user from oily marks while helping retain the chain, its direct-mount fitting and one-piece construction create a neat look with a minimal weight penalty. Compatible with 38,40,42, and 44t BCD104 chainring systems and 50/53 chainline options.

12.0 / D01



NEW PRODUCTS



HYENA E-BIKE SYSTEMS E-ROAD DRIVE SYSTEM UNIT

At under 4kg, Hyena's latest E-Road System kit is compact and lightweight, meaning its 250Wh battery can easily be concealed within the bike's frame. Providing 40Nm of torque to the rear hub, it's ideal for adding support to otherwise conventional-looking bicycles. Backed by Hyena's rider app and service tool for OTA diagnostics and adjustment, the system comes with an easily integrated charging point and indicator module.

8.0 / I16

RIESE & MÜLLER MULTITINKER BIKE

The Multitinker is an urban problem solver that can transport its rider, two children, and cargo effortlessly to their destination. Its small and wide 20-inch wheels ensure a low centre of gravity and stable handling, while the compact length saves space. With Bosch's smart system, plus details like an integrated frame bag, optional cargo front rack, and an interface for attaching a trailer, nothing is left behind.

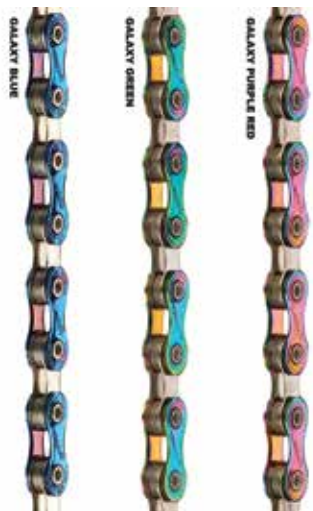
12.0 / A11



SPANNINGA GLOW BRAKE LIGHT

Created exclusively for MIK carriers, the Glow Brake is an integrated high-visibility solution utilising ground-breaking Contour Lighting Technology. Developed by Spanninga, it enables a previously unattainable level of light diffusion. Extremely tight and precise, the Glow Brake's strip design underlines the curved lines of the carrier. At the same time, the new built-in stop-light function enhances safety by adding additional illumination when it detects the rider slowing down, braking, or pausing in traffic.

9.0 / B11



TAYA GALAXY SERIES CHAINS

TAYA's galaxy series chains feature a unique surface treatment on the chain plate that promises to add sparkle to your cycling journey. But they're not just pretty looking. With a permanently glossy surface, they also ensure users can more easily rinse and maintain their chain. Available in three colours, blue, green, and purple-red, there should be one to match any bike.

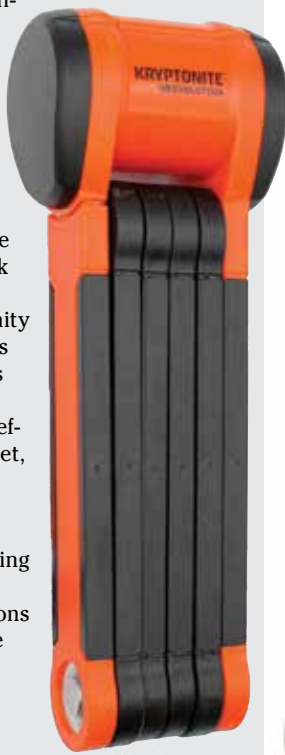
9.1 / G05

KRYPTONITE EVOLUTION 790 FOLDING LOCK

The new Evolution 790 Folding Lock has tough 5.4mm hardened steel bars for high-security lockups coupled to a convenient 90cm length. It also features a 360-degree rotating lock head for added amenity and includes Kryptonite's Click Tight bracket for effortless, quiet, and reliable transport.

A durable rubber coating on its bike-facing sections protects the frame.

12.1 / C01



TREND POWER TECHNOLOGY SLIM-TUBE 540/630 BATTERY

Trend Power Technology's new Slim-Tube 540/630 battery promises a compact and lightweight solution for powering the next generation of e-bikes. Compatible with several 36-volt drive systems, it includes smart charging support for safe and efficient refuelling, while an inbuilt battery level indicator shows you the status of the charge remaining. Also supporting the firm's REX-360 range extender battery technology, the system can offer up to a durable 900Wh in total.

8.0 / J34



NEW PRODUCTS

MESSINGSCHLAGER BUILD YOUR OWN E-BIKE CONCEPT

Want to create your own branded e-bike with a maximum of 12 months until market launch? No problem! This is the promise made by importers Messingschlagler from Baunach in Germany. Offering its customers the development and procurement expertise of the

largest European bicycle parts importer, Messingschlagler can help brands configure e-bikes from different concept platforms or work alongside them on their own concept ideas. Once complete, all necessary components, from shifting to suspension, can be purchased from

Messingschlagler. Examples of the firm's work include the Brose-equipped MUC.C.a1 SUV model and the Bafang-powered MMC.Y.a1 Youth e-bike. Now for 2023, the firm is keen to show off its skills in creating full-suspension e-mountain bikes. The resulting design combines a

Brose GEN 2 drive and 720Wh battery, along with features including 170mm of suspension travel and integrated cable routing. Created for downhill-oriented use, you can find the prototype on the firm's stand.

12.1 / B12



DARFON E-BIKE BATTERIES

Darfon Energy Technology Corp aims to be your trusted eBike battery partner. Its new 21700 cell series batteries come in multiple capacities between 360 and 835Wh. Offered alongside integration solutions, original design manufacturer services, plus customised chargers and accessories, all are guaranteed by CE and ISO approval. Making it an even easier choice, the firm also offers dedicated European, American, and Asian service centres.

8.0 / F29



SKS GERMANY DUAL SC BOTTLE CAGE

The Dual SC bottle holder is particularly suitable for more petite frames thanks to the ability to access the cage from the side. Offering right-handed entry, the bottle can be easily inserted and removed from either the side or above.

Made from a material that combines recycled carbon fibres with impact-resistant polyamide, its 40% carbon content ensures low weight and excellent stability.

12.1 / A27



AIRACE HANDY TYRE LEVER AND INFLATOR

Combining tyre levers with a built-in inflator, the Handy provides everything you need to fix a puncture in one package. Comprising two ergonomic levers, on the top of one is an inflator with a simple twist-to-release design. The kit is packed with a CO2 cartridge and easily compact enough to be popped into a jersey pocket.

www.airace-cycling.com/



EKOÏ ELEGANCE R-WAVES JERSEYS

Ekoï's Elegance R-Waves jerseys benefit from evolution driven by the firm's collaboration with the Arkea Samsic, Qhubeka, and St Michel Auber93 teams. Now included in a range of garments for regular cyclists, each is made from stretchy, soft, and silky fabrics. Tight enough to avoid creases and reduce wind resistance, they're nevertheless adequately elastic to guarantee freedom of movement. Each jersey comes in seven different colour tones and features materials made in Italy.

11.1 / C09

NEW PRODUCTS



QUOC GRAN TOURER II SHOES

Quoc is a British brand with a 12-year history of designing high-performance, comfort-driven cycling shoes. This year, its range expands with the Gran Tourer II, an all-terrain gravel shoe with a micro-adjustable dial system, race-ready sole, and a host of comfort-maximising features. Also on offer is the Chelsea Cycling Boot, a first-of-its-kind, SPD-compatible boot built from water-resistant two-tone suede, plus the Mono II, a carbon-fibre road shoe featuring fresh colourways.

12.1 / B06



SCHWALBE G-ONE RS GRAVEL TYRE

Schwalbe's new G-One RS promises to combine road bike-style speed with cyclocross-like grip. The firm's fastest gravel tyre, it's race-proven thanks to a win at Unbound gravel courtesy of Ivar Slick. Taking inspiration from across the tyre maker's range, the semi-slick

version uses the Super Race carcass found on Schwalbe's flagship Pro-One road tyre. In contrast, the inspiration for matching grip came from its well-respected X-One-Speed cyclocross model.

12.1 / C08



HAFNY HF-1550 COMPOSITE PEDALS

Combining high-quality bearings, a broad and lightweight composite platform, plus nine adjustable anti-slip pins, these pedals from Hafny promise to be a secure and robust place to rest your feet. Aiming to lock riders into place whether they're commuting home on a rainy day or racing through the trees on a bumpy trail, their distinctive design is further highlighted by a range of bright colour options.

9.1 / G16



YADEA Y-80 E-BIKE

The Yadea Y-80 is a premium city e-bike with five riding modes. Foldable for easy transport or storage at home, its central motor provides a range of up to 80km. With a detachable battery design, intelligent torque sensor, and IP67 water-proof level, the bike's functions can be controlled remotely thanks to Bluetooth connectivity. Its modern looks are then further accentuated by a space-saving single-sided fork and unique wheels.

8.0 / F09

ECONO INTUBE SMARTBATTERY

Prioritising sustainability when creating its battery management system, the lifetime of Econo's InTube SmartBattery's cells has been increased by slightly limiting its state of charge range. So while this means the distance users can travel is similarly reduced, on balance, Econo believes

this is a more sensible choice. And if the user disagrees, they can always set the battery management system to the full range when needed. Available in 504, 630, 750, and 880Wh capacities, each share the same casing, CANBUS compatibility, and BLE connectivity.

8.0 / L47



FIT E-BIKE CONTROL APP - NETWORKED EVERYWHERE

When the FIT E-Bike Control app is connected to the e-bike, all its information can be displayed and settings can be customised. The app can be used with the integrated navigation for tour planning or connected to the Komoot app, which displays all past and planned routes. The Geo Range shows which distance can be covered with the selected support level – and whether the battery capacity is sufficient for the planned route. With the FIT E-Bike Control app, practical additional functions and components can also be integrated.



FIT DIGITAL KEY



With the unlockable FIT Digital Key function, the smartphone can be conveniently used as a digital key that locks and unlocks the electronic components. The digital key offers extra security in combination with the Linka FIT* electronic frame lock. The lock can be screwed to the frame and is controllable via the FIT Digital Key. *Can be retrofitted to e-bikes with "Linka-ready" by specialist dealers.

FIT DRIVE SCREEN

The FIT Drive Screen transforms the smartphone into a full-fledged display with access to all driving data. And what's more: it offers detailed navigation and route planning with range forecast (Geo Range). The menu can be controlled via smartphone or via the control element of the e-bike. To do this, simply connect the e-bike to the FIT E-Bike Control app and activate the function as a lifetime version or annual license via in-app purchase. <https://fit-e-bike.com/en-en/technology/fit-e-bike-control-app/>



hall 12.0 / C13

NEW PRODUCTS



NECO M30CD-T SLEEVE SHAFT HUB MOTOR

A quick-release solution for e-bike rear wheels. Separating the main hub body and shaft centre, Neco's new motor can be easily removed, either for transport or in the event of a puncture. Rather than being fixed via a traditional nut, it uses a rotation stopper on the outer side of the cassette flywheel. The structure of this anti-rotation head prevents movement of the barrel while providing more secure locking than that offered by a conventional assembly.

9.0 / A08

L-TWOO TX SERIES REAR DERAILLEUR

The TX series 13-speed groupset from L-TWOO is designed for use in the foulest weather and the most challenging terrain. It includes this RD-T910 rear derailleur, which offers a dampened system for keeping the drivetrain under control. Also featuring a lightweight carbon cage for increased rigidity, it can accommodate a substantial total range of 52t and is compatible with the latest wide-ratio cassettes.

9.0 / F39



3X3 NINE GEAR HUB

The 3X3 Nine is a 9-speed hub gear system designed for a wide range of applications. Thanks to its high efficiency, it works for both e-bikes and conventional machines. With 250Nm maximum input torque, it's strong enough to endure powerful e-bike motors and, with an overall gear ratio of 554%, flexible enough to perform on mountain bikes too. Made in Germany, it's produced using industry-leading 4.0 manufacturing technologies.

8.0 / I21



KENDA AIROLUTION THE TUBE. ONLY BETTER.

Are you tired of reinflating your bicycle tires once a week? With the all-new Kenda Airolution Tube we now offer an innovative and affordable solution, developed for all cyclists that want to ride instead to pump. Thanks to a new and patent pending material composition the tube holds air 4x longer and offers a significantly higher puncture protection by keeping the same weight compared to a standard butyl tube.

12.1 / D04



MIRANDA CARBON CRANKS

The new Miranda Carbon Cranks reach a stunning 270g (a full pair, 170mm) achieving an unparalleled strength to weight ratio. Fully produced in Portugal using the latest



technologies, these come available in various sizes from 150mm to 170mm, and with all the interfaces Miranda offers. 9.0/B15

MAHLE SMARTBIKE SYSTEMS X35+ SYSTEM

This groundbreaking system paves the way to create eBikes for daily use - slim, and a joy to ride. The system delivers enough power to support your ride in almost any situation, while its lightness and perfect integration allows the bike to maintain its natural shape and feeling, enabling a great solution for urban and road applications. See MAHLE Smartbike in 8.0 or Demo Area G24. 8.0 / F18



JOYLAND EB N50LM LONG TAIL ECARGO BIKE

This year Taiwanese manufacturer Joyland has added a compact longtail e-bike model to its growing range. Featuring a low-slung alloy frame rolling on 20-inch wheels and voluminous tyres, it's propelled forwards by Bafang's M400 mid-motor unit. Providing a range of up to 80km, it uses two LG batteries, one on the

downtube and the other behind the seat tube. While footrests come as standard for the oversized rear rack, additional accessories such as child seats, monkey bars, wooden decks, and luggage racks are available as add-ons. As for the components, you get a 7-speed drivetrain from Shimano's Altus group and hydraulic disc brakes

from Tektro. Find out more via joylandssports.com.



BAFANG M510 MID-MOTOR FOR DEMANDING APPLICATIONS

Bafang's new M510 mid-motor is the successor to the proven M500 for rugged and demanding applications. The strong torque of 95 Nm is the same as the M500 but the overall torque curve of the M510 is higher than the previous model. This is clearly noticeable with the extreme support of the high cadence of 120 rpm. To further push this efficiency of the power increase, the rotor, the segmented stator was revised and a Magnesium housing was constructed, reducing the total weight of the M510 by a full 500 grams (18%) to 2.9kg. In addition, the software of the starting characteristics has been optimized to provide a smoother and more controllable start. Other refinements include increased waterproofing, a 12V light module and integrated connections. 8.0 / H40

BOSCH EBIKE ABS

With the new eBike ABS for its smart system, Bosch aims to ensure safer braking on any surface. Whether riding an eCargo bike through the city or an eMTB on challenging trails, it's designed for the braking requirements of different eBike types. The anti-lock function and rear wheel lift control make braking and your entire riding experience much safer. Special effort has been made to ensure the small and lightweight control unit blends into the design of the eBike. 12.0 / A13



New Ratchet System Hub

Proven durability, Low MOQ

- Fatigue test 190Nm impact 100,000 cycles, 100rpm
- MOQ: 100 sets for KT Open Model
- MOQ: 300 sets for customized hub shell



- Options:**
- Available for Road and MTB
 - 36T standard or 54T advanced engagement



36T



54T



KT Taiwan has independently perfected the technology to come up with our own MIT ratchet system hub. The process is highly technical and extremely difficult to get right. We have done it and are now looking to ramp up production in the face of strong demand. Get in touch with us now for a discussion on how we can help you.

NEW PRODUCTS



SAN FANG AEGISKIN AND ALEPHAB SADDLE COVERING

San Fang's Aegiskin and Alephab products aim to be an ecologically sound solution for bicycle saddle coverings. Offering high abrasion and puncture resistance, they provide an alternative to traditional PVC-

type materials. With a low carbon footprint and high recycled content, they're part of San Fang's determination to be an even more eco-friendly manufacturer.

9.1 / A27



WELLGO B353 PEDALS

These fibre-reinforced Nylon pedals from Wellgo offer an excellent balance between weight and grip. Utilising replaceable metal pins, they'll keep your feet secure, while a low mass of 364g won't drag on your bike. Spinning around Cr-Mo spindles and sealed bearings, they promise a long service life without being excessively expensive.

12.1 / A18

ORTLIEB VARIO PS BACKPACK WITH PANNIER CARRYING SYSTEM

Good on and off the bike, the Vario PS is a classic 26-litre waterproof pannier using Ortlieb's popular QL 2.1 mounting system. At the same time, it transforms into a backpack within a matter of seconds. Recently redesigned, this version from the firm's High Visibility Line features reflective thread sewn into the fabric to ensure maximum attention whichever way you use it.

11.1 / D13



JETSET ARCOS SYSTEM

The unique design of these new lightweight rims from Jetset removes unnecessary aluminum from the rim wall, yet has the strength for Road and MTB applications. The new ARCOS technology is patented and is the basis for several new products being exhibited at Eurobike.

9.0 / G45



KT TAIWAN RATCHET SYSTEM HUB

The rings of KT Taiwan's ratchet system precisely engage for instant acceleration while also promising to be highly durable. Cyclists can choose the basic 36t ratchet or the advanced 54t, which offers even faster pick-up. Compatible with all types of derailleurs, they're part of the firm's extensive range of road and mountain bike products. For detailed specifications and further information, check out the page via the QR code or send your enquiry to kttw@q-lai.com.tw.

www.kttw-hub.com



GIYO GM-24VP AIR- TURBO MINI PUMP

The GM-24VP mini pump's unique Air-Turbo design allows it to reach a colossal 300psi quickly. To achieve this, users can switch between high-volume and high-pressure modes as the pressure increases. Saving time on the initial inflation, switching to high-pressure mode then ensures easy and efficient inflation up to the maximum psi.

9.1 / A29



RETYRE NORDIC COMMUTER MODULAR TYRE SYSTEM

Imagine if swapping your bike's tyres was as easy as zipping up your jacket? ReTyre allows you to adapt to changing road conditions in under a minute via its award-winning zip-on tyre technology. It's now launched its fourth generation of studded tyre

skins for e-bike commuters. Aiming to take the best features from its predecessor, the Winter Traveler, the new Nordic Commuter skins are aimed at anyone riding e-bikes in shifting temperatures.

9.1 / B04

KIND SHOCK RAGEi-S GRAVEL SEATPOST

Combining both suspension and dropper functions, KS' new RAGEi-S seatpost is explicitly designed for the gravel market. With a unique internal structure, the post relies solely on air for its suspension and dropper

functions. Leaving it extremely lightweight, this also allows for suspension preload levels to be easily adjusted via a valve beneath the saddle clamp. 9.1 / B27





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Komoot is an app that lets users find, plan and share outdoor adventures. Available on desktop, mobile app, or sync it with a GPS device, it's home to a 27-million-strong community of cyclists and hikers who already use it for planning, navigation, and route inspiration. Reach out to us at partner@komoot.de to see how you can tap into this community.



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Model: HF-M958S-FR011 E13

Designed for 45km/h E-bikes

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45 g 105 g

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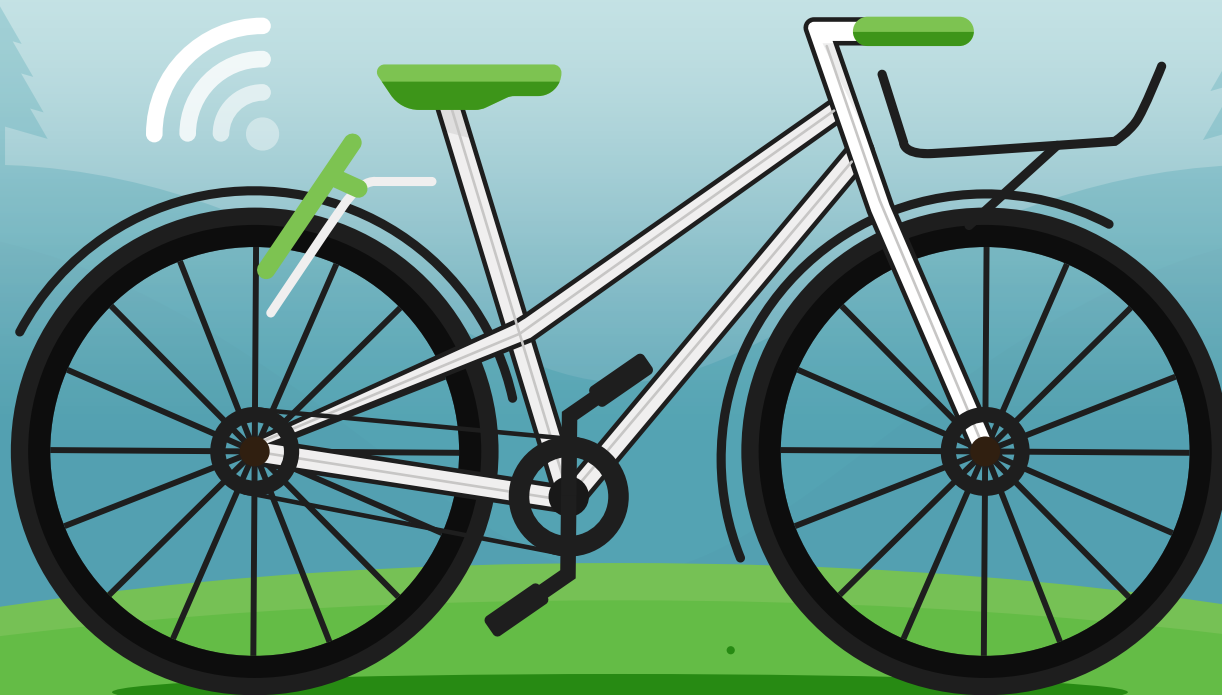


Bikesharing

Das Radeln neu erfunden

Eine Ausstellung der Deutsche Bahn Connect GmbH in
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7.10.2022 bis 16.4.2023



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MM18



MM20 MAX 1500W



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